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2079 (cont'd) Page 58

1 We have -- we live right beside the highway and
2 we have a stockade that -- between the barn and the
3 highway. And I remember a time when we put some
4 cattle in by the barn and the cattle couldn't see
5 what was coming on the highway. They would hear the
6 noise, but they couldn't see it or understand it.
7 And they were steers and they became totally
8 unmanageable. I mean, they broke through stockades
9 that I couldn't imagine a cow going through, and
10 they started going through fences, and we figured
11 out it was just when they were on the other side of
12 the stockade, they could see the traffic coming at
13 them, they could handle it. They didn't go wild.
14 But when they were behind the stockade and couldn't
15 see the traffic, they just went totally berserk.

16 I think that that would suggest that there's
17 going to be a difference between B-1 overflights and
18 B-52 overflights. B-1s are going to startle animals
19 quite a bit more and become quite a bit more of a
20 problem than back when we just had B-52 flights.

21 My second major concern is that, I read an
22 article in the New York Times about two weeks ago
23 that said that the Air Force was opposing the
24 development of wind power at various sites around
25 the country. It curtailed -- it curtailed the

BI-4

SO-17

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1 development in some areas and it never really
2 stopped them, but it was -- it raised objections to
3 it. And this is an area, North Dakota,
4 South Dakota, Montana, that has a huge potential for
5 wind power development. And I really would hope
6 that the Air Force did not limit the development of
7 air -- wind power in this area. Thank you.

SO-17

8 HEARING OFFICER GREGORY: All right. Thank
9 you, sir. That's all the cards. Oh, we've got
10 another one here? Okay.

11 MR. TRONSTAD: I have one here.

12 HEARING OFFICER GREGORY: Excellent. Thanks.

2080

13 MR. TRONSTAD: John Tronstad, T-R-O-N-S-T-A-D.
14 We have a family ranch south of Baker. And in my
15 younger days we were, probably around 1960, we were
16 pretty much in the middle of a B-52 fly-away. And
17 I'll always remember as a 10-year-old when the B-52s
18 would come over at night and bring you out of bed.
19 It's something that stuck in my mind, you know.
20 It's -- it is a noise issue.

SO-18

21 I also fly and I've been -- been a pilot for
22 years. I've had many aircraft over the years, flown
23 through a lot of these areas. And to say that we
24 probably don't have many mid-air, I've been -- I
25 would not want to count the times that I've probably

SA-1

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1 been able to read the numbers on the side of
2 aircraft that went by that they probably didn't even
3 see. There's probably ones that went by that I
4 didn't see.

SA-1

5 So I think it's a real concern. You know, it's
6 like the saying goes, if you put two -- two beebees
7 in a boxcar and they roll around long enough, pretty
8 soon they're going to run into one other. And I
9 think it's a safety hazard.

10 We have the peace and quiet, you know. I'm
11 kind of a -- it's a little bit like Bill talked and
12 many. I would be echoing that, too, that we -- we
13 have some man that comes from Hamilton. He's
14 brought his first son here to hunt, and he
15 commented, they spent a whole day in this one area
16 out stocking deer, he said, "There's no noise,
17 there's no cars, there's no vehicles, there's no
18 people, there's no airplanes." So I got to where
19 when I fly during hunting season, I'm pretty careful
20 where I go. I don't want to get shot down. You
21 know, they're pretty -- they look at you. I've had
22 some hunters get pretty upset about it. Anyway,
23 he's going to bring a son this year that is his
24 first hunt, too, because of just the quiet and
25 peace.

LU-2

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1 And the land values, I can see that land values
2 would definitely sag. We have a lot of people that
3 come through this country buy land just because of
4 the quiet. We're kind of the strip of the last best
5 place. I think it's a real issue.

SO-1

6 I don't know if the government -- or the Air
7 Force would be willing to compensate people for that
8 when those sales go down in price or not. It's a
9 concern.

10 I guess I would go down as being opposed to it.
11 I know we have a wonderful military. I'm not
12 opposed to them training, but I would think there
13 should be some options other than where we're at.

GE-2

14 I also had an interesting thing, I'll give this
15 to Ms. DeVine, about is living under a flight path
16 bad for the heart. And there's some studies done
17 that say if you're in the flight paths, that the
18 risk of heart attacks is greater.

SA-22

19 And then also, part of what Ms. DeVine said on
20 a lot of those things, the maybes and the ifs of
21 things that could possibly happen, when I listened
22 to that last part of that presentation, I wonder why
23 I would be in favor of it. That's all. Thank you.

24 HEARING OFFICER GREGORY: Thanks a lot. Any
25 more cards? Here we go. I'll let you introduce

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1 yourself.

2081

2 MR. TUNBY: I'm Randy Tunby, T-U-N-B-Y. I'm a
3 rancher north and west of Baker here. But I'm also
4 here not only talking for myself but as a
5 representative of the Montana Wool Growers
6 Association.

7 As several people have mentioned in here, the
8 chaff is an issue that we are concerned about. I
9 definitely think that needs to be reviewed and
10 studied a little bit more. Any metallic fibers or
11 poly will contaminate wool, and the chaff seems to
12 have that makeup. And looking at the sample of
13 that, I -- I am concerned about that and we are
14 concerned as an industry.

SO-16

15 Just as an example, a warehouse in Belle
16 Fourche, South Dakota, information from a Larry
17 Prager, the manager of that, in the last two years
18 they have sold a large amount of wool there, but
19 their wool in the last several years, a big
20 percentage, in fact 80 percent of that wool goes to
21 military use. So it's kind of ironic. The dress
22 uniforms that you gentlemen are wearing, a lot of
23 that is produced from wool in this area. And I
24 would sure hate to see a contamination issue not
25 allow that to happen. So anyway, that is one

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2081 (cont'd)

1 concern.

2 The other concern we have as a -- as I have as
3 a personal individual and as the Wool Growers
4 Association is the predator control and wildlife
5 services along with private pilots. Wildlife
6 services is a USDA Avis agency. They fly and help
7 control predators. Predators are the number one
8 issue facing those in sheep production and it's
9 quickly becoming a major issue for the people in
10 cattle production, too. And if we are curtailed in
11 being able to fly and take care of these predators
12 during critical times, they're flying in hot zones
13 or different things like that, they're -- I know
14 visiting with some people, they are worried about
15 the vortices from the wake and things like that, we
16 sure don't want that to be an issue.

17 We would like to see at least good
18 communication and things. I'm sure the FAA and the
19 Air Force will work with that. I know that the
20 wildlife services contacts where they have existing
21 fly zones, they contact ahead of time to see, you
22 know, what is going to be occurring that day. But
23 that is just another chain of command.

24 As was mentioned earlier, you know, possibly
25 you're running out of time during -- to get an

SO-15

SA-7

AM-1

AM-12

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1 animal that is causing problems. You've had weather
2 problems or delays or something and you couldn't get
3 in the air, and then a day when you're able to fly,
4 all of a sudden you're in the middle of a training
5 zone and they can't get up. It costs us a lot of
6 money on the ground when the predators take control.

SO-15

7 So anyway, thank you.

8 HEARING OFFICER GREGORY: All right. Thanks a
9 lot, sir.

10 And we'll take a quick break while she changes
11 the paper in that machine.

12 (Brief pause.)

13 HEARING OFFICER GREGORY: Anyone else that has
14 a card that wanted to speak? Anyone?

15 MS. RANUM: I don't have a card, but I would
16 like to speak.

17 HEARING OFFICER GREGORY: Okay. We can get you
18 a card. We have plenty of them. Come on down.
19 We'll just do it up here.

2082

20 MS. RANUM: Thank you. I'm Deb Ranum. I'm a
21 County Commissioner for Fallon County, and I am
22 opposed to the flight pattern that you are proposing
23 and I ask the military to consider the No-Action
24 Alternative.

GE-2

25 When the lady was speaking, she mentioned that

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1 the decision-makers of the EIS, the visitors to the
2 area may find the noise annoying, and I'm sure they
3 will. And it's also going to affect the value of
4 our property.

SO-9

SO-1

5 But doesn't silica also contain cancer-causing
6 agents? And I'd like the military to consider
7 looking into that further. Thank you.

SA-14

8 HEARING OFFICER GREGORY: Anyone else? Is
9 there anybody who already spoke that would like to
10 expand on what you said? Okay. I was thinking you
11 had a little bit more on that sheet. I didn't want
12 to put you on the spot.

13 MR. ROGER MEGGERS: She shut me down earlier,
14 so...

15 HEARING OFFICER GREGORY: Yeah, well, as they
16 say in football, put another three minutes on the
17 clock.

2072 (part II)

18 MR. ROGER MEGGERS: I won't take that long. A
19 couple little things that just come to mind sitting
20 here listening to some of this information. A lot
21 of this information has come up, you know, even
22 tonight. We've been handed it in the handouts.

23 Once this is in place, say it goes through, are
24 there any procedures in place to suspend it or
25 modify it if there's problems? None of that's

GE-10

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2072 (part II)

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1 addressed in any of this EIS. GE-10

2 Say there's a problem in part of the area

3 that's causing a lot of problems or something like

4 that. Can it be, you know, part of it suspended?

5 A lot of people don't check NOTEMS. I know the

6 FAA probably doesn't want to hear that, Mike up

7 there. But, you know, my business, we have

8 contracts to do, I mean a lot of places to fly and

9 pipelines to check and we got a lot of area to

10 cover. In the wintertime the days are short. A lot

11 of times we'll leave in the dark -- or just shortly

12 after sunrise and get back right at dark, fighting

13 weather, whatever. The days are long. We can't

14 delay it. I mean, we have to be the next place the

15 next day. AM-12

16 These pipelines are required that they're flown

17 by the Department of Transportation. Pipelines,

18 interstate pipelines have the same regulations under

19 DOT as over-the-road trucks. We have to be drug

20 tested to fly the pipelines and observe them. We

21 don't have to be drug tested to fly. It's on

22 account of the pipelines. So it's a different set

23 of regulations. SA-21

24 How about the comments on this -- that are

25 given to the Air Force? Does the FAA see them or is NP-5

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1 it separate or -- I mean, we don't see that either.
2 I mean, are these comments transparent? I mean,
3 does the Air Force look at them or the FAA look at
4 the Air Force comments? Where do we send the
5 comments to the FAA?

NP-5

6 A lot of the mid-air that are close, a lot of
7 times most people don't report them. I mean, no
8 harm, no foul. We've had some I wouldn't say
9 mid-air -- potential mid-air, but we've had some
10 close encounters. We fly currently extensively in
11 that Military Operations Area around Belle Creek,
12 which by the way is slated for major expansion with
13 Co2 tertiary recovery. And the oil field down
14 there, it's recently been bought out by another
15 company, Denver Resources. And things are going to
16 change in that Belle Creek area shortly.

SA-1

17 And so, consequently, I mean I guess I
18 recommend either No-Action or this thing modified
19 where it's the floor of the airspace is pushed
20 upwards, you know, less impact to the general
21 aviation. Not that we don't want to share our
22 airspaces, but the lower levels. Hopefully
23 something can be worked out that way.

GE-2

24 HEARING OFFICER GREGORY: Okay.

25 MR. ROGER MEGGERS: Them are some of my

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1 concerns. I guess the biggest one was is just to
2 see if there was anything in place for anything
3 to -- any of the procedures to suspend or modify
4 this complex.

AM-12

5 HEARING OFFICER GREGORY: Okay.

6 MR. ROGER MEGGERS: Thank you.

7 HEARING OFFICER GREGORY: Anyone else like to
8 expand on your remarks? Well, we've still got some
9 time, about a half an hour before we're set to
10 adjourn.

11 So what I'm going to do, I'll go ahead and
12 recess the hearing at this point. And the FAA and
13 Air Force reps will be available to continue
14 discussing things with you. And if you change your
15 mind about making a comment or adding to your
16 comments, Teresa and I will still be down here, and
17 what I'll do, I'll reopen the hearing and then you
18 can go ahead and make your comment.

19 But just in case no one comes back to me, let
20 me go ahead and close this out.

21 AUDIENCE MEMBER: Can I ask a quick question on
22 procedure?

23 HEARING OFFICER GREGORY: Sure.

24 AUDIENCE MEMBER: Did I understand you
25 correctly to say that written comments have the same

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1 weight as public comments?

2 HEARING OFFICER GREGORY: Yes, they do. And
3 there's no page limit on written comments.

4 AUDIENCE MEMBER: Okay.

5 HEARING OFFICER GREGORY: And the main thing
6 is, you just need to get those in by November the
7 15th.

8 AUDIENCE MEMBER: And there's forms here for
9 that?

10 HEARING OFFICER GREGORY: There are forms here
11 for that right there at that table in the back. 2073 (part II)

12 MR. DARIN MEGGERS: I'd like to talk again on
13 the tape, if I could.

14 HEARING OFFICER GREGORY: Okay. You, too?

15 AUDIENCE MEMBER: No. I was just going to say,
16 if we have time, would it be possible to do a short
17 Q and A with both the FAA and --

18 HEARING OFFICER GREGORY: Well, they're going
19 to be available out by those display boards and you
20 can discuss whatever you'd like to discuss with
21 them.

22 AUDIENCE MEMBER: Okay.

23 HEARING OFFICER GREGORY: The FAA guy will be
24 out there and the Air Force reps, too.

25 AUDIENCE MEMBER: I see.

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1 HEARING OFFICER GREGORY: I'm just going to
2 recess in here for the formal part. But, yeah,
3 they'll still be available out there to discuss
4 things with you. So come on back.
5 You're the other Mr. Meggers, right?
6 MR. DARIN MEGGERS: I am.
7 HEARING OFFICER GREGORY: Okay.
8 MR. DARIN MEGGERS: Bad habit. All right. I
9 would just like to talk about flying in the MOAs.
10 One time I come out of Nevada and landed in
11 Gillette, Wyoming, come out IFR and landed in
12 Gillette and got gas, and of course we had to
13 transition through the Powder River MOA. And with
14 the radio communication, radar coverage in this
15 area, it's difficult to fly IFR doing -- from below
16 10,000 feet just because you're -- you don't have
17 radar contact. You can't talk to nobody. So I
18 elected not to file IFR coming out of Gillette.
19 So I come out of Gillette and hiking along at
20 310 and all of a sudden here comes a B-1 and here
21 comes another B-1. So this see-and-avoid thing is a
22 hard thing to do. I didn't -- I didn't see them,
23 you know. If I would have filed IFR, they wouldn't
24 have let me go through it. And it's a direct route
25 between Gillette and Baker. I would have had

2073 (part II)
(cont'd)

AM-3

SO-7

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1 another hour and a half of my flight time and
2 there's more expense and everything else.

SO-7

3 So we all know flying IFR, that it's not
4 allowed. You know, you can look at all the existing
5 MOAs, all the GPS weigh points around the
6 perimeters, you know, they're there for a reason.
7 They file around.

8 You know, I've talked to the VFR pilots that
9 come through Baker. They don't want any part of it.
10 They're out there to enjoy the freedom that they
11 have. They don't want to be hitting the GPS to get
12 away from all the airspace alerts and they want to
13 enjoy their flight. They don't want to worry about
14 getting run over.

SO-10

SA-7

15 You know, the other thing is the hospital, the
16 medical complex here. They're going to suffer from
17 this in more ways than one, too. You know, getting
18 that Life Flight in here, I don't -- I just don't
19 see how that's going to work.

SA-19

20 On demand, you know, with these people, time is
21 of the essence. And we've already talked about
22 that, trying to get a hold of people to go now. You
23 know, there's a bunch of people that fly into Baker
24 to visit our medical complex. We have an AME on
25 staff here. He's the best in the area and people

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2073 (part II)

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1 come from everywhere to get their flight physical
2 from him. And we're very lucky to have these
3 services in Baker.

4 I guess with that, thanks.

5 HEARING OFFICER GREGORY: Okay. Thanks a lot.

6 MR. LANE: Can I make one quick comment?

7 HEARING OFFICER GREGORY: Sure. Come on back
8 up.

2071 (part II)

9 MR. LANE: Bill Lane. This will be short. I
10 just -- my wife works at the clinic here. And I do
11 know, going on top of what Darin just said, that
12 there are a lot of doctors that fly in here from
13 Billings, I know North Dakota, South Dakota, that
14 they come in here to provide a service to the Baker
15 area. However, this wouldn't be considered an
16 emergency flight into the area, so -- but they are
17 always flying IFR into this area. So that would
18 limit the amount of specialized care that we could
19 get here in the Baker area.

50-5

20 And that was just something I wanted to add.
21 Like I say, it's not an emergency, but it is
22 providing a service to this area. Thank you.

23 HEARING OFFICER GREGORY: All right. Thanks.

24 Thanks a lot. Anyone else at this point? Anyone?

25 As I said, what I'm going to do is recess the

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1 hearing. Since we've still got some time until
2 8 o'clock in case anybody changes their mind about
3 making an oral comment here tonight, but in case no
4 one comes back, let me just go ahead and make some
5 concluding reminders here.

6 As I've mentioned a couple of times, tonight's
7 not the end of your opportunity to participate in
8 this process. Those written comment sheets are back
9 on that table in this room right at the back. You
10 can turn them in tonight or you can mail or fax them
11 later. The address and fax number are on that slide
12 and they're also on the brochures and the comment
13 sheets.

14 You can submit your comments at any time during
15 the process, but to receive timely consideration for
16 this Final EIS, let me foot stomp this one more
17 time, all comments must be submitted by November the
18 15th, 2010.

19 If you'd like your own copy of the Final EIS,
20 please tell one of the representatives outside at
21 the registration table or you can send a letter or
22 postcard asking for your own copy and the Air Force
23 will send copies of the Final EIS to you.

24 The Air Force and FAA reps will be available
25 out by those boards to continue discussions with

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1 you. And I'm going to go ahead and recess at this
2 time. And if you change your mind about making a
3 comment, just come on back down front here. Teresa
4 and I will be here and we'll reconvene the hearing
5 and get your comment on the record. All right. So
6 we'll be in recess.

7 (The hearing recessed at 7:35 p.m.)

8 HEARING OFFICER GREGORY: The hearing's called
9 back to order. One of our speakers wants to add to
10 his previous remarks. Sir.

2074 (part II)

11 MR. RIEGER: Don Rieger, R-I-E-G-E-R, again as
12 Fallon County Commissioner.

13 And a couple of questions or statements I would
14 like to add to the information that's been already
15 given.

16 Again, when we consider air ambulance coming
17 into the area as was indicated earlier, you know,
18 this services -- our medical facility services quite
19 a large area, and many times people are -- patients
20 are brought in here and of course air ambulated out
21 of here.

22 When an air ambulance is called upon, I suspect
23 they would call in and get a clearance. And if
24 there was a training exercise going on, my question
25 is, is when the air ambulance gets clearance to come

SA-19

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1 into this locality, they will not leave or they --
2 the medics from that air flight go over to the
3 medical hospital and they stabilize a patient before
4 they will leave with them. Sometimes that might be
5 15 minutes. The next time it might be a couple
6 hours to maybe more. Until the patient gets
7 stabilized, they will remain here and then fly out.

8 My question is, is if they get clearance, will
9 they totally abort the training exercise or will
10 they just delay it as long as that air ambulance is
11 here.

12 The next thing is, the sage-grouse is a huge
13 issue with the environmentalists. We deal with that
14 quite rampantly in this area with the oil and gas
15 development or the development of natural resources.
16 The interruption of their leks or their breeding
17 cycles and so forth, if the sage-grouse can
18 literally stop road construction or firing up heavy
19 equipment or something while they're actually in the
20 mating season, how would this affect if there was
21 sonic booms and training exercise that would disrupt
22 that. That's a concern.

23 Third question I've got is with this
24 TransCanada pipeline that's coming through here.
25 This is all going to be imported steel. It will be

SA-19

BI-3

1 outside the United States. And they have made a
2 formal request to the federal government requesting
3 that they can get an allowance to increase the
4 pressure more than the recommended pipe velocity or
5 whatever it is. Anyhow, they are requesting to
6 increase the pressure or use thinner pipe in the
7 remote areas, and in the urban centers they would
8 use the heavier pipe just because of safety
9 fractions.

10 But my concern is, is these sonic booms and
11 that, certainly that will make the ground tremble
12 and that, would that have an impact on those
13 pipelines. If it does, I mean we're talking a
14 36-inch pipeline that's capable of running -- or
15 flowing probably a million barrels of material a
16 day.

SA-23

17 When I talked earlier about this on-ramp with
18 the adding oil out of this Bakken plate, they would
19 give allowance that they would be able to transport
20 100,000 barrels a day that they would put in this
21 pipeline here.

22 So there again, I mean, you know, if there
23 would be a rupture of a line, that would be a huge
24 environmental issue.

SA-23

25 But those were some additional thoughts I

1 thought of while I was remained seated back there.

2 So thank you.

3 HEARING OFFICER GREGORY: Thank you very much.

4 (The hearing in recess at 7:50 p.m.)

5 HEARING OFFICER GREGORY: It's 8 o'clock. We
6 had a couple of additional speakers that are already
7 in the record and there is no one else who wishes to
8 speak. So with that, this hearing is adjourned.

9 (The Powder River Training Complex Public
10 Hearing adjourned at 8:00 p.m.)

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1 STATE OF SOUTH DAKOTA)
2 COUNTY OF MEADE) SS. CERTIFICATE

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
6 through 77 is a true and correct transcription of my
7 stenographic notes.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

Teresa L. Fink, RMR
Registered Merit Reporter

17

18 My Commission Expires: 4-29-2016

19

20

21

22

23

24

25

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1 here. First, please limit your comments to the
2 Draft EIS. That's the purpose of the public comment
3 period. Second, if you agree with a previous
4 speaker on something, you can certainly say that,
5 but you don't need to repeat it since it's already
6 in the record. Finally, as I mentioned earlier,
7 this formal part is not a Q and A session. It's an
8 opportunity for you to put on the record your views,
9 your concerns about the proposal that you want the
10 decision-makers to consider. Questions that you
11 pose during your comments will become part of the
12 record and will be considered.

13 After we're done with the formal part of this,
14 the FAA and Air Force reps will continue to be
15 available by these various posters and boards and
16 things to discuss things with you.

17 And with that, Mr. Drayton.

2083

18 MR. DRAYTON: I see only one being held up.
19 Are you gonna give me six minutes to start with?

20 MS. MOYER-DURHAM: I will give you as much time
21 as you need, sir.

22 MR. DRAYTON: I've got a visual aid with me
23 tonight that I think's a little more important than
24 propaganda that we've seen here tonight.

25 You know, this really surprises me. I'll bet

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2083 (cont'd) Page 35

1 you holler a lot more at the visiting referees and
2 coaches than you're going to holler or say anything
3 tonight. I've been to -- this is my third meeting
4 in the third state. I started out in South Dakota,
5 went to North Dakota, and now over here in Montana.
6 I was hoping to hear a lot of comments here tonight.
7 Maybe you've already sent them all in via the print
8 method, and I guess I hope that's what you did.

9 If you're not traveling with some of this
10 luggage that I've got, you're not traveling with
11 much. I've got the Draft EIS and on top of that the
12 appendices that go with the Draft. And when you get
13 up and talk like this, the other two meetings were
14 fairly easy, but I've had time to go through these
15 things now for a couple of weeks and it made it damn
16 hard tonight to decide what to ask and what to tell
17 people.

18 The Air Force went ahead in 2007 as they stated
19 and got the cooperating agencies involved, the FAA.
20 Remember the FAA, this is the one that you need
21 to -- that's got the authoritative signature on this
22 deal and they're going to have the most influence on
23 this because they're asking for an increased
24 airspace in the whole complex, and so they're very
25 important in this.

NP-4

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1 And when you make your comments, you want to
2 make sure that -- make sure your local airports get
3 in on this, too, if they haven't already. Have them
4 send in a formal comment to Ms. DeVine in Virginia
5 at Langley and let them know their feelings.

NP-10

6 I have talked with one man at Lemmon who is --
7 I don't know if he's crop dusting or not, but he had
8 his head bumped against a cockpit window one day by
9 a plane going over the top of him. He said he
10 didn't want to do that again. He manages the
11 airport now.

12 But, you know, when they put this together, it
13 went from a high school class to kind of a graduate
14 course when you start looking at all the 1.0s and
15 3.3s and 6.6s. That's -- it's gone to a pretty
16 tough class. And we need to -- but you need to keep
17 looking at this if you're gonna have any effect on
18 this and then keep your comments coming.

NP-10

19 It takes a lot of time to do this. I've got
20 pages full of notes and trying to decide what would
21 have the most effect on this whole process. But as
22 the government has all these agencies, even our
23 elected congressional delegation is against us on
24 this, at least the ones in South Dakota. They in
25 fact recommended this expansion. And they won't

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1 admit, of course, that -- their offering up of our
2 barren lands out here in low population. They
3 offered that up in order not to have some of these
4 Bases closed when the pressure was on.

5 I find it hard to believe that an Air Force now
6 that flies intercontinental missions around the
7 world gives us one of the reasons for expansion is
8 that they want to stay close to home and save on
9 fuel. That's one of their -- that's one of their
10 reasons. They may not put it number one, but it's
11 one of them.

12 So I'm not ready to sacrifice more freedom in
13 order to have somebody tell me, "Oh, well, we're
14 doing this for your safety and this war on terror."
15 At some point we have to say enough encroachment and
16 decide that if we can't get our elected officials to
17 represent us, then -- then, you know, we've gone way
18 over the cliff. I hope we haven't gone that far
19 yet.

20 But we all have the right to the pursuit of
21 happiness and tranquility. The Air Force and the
22 Environmental Protection Agency can't tell me that
23 the time I spend up in the hills and buttes with my
24 kids and family and grand kids is any less important
25 than the concessions they're going to make to the

PN-2

PN-3

NP-2

LU-1

CU-3

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1 Tribes as far as avoiding their cultural and
2 religious and what have you exercises.

3 And I have nothing against the Tribes. But if
4 you go through this appendix, you'll see the letters
5 that started out in February of '08 by the Commander
6 at Ellsworth, and I don't think he's there any more,
7 but he sent letters to at least the first -- the
8 four main Tribes that would be involved with this
9 expansion and the increase in the flights, and
10 didn't get a very good response from Tribal
11 representatives.

12 So there was another letter that was sent.
13 This one come from Air Combat Command at Langley to
14 the Tribal representatives, no longer just the
15 Tribal President, but the Tribal representative,
16 probably a lawyer.

17 Time went by. The next letter shows a letter
18 from Langley, Air Combat Command, to Bureau of
19 Indian Affairs, you know. "Let's -- come on. Let's
20 get these Tribes moving. We need -- by law, we need
21 them here to come to a scoping meeting." This was
22 in '08 yet. "We need them to come to the scoping
23 meeting so we can do our community outreach," you
24 know. "And, by the way, we're going to have chaff
25 and flares now along with these low-level flights."

CU-3

NP-10

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1 You don't have to draw a picture to think about
2 what the Tribes thought -- would think of those
3 letters, asking them to come in respectfully for --
4 for some meetings, you know, some powwow with the
5 government. I know what they thought of that and I
6 know what I think of it.

NP-10

7 So I don't have any questions when I get to
8 these things. I just have comments. And my only
9 answer to the whole deal, as it was to my elected
10 officials, was no. No, we don't want this. Enough
11 is enough. And some day these bombers are going to
12 be obsolete anyway. They're already flying these
13 drones around and doing all the damage they can do
14 with those.

GE-2

15 But -- but anyway, you just have to remember
16 that the only reason most of you are here tonight
17 and the reason I am here, besides family, is the
18 property rights. If you don't have some skin in the
19 game, if you're not worried about some hunter
20 leaving the gate open and traipsing across your
21 butte and your hills and your valleys, you don't --
22 you wouldn't put up those signs. And if you weren't
23 property owners, you wouldn't have come to this
24 meeting tonight. You would be doing something else.

25 So we gotta remember, it's still a property

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1 issue. And the needs of the Air Force are as they
2 may be, but we just have to learn when we can say
3 no.

4 As one guy said at the Bowman meeting, I didn't
5 attend it, but I heard it quote, he said, "Go ahead
6 and fly your flights 18,000 feet, and anything
7 underneath that, leave us alone. Stick to your
8 18,000 feet."

9 And, of course, in the meantime, if you read
10 this Draft Statement, they're going to have more
11 threat emitters. They're looking for sites to put
12 more threat emitters up and -- so they probably
13 won't have any trouble finding those.

14 Well, I don't know. How much time do I have?

15 MS. MOYER-DURHAM: You're already at eight.

16 MR. DRAYTON: Okay.

17 HEARING OFFICER GREGORY: Let me see if anybody
18 else has changed their mind. I only have one card
19 up here. Did anybody else fill out a card that I
20 don't have? Anyone? All right. Well, if you
21 change your mind, let us know so --

22 MR. DRAYTON: I just have a couple sentences to
23 comment on --

24 HEARING OFFICER GREGORY: Go ahead.

25 MR. DRAYTON: -- and then you can go home.

CM-2

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1 HEARING OFFICER GREGORY: We'll put another
2 three on the clock for you. Go ahead.

3 MR. DRAYTON: At the bottom of the letter
4 that -- the Northern Cheyenne Tribe, after the time
5 had expired for them to send comments to Ms. DeVine,
6 she sent a letter to the Air Force -- and possibly
7 Ms. DeVine's office, I forget, it's in there, and
8 she said, "The Tribe's been looking over your
9 proposals and your scoping meetings. I believe we
10 have the week of August 11th open," which was past
11 the Air Force time. But anyway, "If you're
12 interested, we'd be willing to talk to you at that
13 time."

14 And at the bottom, I'm going to give you a
15 contrast, at the bottom of the Northern Cheyenne
16 letter it says, "Little Wolf and Morning Star: Out
17 of defeat and exile they led us back to Montana and
18 won our Cheyenne homeland that we will keep
19 forever." And so I contrast that with the bottom of
20 all these Air Force letters that simply says "Global
21 Power For America."

22 HEARING OFFICER GREGORY: Sir, did you want to
23 make that photograph a written exhibit with a copy?
24 You can if you'd like.

25 MR. DRAYTON: Well, sure.

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1 HEARING OFFICER GREGORY: Okay. I'll get your
2 frame back.

3 All right. Anyone else? Anyone else? Well,
4 we've obviously got quite a bit of time left before
5 8 o'clock.

6 So what I'm going to do is, I'll just wrap it
7 up at this point with some concluding remarks and
8 then I'm going to recess the hearing. And Teresa
9 and I will be here. If anybody changes their mind
10 and wants to make a comment for the record, just
11 come up here. All you have to do is let me know.
12 What I'll do is reopen the hearing so we have the
13 machine on and you can make your comment if you'd
14 like to do that. And I'll be up here until 8:00 if
15 anybody changes their mind.

16 But at this point, in case I don't talk to you
17 again, I want to thank you for coming out tonight
18 and showing your interest in this proposal.

19 As I've mentioned several times, tonight's not
20 the end of your opportunity to participate in this
21 process. Those written comment sheets are over
22 there. I think they're on that table to my left, to
23 your right. You can turn these in at that table
24 tonight or you can mail or fax them later. The
25 mailing address is printed on the brochure and on

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1 the comment sheets.

2 As I mentioned, the Air Force takes comments in
3 writing at any time during the Environmental Impact
4 Analysis Process, but to receive timely
5 consideration for the Final EIS, all comments must
6 be submitted by November the 15th, 2010.

7 If you'd like your own copy of the Final EIS,
8 please tell one of the representatives at the
9 registration table or send a letter or postcard
10 asking for your own copy and the Air Force will send
11 copies of the Final EIS to you.

12 So at this point, unless and until I have
13 someone else that wants to speak, I'm going to
14 recess the hearing. And as I mentioned earlier, the
15 Air Force and FAA reps will still be available
16 during this time by these various posters and things
17 to discuss anything you'd like to discuss with them.
18 So we'll recess now.

19 (The hearing recessed at 6:53 p.m.)

20 HEARING OFFICER GREGORY: The hearing is called
21 to order. It is 8 o'clock. During the recess we
22 had no further speakers, so this hearing is
23 adjourned.

24 (The Powder River Training Complex Hearing
25 adjourned at 8:00 p.m.)

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1 STATE OF SOUTH DAKOTA)
2 COUNTY OF MEADE) SS. CERTIFICATE

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
6 through 43 are a true and correct transcription of my
7 stenographic notes.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

Teresa L. Fink, RMR
Registered Merit Reporter

17 My Commission Expires: 4-29-2016

18

19

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25

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1 available out by those display boards to continue
2 discussing things with you.

3 And with that, I'll move to the cards and call
4 our first speaker. Mr. Frank Stoltz. Mr. Stoltz.
5 And, sir, if you'd like, you can use this mike and
6 this podium. It might help you if you've got
7 materials there.

2084

8 MR. STOLTZ: Hello. I'm Frank Stoltz. I'm a
9 World War II veteran, Air Force, and participated in
10 the D-Day invasion and also hit Berlin and then we
11 got shot down.

12 What I'm trying to say is, you know, during the
13 war and all those things, what I fought for and I --
14 all these things are starting to happen, that I
15 don't think that it's quite right what's happening,
16 and I don't think this is what I fought for.
17 Because virtually I think they're taking part of our
18 freedom away from us on restricted flights and so
19 on.

20 And I still fly, not as much as I used to, but
21 I'm retired. Like they say, you have a 500-foot
22 space. Well, fine and dandy, but some radio towers
23 any more, they're that high. So if I just want to
24 go out and tootle around a little bit and it's right
25 in our back door, well, flying at 500 feet

SA-24

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1 doesn't -- doesn't do it, doesn't cut the mustard
2 because there's too many towers around any more.
3 It's a bigger hazard than what this MOA is.

SA-24

4 I'm gonna -- I'm gonna comment a little bit
5 on -- as far as the safety of all these things.
6 It's been some years ago now. A little private
7 airplane went down during the -- over at the
8 Missouri breaks and I was called for a search,
9 search and rescue, and so I was flying a grid. It
10 was assigned to me by the Montana Aeronautics
11 Commission. I was flying this grid. It was getting
12 towards evening and I was at low altitude along the
13 Missouri River breaks and I happened to look forward
14 and, wham, there's a B-1B just shot right in front
15 of my nose heading south towards -- towards
16 Rapid City.

SA-1

17 Like the heat flares you're talking about,
18 well, let's say -- let's start with chaff. Well, we
19 used chaff during the war, World War II. Of course,
20 it was different than it now is, I guess. And you
21 can still go over to Germany and still find it,
22 still find some chaff.

SA-27

23 As far as flares, if I would be flying around
24 in the country and they're shooting off flares in
25 the altitude, are these flares coming down as metal?

SA-26

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1 Am I gonna hit that? Are they gonna wreck my engine
2 and am I gonna crash land, or what?

SA-26

3 As far as flying the corridors, of course the
4 way I fly, I might be over here looking at this, I
5 might be over looking at that, and so there's my
6 restriction about flying the corridor.

7 That's all I got to say, I guess.

8 HEARING OFFICER GREGORY: Thanks for your
9 comments and thanks for your World War II service.

10 The next card I have is Mr. John Baldwin.
11 Mr. Baldwin.

12 MR. BALDWIN: Yes, I'm John Baldwin,
13 B-A-L-D-W-I-N.

2085

14 Beginning in 1949, I began a spraying operation
15 in this area and I concluded the spraying operation
16 two years ago, the commercial operation.

17 But during that time what we referred to was
18 the oil burner routes that were running over this
19 area. And on two different occasions I had very
20 near misses with military airplanes.

SA-7

21 One was a B-52 bomber approximately 30 miles or
22 35 miles approximately northeast of here over the
23 Fallon area, Fallon, Montana. The other occasion
24 was south of Plevna, Montana, which is about
25 70 miles east of here. On that occasion it was with

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1 a little fighter air-type aircraft. I don't know
2 exactly what it was. It happened quickly and I know
3 it had a twin tail configuration on that airplane.

4 But there was no consequence other than I did
5 get a call from Helena FAA about the incident at
6 Plevna. They -- they op -- or whoever it was
7 talking to me at that time said it was the Air Force
8 that reported a near miss with a B-1, which I don't
9 think was correct.

10 But at any rate, these military flights down
11 near the ground are definitely a hazard to sprayers.
12 Crop dusters are in the area in the early morning,
13 mainly when the air is calm, and that's when the
14 vortex from these big airplanes are certainly most
15 severe.

SA-7

16 The occasion I had with the near miss with the
17 B-52 was, like I said, northeast of here near
18 Fallon, Montana. I had sprayed that morning and had
19 emptied my load and started home and noticed that I
20 was low on fuel, so I turned back towards our
21 landing area, climbed up a little bit in case the
22 fan quit before I got there, and I had a little time
23 to look for a landing spot. And I was more
24 concerned with the fuel gauges than I was looking
25 around for B-52s, but one flew in front of me. I'm

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1 certain it was less than three wing spans of the
2 B-52. I was slightly higher than it was so I didn't
3 get into the vortex of it, which was lucky, because
4 I think if I had have done that, I probably would
5 not be here talking today. But I know it is
6 probably unlikely that there be any mid-air, but it
7 certainly could occur.

SA-1

8 At that time my concern was not getting any
9 information when the planes were going to be in the
10 area where we were working. All I could get was
11 whether the route was active or not. That was the
12 long route beginning in California and I don't know
13 exactly where it came, but it came up through into
14 the Dakotas and back across our area, made a U-turn
15 over the Powder River which is about seven miles
16 west of our ranch, and then it turned -- they turned
17 back towards Rapid City and flew within about a --
18 well, most the time within one or two miles of our
19 ranch house.

AM-12

20 Noise was a concern, although I'm not
21 complaining about the noise. The sonic boom would
22 be a problem, although we didn't have much of that.
23 There wasn't much high-speed operation there.

NO-5

24 The thing I haven't heard anything about would
25 be any compensation for damage to fences, livestock,

SO-13

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1 personnel that would be concerned over the noise. I
2 don't know if there would be such a thing as having
3 a tax credit possibly for ranchers or whoever may be
4 operating in the area. It's a suggestion that I
5 would like to have considered. I think that's about
6 all I have for comment today.

SO-13

7 HEARING OFFICER GREGORY: All right. Thank
8 you, sir.

9 Next I have Mr. Tom Lane. Mr. Lane.

10 MR. LANE: My name is Tom Lane. We have a
11 ranch about halfway between Ismay and Ekalaka. It's
12 not the --

2086

13 (Brief interruption.)

14 MR. LANE: Like I said -- can you hear me now?
15 Like I say, we've got a ranch that's out there about
16 halfway between Ismay and Ekalaka. It's not the
17 Garden of Eden, but it grows enough grass and hay to
18 support our livestock and some wildlife and bird
19 life, so it's not as desolate an area as some
20 describe it.

21 We had testimony here a couple years ago from a
22 rancher that come up here from Nevada that testified
23 on the same thing here. He was talking about his
24 conception rate in one of those MOAs down there went
25 down 40 percent. And, you know, we can't stand

SO-13

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1 that. We're having enough tough time the way it is.
2 And how will it affect the wildlife and the bird
3 life here? Nobody knows.

4 Like I say, we're having a tough enough time
5 making this ranch work without harassment from
6 low-flying aircraft. We don't enjoy the benefits of
7 the big banks industries and their salaries and we
8 don't have a government job that ensures us of some
9 income. We're out here really naked making it on
10 our own.

11 You have fought a war with Iraq. Now you're
12 fighting a war over in Afghanistan and Pakistan.
13 And I'm not sure we're going to win any of them. We
14 can't go into a country like we used to and bomb the
15 hell out of them and bomb them into submission. We
16 don't fight that way now. And we haven't won a
17 guerilla warfare that I know of and probably won't
18 as experience has told us in the last three big
19 confrontations. We don't know how to fight that
20 way.

21 We were told in Eisenhower's Administration to
22 be aware of the military complex. It's using up a
23 terrible lot of our money.

24 We were told this morning that our government
25 right now has already spent \$1 trillion 300 billion

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1 more this year that it's taken in. We have record
2 unemployment. We have people on food stamps, on
3 welfare, and we have unfunded education to do the
4 right job for our kids, and our infrastructure is
5 falling apart. We are in trying times. We're going
6 to have to get along with what we have as ranchers
7 as well as the people that live in this area.

SO-14

8 And so we ask ourselves, why can't the military
9 do the same thing. You already have thousands and
10 thousands of acres of Military Operation Areas.
11 Make do with what you have and please leave us out.

PN-2

12 Let's try making peace around the world instead
13 of war that's killing thousands of people, including
14 our own young men, and creating so much destruction.
15 May God be with us.

16 HEARING OFFICER GREGORY: That's all the white
17 cards that I have. Did anybody fill one out whose
18 name I did not call? Anybody change your mind about
19 wanting to say anything or would like a white card?
20 One in the back there, Brad.

21 I tell you what, sir. You can just come on up
22 and we'll deal with the card up here. All it does
23 is just have your name on it anyway. Go ahead and
24 state your name for her and we'll do the card later.

25 MR. RAPER: My name is Bob Raper, R-A-P-E-R. I

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1 run a hot air balloon operation here in Miles City.
2 Your document may not have accounted for aircraft
3 such as mine, nor I believe has it accounted for
4 unregistered aircraft such as paragliders,
5 ultralights, and other small aircraft that are
6 generally used in this area.

AM-19

7 I -- it isn't that I have any objection to the
8 presence of the MOA. What probably would concern me
9 greater would be how much warning we would get on
10 the activation of the MOA. For the 10 days or so
11 that's being proposed, it's probably not much of an
12 impact unless I planned something in a remote
13 location.

AM-12

14 I'm the only operation in eastern Montana. And
15 the MOA, I can be -- I can have my operation
16 anywhere in the area that you have proposed. As
17 such, the warning would probably be of a greater
18 concern to me than anything else.

19 Outside of that, I certainly support your
20 efforts. Thank you.

GE-1

21 HEARING OFFICER GREGORY: Anyone else? We'll
22 get your card later, too.

2088

23 CAPTAIN REYNOLDS: Good afternoon. I'm Captain
24 Sidney B. Reynolds, retired U.S. Army.

25 I have had experience with the Air Force, four

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1 years in the Air Force, and then 24 years in the
2 Army.

3 One thing I would like to say, I recognize the
4 problems that these people are having. I recognize
5 the problems that the civilian population has with
6 putting up with the military. My comment is, that
7 this country, this military, is defending us. It's
8 doing a job for us. And so we do need to put up
9 with a little bit of inconvenience. A lot, maybe
10 not, but a little bit.

] GE-9

11 And in the Army sense of it, I ran into things.
12 Like we had to deploy with tanks. We trained with
13 tanks. And we had environmentalists and people come
14 in and jump all over us because we left tank tracks
15 out in a gravel pit. We had things like this that
16 just really didn't make any sense and made our jobs
17 about ten times harder.

18 And so I would like to say with this, I'm kind
19 of new to this proposal, but at the same time the
20 military people need to have their right, they need
21 to have their place to go, and they darn sure need
22 to have a place to train their people. You don't
23 win a modern war or even a modern peace without
24 spending quite a considerable amount of time doing
25 your training.

] GE-9

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1 You have to take your young people and you have
2 to train them up and you have to take -- the skill
3 level now is so high in the Air Force and in the
4 military, that they just need the training space.

GE-9

5 So I would say, what I ask of you, is that you
6 understand, realize, and realize that we do have to
7 pay a price for what we get. And it may not always
8 be real nice, but it still needs to be done. Thank
9 you.

10 HEARING OFFICER GREGORY: Anyone else? Is
11 there anyone who already spoke that would like to
12 add to what you said earlier? Well, as I mentioned,
13 this isn't set to end until about 3:30, so I think
14 that's about an hour from now.

15 What I'm going to do at this point is give you
16 some concluding remarks and then I'm going to recess
17 the hearing, but Teresa and I will still be over
18 there. If you change your mind and want to make a
19 public comment, then I'll open the hearing back up,
20 we'll turn on the court reporting machine, and we'll
21 get your comment taken down for the record.

22 Thanks for coming out this afternoon and
23 showing your interest in this Powder River Training
24 Complex EIS proposal. As I've mentioned several
25 times, this afternoon is not the end of your

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1 opportunity to participate in this process. Again,
2 written comment sheets are available at the
3 registration table. You can turn these in this
4 afternoon or you can mail or fax them later. The
5 mailing address is printed on the brochure and on
6 the comment sheet.

7 The Air Force welcomes public comments in
8 writing at any time during the Environmental Impact
9 Analysis Process, but let me foot stomp this. To
10 receive timely consideration of your comment, please
11 have that in by November the 15th, 2010.

12 If you'd like your own copy of the Final EIS,
13 please tell one of the representatives at the
14 registration table or send a letter or postcard
15 asking for your own copy and the Air Force will send
16 a copy of the Final EIS to you.

17 At this time I'm going to go ahead and recess
18 the hearing. And again, if you change your mind
19 about making a comment here this afternoon, I'll be
20 sitting up there at the table along with Teresa and
21 we'll get your comment down on the record. So
22 again, thanks for coming.

23 (The hearing in recess at 2:32 p.m.)

24 HEARING OFFICER GREGORY: The hearing is called
25 to order. The time is 3:30. During the recess we

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1 had no one who wished to make a public comment here,
2 so I'm going to adjourn the hearing.

3 (The Powder River Training Complex Public
4 Hearing adjourned at 3:30 p.m.)

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1 STATE OF SOUTH DAKOTA)
2 COUNTY OF MEADE) SS. CERTIFICATE

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
6 through 47 are a true and correct transcription of my
7 stenographic notes.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

17 _____
Teresa L. Fink, RMR
Registered Merit Reporter

18 My Commission Expires: 4-29-2016

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1 included in the Final EIS.

2 Just a few reminders before we get started
3 here. First, please limit your comments to the
4 Draft EIS. That's the subject of this public
5 comment period. Second, if you agree with a
6 previous speaker on something, you can certainly say
7 that, but you don't need to use up your time
8 repeating it since it's already in the record. And
9 finally, as I mentioned earlier, this formal part is
10 not a Q and A session. It's an opportunity for you
11 to put on the record your views and your concerns
12 about the proposal that you want the decision-makers
13 to consider. Questions that you pose during your
14 comments will become a part of the record and will
15 be considered.

16 After we're done with the formal part of this,
17 the FAA and Air Force reps will continue to be
18 available out by all those display boards that you
19 see in the hallway to discuss things with you.

20 Did you have another speaker card? Okay. All
21 right. Thanks.

22 And with that, I'll call the first speaker. I
23 have, just dealing off the top here, Patrick Lifto.
24 Mr. Lifto. 2089

25 MR. LIFTO: My name is Patrick Lifto with the

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2089 (cont'd) Page 35

1 Montana Pilots Association. That's L-I-F-T-O.

2 I guess one of the questions -- I've just got
3 basically questions. The corridor, I'm wondering on
4 these corridors, if they're going to be open 24
5 hours a day at any altitude for VFR and IFR and if
6 you have to get permission to go through them.

7 And another question I've got is, can the Air
8 Force, when they're flying, can they electronically
9 see another aircraft in the area.

10 I guess that's all I had.

11 HEARING OFFICER GREGORY: Okay. And again,
12 after this formal comment part, some of the FAA and
13 Air Force reps may be able to help clarify some of
14 those things for you, but those are included in the
15 record for them to consider.

16 Next I have Mr. Lee Richardson.

17 Mr. Richardson.

18 MR. RICHARDSON: My name is Lee Richardson,
19 R-I-C-H-A-R-D-S-O-N. I'm here for the Miles City
20 Hangar of the Montana Pilots Association, and we
21 would like to go on record as being in opposition of
22 the expansion of the Powder River Training area. So
23 I guess we would then be in support of the
24 No-Alternative Action.

25 We have a number of reasons. I'm not going to

AM-20

AM-8

2090

GE-2

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2090 (cont'd) Page 36

1 put those into the oral part because I did submit a
2 written proposal that has that in there so there's
3 no use repeating everything with that.

4 I also represent the Miles City Airport. I'm
5 the Chairman of the Miles City Airport Commission,
6 and the Miles City Airport Commission is also in
7 opposition to the expansion of the training area
8 simply for the fact that we think it will reduce
9 revenue that is generated at the airport due to the
10 lower level of pilots that would be flying through
11 the area. Thank you.

SO-10

12 HEARING OFFICER GREGORY: Sir, did you say that
13 you had already submitted that in writing? If you
14 have anything else tonight, you can leave it here as
15 well.

16 All right. Next I have Mr. Bill Lane. I
17 thought I recognized you. Here you go. You're
18 ready to go.

2091

19 MR. LANE: I'm Bill Lane, L-A-N-E. I'm a
20 cattle rancher southwest of Baker as well as a
21 private pilot and aircraft owner. I made comments
22 the other night in Baker.

23 But one of the issues that, in visiting tonight
24 with several of the representatives, was that where
25 we live, we are in a black hole for radar

AM-1

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1 communications as well as radio communications. We
2 have no way of being able to contact Air Traffic
3 Control to see if a new or a different part of the
4 MOA has been activated.

AM-1

5 They say they have two hours to activate it.
6 However, if I've been up in the air for an hour and
7 at the time I went up I actually checked the NOTEMS
8 and it indicated that it had not been open, I could
9 be up in the air and all of a sudden this other area
10 could become hot, and that creates a safety concern.

AM-12

11 But I think it's important for everybody to
12 know, too, I'll now put on my rancher hat and
13 indicate that we -- they say that there's no effect
14 on our property values. We know that's not the
15 case. Any time -- I'll use the analogy of owning
16 property underneath the flight path of aircraft
17 landing at a major airport. Guarantee those
18 property values are lower than those outside of that
19 flight zone.

SO-1

20 But we run the risk of having our cattle break
21 through fences. We have examples of conception
22 rates falling upwards of 42 percent on our cattle.
23 For a lot of ranchers, that could result in hundreds
24 of thousands of dollars lost.

SO-13

25 But like I say, the main thing is our safety,

SA-7

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2091 (cont'd) Page 38

1 and I think that there's a lot of safety issues that
2 need to be cleared up before we can go any further. SA-7

3 And the main thing is, should this go through,
4 we need to have better communications with Air AM-1
5 Traffic Control before any of this can happen and
6 happen safely.

7 But I think it's important that we also realize
8 what -- the effects of our livestock, our SO-1
9 livelihood. You know, I used the analogy before
10 where the Air Force is out there to protect our
11 interests worldwide, while we have to be here to
12 protect our interests locally.

13 Let me go on record as stating that I am for GE-2
14 the No-Action Alternative. Thank you.

15 HEARING OFFICER GREGORY: Mr. Krutzfeldt.

16 MR. KRUTZFELDT: Lewis Krutzfeldt, 2092
17 K-R-U-T-Z-F-E-L-D-T. I want to go on the record as
18 being opposed to any of the actions. I would -- I GE-2
19 guess I would be for the No-Action.

20 I'd like to say that we live in the current MOA
21 area, and the flight noise level right now is NO-5
22 enough. We are a dumping ground for noise
23 pollution, and they want to increase that to more
24 noise pollution and add flares and chaff to it, and
25 basically we would become a dumping ground for the PN-2

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1 Air Force, where they already have somewhere they
2 can train and it just is an inconvenience for them
3 to get there to do it.

PN-2

4 I have no problem with the area increasing so
5 other people can enjoy that noise level that we get
6 to enjoy, but we don't need any more as far as sonic
7 booms or plastic garbage or fire hazards. I just --
8 I'm opposed to it totally. Thank you.

NO-5

SA-5

9 HEARING OFFICER GREGORY: All right. Thanks
10 for your comments. Is that another card? Okay.
11 Mr. Larson.

2093

12 MR. JACK LARSON: There are -- a number of
13 people who live in the area where this is going to
14 impact are former students. So, Lewis, I appreciate
15 you being here speaking on behalf of this thing.

16 I'm for the No-Action Alternative for several
17 reasons. It seems like we've become a target. Good
18 Lord, we were told I don't know how many times there
19 would be no action on the Missouri River breaks.
20 There's action. It's a monument. We've now been
21 told there's going to be no action in northeastern
22 Montana. I'm going to wake up some morning and hear
23 that on the news, that there's going to a national
24 monument up there. I know it. And it seems like
25 now we'll be ducking every time we turn around as

GE-2

CV-2

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2093 (cont'd) Page 40

1 something comes flying over the tops of our heads
2 down there.

3 I was requested to come in here and speak for
4 just a moment concerning this by some people outside
5 of Powderville who -- I've been out on the ranch
6 when I've had to duck because I thought we were
7 getting bombed. It seems like some horses spook
8 pretty good when you've got something like that
9 coming over the top of you.

10 I just think that this is an action we tough
11 people of southeastern Montana just don't need to
12 put up with. That's all there is to it.

13 I appreciate the military, the things that they
14 do. The action that we have now, Lewis, I think you
15 guys have learned to put up with that part of it,
16 but I certainly don't think it needs to be
17 increased.

18 HEARING OFFICER GREGORY: All right. Thank
19 you, sir. Anyone else? Is there anybody who's
20 already spoken who would like to add to what you've
21 already said? Anyone? Come on up. 2091 (part II)

22 MR. LANE: Once again, I'm Bill Lane, L-A-N-E.
23 One thing, this might not help them, but just to let
24 you guys know, this isn't scientific fact, but they
25 are concerned with the fact that the chaff from

BI-4

GE-2

50-16

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1 the -- or the filaments from the chaff could
2 contaminate the wool of anybody who's raising sheep SO-16
3 which would basically make it invaluable.

4 And I think it's important for everybody to
5 realize that there's a lot of effects that we're not
6 aware of and I think they need to be researched in GE-11
7 detail before this goes any further. Thank you.

8 HEARING OFFICER GREGORY: Anyone else?

9 MR. KRUTZFELDT: Lewis Krutzfeldt,
10 K-R-U-T-Z-F-E-L-D-T. 2092 (part II)

11 I would like to add to my comments that they
12 have not addressed the conception rates or the BI-2
13 economic loss that could be felt from the ranchers
14 living in the area because of the increased noise SO-1
15 levels and the sonic booms. And the economic -- or
16 the environmental impact of the chaff and flares I
17 don't think has been adequately addressed for our SA-27
18 area. And I feel that there's a lot left unanswered
19 that needs to be addressed before they continue with
20 this. Thank you. GE-2

21 HEARING OFFICER GREGORY: Thank you. Anybody
22 else? Well, we're still not -- it's just shy of
23 7:00 p.m. and this hearing is scheduled to go to
24 8:00. So if you change your mind, we'll still be up
25 here.

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1 But at this point I have no remaining speakers.
2 The Air Force and FAA reps will continue to be
3 available out there by those display boards to
4 continue discussing things with you.

5 I want to thank you for coming out tonight to
6 this Powder River Training Complex EIS proposal.
7 And as I've said a couple times, tonight's certainly
8 not the end of your opportunity to participate in
9 this process. Those written comment sheets are
10 available at the registration table, and you can
11 turn those in tonight at that table or you can mail
12 or fax them later. The mailing address is printed
13 on both the brochure and the written comment sheets.

14 The Air Force welcomes public comments in
15 writing at any time during the Environmental Impact
16 Analysis Process, but let me foot stomp this. To
17 receive timely consideration for your comments to go
18 into the Final EIS, your comments must be received
19 by November the 15th, 2010.

20 If you'd like your own copy of the Final EIS,
21 please tell one of the representatives at the table
22 back there or send a letter or postcard asking for
23 your own copy and the Air Force will send copies of
24 the Final EIS to you.

25 We've got a little over an hour to go until I'm

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1 going to adjourn the hearing at 8:00 p.m. At this
2 point I'm going to recess it, but Teresa and I will
3 remain up here, and if you change your mind about
4 making a statement or you would like to add
5 something to what you've already said, all you have
6 to do is come let me know, I'll open up the hearing
7 again and turn the machine on, and you can make a
8 public comment for the record.

9 Since there's no more speakers at this time,
10 I'm going to recess the hearing. Thanks again.

11 (The hearing recessed at 6:54 p.m.)

12 HEARING OFFICER GREGORY: The hearing is called
13 to order. During the recess we had no additional
14 speakers. The time is 8 o'clock. The hearing is a
15 adjourned.

16 (The Powder River Training Complex Public
17 Hearing adjourned at 8:00 p.m.)

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1 STATE OF SOUTH DAKOTA)
2 COUNTY OF MEADE) SS. CERTIFICATE

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
6 through 43 are a true and correct transcription of my
7 stenographic notes.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

17 _____
Teresa L. Fink, RMR
Registered Merit Reporter

18 My Commission Expires: 4-29-2016

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1 comment period. Second, if you agree with a
2 previous speaker, you can certainly say that, but
3 you don't need to use up your time repeating it
4 since it's already in the record. And finally, as I
5 mentioned earlier, this formal part isn't a Q and A
6 session. It's an opportunity for you to put on the
7 record your views and your concerns that you want
8 the decision-makers to consider. Questions that you
9 pose during your comments will become part of the
10 record and will be considered.

11 And then after we're done with the formal part
12 of this, the FAA and Air Force reps will continue to
13 be available by all those display boards and various
14 things to continue discussing things with you.

15 And with that, I'll grab our cards here. I'll
16 just deal off the top of the deck. Mr. Wade
17 Bergslin. Mr. Bergslin.

2094

18 MR. BERGSLIN: Hi. I'm Wade Bergslin, a pilot
19 with True Oil Company in Casper.

20 First off, let's say that I'm a proponent of
21 the military and a former member of a combat flight
22 training unit within the Air Force, so I do see a
23 need for changes, both the offensive and defensive
24 training needs based on your summary of your
25 factors, but I have to go on record saying that this

GE-9

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1 proposed land/air grab is excessive in size and
2 scope and requires additional review before
3 implementation.

AM-6

4 The needs of the Air Force and the benefits
5 that it forecasts to facilitate all these components
6 involved via an increase in the area to the proposed
7 PRTC, they're understandable, but yet contrary to
8 the effects to operators like my company and others
9 within the energy industry, they're negative.

GE-11

10 The efforts that go into this statement only
11 assume the operations of those who are within the
12 proposed area and for those who reside along the
13 border of the Training Complex. The only
14 non-residing public users defined by the EIS are the
15 Part 121 air carriers who in some areas are
16 providing service under the essential Air Service
17 Act, which kinda gets skewed around, and those
18 carriers who will overflight. So I must disagree
19 with your fact-findings and estimates of operators
20 transitioning through and sharing this space.

AM-19

21 In our case, we're located in Casper which is a
22 distinct hub for various facets of the oil and gas
23 industry, and now with increased activity within the
24 Bakken fields of North Dakota and other areas
25 located within eastern Montana and North Dakota,

SO-7

1 there's a visible increase in corporate air traffic
2 actually from Houston on up, which is not really the
3 periphery of this area.

SO-7

4 On a geographical scale, in relation to the
5 proposed area we're about 100 miles south and as the
6 azimuth reflects for our headings, we would be
7 impacted by an approximation of 75 degrees of
8 heading for over 350 miles. And we operate into
9 areas within and on opposite sides of the proposed
10 airspace. So three-mile rings around areas within
11 the proposed area make for chop-and-drop for
12 high-performance airplanes, and really that's not
13 very safe.

SA-7

14 The energy industry is pretty huge within these
15 states and has needs of its own just as you do. And
16 corporate airplanes are important to facilitate the
17 companies. Bottom line, the streamlining our
18 operations through the effective use of our aircraft
19 means reduced time and man-hours for those within
20 our companies who depend upon our services.

21 Just as you can state your case and justify
22 your savings and proposed benefits, we as an
23 integral part of the commerce of this area and
24 nation also find savings within this airspace.
25 Failure in being able to share this airspace is a

SO-7

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1 loss of time, manpower, and fuel, and that can't be
2 denied.

SO-7

3 We employ over 1,000 families, or the paycheck
4 to over 1,000 families throughout the region, so I
5 think that's a pretty significant economical impact.

SO-6

6 Personally, I have no doubt that the PRTC will
7 come together, but being harmonious to the civilian
8 sector with whom you will share this airspace is
9 paramount, and the agencies involved are being
10 entrusted with the requirement for good stewardship,
11 which is very, very important.

NP-4

12 The Air Force as the proponent and the FAA as
13 the cooperating agency are going to need to be
14 working on the same page. There are three centers
15 involved: Salt Lake City, Denver, Minneapolis, and
16 the two command structures: Minot and Ellsworth.

17 From my previous experience with over 11,000
18 hours of flight time, I have no qualms in saying
19 that the effective use of ATCAAs and MOAs is and
20 will be an issue.

21 For example, coordination is usually pretty
22 poor. The hot times will be extended.
23 Communications between the Air Force and FAA will be
24 breached, and eventually an increase in usage will
25 be a factor as units from around the country will

AM-27

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1 want to come play in the new playground. This will
2 have an impact on us and others.

AM-27

3 I feel that as the public, we are being told to
4 move out of the way, and any adversity to the
5 movement would be negligible in nature and the
6 proposal shall move along as forecasted. Well, that
7 shouldn't be the case. We need to be at the table,
8 too.

GE-11

9 And I very respectfully request that before we
10 make this a done deal, let's at least consider the
11 needs and hopefully provide some provisions for
12 those whom fly within and adjacent to the airspace.

13 It's time. Thank you.

14 HEARING OFFICER GREGORY: All right. Thanks
15 for your comments and thanks for your service as
16 well.

17 MR. BERGSLIN: Yes.

18 HEARING OFFICER GREGORY: Let's see. Next I
19 have Mr. John Campbell. Mr. Campbell.

2095

20 MR. CAMPBELL: Thank you very much. I
21 appreciate the Air Force sharing this with us. I
22 really do. I'm right at home up here.

23 My name is John Campbell. I'm a chief pilot
24 for True Oil Company. And, you know, this -- I'm a
25 Republican. I'm a veteran. I understand, you know.

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1 You know, when I work -- I work for an oil
2 company. We're very, very important as security,
3 too. That's what World Wars are fought over is oil
4 And we're all very patriotic, but man, this is
5 breaking our backs. This is not good. And so I've
6 got a list of stuff here just to keep on the
7 subject.

8 When we take a load of people someplace like up
9 to Minot or Bismarck or something, we usually spend
10 a whole lot of money on the other end to finish
11 wells or go to schools. We just sent a couple
12 pipeline guys to some environmental schools in
13 Bismarck.

14 Just in the last three weeks we've transited
15 this airspace two round trips to Bismarck, two round
16 trips to Watford City, North Dakota, Williston,
17 Minot, and Dickinson. And we go up in that country
18 at least two round trips a week, and a lot of times
19 we stop here in Gillette and pick people up.

20 To go around your airspace, the 200-mile trip
21 which is one hour in a 340, 45 minutes in a King
22 Air, will now become a 400-mile trip because the
23 shortest way from Gillette to Dickinson is via
24 Bismarck. That's not on the way.

25 A hundred miles, the weight of fuel to burn --

50-7

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1 to go a hundred miles is one passenger. That's
2 200 pounds. And I know you're a 340 pilot. You
3 know what I'm talking about.

4 This is going to cost us a lot of money. And
5 if we have to -- if we have people in the office
6 scheduled to Work Over Rig and then we have to
7 reschedule because the Air Force has the airspace
8 tied up, that's going to tie up tens of thousands of
9 dollars for us. A driller rig costs \$100,000 a day
10 and we're an integral part of that. I'm already
11 getting off of subject.

12 All right. I would be interested in knowing
13 how we get in and out of Baker, Montana, IFR, when
14 the weather is IFR and the ATCAAs and the MOAs are
15 active. We can't do it. Roger can't sell us gas.
16 We can't deal with our pipeline company and he can't
17 make a living.

18 The published operating schedules are basically
19 the same working hours we have. We're very familiar
20 with the route around Belle Fourche, South Dakota,
21 and Miles City, Montana, as it is. How do we get to
22 Baker? I already said that.

23 There was one thing that was said in somebody's
24 presentation here. IFR traffic is not allowed in an
25 active MOA or an ATCAA. The FAA will not separate

SO-7

SA-3

SO-5

AM-21

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1 us. So whoever told us tonight that they will,
2 that's not correct. We cannot enter a MOA on an IFR
3 flight plan. That's the problem.

AM-21

4 Now, there's a lot of users that would be real
5 interested in this process who don't know anything
6 about it. Senator Enzi's office was disappointed in
7 Wade because she is disappointed that nobody called
8 them to tell them about this. We're not getting the
9 word, you know. In fact, Wade and I found out about
10 this by accident. Something's wrong with this
11 picture.

NP-8

12 Next item is that, if we know about this kind
13 of airspace, we can avoid it right after takeoff and
14 mitigate to a certain extent the existing MOA where
15 it doesn't cost us a lot of money. The problem is,
16 we talked to Mr. Rizzo, is that the Air Force and
17 the Flight Service Station, between the two of them,
18 we're not getting the information. ATCAAs do not
19 work for us. Wade touched on that. We don't know.
20 We can't be carrying extra fuel in case it's hot.

AM-12

21 All right. We talked about -- the other
22 destinations in North Dakota cost us an extra
23 hundred miles. Dickinson costs us an extra
24 200 miles. That's a lot of money.

SO-7

25 I don't believe the corridors will be open as

AM-20

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1 much as they say. I think the Air Force and the FAA
2 have a lot of work to do on that.

AM-20

3 On -- Ms. DeVine, I think you were talking
4 about some of these areas being not charted on these
5 alternate deals you're talking about up here.
6 Whatever you do, please chart everything. That's a
7 problem with ATCAAs, is they are not charted. So
8 whatever you decide to do, please chart everything
9 so that we can plan around them.

AM-22

10 All right. I'll bet \$100 I've passed my three
11 minutes.

12 HEARING OFFICER GREGORY: Well, we'll go ahead
13 and run a slow clock.

14 MR. CAMPBELL: All right. Well, I appreciate
15 it again, Air Force and FAA. I'm really glad you
16 invited us to be a part of this. Thank you very
17 much.

18 HEARING OFFICER GREGORY: Thanks. All right.
19 Thank you. And thank you go for your service as
20 well.

21 Let's see. Mr. Von Flatern.

2096

22 MR. VON FLATERN: Hi. My name is Michael Von
23 Flatern. Today I'm up here on my own behalf, not as
24 an elected official.

25 I have a small charter business and it operates

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1 quite a bit between here and North Dakota and
2 eastern Montana. And the two gentlemen before me,
3 of course, took a lot of my thunder out. They
4 understood the additional cost. But let me give you
5 a couple of quick numbers on what this may cost us.

6 It's about an hour to -- from here to
7 Dickinson. It costs the customer about \$800 to go
8 one way. With this proposal, if I understand it, if
9 it should be active, and I'm not saying it's going
10 to be active all the time like they told us, but
11 should it be active, it's about \$1220. So that
12 \$800 went to \$1220 and the flight went to an hour
13 and a half. There's a lot of safety issues involved
14 with being in the air for an extra half hour.

15 Anybody coming distance, hopefully you can top
16 the Military Operations Area. If you can't top it,
17 you better have a lot of extra fuel on board because
18 you're going to have to plan for an extra half hour
19 to -- to almost another hour.

20 If you go to Sidney, right now we can go to
21 Sidney in, oh, about an hour. It will take two
22 hours. It will go from \$912 to \$1600 one way for
23 that customer. Almost all our customers are round
24 trips. You can just double that price.

25 So those are the additional costs. That's a

SO-7

SA-25

SO-7

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1 local economic impact.

SO-7

2 One of the problems that I'll have with this is
3 that I'll get a phone call to quote a trip and it
4 may be two weeks, four weeks, eight weeks out when
5 they ask for the quote. It will be, you know, just
6 before Christmas we want to run to Dickinson. I
7 know it's not posted that they will be active
8 December 22nd, so what do I bid? We bid hard
9 nautical mile trips. We tell you exactly it's going
10 to cost you \$1600 round trip to Dickinson.

11 And then if we get this -- if this becomes
12 active -- let me rephrase that. If the MOA is
13 active that day and this new area is encompassed, it
14 will be -- well, we'll be flying for nothing. In
15 fact, we'll probably be paying our passengers a
16 little bit of money. We'll actually lose money in
17 the deal. That's your local economic impact.

SO-7

18 Time loss of course I've mentioned. Commercial
19 airlines, our commuters, our commuters now are doing
20 a -- oh, I think it's a Miles City connection with
21 Gillette. I've heard them on the radio out of
22 Dickinson coming Gillette. They go Miles City, Cut
23 Bank. All these -- if they get those gap areas you
24 saw on your map, they'll be available to them,
25 but... And they're still getting out of their way.

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1 Now, are they going to cut Gillette out of that
2 picture and go to Billings and then go over and
3 service Miles City? We don't know. We don't know
4 what they'll have to do to make up for the
5 additional miles they'll have to fly.

6 Safety issues, additional time in the air, bad
7 weather, forced to fly in the limited air. Have you
8 ever been face-to-face with a level 3 or something
9 and you say, "Well, I'll just deviate 50 to the
10 north or 10 degrees off course for the next
11 20 miles." Well, if you're bouncing into the MOA
12 and it's active which, you know, local thunderstorm,
13 they shouldn't be active if they're IMC, we
14 understand that, but a local thunderstorm will drive
15 you there, you can't do that. You will have to turn
16 further south as you're trying to get to North
17 Dakota. That can be a real problem.

18 Talked about fuel requirements for those that
19 are flying long distance to make sure they have
20 enough. Coordination with ATC. We have a lot of
21 customers in Colstrip. We have a lot of customers
22 that have property and operations in Gillette that
23 come out of Bismarck, one of them in a jet.

24 Their descent rate should really -- if they
25 have to stay above 26,000, which means they're at

SA-7

SO-7

AM-1

SO-7

AM-5

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1 28,000 35 miles from Gillette, they get cleared to
2 land in Gillette because they can't let them down
3 before that moment, their descent rate is better
4 than 2500 feet a minute, ah, not a big deal in a
5 jet. Doesn't bother the jet. May bother the
6 passengers a little bit. So there's something to
7 consider.

8 It's only 35 nautical miles out from Gillette
9 until you hit this MOA. I can't climb to 26,000
10 feet. On a really cold day, give me all day long,
11 I'll get there, but in reality, jets don't get
12 cleared above 10,000 feet here until they get
13 contact on radar with Denver. They've got about
14 15 miles left, 20 miles left at this point. They've
15 gotta get from 10,000 to 26,000 feet. That
16 particular edge of the MOA is too close to Gillette.
17 It needs to be further out.

18 You've taken eastern Montana, minimally two of
19 the new proposed areas would be in effect on
20 eastern -- going eastern Montana out of Gillette.
21 Three of the proposed areas will be in effect going
22 to North Dakota, depends on where you're going
23 there.

24 So Gillette has a lot of issues with -- or a
25 lot of -- a close relationship with all the new oil

AM-5

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1 development and particularly the coal mining.

2 So those are direct routes. We need to fly.

3 We're doing it every day. Casper is doing it a lot,

4 either landing here or overflying us on their way

5 up, and it's not something we need to block, slow

6 down business, cost the passenger, cost the business

7 money. So thanks for your time.

8 HEARING OFFICER GREGORY: All right. Thanks a

9 lot, sir.

10 Next I have Ms. Cherril Kiper. Ms. Kiper.

11 MS. KIPER: Hi. My name is Cherril Kiper. I

12 am for the Air Force 100 percent. There is nothing

13 like the Air Force. I back them all the way.

14 I am a 20-year Air Force wife. My husband

15 worked on the B-52s for 20 years. And what has been

16 said in your presentation about the B-1 and B-52

17 bombers is all true. They do need the extra

18 airspace for their training, especially the B-52s

19 because those things are awesome. They're huge.

20 I can't think of anything to say against but

21 what these people have had to say. I have been

22 pretty much involved as a wife with the Air Force.

23 We've been -- we haven't been to that many Bases

24 because it's not -- when we were in, there weren't

25 that many Bases that would take the B-52s because

SO-6

2097

GE-9

PN-1

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1 they are so big and so heavy. But you must know
2 that -- we were in during the Vietnam War. And even
3 now, if it wasn't for the Air Force and their
4 bombers and their jets protecting our country, you
5 may not be here now.

6 This expansion they want to do is very, very
7 important. And I think maybe, what, 10 days at one
8 time should not put that many people out of their
9 field. You'd think -- I'd think you'd want them to
10 maybe step back and let the planes come in and do
11 their training. They need this extra airspace,
12 especially for the kind of training they're going to
13 be doing now. They need it very badly.

PN-1

14 I can't say enough for the Air Force. I have
15 been a Red Cross manager or director for the whole
16 Base. I taught preschool when we were in Guam. The
17 preschool was ran through the chapel in Guam. I
18 have worked at the Animal Shelter as a treasurer.
19 I've organized an NCO Wives' Club for our squadron.

20 There is security with the Air Force I have
21 never had since we've been out. My first husband
22 has died. I've remarried another great guy. He was
23 a Marine for ten years. But I cannot talk enough
24 about the Air Force. I will always back the Air
25 Force in every way I can. Thank you.

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1 HEARING OFFICER GREGORY: All right. Thank
2 you, ma'am.

3 Next I have Mr. Jeff Carsrud. Mr. Carsrud.

4 MR. CARSRUD: Hi. My name is Jeff Carsrud.
5 And I was actually born and raised here in Gillette,
6 and actually was employed by a gentleman in the room
7 here. And since then, about 15 years ago I decided
8 to move to Rapid City and open a small business and
9 it's been very successful. We've had a great
10 economy to work within.

11 I'll spell my last name, too, for you.

12 C-A-R-S-R-U-D.

13 HEARING OFFICER GREGORY: Thanks.

2098

14 MR. CARSRUD: And I come as a representative of
15 the Ellsworth Task Force as a -- I get nervous -- as
16 an Executive Officer and also as a Honorary
17 Commander for the OSS which is the Operations
18 Squadron there at Ellsworth Air Force Base. So --
19 and that's all, you know, that all -- those services
20 are all things that I do for the community, no pay
21 involved. Just I realize the importance of the Air
22 Force Base and what it does for our region.

23 And it does stretch further than just
24 Rapid City. It stretches further than Gillette. It
25 stretches further than Sioux Falls. You never know

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1 the impacts.

2 The approximate impact of Ellsworth Air Force
3 Base is \$278 million per year. Ellsworth Air Force
4 Base is the largest employer in the Rapid City area.
5 Ellsworth Air Force Base is the largest employer in
6 the State of South Dakota. So it's very important
7 to us.

SO-24

8 This -- in 2005 they put Ellsworth Air Force
9 Base on the BRAC, which is the closure list, and
10 there was about 13 Bases that they were going to
11 close, and we were really close to being on that
12 final list, and I'm not so sure we weren't.

13 But we positioned ourselves and made some
14 changes. We moved the runway. We moved the exit by
15 the runway. We did some things, and a lot of those
16 things that we did were able to save the Base.

17 Well, at that point we realized, you know what?
18 We've gotta make ourselves more self-sufficient so
19 that when this BRAC things comes up again, that
20 we're not sweating again.

21 So this is one of those things that was
22 created. We realized that the impact of being able
23 to take our training -- because we already have --
24 you guys are here seeing this for the first time,
25 and we've actually been operating a training

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1 facility for I don't know how many years. It's been
2 a long time. And -- and one of the questions that I
3 first had because -- because going through this
4 process you start hearing about, from the Pilots
5 Association and those guys concerned about it, so I
6 went and talked to a few pilots in my -- two pilot
7 friends of mine and then one gentleman who does have
8 a charter service, and I asked him, I says, "How
9 come you guys are able to provide these services
10 and -- with -- with -- with the existing training
11 facility and how do you -- how are you able to make
12 the flights to Montana and all the places you need
13 to go?" And each one of them said, "It is not a
14 problem. It takes planning. It is going to take a
15 little bit more planning," but they just make some
16 adjustments and plan around it. That's just what
17 you -- that's one of those things you have to do.

GE-11

18 This will take an area and make it three to
19 four times larger. And if you can see in the
20 overlay, going back to my patriotic side, if you see
21 the overlay of the map they had up there, they
22 showed Afghanistan and they showed the quadrants and
23 where they were placed. Also, if you see, there's
24 no coincidence that the features, the mountain
25 features and the ground features are very, very

PN-3

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1 similar to Afghanistan and here. There's a reason
2 why they wanted to place this here and it is not
3 just Ellsworth Air Force Base. It's the -- it's the
4 Air Force. They feel that this is a very important
5 thing to do.

PN-3

6 So I stand in support of this Training Complex.
7 And -- and for the defense of our country, there is
8 a few things that we need to make adjustments for
9 sometimes and this is one of those things. Thanks.

GE-1

10 HEARING OFFICER GREGORY: All right. Thank
11 you.

12 Next I have Ms. Linda Wegher. Ms. Wegher.

2099

13 MS. WEGHER: Hi. I'm here just as a citizen.
14 I know nothing about flying. I do know a little bit
15 about environment and health issues, and I'm
16 concerned about the chaff that they're planning on
17 using.

18 Yes, it's made of silica, but my understanding
19 is that when they release the chaff from the planes,
20 it becomes glass. So basically what happens, is you
21 have tiny glass particles floating in the air and
22 they're gonna drift towards the ground and they're a
23 size that can become embedded in human's lungs, in
24 their eyes, in an animal's lungs.

SA-14

25 I'm not sure that there have been adequate

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1 studies done that really substantiate that there is
2 not a danger associated with this chaff.

SA-14

3 I'm also concerned about the flares. There was
4 an article in the Rapid City paper on October 3rd
5 that talked about a huge fire from a mishap with a
6 flare. We have a very arid atmosphere here. If it
7 can happen in New Jersey, my guess is those flares
8 burn faster because the concentrations of oxygen
9 there may be a little bit more than they are here.
10 So I'm also concerned that we may have fire dangers.

SA-5

11 The startle effect from the noise, I grew up on
12 a farm. I can guarantee you, animals can get
13 spooked when there's loud noises. I've listened to
14 lots of planes from a distance I'd rather be a
15 little further from and they're extremely loud.
16 They sound like sharp cracks of thunder constant as
17 they're going past. That would disturb animals. It
18 would disturb wildlife. And I personally hate to
19 see any of our national treasure that we have in
20 this area impacted by what's being proposed here.

BI-4

21 Having said that, I don't have a solution for
22 the Air Force for their training needs. But thank
23 you.

LV-1

24 HEARING OFFICER GREGORY: All right. Thank
25 you.

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1 Next I have Mr. Tom Lubnau. Mr. Lubnau.

2 MR. LUBNAU: Thank you. And I guess I'm

3 speaking in my official capacity as a State

4 Representative for the State of Wyoming in sharing

5 concerns that my constituents have shared with me

6 and asked me to share with you.

7 They all support the military. They support

8 your mission. They support your operations. And

9 the State of Wyoming does, too, and has put their

10 money where their mouth is in expanding Camp

11 Guernsey which is probably the only expanding

12 Military Base in the United States right now, even

13 building a new airport to accommodate military

14 traffic there in Guernsey.

15 But here are the questions that they ask and

16 the concerns that they would like to share. The

17 first one is, how many Military Operations in the

18 United States are enough. They show me the ones in

19 Utah, Idaho, and Nevada, California, and Washington

20 and ask why those won't work and why we need to

21 expand here.

22 Let me take off my legislator hat and put on my

23 firefighter hat. The fire danger here is a little

24 different because our fuel type is different than

25 just about anywhere in the nation. We're driven by

2100

GE-9

PN-2

SA-6

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1 one-hour fuels, where the fuels can dry out in an
2 hour and carry a fire. And so the National Fire
3 Danger Rating System may be based on 10- or 100- or
4 a 1,000-hour fuels doesn't apply.

SA-6

5 Our fire season runs from March to June and
6 from about July 1st until the first snow. The
7 biggest fire in recent memory in this county was the
8 day we burned up 60,000 acres in 2000 on Halloween
9 because of a small spark from a transformer on a
10 power line out by Joel's farm.

11 Did that get near you? Halloween fire?

12 AN AUDIENCE MEMBER: About 50 percent of it.

13 MR. LUBNAU: Okay. So when you talk about fire
14 danger and restriction for fires, you're looking, if
15 you're honest about it, from March to June and July
16 until the first snow, which is generally mid to late
17 October.

SA-6

18 The next thing is, and it's a cultural thing
19 here, we've heard lots of people from the federal
20 government come here and make us lots and lots of
21 promises, and not necessarily the military, but lots
22 of other agencies. And what we find generally is
23 that the promises made today are ignored tomorrow.

GE-5

24 And I read the Environmental Impact Statement
25 and I'm not a scientist by trade, but we have a huge

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1 problem with the sage-grouse. And I don't think
2 that your Environmental Impact Statement addressed
3 the concerns that we have with listing the
4 sage-grouse. We have periods of time where people
5 are out of work. And sage-grouse are by nature
6 necessarily stupid, and we don't know all of the
7 effects on behavior that the sage-grouse has, but if
8 you caused that sage-grouse to be listed, you will
9 be putting tens of thousands of people in this state
10 out of work.

BI-3

SO-27

11 One request that I would have is that, if you
12 do publish on the website, that you do so in plain
13 language and well in advance of any operations so
14 that we can plan and plan around it.

AM-12

15 And, you know, I grew up in this area. Wil
16 did. Joel did. There's a lot of us here. Steve
17 did. And in the '60s we had supersonic flyovers,
18 and our parents and our grandparents fought it then
19 and got it stopped. And you can say that there's no
20 structural damage, and I guess it doesn't knock
21 nails apart and doesn't knock 2 by 4s apart, but,
22 you know, from my own experience, I've seen cracked
23 dry wall and cracked paint, and nobody from the Air
24 Force was willing to fix the cracks in my parents'
25 home growing up.

SO-18

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1 And then finally, the last bit of concern that
2 my constituents shared with me is that it's easy to
3 make promises, and that after you make the promises,
4 you'll all be long gone in a couple years and we'll
5 all still be here. And I don't want to have to say
6 that you weren't candid with me, but I anticipate it
7 because the rules change, the times change, the
8 areas get expanded, the times get expanded, things
9 get easier and easier to close as less and less
10 powerful people have less and less input about
11 things.

GE-5

12 And so those are the concerns that my
13 constituents wanted me to share, and I appreciate
14 you giving me more than three minutes to share them.

15 HEARING OFFICER GREGORY: Well, we run a tight
16 clock. It might be a little slow at times.

17 That's all the cards that I have. Have I
18 missed anybody who filled out a card that wanted to
19 say something? Anyone? Okay. Is there anybody who
20 already spoke who would like to add to what they've
21 already said? If you do, we'll put some more time
22 on. Come on up.

2095 (part II)

23 MR. CAMPBELL: John Campbell. Off the record.
24 I want everybody to know that Wade owes me a beer.

25 My suspicions are confirmed. The gentleman

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1 back here did kinda show everybody's cards. This is
2 an economic issue for Ellsworth Air Force Base and
3 all those jobs. And -- and I thank you for not
4 making me the first to say that I'm very, very
5 skeptical of these promises.

SO-24

6 I've dealt with the FAA in '88-1. I've dealt
7 with closing Flight Service Stations and promising
8 me, quote, a better service. I've dealt with
9 closing FSDOs and GADOs, and those promises weren't
10 kept.

11 And I gotta tell you, it looks to me,
12 gentlemen, that what we're trying to do is we're
13 trying to build a -- trying to think of a good
14 word -- we're trying to build a facility to attract
15 other commands to this area for training, much like
16 Davis-Monthan is a training command for air attack
17 and that sort of thing. Nellis Air Force Base.

PN-2

18 And, you know, you guys are showing your cards
19 tonight. What you're trying to do is create a place
20 for other commands to come so you can sell more
21 fuel, keep those jobs, and you're doing it at the
22 expense of the people who are going to be here
23 forever and ever and ever.

24 And I know you people are talking to us in good
25 faith, but you guys are going to be gone and we're

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1 still going to be here and we're still going to be
2 flying clear around the world to get to Dickinson,
3 North Dakota.

4 Talking about sonic booms, I grew up around
5 horses north of Cheyenne. You know, I do pipeline
6 patrol in helicopters and in airplanes, and when I
7 see a man on a horse, I yank-and-bank because I
8 don't want to be responsible for a horse throwing
9 somebody and throwing his back out.

10 When I see people on backhoes and stuff while
11 I'm flying low and fast, I get the hell away from
12 them. That's not safe. I challenge a B-1 pilot to
13 do that. I don't think he can do that.

14 So I guess I've probably worn out my welcome.
15 I think I'll sit down. Thanks again.

16 HEARING OFFICER GREGORY: All right. Thanks.
17 All right. Thanks, sir. Anyone else? Come on back
18 up. Just state your last name again.

19 MS. WEGHER: It's Wegher. I failed to mention
20 one thing that I know is going to at some point at
21 least annoy all of us, and that is, any impacts on
22 commercial flights.

23 We all know how fun it is to fly commercial
24 these days anyway because the airlines can care less
25 about us. So we're sitting out here at the Campbell

SA-9

SA-1

2099 (part II)

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1 County Airport waiting for our flight and there's
2 something that happens because of what's going on
3 with this and there's disturbances to the
4 communications I understand. The airlines aren't
5 going to care that we have a problem. We're going
6 to miss our flights. We're going to -- we're going
7 to have all sorts of problems. And is the Air Force
8 going to have some way of helping us with that?

50-10

9 I mean, I've heard of people that have missed
10 conferences that they were supposed to speak at or
11 to attend because they had flight problems and this
12 is just routine stuff. And this is just going to
13 add one more element of frustration.

14 HEARING OFFICER GREGORY: All right. Thank
15 you. Anyone else? Well, it's only about -- oh.
16 Yes, ma'am.

17 AN AUDIENCE MEMBER: I didn't speak. Can I
18 just ask a question?

19 HEARING OFFICER GREGORY: Well, this is just
20 for public comments. You can ask -- what I'm going
21 to do is recess the hearing, and if anybody changes
22 their mind about wanting to make a public comment,
23 that's fine.

24 During the recess part, the FAA and Air Force
25 reps will be all around these display boards and

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1 everything and you can talk about whatever with
2 them. And then if you'd like to make a public
3 comment for the record after that, Teresa and I are
4 going to stay up here, and anyone who changes their
5 mind or if you haven't spoken yet and you want to
6 speak, come on up. And we'll be here until
7 8 o'clock.

8 But at this point, since I don't have any
9 speakers who want to make a public comment, I'm
10 going to recess the hearing. You can continue to
11 discuss things with the Air Force and FAA reps over
12 by those boards.

13 In case I don't talk to you again, I want to
14 thank you for coming out tonight and showing your
15 interest in this proposal. As I've mentioned
16 several times, it's certainly not the end of your
17 opportunity to participate in this process. Those
18 written comment sheets are available at the
19 registration table. You can turn those in tonight
20 or you can mail or fax them later. The address and
21 the fax number are on the sheets.

22 The Air Force welcomes comments in writing at
23 any time during this analysis process, but let me
24 foot stomp this, to receive timely consideration for
25 the Final EIS, please get those comments in by

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1 November 15, 2010.

2 If you'd like your own copy of the Final EIS,
3 please tell one of the Air Force reps at the
4 registration table or you can send a letter or
5 postcard asking for your own copy and the Air Force
6 will send a copy of the Final EIS to you.

7 So at this point I'm going to recess the
8 hearing. Teresa and I will stay up here. If
9 anybody changes their mind and wants to make a
10 public comment, all you have to do is come up here,
11 let me know, I'll reopen the hearing, we'll turn on
12 the machine, and we'll get your comment on the
13 record.

14 So thanks again. And the hearing is in recess
15 at 7:20.

16 (The hearing in recess at 7:20 p.m.)

17 HEARING OFFICER GREGORY: The hearing is called
18 to order. The time is 8:00 p.m. During our recess
19 no one asked to make a public comment. There being
20 no more speakers, this hearing is adjourned.

21 (The Powder River Training Complex Hearing
22 adjourned at 8:00 p.m.)

23

24

25

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1 STATE OF SOUTH DAKOTA)
2 COUNTY OF MEADE) SS. CERTIFICATE

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
6 through 62 are a true and correct transcription of my
7 stenographic notes.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

Teresa L. Fink, RMR
Registered Merit Reporter

17

18 My Commission Expires: 4-29-2016

19

20

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1 So with that, Mr. Val Snyder. Sir, would you
2 like to come up here or do you want to speak down
3 there? It's up to you. You might want to use this.

4 MR. SNYDER: I don't care.

5 HEARING OFFICER GREGORY: Why don't you use
6 this thing.

2101

7 MR. SNYDER: My name is Val Snyder. Last name
8 S-N-Y-D-E-R. Some of my comments aren't really
9 gonna fit because I made this up beforehand before I
10 understood the limits.

11 First, I contest the stated need for this
12 expanded Training Complex. There are already four
13 and a half million acres in this region devoted to
14 modern war-fighting training. The proposal would
15 add 22 and a half million acres, close to a
16 50 percent increase, and I was wondering what are we
17 as a nation training for.

PN-2

18 The memorandum sheet perhaps tells the story at
19 the bottom with the motto "Global Power For
20 America."

21 Considering the current debt level of this
22 nation, one question we need to answer is, how much
23 global control can we afford before our foreign
24 creditors foreclose on us?

SO-14

25 By our own hands, two countries lie in ruin

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2101 (cont'd) Page 37

1 with government so corrupt and ineffective that they
2 are now breeding grounds for future generations of
3 terrorists.

4 Page 432 shows our area, PR-1B, as being under
5 a supersonic ellipse. The readings given on 433 are
6 in psf, decibel C, C-weighted decibels, which I
7 don't really understand, and how they relate to each
8 other or as to actual heard noise.

9 I have found conversions to decibels from pf --
10 or I could find no conversion from decibels to psf
11 in the document, and I wonder why the statement uses
12 so many different units to describe impacts, and why
13 acres in one instance, square miles in another,
14 square nautical miles in yet another. I feel that
15 there's a deliberate effort to misinform by
16 constantly switching units of measure to describe
17 the same physical event.

18 The stated impact of the B-1s I believe is
19 4 psf, which I did find the version to pascals which
20 can then be referenced to decibels, puts us as about
21 140 decibels. And most audiologists agree that no
22 human ear should be subject to anything over
23 135 decibels or even 135 decibels.

24 And after a sonic boom test over Oklahoma City
25 which ran from February of '64 until halted by

NO-9

NP-9

NO-9

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1 restraining order May 13th and finally abandoned the
2 end of July, prominent hearing specialist with the
3 National Academy of Science Zhivko Angeluscheff
4 stated, "I was" -- can I have some light, please?

5 HEARING OFFICER GREGORY: See if you can turn
6 that light up over there.

7 MR. SNYDER: Thank you. Zhivko Angeluscheff
8 stated, "I was witness to the fact that the men were
9 executing their brethren during six long
10 months...with their thunder, the sonic boom, they
11 were punishing all living creatures on earth."

12 During the experiment, 4,901 claims of property
13 damage were lodged against the government. 94
14 percent were rejected. So you've got some idea of
15 your resolution.

16 The methods used to evaluate the noise level
17 increases are weighted against the huge area
18 involved. This practice does not diminish the
19 actual noise inflicted upon an individual close to
20 the source, but assumes that the individual is
21 spread very thinly across the whole area.

22 It seems the first effort is to spread the
23 short duration noise event over a 24-hour time
24 frame, or the onset rate adjusted monthly day-night
25 average sound level.

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1 These are listed on Page 435 in decibels rather
2 than psf's, so it's hard to understand what's going
3 on with that between the two.

4 It is my belief that even if everyone could
5 live with the additional training space, there is no
6 guaranty that the activity levels will remain as
7 shown. The stated justification of this complex is
8 realistic conditions, and I quote, a long commute
9 would not permit aircrews to train for all the
10 complex missions required for modern war fighting.
11 Well, what areas are we training to bomb that do not
12 require a commute?

PN-2

13 HEARING OFFICER GREGORY: How are we doing on
14 time? Let me just ask, has anybody else decided
15 they want to make a statement?

16 AUDIENCE MEMBER: Yes, please.

17 HEARING OFFICER GREGORY: Anyone else? Okay, I
18 tell you what. Since you're already up here, go
19 ahead. Put more time on for him and then we'll get
20 to this gentleman after he's finished. So go ahead,
21 sir.

22 MR. SNYDER: Even if the entire area is granted
23 to do as they please, 15 percent of training, at
24 least, will have to take place on the Utah and
25 Nevada ranges. Exercises in this area involve

PN-2

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1 mid-air refueling with the tankers coming from
2 Washington State and California. What impacts will
3 this have on our property resale value? Will it
4 complicate further wind resource development?

SO-1

SO-17

5 Page 515 shows that during an average LFE day,
6 between 43 and 244 civilian flights would have to be
7 diverted.

SO-6

8 Chaff disbursal, the stated grams per acre
9 assumes that the chaff would be evenly distributed
10 over 35,200 square miles. Is this really the case,
11 or is it more likely that the deployment will be
12 concentrated within routine training routes?

AM-23

13 A Navy study found that after discharging
14 hundreds of thousands of pounds of chaff into
15 Chesapeake Bay over 25 years, there was less than a
16 two-fold increase in background organic monomeric
17 aluminum and a decrease in inorganic monomeric
18 aluminum concentrates. So the question is, where
19 did it go?

AM-10

20 This chaff that's finer than a human hair is
21 encoded in an animal fat to help reduce clumping.
22 Most of us with animals recognize when it's cold,
23 birds and animals are interested in eating fat. The
24 effects of aluminum poisoning are Alzheimer's
25 symptoms, osteoporosis, and severe neurological

SA-14

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2101 (cont'd) Page 41

1 disorders. There are no assurances that this
2 element will not find its way into the water and
3 animals, only that it exists in the earth's crust. SA-14
4 Well, so does arsonic.]

5 That's about it for me. One last thing is
6 that, being under a training range subjects the
7 citizenry to an assault on their pursuit of
8 happiness and the enjoyment of their property, and
9 in my point takes -- it constitutes a taking. If SO-1
10 you wish to buy the area, please buy it. The people
11 who live in these isolated areas are here because
12 they can't tolerate the noise levels of highways,
13 airports, and cities, and that's why we put up with
14 it. Thank you.

15 HEARING OFFICER GREGORY: All right. Thank
16 you. Sir, come on up. We'll take care of your card
17 later. 2102

18 MR. UNHOCH: My name is Bill Unhoch. That's
19 U-N-H-O-C-H. And the point that I have on this is,
20 both South Dakota and North Dakota have fought hard
21 to have Ellsworth and Minot in their states. They
22 lobbied for it. They get all the economic
23 advantages of having these Bases in their states.
24 But yet when they want to increase their training
25 range, they go west into Montana and Wyoming and SO-24

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1 very little into the Dakotas; no training area east
2 of the River, Missouri River.

SO-24

3 Why then, if they have all the advantages of --
4 the economic advantages of having a Base there, why
5 not supply them with the training area that they
6 need?

PN-2

7 And then as far as this not affecting property
8 value, think if you're selling your place, the real
9 estate agent brings somebody in, a B-52 flies over.
10 The big thing is, they emphasize a 10-day large
11 force exercise, but it's also a 240-day flight
12 training period. Granted, it's B-52s and B-1s, but
13 personally I wouldn't want a B-52 flying 2,000 feet
14 or 1,000 feet over my house. And this is apparently
15 what their capabilities are.

SO-1

PN-5

16 And this is just -- to me, if the Dakotas want
17 them, let them keep them. Let them supply them with
18 the training areas they need and everything else.

PN-2

19 That's -- that's about all I've got to say on
20 it. Thank you for your time. Thank you.

21 HEARING OFFICER GREGORY: All right. thank you.

22 MR. UNHOCH: Thank you.

23 HEARING OFFICER GREGORY: Anyone else? Do
24 either of you gentlemen like to add to what you've
25 already said?

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1 AUDIENCE MEMBER: I'm good.

2 HEARING OFFICER GREGORY: Well, I tell you, as
3 I mentioned, Teresa and I are going to stay up here
4 until about 8 o'clock. That's when the hearing is
5 scheduled to end. And if you do change your mind,
6 all you have to do is come let us know and we'll
7 turn on the machine and get your comment.

8 Let me go ahead and give you some concluding
9 remarks at this point. The Air Force and FAA reps
10 will continue to remain available by these display
11 boards to discuss things with you while we're in
12 recess.

13 Thanks for coming out tonight to this hearing
14 and for voicing your concerns about this project.
15 As I've mentioned a couple of times already,
16 tonight's not the end of your opportunity to
17 participate in this process. Written comment sheets
18 are available at the registration table over there.
19 You can turn these in tonight or mail or fax them
20 later. The mailing address is printed on the
21 brochure and the comment sheets.

22 The Air Force welcomes comments in writing at
23 any time during the Environmental Impact Analysis
24 Process, but let me foot stomp this. To receive
25 timely consideration for the Final EIS, please get

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1 those in by November the 15th, 2010.

2 If you would like your own copy of the Final
3 EIS, please tell one of the representatives at the
4 registration table or send a letter or postcard
5 asking for your own copy and the Air Force will send
6 a copy of the Final EIS to you.

7 At this point I'm going to recess the hearing.
8 Feel free to hang around and discuss things with the
9 Air Force and FAA reps. And if you change your mind
10 about making a comment on the record, just come up
11 and let me know and we'll reconvene and get that
12 down for you. So thanks a lot for coming out.

13 (The hearing in recess at 6:55 p.m.)

14 HEARING OFFICER GREGORY: This hearing is
15 called to order. During the recess we have had no
16 additional speakers, so this hearing is adjourned.

17 (The Powder River Training Complex Hearing
18 adjourned at 8:00 p.m.)

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1 STATE OF SOUTH DAKOTA)
2 COUNTY OF MEADE) SS. CERTIFICATE

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10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

17 _____
Teresa L. Fink, RMR
Registered Merit Reporter

18 My Commission Expires: 4-29-2016

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1 concerns about the proposal that you want the
2 decision-makers to consider. Questions that you
3 pose during your comments will become part of the
4 record and will be considered.

5 After we're done with the formal part of this,
6 the FAA and Air Force reps will continue to be
7 available to discuss things with you out by the
8 various display boards.

9 All right. And with that, Mr. Egan. Sir, I
10 don't have a lecturn. I see you've got some
11 materials. You can sit if you'd like. Okay. There
12 you go.

2103

13 MR. EGAN: I'm Bailey Egan. I'm going to be
14 wearing three hats her tonight representing the
15 Montana Community Airport Association, I'm a
16 landowner, rancher, and a pilot. So I'll be
17 speaking somewhat to all three facets of that, and
18 for three minutes it's going to be hard to cover.

19 HEARING OFFICER GREGORY: You don't need to
20 worry about that.

21 MR. EGAN: So it may be a little bit confusing
22 here. But I'm a little disappointed in the draft
23 there. I think it appears to me that it's -- can I
24 ask questions or...

25 HEARING OFFICER GREGORY: You can pose

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1 questions and they will become a part of the Final
2 EIS.

3 MR. EGAN: Okay. Well, I'll pose the question
4 that possibly it was done by hired -- by somebody
5 that -- it seems to me that it's a little tilted.
6 They come to certain things that are not addressed
7 real fair. And with that, I'll try and go on.

8 But as a pilot, there's a tremendous problem
9 here that -- I don't know if you've considered maybe
10 with the type of flying that goes on in this -- in
11 this airspace. You show your horizontal pretty
12 well, but there's a tremendous amount of vertical in
13 each one of those that's not really -- it's very
14 difficult to know where you're at, especially in a
15 Super Cub or that type of aircraft. You -- I'm
16 suspicious that it's gonna cause a lot of pilots not
17 to fly just for the fact that they're not gonna know
18 where exactly they're at -- where you're going to be
19 at.

20 And so if you could address that to make it
21 better as far as communications so that they know
22 when the area is hot and kinda what's going on.
23 Because this area is just full of pilots that
24 just -- they're ranchers and they fly that -- that
25 type, low level, you know, checking cattle and that

SA-7

AM-12

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1 kind of thing, and they need to be aware of what
2 you're doing. So if you could make it as easy as
3 possible, if you can, to do that.

AM-12

4 So navigation and communication, add everything
5 you can, if possible, to make this so that we know
6 where you are and what you're doing.

AM-3

7 I don't like the idea -- I tried to find out
8 exactly on the -- I thought those corridors were to
9 get the traffic through. A safety concern there
10 when you start crunching aircraft traffic into one
11 route. I know we have odd and even altitudes that
12 we fly. I just don't like that, you know, everybody
13 flying in the same. You find those in large TCAs
14 and stuff like that and it just -- I suspect that
15 that's a safety issue that you might address. Make
16 them wider and make sure that there's a way that we
17 can identify -- looks like you're using the VORs as
18 a navigation aid. Not sure that out in that area
19 you're gonna be -- you're gonna have to get some
20 altitude to reach those.

SA-3

21 Then as a landowner, there's a lot here that --
22 I tried to read the -- what your flares are doing.
23 It just amazes me that the State of Montana, all the
24 trouble that they have gone to build these power
25 plants right over here that have to have Class 1

SA-14

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1 Air. The Indians insisted upon it, that it has to
2 be good, and then they allow you to come along and
3 dump out these things. And you say they're inert,
4 but there's bohrium, barium, lead, copper, all those
5 things there, and those are poisonous things.

SA-14

6 And so to -- I don't care what the quantity is.
7 You say it's not a big amount, but when you continue
8 to do that, it adds. And you have cattle come
9 along, graze that, and it looked like in one place
10 there that they were talking about lethal levels for
11 cows. You know, what kills a cow? Well, my God,
12 there's a lot of things that happen to a cow a long
13 time before she reaches the death stage. And one of
14 the first things that you -- is her -- the maternity
15 part of the cow. If you start creating unbalances
16 with her minerals and things like that, she gets out
17 of whack, why, the first thing she shuts down is her
18 reproductive abilities. And that's -- that's what I
19 make my living at.

SA-14

20 So I'm gonna be affected possibly by that and
21 I'm concerned about it. And I think that you need
22 to do a whole lot more of background work if you're
23 gonna do this thing. You don't have any idea of
24 what's here as far as those minerals. So there
25 might be areas that are downwind from this point

SA-14

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1 that could be marginal now and you come along and
2 dump out a little more. I think you need to work on
3 that background.

SA-14

4 Stick up your sign if I'm getting short on time
5 here.

6 HEARING OFFICER GREGORY: Let me just ask here,
7 has anybody else decided they want to speak yet?
8 Okay, sir, you've got more time. Go ahead.

9 MR. EGAN: Okay. Well, I won't linger on here.
10 But I'm disappointed that the -- and that's why I
11 wanted to ask the question. I'm a little
12 disappointed that the reservation is not here
13 because they're terribly sensitive to those things.
14 And it sounds like you're not going to maybe fly
15 over the -- or are you gonna burn out flares over
16 the reservation and over those places?

NA-2

NA-6

17 I don't think that's a justice to the rest of
18 us. If they're entitled to it, so am I. And I'm
19 gonna be watching. It looks to me like there is a
20 cartridge that's left, aluminum or something like
21 that. I just can't imagine with the pristine air
22 and stuff that we have here in Montana, that we
23 allow other facets of our government to bring in and
24 dump this.

CV-3

NA-6

LU-1

25 They would be horrified if I went down to

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1 Devils Tower and shook out something like that. So
2 I'll end it at that, but I hope you address some of
3 these concerns. Thank you.

4 HEARING OFFICER GREGORY: All right. Thank
5 you. Thanks for your comments.

6 Do we have another speaker?

7 MR. ROCK: I have one more, sir.

8 HEARING OFFICER GREGORY: Okay. Come on up,
9 sir. Okay, mr. McNaney. Use this table if you need
10 it.

2104

11 MR. MCNANEY: My name's Dave McNaney. I am a
12 rancher and a pilot also. I'm basically just
13 representing myself.

14 And I just kinda wanted to agree with Mr. Egan
15 on several comments. The ones that I really -- the
16 area that I'm concerned about is the rougher area,
17 the green area on your map which includes the
18 Colstrip area, as far as the rougher terrain and the
19 low altitude and military flights coming in contact
20 with my civil airplane. Being they fly 500 feet
21 above ground and I come up out of a coolie, there is
22 no -- no time for avoidance on either one of our
23 parts.

SA-7

24 And I was -- I was wondering, I -- I don't have
25 much to say. I kind of leave with two questions

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1 that one of these gentlemen here tonight might be
2 able to answer. What do the vortices of a B-1 do to
3 an F-19 at 50 to 100 feet difference in elevation?

] SA-7

4 And another thing, could some of this be
5 changed? You know, they got -- they got it now that
6 they're gonna fly at 500 feet low altitude. Could
7 they change that and fly at a thousand feet minimum?

] PN-4

8 HEARING OFFICER GREGORY: All right. Well,
9 thanks for posing that. And again, that will become
10 part of the record and will be considered.

11 Anyone else? Would either of you gentlemen
12 like any more time?

13 Well, I tell what you I'm going to do. We're
14 here until 8:00 if you change your mind. At this
15 point we've heard from everyone who signed up and I
16 have no remaining speakers.

17 The Air Force and FAA reps will continue to be
18 available out by the boards to discuss things with
19 you during the recess here.

20 In case I don't speak to you again, let me just
21 go ahead and give you some concluding remarks. I
22 want to thank you for coming out tonight and showing
23 your interest in this proposal.

24 As I've said several times, tonight's not the
25 end of your opportunity to participate in this

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1 review process. Again, those written comment sheets
2 are available at the registration table. You can
3 turn them in tonight or you can mail or fax them
4 later. The mailing address is printed on the
5 brochure and on the comment sheet.

6 The Air Force welcomes public comments in
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16 a copy of the Final EIS to you.

17 What I'm going to do at this point is just
18 recess the hearing. And if anyone here changes
19 their mind about wanting to make a comment on the
20 record here tonight, all you have to do is come up
21 here, let me know, we'll turn the machine back on,
22 I'll call the hearing to order, and you can make
23 your comment.

24 But there being no more speakers at this time,
25 I'm going to recess the hearing. Thanks again.

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1 (The hearing in recess at 6:48 p.m.)

2 HEARING OFFICER GREGORY: The hearing is back
3 in session. During the recess we had no other
4 speakers. The time being 8 o'clock, this hearing is
5 adjourned.

6 (The Powder River Training Complex Hearing
7 adjourned at 8:00 p.m.)

8

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) SS. CERTIFICATE
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11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

Teresa L. Fink, RMR
Registered Merit Reporter

17
18 My Commission Expires: 4-29-2016

19

20

21

22

23

24

25

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1 Yes, sir. One more card. Okay, thanks.

2 With that, I'll call our first speaker. Let's
3 see. From the National Park Service I have Ms. Kate
4 Hammond. Ms. Hammond.

2105

5 MS. HAMMOND: My name is Kate Hammond,
6 H-A-M-M-O-N-D. I'm here representing the National
7 Park Service at the Little Bighorn Battlefield.

8 We are concerned about the proposed project
9 which will potentially adversely impact the
10 soundscapes, visitor experience, cultural resources,
11 and sacred sites of Little Bighorn Battlefield.

} LV-2
} CV-2

12 The mandate of the National Park Service is to
13 preserve and protect the scenery and natural
14 cultural resources of parklands such as Little
15 Bighorn Battlefield.

16 I note that a portion of Little Bighorn
17 Battlefield is actively administered and maintained
18 as Custer National Cemetery and is the final resting
19 place of about 5,000 U.S. veterans and dependents.
20 The entire Battlefield is on the National Register
21 of Historic Places.

22 The National Park Service has worked extremely
23 hard to preserve the landscape, vegetation, setting
24 and feeling of the Battlefield to as closely as
25 possible to devote the landscaping and conditions of

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1 1876.

2 Under the proposed action, you notes about the
3 voluntary restriction of aircraft avoidance area
4 above 2,000 feet. I think that needs to be noted in
5 the EIS. I think the footnotes don't note that
6 that's voluntary.

AM-24

7 So let's see. The EIS notes that three aspects
8 of the increased noise from this proposal could
9 cause environmental impacts, including increases in
10 the ambient noise levels, low-level startle effects,
11 and sonic booms, and we have concerns about the
12 effects of all three types of noise on the
13 soundscapes, visitor experience, and cultural
14 resources. And we disagree with the assertion that
15 infrequent overflights over 2,000 feet would not be
16 expected to be perceived as a significant intrusion
17 to the National Monument.

LV-2

CV-2

LV-2

18 The Battlefield is of enormous significance to
19 American history and to the approximately 280,000 to
20 420,000 visitors who visit the site annually. It's
21 the second most visited tourist site within the
22 State of Montana and is of great economic importance
23 to southeast Montana.

SO-9

24 Many visitors, Tribes, and stakeholders have
25 commented over and over that the ability to hear the

LV-2

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1 natural sounds, listen to the wind blowing, and hear
2 the sounds of the Meadowlark is a fundamental part
3 of the Little Bighorn Battlefield experience.
4 Increases in the ambient noise levels, low-level
5 startle effects, and sonic booms would also impact
6 the family members and loved ones who come to pay
7 their respects to the over 5,000 veterans and
8 dependents.

LU-2

9 HEARING OFFICER GREGORY: We have to stop for
10 the train.

11 MS. HAMMOND: Yes. Sorry.

12 HEARING OFFICER GREGORY: She can't...

13 (Brief pause for the train.)

14 HEARING OFFICER GREGORY: All right.

15 MS. HAMMOND: Good to go? Okay. So increased
16 noise would also significantly disrupt the solemn
17 and reflective atmosphere for the 10 to 15 funerals
18 that are still conducted annually at the National
19 Cemetery.

LU-2

20 Increases in ambient noise levels, low-level
21 startle effects, and sonic booms all would impact
22 the visitor experience and would impact visitors'
23 ability to enjoy the contemplative and sacred
24 atmosphere.

CU-2

25 All three types of noise would likely impact

LU-2

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1 National Park Service operational and educational
2 activities such as outdoor ranger programs, guided
3 walks, and ranger talks that take place 10 times a
4 day from May through October and that over 60,000
5 visitors per year enjoy.

LU-2

6 We also issue approximately 25 Special Use
7 Permits per year for activities such as Tribal
8 religious or cultural ceremonies, commemorative
9 events by military and non-military groups, and
10 commercial filming. Increases in ambient noise
11 levels would significantly disrupt these activities.

12 As described in the EIS, Native Americans from
13 the four directly impacted reservations explain that
14 low-level overflights and intrusive noise would be
15 detrimental to their cultural practices. These
16 types of cultural practices occur not only on
17 reservations but also at sites such as Little
18 Bighorn Battlefield that are highly significant to
19 Tribal members from 17 reservations throughout the
20 region, and we suggest further consultation with the
21 Lakota, Dakota, Nakota, Cheyenne, Arapaho, Arikara,
22 and Crow Tribes.

CU-2

23 Finally, I'll just note that the EIS notes the
24 possibility of sonic booms causing the failure of
25 glass, plaster, or other structural elements. We

NO-2

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1 are home to many irreplaceable cultural resources,
2 including historic monuments and structures.

3 As an example, the two-story stone house
4 constructed in 1894 that is the Superintendent's
5 residence is said to be one of the first permanent
6 homes in eastern Montana. Thanks to preservation
7 work and good care, it retains its historical and
8 architectural integrity and is in good condition.
9 However, it would be unacceptable if sonic booms
10 caused the failure of its historic glass windows
11 and/or doors, or plaster, or disturbed its stone
12 foundation or exterior walls.

13 The EIS also talks about the potential of sonic
14 booms to cause items balanced on shelf edges, such
15 as mantels or bookcases, to be vibrated off and fall
16 and break. We have a priceless museum collection
17 stored on site, including 119,000 objects, many of
18 which are fragile and sensitive and many of which
19 are on display at the Visitor's Center.

20 In conclusion, we're concerned with the
21 proposed action and its potentials to affect visitor
22 experience, natural soundscapes, cultural resources,
23 and sacred sites. Our first preference would be the
24 No-Action Alternative, although we realize this may
25 not be feasible given your purposes and mission. We

NO-2

LU-2

CU-2

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1 note that Alternative B would have had no low-level
2 overflights over Little Bighorn Battlefield, and we
3 would strongly support reconsideration of this
4 alternative, or the modification of the preferred
5 alternative to exclude Little Bighorn Battlefield
6 from the low-level flights proposed under the
7 preferred alternative.

DO-2

8 Thank you for the opportunity to comment.

9 HEARING OFFICER GREGORY: Thank you. And if
10 your written remarks contain additional material, I
11 would just remind you you can submit those in
12 addition to your oral comments if you'd like to do
13 that.

2106

14 Next I have Mr. Del Dinstel. Mr. Dinstel.

15 MR. DINSTEL: My name is Del Dinstel. D-E-L,
16 last name D-I-N-S-T-E-L.

17 And I'm a pilot and a landowner. And I own
18 property under the current MOA down in Broadus,
19 southeast of Broadus, and so I've lived -- lived
20 under what they're proposing for here now.

21 I currently live in Colstrip. My airplane is
22 based there and then I fly back to the ranch at --
23 35 miles west of Alzada.

24 I've done a lot of research on this over the
25 Internet and through the Rapid City Journal,

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1 globalsecurity.org. I found out that there's
2 \$278 million per year goes into Rapid City economy
3 from Ellsworth Air Force Base. That's per year.
4 That's 2005 -- I got this from a 2005 article in the
5 Rapid City Journal.

SO-24

6 Same article also states that the State of
7 South Dakota could lose \$324 million, and that was
8 when in 2005 they proposed to close Ellsworth Air
9 Force Base in the Base closings.

10 So I think this is more than just us looking
11 like Afghanistan for a training area. I think this
12 has a lot to do with the finances. And I can't see
13 Montana getting any money out of this thing at all.

PN-2

SO-24

14 So my proposal would be no proposal at all, no
15 training area at all in Montana. If South Dakota --
16 and I never mentioned Minot with the B-52s. If
17 they're benefiting to this degree, then this thing
18 should be based in South Dakota and North Dakota
19 entirely.

GE-2

SO-24

20 I'm all for Air Force blue and I appreciate
21 what you do. I just took my dad out to St. Louis.
22 He's getting -- he's 88 years old. He was in World
23 War II and he was an Honor Guard under General
24 Douglas MacArthur. And they're down to 20 guys now
25 going to their reunions. But I appreciate what they

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1 done, I appreciate what you do, too, so... But I
2 got my questions about this expansion.

3 And going with that, I think also that the B-1
4 bomber was designed in early '70s. It was then
5 killed by Carter, resurrected by Reagan, and 100 of
6 them were built to the tune of \$200 billion apiece.
7 There's now, what, roughly 50 some: half of them in
8 Texas, the other half in Rapid City, South Dakota.

PN-6

9 I'm thinking it's a big hammer to kill the
10 al-Qaeda terrorists with. In fact, I wonder how
11 many they actually get with bombs scattered out in
12 Afghanistan. It's probably one of our bigger ones
13 out there.

14 Also, what about the B-2 bomber? I thought
15 that was to replace the B-1. B-52s of course, I can
16 remember those when I was in high school. They were
17 shot out of the air like pigeons over North Vietnam
18 by Stone Age people using inferior Russian weaponry.
19 So we still have them and we're still paying for
20 them.

21 And I don't see where al-Qaeda has any radar
22 that needs to be evaded by flares or chaff, and
23 al-Qaeda doesn't have surface-to-air missiles that I
24 am aware of, nor do they have interceptor aircraft.

AM-25

25 And also, I'm kind of curious about the

AM-17

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1 operating costs of a B-1 bomber when mostly what I
2 hear going on in Afghanistan is that the drones are
3 doing most of the killing of al-Qaeda.

AM-17

4 As a landowner, I'm curious about what the
5 reduction in property values --

6 HEARING OFFICER GREGORY: You have to wait for
7 the train.

8 (Brief pause for the train.)

9 HEARING OFFICER GREGORY: We're good.

10 MR. DINSTEL: Okay. We're back going again, I
11 guess.

12 And so along those lines, I'm curious as to how
13 many confirmed kills of al-Qaeda terrorists by B-1
14 bombers. I do know that one of my daughter's
15 schoolmates was killed over in Afghanistan by an
16 IED, and I would like to see you kill that guy who
17 set that bomb. I would appreciate that. It's a kid
18 that used to come over at the house and watch movies
19 and we had him lay around in the family room and got
20 rather attached to him, so...

PN-3

21 I would -- I would like to know also, I'm
22 thinking there's going to be -- also, ma'am, if
23 there's any time left, I would like to speak some
24 more, if I could.

25 HEARING OFFICER GREGORY: As soon as I get

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1 through these other folks.

2 MR. DINSTEL: I got property down in Carter
3 County. And I was just wondering, some of the land
4 has sold down there recently. Most of it sold for
5 recreational purposes or investment. Not -- it's
6 out of the price range for ranching, paid for for
7 ranching. But if a potential buyer is going to buy
8 land, why would he buy under an MOA knowing that
9 he's going to have sonic booms and low-level flying.
10 He would just as easily take his money and purchase
11 land outside the MOA.

SO-1

12 So I think it will be -- have an impact on land
13 values and probably home values also. I own a home
14 in Colstrip. So I'm thinking about that.

15 As a pilot, I have concerns about -- I go down
16 and check livestock and fences and barn with my
17 airplane. I have a Cessna 170. And I have had to
18 bank-and-roll out at wing's level and been looking
19 at the rear end of a B-1 bomber, knowing that he
20 just come by. That does get your attention.

SA-7

21 And I've had very poor luck as far as getting a
22 briefing as to when it's hot and when it's not, what
23 kind of traffic to anticipate down there. I'm a VFR
24 pilot so it's more or less a crap shoot as to know
25 where they're at and when they're going to be in one

AM-12

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1 place. So as far as trying to avoid them, it's --
2 it's not -- my experience is, you're not able to do
3 that.

AM-12

4 And also, is only South Dakota and North Dakota
5 bombers gonna be training in this Training Complex?
6 So... Is this gonna be something where you bring in
7 aircraft from all over the United States?

PN-2

8 And also, my understanding is there's large
9 MOAs, Military Operation Areas, in both Utah and
10 Nevada where these planes could fly and do not have
11 to fly over eastern Montana. Thank you.

12 HEARING OFFICER GREGORY: All right. Thank you
13 for your comments. And next I have Mr. Kelly
14 Kehler. Mr. Kehler.

2107

15 MR. KEHLER: Kelly Kehler, K-E-H-L-E-R. I just
16 got some concerns. And I agree with Mr. Dinstel.
17 The economic impact is gonna be great for this area
18 of southeast Montana, whereas all the revenue is
19 left in South Dakota and North Dakota and want to
20 use about a -- a large percentage of Montana state
21 land to control the airspace. And as a pilot, I got
22 concerns there.

SO-24

23 I'd like to know how fast this B-1 flies when
24 it comes through, but, you know, it's kinda like
25 letting certain cars on the Interstate go 10, 20

SA-7

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1 times faster than anybody else. I don't think
2 that's probably quite right here, but...

SA-7

3 He stated there are 17 charted noise areas, and
4 I think there's a lot more than that. You mentioned
5 calving, Tribal, and birds. I can guarantee you
6 there's way more than that 17 people that have
7 cattle in southeast Montana.

NO-10

8 And you mentioned TFRs for fires. Well, Crow
9 Tribe has a contract here and it's -- there's lots
10 of grass fires. This year luckily there wasn't.

11 But these aren't ran out of Boise and issued TFRs
12 until they get to a certain type stage. These are
13 small grass fires that happen at the spur of the
14 moment and time is of the essence. It -- to have
15 the guy have to wait and find out if he's gonna --
16 and it's a job when they're fighting a fire, he's
17 looking down at the ground. It's not see-and-avoid.

SA-5

18 All this stuff that we're talking about happens in
19 500-, 2,000-foot range; not alone with the flights
20 coming and going in the area.

SA-1

21 There's a lot of migratory birds and geese and
22 stuff and they travel south for the winter. Your
23 area takes in several I can see here. North Ton
24 River, the Bighorn River, several main waterways,
25 and the geese love to travel from up north to south

SA-10

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1 for several months in the winter. They travel at
2 times in your altitude. That's a concern. You
3 change their pattern.

SA-10

4 All of this comes back to some economics here,
5 too. It's just like Mr. Dinstel said. What is --
6 a guy can come in here and fish or tourism, and a
7 lot of these guys that come in fly their own
8 aircraft. They're gonna -- they don't want the
9 hassles. They're on a tight schedule. They don't
10 want to be here and not know if they can leave on
11 the day they want to leave. It's a concern.

SO-9

12 There's still lots of areas that have poor cell
13 coverage, so it's not just grab your cell phone and
14 call 1-800-WX-BRIEF and find out what's going on. A
15 lot of guys are doing their recon on their
16 livestock, this and that. You're looking down at
17 the ground. You're not trying to look at -- you're
18 by yourself, you're focused on the terrain and what
19 your -- what your job is out there.

AM-3

SA-7

20 As well as nothing was mentioned of the -- this
21 is a big ag community. There wasn't no mention of
22 the crop dusters in the area. And typically they're
23 spraying pretty much all growing season. And as a
24 crop duster, you're a single person focused on a job
25 and you're flying low level. Then you rise up on

SA-7

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1 your ends and you're back and forth. You can't be
2 looking out the window to see who's gonna be coming SA-7
3 up over the next ridge. That's a concern.
4 That could go back to the economics of this.
5 And if they gotta, "Oh, I can't spray your crop SO-2
6 until the weekend," I mean that just doesn't work.
7 That's an issue. And...
8 But I do have to say, I appreciate your
9 protection, so I'll give you -- I do appreciate that NP-3
10 and you guys coming out here.
11 That pretty well wraps it up for now. If I
12 have anything else, I'll put it in as a written
13 comment.
14 HEARING OFFICER GREGORY: Okay.
15 MR. KEHLER: Thank you.
16 HEARING OFFICER GREGORY: Thank you. Mike
17 Parnell. 2108
18 MR. PARNELL: Thank you. It's Mike Parnell,
19 P-A-R-N-E-L-L.
20 I appreciate the opportunity that you've
21 provided for this. My impression is you've probably NP-3
22 done dozens of these and I sympathize with your lack
23 of enthusiasm for our comments, but I appreciate the
24 opportunity.
25 I'm a member of the Bighorn River Alliance

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1 which is a non-profit group of outfitters, anglers,
2 and guides to protect the Bighorn River. I'm also a
3 private and commercial pilot. I own land that will
4 be affected by this proposal. I also own and am
5 involved with a strip that's not one of the 12
6 airports that you mentioned and it was completed in
7 April of last year but would be affected by this
8 Powder River training area. And I have -- that land
9 is used for agriculture but also grazing of
10 livestock and recreational purposes.

11 I oppose any expansion to the existing Powder
12 River Training Complex of PR-1B MOA. It would have
13 a tragic effect on livestock and human quality of
14 life.

} GE-2
-
} LV-2

15 We've had a couple of examples of that just
16 during this meeting when we had to suspend
17 conversation and operations for well less than
18 100 decibels that Ms. DeVine described.

19 It will significantly degrades the fishing and
20 recreational use of the Bighorn River and the
21 surrounding terrain which is the primary economic
22 engine that brings money out of state into our
23 state, and especially for Hardin and Fort Smith.
24 There are other blue-ribbon trout streams that are
25 available that would not have these adverse impacts.

} SO-9
-
}

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1 It was mentioned earlier on, this is a
2 conservation effort so we don't have to burn as much
3 fuel for our military aircraft to get to different
4 training exercises or locations, but as a pilot, if
5 I'm heading east, I have to divert 50 miles north,
6 50 miles south, or 225 miles east to stay clear of
7 this proposed area which is excessive. And I think
8 if you combine all the private and commercial
9 aircraft activities, that it's not a savings in
10 fuel, even though I know the military aircraft burn
11 considerably higher rates than what I fly.

SO-7

12 You know, you presented that the proposed
13 practice is bad. You gave all -- several reasons of
14 why it's bad and that's why you're proposing that
15 it's only going to be bad for a limited or
16 restricted periods of time, but the practice is
17 still bad.

CM-3

18 I also disagree with the statement that it
19 would not have or is unlikely to have an impact on
20 the quality of life or property values. And I think
21 the train was a fairly good example of that.

LU-2

SO-1

22 You know, as far as the quality of life, if
23 there are three days per quarter and four quarters
24 and 20 aircraft involved in these large force
25 exercises, that's 240 days of supersonic events, and

LU-2

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1 that's if only one aircraft were to make one sonic
2 boom effect on one individual. So this is probably
3 more than one per day average. And I think that's
4 significant. Even though you say it's limited to
5 approximately 10 days, with that many aircraft it's
6 significant.

LV-2

7 Thank you for the time.

8 HEARING OFFICER GREGORY: You're welcome.

9 Thank you. Mr. Mike Ferguson. Mike Ferguson.

10 MR. FERGUSON: My name is Mike Ferguson,
11 F-E-R-G-U-S-O-N. And did you want the address?

2109

12 HEARING OFFICER GREGORY: No.

13 MR. FERGUSON: I'm the Northwest Regional Rep
14 for Aircraft Owners and Pilots Association and I'm
15 sure a lot of people in this room are members.
16 We're the largest aviation organization in the
17 world, having over 415,000 pilots in the United
18 States as members.

19 Incidentally, I'm a Montanan; lived in Montana
20 except for my years in the U.S. Air Force. And so
21 I'm not speaking of hypothetically, you know, from
22 AOPA Headquarters in Maryland. I am, however,
23 speaking on their behalf.

24 The AOPA feels that your proposed Draft
25 Environmental Impact Statement will have a

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1 devastating impact on general aviation. The
2 proposal does not match the demonstrated need. The
3 Air Force will chart 44.5 hours of use each week but
4 expect to use only 15 hours. This provides the Air
5 Force enormous flexibility at the expense of general
6 aviation flexibility.

PN-2

7 The Air Force is proposing the option of
8 activating the SUA at any time with a NOTAM.
9 General aviation pilots plan flights based on
10 charted data, often because it's the only data
11 available when the flight is being planned.

AM-12

12 Altitudes below 2,000 feet only used 10 percent
13 of the charted time. AOPA would like to see
14 additional stratification by creating a sector from
15 500 feet to 3,000 feet that is only activated when
16 needed. This alone would substantially improve the
17 proposal by permitting transient operations and
18 ingress and egress at underlying airports.

AM-26

19 The economic impact of general aviation
20 industry according to a 2009 AOPA member poll,
21 64 percent of the pilots avoid SUAs regardless of
22 activation status. Given the scale and charted
23 hours of use, the PRTC proposal effectively closes
24 39 airports, grounds 285 aircraft, and bars
25 countless transient operations in an airspace area

SO-7

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1 the size of South Carolina. Economic impact will be
2 felt by airports, FBOs, flight schools, individual
3 aircraft owners, small businesses, ranchers, and
4 transient pilots that use general aviation.

SO-7

5 Safety concerns for non-participating traffic,
6 see-and-avoid is predicated on airspace below
7 250 knots. The Air Force plans to fly as fast as
8 540 knots. See-and-avoid, therefore, becomes
9 unuseful. Lack of communications and radar coverage
10 becomes more important because the Air Force is
11 suggesting that general aviation pilots contact ATC
12 to determine the activation status of the SUA.

SA-7

13 Chaff and flares present hazards to flight as
14 airborne FOB. Thank you for the opportunity to come
15 and testify.

AM-3

SA-26

16 HEARING OFFICER GREGORY: Thank you. That was
17 good timing.

18 (Brief pause for the train.)

19 HEARING OFFICER GREGORY: Is there any other
20 speaker card that I don't have? Because that's all
21 the ones I've got up here. Did anyone fill one out
22 back there?

23 MS. DINSTEL: I would like to fill one out.
24 Would you like me to come up?

25 HEARING OFFICER GREGORY: You can come on up

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1 and we'll do the card. We'll pick that up later.

2 Please state your name and spell the last name.

3 MS. DINSTEL: My name is Sharon Dinstel,

4 D-I-N-S-T-E-L.

2110

5 I come to you as a speech and language
6 pathologist. And you're probably wondering why.

7 Tonight I'm glad I came because I was educated
8 on an issue that I was not aware of. You call it
9 sound exposure. I may call it noise pollution. I'm
10 concerned about this over populated areas.

NO-5

11 You note -- you mention that it would be
12 greater than 100 dB. I would like you to be more
13 specific. I find that to be very vague.

NO-4

14 We know that exposure could cause permanent
15 damage. We also know that it is not healthy to be
16 exposed to things at this level. We can be exposed
17 often without warning.

18 I grew up on McDonald Douglas air pattern,
19 their test flight, and we had sonic booms all the
20 time in St. Louis, and so I did grow up with that.

21 I am married to Del Dinstel and we have --
22 we're in your fly zone down at Bridge, Montana, so
23 I've experienced that. And I do ask that you give
24 us specific answers on what dB's. You know, again I
25 feel that's vague.

NO-4

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1 I work for the Northern Cheyenne and the Crow
2 Tribes, and I would like some answers to go back to
3 them with. Thank you.

4 HEARING OFFICER GREGORY: Okay, thank you.
5 Anyone else? Is there any speaker who already spoke
6 that would like more time? Mr. Dinstel, would you
7 like more time?

8 MR. DINSTEL: Yeah.

9 HEARING OFFICER GREGORY: Because we've got
10 time. More time on the clock for Mr. Dinstel. 2106 (part II)

11 MR. DINSTEL: Yeah, I don't know if I mentioned
12 it or not, but I favor no action, no expansion based
13 on what I already know of living under the existing
14 Powder River MOA.

GE-2

15 But I would like to read this article, and it's
16 about making Ellsworth more secure and it's by the
17 Rapid City Journal. It was in the Opinion page
18 July 30, 2010.

19 It says, "Securing the future of Ellsworth Air
20 Force Base became an important mission in 2005, when
21 it was slated for closure.

22 The base survived thanks to political lobbying
23 and community effort, an effort that has been
24 maintained since then, and took another important
25 step forward this week.

1 The South Dakota Ellsworth Development
2 Authority, created by the Legislature to keep the
3 base viable, just purchased 230 acres of Box Elder
4 land that will become a new mobile home park for
5 people living in areas around the base.

6 Relocating those residents will help Ellsworth
7 off of future base closure list" -- "help to keep
8 Ellsworth off of future base closure lists.

9 Encroaching development is one of the major
10 factors the Department of Defense considers in
11 targeting military bases for closure.

12 Hundreds of people are living in mobile home
13 parks close to the base, an area considered at high
14 risk for military aircraft crashes.

15 Noise from the base also tends to generate
16 complaints from people living nearby, a situation
17 the Department of Defense prefers to avoid.

18 Moving residents out of the areas deemed unsafe
19 isn't cheap. The Ellsworth Development Authority
20 used a South Dakota Housing Development Authority
21 grant to buy the Box Elder land at public auction by
22 placing the high bid of \$574,500, or \$2500 per acre.
23 It was an innovative use of tax dollars to make the
24 Ellsworth Air Force Base" -- or "a move for the
25 public good.

1 Ellsworth Air Force Base employs 5,000 people
2 and generates \$10 million in sales taxes for the
3 local community," per year. "Closing it would
4 adversely impact the state to the tune of \$324
5 million."

6 I want to read that again. Closing Ellsworth
7 "would adversely impact the state to the tune of
8 \$324 million.

9 The Department of Defense doesn't concern
10 itself with those issues when targeting military
11 installations for closure.

12 It looks at the viability of the base and its
13 value for the military, just as it should. But the
14 adverse economic impact on Rapid City and
15 South Dakota if Ellsworth were to close would be
16 deep and long-lasting.

17 That's why state and local leaders stepped up
18 to save Ellsworth. That's why they continue their
19 efforts to make sure it can meet the federal
20 government's needs.

21 The land purchase is quite a coup for the
22 authority, which was assigned to work with local
23 governments, developers and property owners to
24 minimize incompatible development around the base,
25 and relocate existing incompatible development. Job

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2106 (part II
cont'd) 10/22/2010

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1 well done."

2 I think that -- I think that this expansion of
3 the Powder River MOA to a large degree is also about
4 keeping Ellsworth viable. And to a large degree, it
5 was pushed by Senator John Thune, Senator from
6 South Dakota. And one of the things is, out here in
7 Montana we -- we don't get the luxury of voting that
8 guy in office because we don't get to vote in
9 South Dakota, but...

SO-24

10 So again, I would like to say that 324 million
11 reasons why South Dakota wants this expansion out
12 here and not in South Dakota. Thank you.

13 HEARING OFFICER GREGORY: Thank you. Anyone
14 else?

15 MR. KEHLER: Just one short tidbit.

16 HEARING OFFICER GREGORY: State your name for
17 her one more time so she has it.

2107 (part II)

18 MR. KEHLER: Kelly Kehler. I want to make it
19 clear for the record, I'm a land and livestock
20 owner, commercial pilot, and opposed to any
21 expansion to the Powder River MOA. Thank you.

GE-2

22 HEARING OFFICER GREGORY: Okay. Anyone else?
23 Well, as I said, it's 7:20. Teresa and I will stay
24 up here until 8:00 if anybody changes their mind.
25 All you have to do is come up and tell me, I'll

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1 reconvene the hearing, we'll turn the machine on,
2 and we'll get your comment on the record. Before I
3 recess, let me give you some concluding remarks
4 here.

5 The Air Force and FAA reps will continue to be
6 available out by these various charts to discuss
7 things with you.

8 I want to thank you for coming out tonight and
9 thank you for your comments concerning this Powder
10 River Training Complex EIS proposal. As I mentioned
11 a couple of times already, today's not the end of
12 your opportunity to participate in this process.
13 Written comment sheets are available at the
14 registration table. You can turn these in tonight
15 or you can mail or fax them later. The mailing
16 address is printed on both the brochure and on the
17 comment sheets. Here comes another train.

18 The Air Force welcomes public comments in
19 writing at any time during the Environmental Impact
20 Analysis Process.

21 THE COURT REPORTER: Can you talk over that?

22 HEARING OFFICER GREGORY: Do you want to try?

23 Tell me if you can't hear. Can everybody hear?

24 Okay, let's wrap it up.

25 To receive timely consideration, let me foot

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1 stomp this one more time. Your comments must be
2 submitted by November the 15th, 2010.

3 If you'd like your own copy of the Final EIS,
4 please tell one of the representatives at the
5 registration table or send a letter or postcard
6 asking for your copy and the Air Force will send a
7 copy of the Final EIS to you.

8 It's about 7:22. I'm going to go ahead and
9 recess the hearing at this point. And again, if you
10 change your mind about wanting to add to your
11 comments or want to make a comment for the first
12 time, please come on up here, let me know, and I'll
13 reconvene the hearing. Thank you very much.

14 (The hearing in recess at 7:22 p.m.)

15 HEARING OFFICER GREGORY: The hearing is called
16 to order. The time is 8 o'clock. We have had no
17 additional speakers. This hearing is adjourned.

18 (The Powder River Training Complex Hearing
19 adjourned at 8:00 p.m.)

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21
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1 STATE OF SOUTH DAKOTA)
) SS. CERTIFICATE
2 COUNTY OF MEADE)

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
6 through 60 are a true and correct transcription of my
7 stenographic notes.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

Teresa L. Fink, RMR
Registered Merit Reporter

17

18 My Commission Expires: 4-29-2016

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1 MR. DONALD SPOTTED TAIL: It is a privilege to
2 have the Air Force here this morning to make their
3 presentation. At this time I will call on the son
4 of the Secretary of the Great Crow Nation to say the
5 Opening Prayer.

6 MR. ANDREW RUSSELL: Thank you. I'm gonna say
7 a prayer this morning before the meeting starts.
8 Just bear with me a little bit here.

9 (Opening Prayer by Mr. Andrew Russell)

10 MR. DONALD SPOTTED TAIL: (Speaking in native
11 Crow) So at this time it's my great privilege to
12 introduce the Secretary of the Great Crow Nation,
13 Mr. Scott Russell all the way from Crow Agency,
14 Montana, by way of Porcupine, South Dakota.

15 (Applause)

2142

16 MR. SCOTT RUSSELL: Thank you. And good
17 morning, everybody. (Speaking in native Crow)

18 I'd like to recognize the staffers from our
19 United States Senators and our Representatives.
20 J.T. Korkow, if you would stand up, from Dennis
21 Rehberg's office, Washington, D.C.

22 (Applause)

23 MR. SCOTT RUSSELL: Senator Max Baucus' office,
24 Jim Corson. Great to see you again.

25 (Applause)

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1 MR. SCOTT RUSSELL: From Senator Jon Tester's
2 office, Rachel Court, formerly of Hardin, Montana.

3 (Applause)

4 MR. SCOTT RUSSELL: Why we are here today goes
5 way, way back. 1851, Fort Laramie Treaty where the
6 Crow Nation had 38 billion acres. And within that
7 38 million acres -- (Speaking in native Crow) And
8 within that 38 million acres, we should still have a
9 say in what's going on. We're talking about
10 airspace training.

11 We are at war as a nation. And in times of
12 war, you've heard this before, in times of war,
13 Native Americans and a lot of Crows enlist. We hold
14 the highest percentage rate per capita of any
15 enlistment of any minority group in times of war.
16 We're warriors. (Speaking in native Crow)

17 It's very similar in geography, the geological
18 landscape. Afghanistan, Iraq is very similar to
19 your land here. And in times of war, we enlist. We
20 send warriors out because we come from a
21 militaristic background. We come from a
22 militaristic society. And what we do as a nation to
23 contribute to the United States of America, I think
24 we've given a lot. Do we stop? I don't think so.

25 If you look at from World War I on forward,

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2142 (cont'd)

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1 every time there's a war, each and every one of us
2 have family members that were a part of that. It
3 brings a lot of pride. It brings honor to our
4 people.

5 Why the Air Force is here today is to ask you,
6 are we gonna let them fly over our land. They'll
7 tell us just about everything, how it's gonna affect
8 the sound, just about everything you can think of.

9 (Speaking in native Crow) Training ground.

10 (Speaking in native Crow)

11 We are warriors. The United States has called
12 upon us to help them out. (Speaking in native Crow)

13 Even the United States Air Force. Everything that
14 we're doing right now is geared towards helping this
15 country. We're trying to come up with Dakota

16 linguistic projects that would reduce this country's
17 dependence on foreign oil. And if we're able to
18 produce diesel fuel right here on the Crow Indian

19 Reservation, the United States Air Force can buy our
20 diesel fuel because the technology that we have now
21 has proven, it's proven to be more effective, more
22 economical, and they land planes and they can fly
23 higher atmosphere. (Speaking in native Crow)

24 If you think about the bigger picture and look
25 back what we as a nation can contribute to the

GE-9

CU-4

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1 United States of America, it's all good. (Speaking
2 in native Crow)

3 It's for your benefit. There's a lot of
4 questions. (Speaking in native Crow) Rumors.
5 (Speaking in native Crow) Development. (Speaking
6 in native Crow)

7 You got a new playground that's being developed
8 right there at Henrietta Park. Casino. (Speaking
9 in native Crow) College. (Speaking in native Crow)
10 Gymnasium. (Speaking in native Crow) Big library.
11 (Speaking in native Crow)

12 It's for our children. It's for our community.
13 (Speaking in native Crow)

14 We are heading to a new season. (Speaking in
15 native Crow) Each new season. (Speaking in native
16 Crow) Pray to the Creator that this next season
17 brings something good for our people, not just for
18 ourselves. (Speaking in native Crow)

19 (Applause)

20 MR. DONALD SPOTTED TAIL: (Speaking in native
21 Crow) Makes a good politician. While we're
22 introducing staff -- (Speaking in native Crow)
23 Stand up, Channis Whiteman. Let's all welcome
24 Channis here. Let's all give him a round of
25 applause. It's good to see you, Channis.

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2142 (cont'd)

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1 (Applause)

2 MR. DONALD SPOTTED TAIL: At this time it's my
3 privilege to introduce Mr. Gregory from the U.S. Air
4 Force. So I will give it to him.

5 HEARING OFFICER GREGORY: All right. Thank you
6 very much. And thank you for inviting us here today
7 to provide you information on this proposed
8 expansion of the Powder River Training Complex.
9 This is a public hearing for the Powder River
10 Training Complex Environmental Impact Statement
11 which you'll hear referred to as EIS.

12 Looks like we need to wait for our projector to
13 warm up.

14 (Brief pause)

15 All right. As the next slide is going to show,
16 I'm Colonel Ron Gregory. I'm a judge on the Air
17 Force Court of Criminal Appeals back in Washington
18 and I sometimes assist with hearings like this. I'm
19 not assigned to Ellsworth Air Force Base. I don't
20 work for anybody there. I don't work for anybody at
21 Air Combat Command. And I'm not involved in any way
22 with the development of this Draft EIS, and I don't
23 act as a legal adviser to any of the Air Force
24 representatives that are working on this proposal.
25 My role in the hearing is simply to be an impartial

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1 we'll get your oral comment.

2 But before I recess the hearing, let me just
3 ask, is there anybody who wanted to make an oral
4 comment on the record here right now? If you do,
5 we'll get you one of these cards. And if not, I'm
6 going to recess the hearing. If you change your
7 mind, just come on up and let me know.

8 Anyone need a card? Anyone? Well, before I
9 recess, let me give you some closing reminders about
10 this.

11 Have we got one back there? No? Okay.

12 THE COURT REPORTER: This lady wants to speak.

13 HEARING OFFICER GREGORY: Okay. There you go,
14 Brad. Right there.

2111

15 MS. SHANNON ROCK ABOVE: (Speaking in native
16 Crow)

17 HEARING OFFICER GREGORY: Ma'am, she doesn't --

18 MS. SHANNON ROCK ABOVE: Oh, I --

19 HEARING OFFICER GREGORY: (Turning to the Court
20 Reporter) Okay. She's going to translate it for
21 you.

22 MS. SHANNON ROCK ABOVE: (Speaking in native
23 Crow) Fighter bombs. (Speaking in native Crow)

24 Sonic bomb. (Speaking in native Crow)

25 And then I used to live in Billings where the

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1 airplanes went across my apartment. (Speaking in
2 native Crow)

3 So when you're thinking about the environmental
4 compact -- or environmental situation, you have to
5 think about the air and what it does to you.

6 (Speaking in native Crow)

7 Sometimes it goes every half hour. You hear
8 it. It keeps you up at night and it's noisy. And
9 when you're thinking about the environmental impact,
10 you have to think about that noise. Can you live
11 with that noise 24 hours a day?

12 And one time I was at Langley Air Force Base
13 and the F-16s went -- (Speaking in native Crow) It
14 took a whole -- they left at 6:00 in the morning and
15 all the F-16s were off the airfield by 12 o'clock,
16 one after another loud. So if you want to think
17 about that.

18 HEARING OFFICER GREGORY: Okay. She's going to
19 do the card.

20 All right. Thank you. Is there anyone else
21 who wanted a card to say something at this point?
22 Anyone? Anyone?

23 Well, as I mentioned, I'm going to recess. If
24 you change your mind, just come on up here. Let me
25 give you some concluding reminders before we go into

LU-1

NO-5

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1 recess in case I don't get a chance to talk to you
2 again.

3 As I mentioned, the Air Force and FAA
4 representatives will continue to be available back
5 by all those posters and charts and things to
6 discuss things with you.

7 I want to thank you again for having us out
8 here this morning to brief this for you and to
9 receive your comments. This is certainly not the
10 end of your opportunity to comment. As I mentioned,
11 those comment sheets are available at the
12 registration table. You can turn them in today.
13 You can mail or fax them later.

14 And the Air Force welcomes public comments at
15 any time during this process, but to receive timely
16 consideration, please get those in by November the
17 15th, 2010.

18 If you'd like your own copy of the Final EIS,
19 please tell one of the representatives at the table
20 or send a letter or postcard asking for your own
21 copy and the Air Force will send you a copy of the
22 Final EIS.

23 At this point I'm going to recess the hearing.
24 And if you change your mind about wanting to put a
25 comment on the record here today, just come on up to

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1 the table and I'll turn the machine back on and
2 reconvene the hearing. Thank you.

3 (The hearing in recess at 11:15 a.m.)

4 HEARING OFFICER GREGORY: The hearing is called
5 to order. During our recess we have had no
6 additional speakers and the crowd has departed the
7 auditorium, so I'm going to adjourn the hearing.

8 (The Powder River Training Complex Hearing
9 adjourned at 12:00 p.m.)

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1 STATE OF SOUTH DAKOTA)
2 COUNTY OF MEADE) SS. CERTIFICATE

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
6 through 40 are a true and correct transcription of my
7 stenographic notes.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

Teresa L. Fink, RMR
Registered Merit Reporter

17 My Commission Expires: 4-29-2016

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1 equal weight to written and oral comments. Both
2 become part of the official record and are included
3 in the Final EIS.

4 Just a few reminders before we get started on
5 this part. First, please limit your comments to the
6 Draft EIS. That is the purpose of this public
7 comment period. Second, if you agree with a
8 previous speaker, you can certainly say that, but
9 you don't need to use up your time restating it
10 since it's already in the record. Finally, as I
11 mentioned earlier, this formal part isn't a Q and A
12 session. It's an opportunity for you to put on the
13 record your views and your concerns about the
14 proposal that you want the decision-makers to
15 consider. Questions that you pose during your
16 comments will become part of the record and will be
17 considered.

18 After we're done with the formal part of this,
19 the Air Force and FAA reps will continue to be
20 available back by all those boards and charts and
21 things to continue discussing things with you.

22 And with that -- have you got another one?
23 Okay, thanks. Let's see. I'll just start dealing
24 off the top here. Ms. Kay Carlson. Ms. Carlson.

2112

25 MS. CARLSON: My name is Kay Carlson,

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1 C-A-R-L-S-O-N. And my comment is basically as a
2 wife of a Vietnam vet with PTSD, I'm concerned about
3 the noise issue for everyone. We have had a lot of
4 large fireworks this year in our neighborhood, and
5 after just that kind of noise my husband is not
6 functional for several days. And my main concern is
7 all the war veterans who have come back who have
8 PTSD, who have traumatic brain injury, and who have
9 to deal with the noise issue.

NO-11

10 HEARING OFFICER GREGORY: All right. Thank
11 you, ma'am. Next I have Mr. Dinstel.

2113

12 MR. DINSTEL: My name is Del Dinstel, spelled
13 D-I-N-S-T-E-L. I'm from Colstrip and I'm a pilot
14 and a property owner. I own ranch land in -- under
15 the existing MOA just east of Belle Creek, Montana.
16 It's under the existing Powder River MOA. So I've
17 experienced living under an MOA since the 1980s. I
18 also own a house and a hangar and an airplane that I
19 keep based in Colstrip, and I fly back and forth to
20 my property in Carter County.

21 I've had an incident where I've been checking
22 cows, counting bulls, and banked out of a turn, went
23 wing's level, looked out of the corner of my eye and
24 seen the rear end of a B-1 bomber. Now, that will
25 get your heart right up in your throat, knowing that

SA-7

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1 he just came by you doing 550 miles an hour. It's
2 hard to keep one eye on -- on your livestock and one
3 eye on the horizon. Very difficult. It's a safety
4 issue. My family flies with me quite a bit of the
5 time.

SA-7

6 But in digging around looking for why, you
7 know, it's easy enough to say that they need this
8 training area, but there is large training areas in
9 Utah and Nevada that are already existing. Why do
10 they need to expand this?

PN-2

11 In a search for the reason why, I came across
12 something that was written on July 30, 2010, in the
13 Rapid City Journal. Ellsworth Air Force Base
14 employs 5,000 people in the Rapid City area and it
15 generates in excess of \$10 million in sales tax for
16 the Rapid City economy per year. Closing it would
17 adversely impact the state to the tune of
18 \$324 million per year.

SO-24

19 So my -- I oppose the expansion of this. I
20 don't oppose Military Operations Area per se, but if
21 it's gonna benefit South Dakota that much, and I've
22 never even looked and added on what Minot gets in
23 North Dakota, I think this expansion should be in
24 North Dakota and South Dakota, not in Montana and
25 Wyoming.

PN-2

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1 They have an area to train. They can do it
2 already. And I do not think that it needs to be in
3 Montana. PN-2

4 Living under it, it's not -- it doesn't
5 address -- also, it does not address what hunting
6 and outdoor tourism, guiding and whatnot, what LV-5
7 that's gonna do. If you're under this area, our SO-9
8 clients, you know, aren't gonna recommend to the
9 next client that they come out here while they're
10 having large force exercises.

11 Also, the property values: property just next SO-1
12 to mine sold for \$550 an acre to a man that wanted
13 to invest in the property. I don't think you're
14 gonna -- the current property owners are gonna be
15 able to snag that kind of a buyer. If he's got that
16 kind of money, he can put it -- buy land that's not
17 under an MOA. Thank you.

18 HEARING OFFICER GREGORY: All right. Thank
19 you. Mr. Bob Bergerson. Mr. Bergerson. 2114

20 MR. BERGERSON: Thank you, Colonel. My name is
21 Bob Bergerson. It's B-E-R-G-E-R-S-O-N. As an
22 ex-Vietnam Navy person, also ex-Air
23 Controller/several other Navy schoolings I've got, I PN-4
24 have a hard time trying to accept the Air Force's
25 reason for putting extremely expensive aircraft and

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1 old aircraft down at such a low level.

2 I've experienced several mid-air air collisions
3 as an Air Controller, and with today's technology
4 and our new stand-up weapons, I don't see any sense
5 in why we have to torture big, beautiful aircraft
6 like that. I just -- I don't see it. We have the
7 technology to -- to keep the aircraft out of harm's
8 way using crews missiles, UAVs and stuff like that.

9 And a lot of the other questions have already
10 been answered for me. Thank you. That's all I've
11 got. Thank you.

12 HEARING OFFICER GREGORY: All right. Thank
13 you. John Glen.

14 MR. GLEN: Colonel, I would like to defer my
15 statements until just a little bit later, if that's
16 all right.

17 HEARING OFFICER GREGORY: I'll put you on the
18 bottom of the deck.

19 MR. GLEN: Thank you very much.

20 HEARING OFFICER GREGORY: Mr. John Patterson.

21 MR. PATTERSON: Thank you, Colonel. My name is
22 John Patterson. I'm a rancher at Custer, Montana.
23 P-A-T-T-E-R-S-O-N.

24 I've been in the military 33 years, the Army
25 side, retired Lieutenant Colonel. That's nice.

PN-6

PN-3

2115

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1 The Air Force wants to fly over. One area I'm
2 concerned about is the sonic booms. If I'm out
3 there in June or July with a young horse colt on the
4 ranch riding, there's enough things out there on the
5 sagebrush down on the ground to make him take off
6 and leave me in a big run. If I know the sonic
7 booms are gonna take place a few days before they
8 take place, I'll make sure I or my ranch hands are
9 not riding that young colt. So I would just ask the
10 Air Force to let us know in advance when you're
11 gonna be doing these maneuvers and when the
12 potentials are for sonic booms. That way I won't be
13 on the young colt, nor my ranch hands.

AM-12

14 I know you're gonna have sonic booms. They're
15 hard to track. They're like thunder. They should
16 be two claps. Last time I heard a sonic boom in
17 Montana is when the Space Shuttle returned back to
18 Florida. They told us about it in the news media
19 and they said it would be one or two booms. We
20 heard it, we all knew about it, not a big deal. We
21 just said thank God the Space Shuttle's back in
22 America.

23 If I know you're gonna be doing training
24 work -- my ranch covers part of a training area.
25 I've seen the silica and so on, things like that.

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1 Just let us know in advance. I know you plan to go
2 out and tell the news media, but sometimes they may
3 not put it down, so take out -- take out some
4 newspaper ads. Sometimes the TV stations may not
5 pick up the news media saying they're gonna be using
6 this training area. If you're not gonna use it 10
7 days at one time and you may use it for three days
8 for 90 days and there may be a nine-day break and
9 there may be three more days, so you may use this
10 area four times a year, may use flyover for three
11 days, days and night, just let us know in advance so
12 we don't have any young teen-agers out there, young
13 kids, like fourth, fifth graders riding a horse like
14 in June, parents come out for a summer vacation and
15 visit my ranch, put the young kid on a horse, first
16 time they've been on a horse on a ranch in Montana,
17 not a good time to have something spooky and
18 jittery.

19 That's the only request I got. Just let us
20 know in advance. I'll make sure my people know
21 about it and I'll say, "Okay, we're not riding
22 today. Potential sonic booms are there. Let's not
23 do it." Yeah, I don't ride my horse during
24 thunderstorms. That's not a good thing.

25 So just let us know in advance. I can schedule

SA-9

AM-12

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1 around it. You have your schedule, I have mine.

2 Okay?

AM-12

3 HEARING OFFICER GREGORY: Mr. Kammerer.

4 MR. KAMMERER: My name is Marvin Kammerer. I'm
5 from Meade County, South Dakota. Over the ridge we
6 join Ellsworth Air Force Base.

2116

7 It's spelled K-A-M-M-E-R-E-R. In German it
8 means caretaker. We probably followed the Lord's
9 horses up with a shovel.

10 The day's coming I won't come back up here with
11 a hat on this time of the year. That wind was
12 rather strong coming up here.

13 We're talking about a book here, and I'm gonna
14 get three minutes to express my opinion. 500 pages
15 here. What kind of business is this? And a lot of
16 us old boys, he was just referring, well, let them
17 know that they're gonna come through with these
18 planes.

19 They didn't even advertise it in my local
20 county paper. I checked with the Belle Fourche
21 paper. They didn't even advertise in that paper.
22 The only way they found out there is they picked it
23 up out of the Rapid City Journal.

NP-8

24 Come on, fellas. We deserve better than that.
25 Grand-dad didn't walk in here in 1882 with an

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1 ox-train from Ft. Pierre to get this kind of
2 treatment.

3 36 people have died in plane crashes on our
4 ranch. I know about the noise. I got a little
5 gimmick here that I found out in the neighbor's
6 pasture some years ago just like it. Mounted on a
7 stake, wire run into it with a little box. It's a
8 decibel reader. Very intriguing. I even went and
9 got another one. My neighbor's got it now. It
10 tells you a lot of things.

11 If you had read Reuters' explanation of a Swiss
12 study on noise and how it affects people and it
13 brings on -- multiplies the danger of heart attacks.
14 It's not mentioned in here.

NO-11

15 You people who like to watch the sage-grouse,
16 he might go on the endangered species, especially if
17 he's bothered by these overflights.

BI-3

18 We used to raise ducks, geese, and turkeys,
19 just enough to keep around for a little fast-food
20 for the unexpected visitors or whatever. When they
21 brought in the B-52s and the B-1s and the B-36s, we
22 ceased to get hatches. Out of a dozen eggs, you
23 might get two that hatch. Checking the eggs, you
24 would find out the embryos had started.

BI-2

25 I think the vibration, the decibel pounding

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1 when the bird wasn't on the nest, and they nest
2 outside, killed it. Now, if that's not good for the
3 birds, it damn sure isn't good for me or my kids.
4 Treat us with respect, for Christ sakes.

BI-2

5 This chaff -- I've got a letter from the
6 Colonel. And by the way, the Colonel ate rhubarb
7 pie that I made in my house; set there one day and
8 we talked about this stuff. Taliaferro.

9 You people cannot bring any more of this
10 invasion on our privacy. We raise food. We raise
11 beef and pigs and grain. And everybody who runs a
12 private airport, there are hundreds of private
13 planes out there, they aren't even listed. They
14 don't even know this -- what you're trying to do is
15 going on for most of it.

LO-1

16 Here we are, my three minutes is up. And this
17 book, 500 pages, try to read it. It raises as many
18 questions as it answers.

AM-4

19 I drove 300 some miles to be here to this
20 meeting today, but I'm going to see a brother who's
21 in a hospital here. He's another vet. I have three
22 cousins get shot down in World War II. They
23 survived. One of them had three planes go down.

24 Pay attention to us. Don't look for new
25 avenues to expand your -- your -- your meaning.

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1 This isn't about national security. This is
2 about feeding the tiger; Rapid City's Chamber of
3 Commerce proud and everything that goes with it,
4 state government. That isn't your responsibility.
5 Thank you.

PN-3

6 HEARING OFFICER GREGORY: All right. Thank
7 you. Ms. Debbie Alke. I hope I got that right.

8 MS. ALKE: Good evening. I think everybody can
9 probably -- well, I'll speak into the mike.

2117

10 My name is Debbie Alke. That's A-L-K-E. And
11 I'm the Administrator for the Aeronautics Division
12 from the Department of Transportation out of Helena,
13 Montana.

14 And on behalf of the Department, I would like
15 to thank you for your service to this great country.
16 We're appreciative and support the great job that
17 you do keeping all of us safe.

GE-9

18 But we do have many questions, a few I'll
19 mention tonight, about this proposed expansion and
20 most that will be articulated in our written
21 comments that we will be submitting by the deadline.

22 You know, Montana is currently home to the Hays
23 Military Operations Area in north central Montana.
24 We also house the current Powder River -- the
25 majority of the current Powder River Military

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1 Operations Area in southeast Montana.

2 We're supportive of this airspace and we're
3 happy to share that with you, but we currently feel
4 that Ellsworth's home state of South Dakota and
5 Minot's home state of North Dakota should be able to
6 accommodate the training needs of the Air Force
7 Bases and that you should look to those states for
8 that accommodation. There's no positive impact or
9 benefit to the State of Montana by this proposed
10 expansion.

PN-2

SO-24

11 The EIS states that the Tiger, Devils Lake, and
12 Lake Andes MOAs located in North Dakota and
13 South Dakota are not adequate. They don't have the
14 dimensions, the altitude structure, or the
15 electronic capabilities to meet today or tomorrow's
16 training mission. It's clear that the existing
17 Powder River MOA does not provide that either. And
18 if these are necessary, we ask that you look to
19 expanding those three MOAs in the Dakotas, or if
20 Powder River is your only option, look to expanding
21 to the northeast and the southeast.

PN-2

22 The revised proposal also eliminated the
23 impacts to the Billings, Bismarck, and Dickinson
24 airports because of concern over navigable routes
25 and limited radar and radiofrequency coverage. The

AM-5

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1 same should be done for Montana's other six public
2 use airports of Ashland, Baker, Broadus, Colstrip,
3 Ekalaka, and Hardin, and for the other 40 plus
4 private airstrips that would be located under this
5 proposed expansion.

AM-5

6 The EIS also states that the number of airports
7 and airfields create what is perceived as an impact
8 by airport operators and users. This is not
9 perception. This is very real.

10 Southeast Montana aviation businesses in recent
11 years have seen a considerable amount of increase in
12 oil exploration work which has increased the general
13 aviation traffic to this region. IFR aircraft will
14 not be allowed into this area when the MOA is
15 active.

SO-10

16 These aircraft typically use services. They
17 land. They buy fuel, restaurants, hotels. And
18 these businesses, these Fixed Base Operators, flight
19 schools, they rely on transient traffic for the
20 majority of their fuel sales and their business
21 income. The EIS is incorrect stating that this is a
22 perception.

23 VFR traffic as stated are allowed into the
24 area. You're to be seen and be seen, but the safety
25 to this traffic is a very high risk. They're

SA-7

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1 sharing this airspace with large, low-flying,
2 high-speed, high-performance bombers and fighters
3 which is not a good thing.

SA-7

4 Montana's home to 80 essential air service
5 airports. Seven of these are located in eastern
6 Montana. These are essential air service designees
7 because of their necessity to enter the air
8 transportation system. They have very limited
9 public transportation. The carrier that serves
10 these airports comes from the southeast, Cheyenne
11 and Denver primarily, and when the LFEs are
12 happening they will have to divert to the gaps to
13 get to these airports, and at other times they will
14 have to remain at an altitude before letting down to
15 enter these airports which will add to their pilot
16 duty time, increased fuel, and scheduling.

SO-6

17 Our industry remains fragile since 9/11 and our
18 goals should be to encourage the use of our nation's
19 airports and accommodate all of the aviation users.
20 We recommend that you look to expansion in North and
21 South Dakota, and we thank you again for your
22 service.

PN-2

23 HEARING OFFICER GREGORY: All right. Thank
24 you. Scott Newpower. Mr. Newpower.

2118

25 MR. NEWPOWER: My name is Scott Newpower,

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1 N-E-W-P-O-W-E-R. I'm the Eastern Director for the
2 Montana Pilots Association. And we had a meeting --
3 a regularly scheduled board meeting 10 days ago and
4 that was on our agenda, and we will be submitting
5 written comments in opposition to the expansion.

6 One of the things we've heard from the air
7 taxies, not only in eastern Montana but western
8 Montana, is IFR overflights. The FAA, it's either
9 hot or cold. If it's hot, nobody's going in there.
10 And that's just dealing with the airports in the
11 proposed expansion area.

12 Overflight aircraft, pretty much anybody going
13 east to west can't go through the area if it's -- if
14 it's hot. So that's a concern that they've
15 expressed to us.

16 And as Debbie mentioned, we have the Hays MOA
17 and it happens right now. If it's hot, you're not
18 going through there if you're IFR. You have to go
19 around. And with this airspace being four times
20 bigger than what it currently is, that's gonna be a
21 problem. That's what we're concerned about. Thank
22 you.

23 HEARING OFFICER GREGORY: All right. Thank
24 you. Mr. Wade Cebulski.

25 MR. CEBULSKI: You got that correct, too,

AM-21

AM-6

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1 Colonel.

2 HEARING OFFICER GREGORY: Excellent. I try to
3 help.

2119

4 MR. CEBULSKI: Okay, thank you. My name is
5 Wade Cebulski. That's spelled C-E-B-U-L-S-K-I. I'm
6 from Seeley Lake, Montana, so I made a pretty good
7 trip, too. And I'd like to comment on you making
8 such a long distance travel from South Dakota.

9 One thing that surprises me is how emotional it
10 is here. I didn't anticipate that. So that is
11 quite eye opening.

12 So anyway, I'd like to introduce myself. I'm
13 the President of the Montana Pilots Association
14 which is about 700 members strong. And like Scott
15 said, being our Eastern Director, we had a board
16 meeting in which this was on our agenda. But
17 previous to that meeting, I'm also the President of
18 the AOM which is 13 private -- or pilot
19 organizations from the State of Montana. And I'd
20 like to just kind of read you a list. And I happen
21 to be President of that, too.

22 And, of course, I'm from the Montana Pilots
23 Association, Montana 99's is represented, Montana
24 Flying Farmers, the Experimental Aircraft
25 Association -- and I will state, that's Montana, not

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1 national -- the Montana Community Airport
2 Association, Montana Aviation Trade Association,
3 Association of Montana Aerial Applicators, Montana
4 Airport Managers, Montana Antique Airplane
5 Association, Montana Seed Trade Association, the
6 Civil Air Patrol, the AOPA, and Montana Aeronautics
7 Division. That's all parties.

8 Of all of these organizations, there was nine
9 present at the board meetings that we had here
10 within the last two weeks.

11 And I don't think I have to set here and say
12 that, because there's been a lot of good testimony
13 so I'll just be repeating myself, but we are gonna
14 make a written comment, and it was unanimous of all
15 the people present that they were not in favor of
16 this. And I think that covers a huge portion of
17 the -- of the general aviation pilots and commercial
18 operators in the State of Montana.

19 And like Scott says, the biggest thing that I
20 hear is a lot of IFR guards are worried because the
21 first thing that happens -- like at Hays MOA, these
22 craters and stuff go up here, what happens is, even
23 though it's -- the Air Force says it's okay, the FAA
24 could run you through there, but what happens is,
25 when it's hot they can't go IFR, so what happens is,

GE-2

AM-21

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1 they have to cancel their IFR clearance and go
2 through as a BFR pilot. So that limits up to 18,000
3 feet or less.

AM-21

4 And then secondly, it's see-and-avoid. Well,
5 I'm pretty much a BFR pilot. And, you know, if
6 someplace is active and these guys are cruising all
7 over with the multitudes of aircraft, especially
8 we're talking some rather big amount of aircraft
9 here now with these LFEs, you know, it's probably
10 just not real brainy to go into an area when you're
11 talking that kind of speeds and stuff.

SA-7

12 And so anyway, I guess what I'd like to say is,
13 there seems to be a lot of emotion here and I don't
14 hear much in favor, and I'd like to say that it was
15 by our vote that we just as soon that it stayed the
16 way it is with the current situation that we have,
17 and we hope North Dakota and South Dakota benefits
18 well from this because that's where we hope it
19 stays. Thank you.

GE-2

20 HEARING OFFICER GREGORY: All right. Thank
21 you. Mr. Doug Braun. Mr. Braun.

2120

22 MR. BRAUN: My name is Doug Braun, B-R-A-U-N.
23 And I'm gonna really -- I'm gonna probably piss a
24 lot of you people off.

25 I'm a Navy Vietnam veteran and I am really

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1 proud of my country. I hear all this whining. I'm
2 a rancher. I have a ranch over by Red Lodge. And I
3 hear all this whining and whining and whining. It
4 about makes me puke.

5 We have a real serious problem in this country,
6 and it's not the Air Force flying around making a
7 little noise, it's Muslims. This paper come from
8 Spokane, Washington, two weeks ago. This guy, this
9 car bomber, it says here, he says -- he got life
10 imprisonment.

11 It says, "Brace yourselves because the war with
12 Muslims has just began," Sheza Head or whatever
13 said. He said, "If I'm given a thousand lives, I
14 will sacrifice all of them for the sake of Allah."
15 And then again he says, "Brace yourselves because
16 the war with Muslims has just begun." In other
17 comments, he brushed a question from a judge about
18 the oath of loyalty he took. He says, "I did swear,
19 but I didn't mean it."

20 I go all over the United States. I collect
21 antique cars. I stay on Air Force Bases; proud to
22 wear the Air Force shirt. The Air Force is -- they
23 treat their guys nice. When I was in the Navy, they
24 didn't treat us that good. You get a nice room for
25 39 bucks all over the United States and it's safe.

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1 When I travel, I stay a lot at -- you probably don't
2 know the Stealth Base, Knob Noster, Missouri, where
3 the stealth bombers are kept. I've been there quite
4 a few times. And Wright Patterson in Ohio and as
5 well as North Dakota, Travis. I've been all over.
6 And I'll tell you, we -- this country was founded on
7 Christianity, not on Musliminity. The damn Muslims.

8 I'm so -- I'm really -- I'm really ticked about
9 all this stuff. They invade our country and, you
10 know, we got a -- we got a supposedly Commander in
11 Chief who I despise that has Muslim ties.

12 And you folks had better wake up because here
13 in Montana it's nice. It's nice to come here, sit
14 in this hotel, you know, have this meeting, nobody
15 messes with us. But I'll tell you, we got a problem
16 worldwide, nationwide, and it's -- it's just gonna
17 get worse.

18 So I probably ticked a lot of you people off,
19 but that's just the way it is. I'm damn proud of my
20 country. And I guess I won't have to worry about
21 it, you know. I'm at the end of my life.

22 But I'm a hundred percent in favor of the Air
23 Force doing their training or whatever they gotta
24 do. If we gotta put up with a little noise, my
25 cows, didn't bother them any because they flew right

] PN-3

] GE-1

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1 over my ranch.

GE-1

2 So I don't know. I just don't know what to
3 tell you. I'm pretty -- I'm pretty wiggled out of
4 shape about this whole situation.

5 You know, our future generation, they're gonna
6 have real serious problems. So I'm just a hundred
7 percent in favor of the Air Force and whatever they
8 want to do.

GE-9

9 My kid went to the Academy. My friend
10 Florence, her son just made Lieutenant Colonel, you
11 know, and I'm proud of them. I'm proud of all the
12 vets and what we've done.

13 So that's all I got to say. And if I've
14 offended any of you, I guess I'm sorry. It's too
15 bad. This is America and we really gotta watch out
16 what's happening. Thanks.

17 HEARING OFFICER GREGORY: Ms. Liz McFarland.
18 Ms. McFarland.

2121

19 MS. MCFARLAND: Thank you very much for the
20 explanation this evening. I thought that was very
21 good. And I appreciate the Air Force being here and
22 explaining their proposal and the Air Force
23 contractors and whatnot.

24 I guess by way of introduction, I'm Liz
25 McFarland. My husband and I are landowners in

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1 Powder River County. We both ranch and that's
2 partially how we make our livelihood.

3 I did comment on the proposed action, let me
4 see, whenever that was, several years ago in the
5 summer. I attended one of the hearings. However, I
6 did not receive a Draft for whatever reason. But
7 that's okay because I've got this now so that's
8 taken care of.

9 But because of that, I have not had time to
10 read the Draft, so I'm going to kind of list my
11 concerns having not read that Draft, which are:

12 I am concerned about the general aviation. I
13 am concerned about firefighting responses and
14 conflicts there. I'm questioning the agreement with
15 the BLM, the MOU. I'm concerned about emergency
16 responses. I'm certainly worried about the noise
17 and the effect of noise on our livestock operation.
18 I'm concerned about the chaff and the flares. I'm
19 worried about our property values, the quiet rural
20 attributes that we currently have in our neck of the
21 woods that make it so wonderful, at least in my
22 opinion. I'm concerned about the visual effects of
23 large aircraft flying about and overhead. I'm
24 concerned about safety.

25 I will be submitting written comments. And I

SA-5
BI-2
SA-26
SO-1
LV-9
SA-1

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1 would also very much like to incorporate the
2 comments of the second speaker, the speaker from
3 South Dakota, and Ms. Alke into my comments.

4 I'm not -- I certainly -- you know, in looking
5 at the fat Draft, wherever -- whoever held that up,
6 since I haven't had time to read that yet, I do
7 think this is a very, very complicated topic with
8 lots of acronyms and lots of stuff to understand.
9 I -- I -- I just don't -- I'm not astute with the
10 military airspace and this height and that height.
11 That is very confusing to me. And so I think this
12 is just a very hard thing to understand and to
13 understand how those effects will influence the
14 things that I've brought up.

DO-1

15 Anyway, I will be submitting written comments.
16 And I would like to say, in general, I am opposed to
17 this. I am perplexed to understand why this
18 isn't -- I guess I really don't believe you've made
19 the case to have a change in venue. So I'm still
20 stuck on the proposed action, that I really don't
21 understand what is it. I'm not -- I just haven't
22 been convinced that you've made the case to change
23 that venue and the necessity of that from the
24 multitude of places where you're currently training.

GE-2

PN-3

25 And having said that, I'd also say that I'm --

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1 I'm also not convinced or I don't get why isn't --
2 you know, why it is you're moving over to Montana as
3 opposed to the communities that would serve -- or
4 collect the economic benefit from the proposal.

PN-2

5 Anyway, with that, I will be submitting written
6 comments, which I will also be forwarding and
7 commenting to all of my congressional
8 representation. And I do hope this goes away unlike
9 the speaker before me.

10 HEARING OFFICER GREGORY: All right.

11 Mr. Richard Bush. Mr. Bush.

2122

12 MR. BUSH: Bush. That's B-U-S-H. And I
13 appreciate all the kind comments about the Air
14 Force, having been a former Air Force Interceptor
15 Pilot a couple of careers ago.

16 A few comments just in regard to that. I was
17 very grateful to have the opportunity to have
18 low-altitude flight training and I also was
19 instrumental -- instrumental may be too big a word.
20 Myself and one other guy when I was a Captain, we
21 worked to establish a low-altitude flying area at
22 the Air Base that we were at, and we did everything
23 from go out and sit in the -- in the mink ranch
24 while the mink were mating to see if somebody
25 would -- if it was going to disturb the mink mating

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1 when airplanes flew over to speaking at venues like
2 this.

3 You know, a couple of comments based on that
4 experience. First of all, I sort of decry the "not
5 in my back yard" attitude. I recognize that
6 Ellsworth Air Force Base is in South Dakota. I flew
7 all over the country and trained in all kinds of
8 airspaces that weren't part of the Air Base that I
9 was established at, from Panama City, Florida, to
10 Nellis Air Force Base to wherever.

PN-2

11 And actually I flew -- at the time I flew
12 F-106s which used to be established at Malmstrom.
13 It hasn't been mentioned here, but I would assume
14 that, you know, if need be, and I know the Malmstrom
15 mission is changing, but those aircraft could
16 probably use this or might be engaged in that
17 airspace.

18 So, you know, I think, you know, we're a little
19 bit short-sided and parochial in our -- some of our
20 look at this -- at this establishment.

21 So in general, you know, I think it's a good
22 thing. I think -- I haven't read the study, but I
23 would expect, given the time line and what I went
24 through more than 25 years ago doing the same thing
25 and with all the regulation we have now, that

GE-1

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1 they've probably done a pretty thorough job on that.

2 A couple of things I would be concerned about:

3 the IFR restrictions. I mean, I'm all for economic
4 development, and I would see that the biggest risk
5 is the restriction on IFR flight through this place,
6 through these places. Because, you know, generally,
7 you know, those kinds of -- the airlines and
8 carriers and those people don't generally fly VFR.

9 So if they're restricted, that's gonna impact
10 development, whether it be taking bull semen
11 somewhere or flying in a head for an oil derrick.
12 Those are the kinds of things that, you know, we
13 oughta be concerned about.

14 I would ask for more information on the large
15 force exercises. How many airplanes are we talking?
16 I mean, I've been part of large force exercises
17 where we've had -- well, if you went to -- if you've
18 seen, you know, the Nellis Air Force red flag
19 exercises, I participated in many of those. You
20 know, you got hundreds of airplanes flying around.
21 I don't think we're talking about something like
22 that, but are we talking 10, 20 airplanes, those
23 kinds of things.

24 So in summary, you know, in general, I think we
25 ought to be looking at this as a -- as a national

SO-7

AM-27

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1 resource, not so parochially. Therefore, I support
2 it. I don't give a damn whether it's in, you know,
3 Montana, South Dakota, North Dakota, Wyoming,
4 wherever. And just with a couple of issues on the
5 impact on economic development. Thank you.

GE-1

6 HEARING OFFICER GREGORY: All right. Thank
7 you. Mr. Glen, I'm at the last card and that's
8 yours.

9 MR. GLEN: Thank you, Colonel, Major. I'm
10 decidedly a minority in this group. First of all,
11 I'm a 50-hour pilot so I don't have the expertise
12 that you folks have.

2123

13 My name is Glen, G-L-E-N. First name is John.
14 I'm not a Marine and I'm not a senator. But I'm
15 gonna tell you, I'm here to say that I strongly
16 support this MOA. And there's a couple reasons why
17 I say that.

GE-1

18 I don't own any ranch. I don't have any cows.
19 I do have sage-grouse once in a while.

20 First of all, I read in the Gazette today --
21 and I was aware of this, this hearing, two months
22 ago. And I don't know how I got that information,
23 but it was out there.

NP-8

24 But I read in the Gazette today that there will
25 be six to nine low-level flights a year; that sonic

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1 booms may be heard in a given area once every six
2 years.

3 One of the ranchers has indicated, not here but
4 in the Gazette, that his business was putting on
5 weight on cattle. Well, the business of the United
6 States Air Force pilots is training and preparing
7 for our national defense. These are some of the
8 reasons why I support this MOA.

9 Spending our tax dollars, time, and equipment
10 to fly from Ellsworth Air Force Base to Nellis Air
11 Force Base in Nevada is ludicrous. I realize that
12 we have a lot of land in southeastern Montana and I
13 own some of that. There's only one in a part of
14 this new program, these new areas, that are in
15 Montana.

16 I think that by training our pilots for our
17 national defense is a far cry from putting weight on
18 cattle. Do we forget what happened in the second
19 World War and how the population in general
20 supported our Armed Forces? I think we do.

21 Pilots, the Air Force pilots are putting their
22 lives on the line as they go into harm's way. And I
23 think that they deserve every bit of training that
24 they can get.

25 AUDIENCE MEMBER: Absolutely.

GE-1

GE-1

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1 MR. GLEN: I think that we can sacrifice -- if
2 they can sacrifice their lives for us, we can
3 sacrifice a few comforts, a few things that might
4 cause noise. And I think the majority of our people
5 think that way, just those that are not here think
6 that way.

GE-9

7 The opponents to this MOA should truly be
8 ashamed of themselves. I strongly support it.

9 HEARING OFFICER GREGORY: Is there anyone who
10 filled out a card to speak that I don't have?
11 Because as I said, that's my last card. Anyone?
12 Anyone at all?

13 I've got about, oh, over half an hour before
14 the hearing is scheduled to adjourn. As I
15 mentioned, I'm going to recess the hearing in a few
16 minutes. If you change your mind, all you have to
17 do is come up and tell me, I'll turn the machine
18 back on, and we'll get your statement.

19 But is there anyone at this point who already
20 spoke who would like to add to their remarks? Like
21 they say in football, I can put another three
22 minutes back on the clock for you.

23 Mr. Kammerer, okay. Come on down.
24 Mr. Dinstel, you'll be after Mr. Kammerer. Three
25 more for Mr. Kammerer.

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2116 (part II) Page 63

1 MR. KAMMERER: A couple of years ago people who
2 are looking to develop wind energy -- we live in a
3 very windy area. North of the Base are people that
4 do quite a bit of farming/ranching and they were
5 approached and even went so far as to sign papers
6 where they had a down payment so that these
7 companies could tie up areas for potential wind
8 farms. This proposal chilled any more of that
9 activity.

SO-17

10 And let's keep in mind that these wind farms,
11 we developed the technology because it will be --
12 it's coming. That kind of technology can bring
13 in -- they're talking about jobs at Ellsworth? This
14 thing can bring in more jobs than that ever thought
15 of and it will be clean energy.

SO-17

16 This proposal killed that concept. And any
17 time someone wants to come in and put in a wind
18 farm -- and they got these big high ones. They're
19 not talking about these little fellas setting right
20 along somebody's house. Those people, they're not
21 going to have to come -- want to come out here and
22 fight with the Air Force.

23 There's 30 to 40 different airports in this
24 whole given area and there's hundreds of people who
25 aren't even reg -- have their planes registered,

SO-15

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1 they got ultralights, whatever, going out in the
2 morning to check the pasture to see if the coyotes
3 got in the sheep. If the Air Force says they can't
4 fly, B-1s are coming through, who's gonna pay for
5 them sheep that the coyotes are eating? I don't buy
6 it.

SO-15

7 Colonel Hackworth used to write editorials, one
8 of the experts on defense, most decorated man alive
9 at that time, I know him or knew him, he's dead now,
10 stated and warned again and again what Eisenhower
11 was trying to warn us about and what McCarthy was
12 trying to warn us about about the competition
13 between the Air Force, the Navy, and the Army for
14 the resources that are available and not even
15 available.

16 I think we have to have a real debate on the
17 military budget. We are approaching, fast
18 approaching a trillion dollar budget when you
19 include everything. And these -- these young men
20 and women who are serving in this -- in our forces
21 deserve better than what we've been giving them in
22 the last few years.

SO-14

23 Let's not go looking for wars to fight. Let's
24 use our heads. And let's not abuse these young men
25 and women and some of them not so young. Let's see

GE-6

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1 that they're well taken care of when they come back,
2 but let's not willingly use them and misuse them.
3 They deserve better than that, and so do we.

GE-6

4 HEARING OFFICER GREGORY: All right. Thank
5 you. Thank you, sir. Mr. Dinstel, come on back.
6 Another three for Mr. Dinstel.

2113 (part II)

7 MR. DINSTEL: Yeah, I'm Del Dinstel. And I get
8 damn tired of getting beat up for not being
9 patriotic enough. If this -- if this benefits
10 South Dakota for this many million, 324 million per
11 year, where the hell is their patriotism?

12 My grandfather was -- served in World War II
13 and my old man was sitting on Okinawa when Truman
14 dropped the bomb on them. He went over and disarmed
15 them. Later on he served in General Douglas
16 MacArthur's Honor Guard, stood outside the door of
17 Douglas MacArthur. I just took him -- he's 88 years
18 old. I took him down to St. Louis, Missouri, so he
19 could go to his reunion, his Army buddy reunion.
20 And he falls asleep in the airports and he doesn't
21 always wake up in time to get his connecting flight
22 and that's why I took him down there. They're down
23 to 20 of those guys that served in there. They're
24 dying pretty fast.

25 I also had a neighbor kid in Colstrip that --

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1 Trevor Johnson was his name, was in the same grade
2 as my daughter, and he's -- he used to go to high
3 school games after -- he had to drive back out in
4 the country in the evening, late in the evening, so
5 his parents would have him stay over at our house.
6 Hell of a nice kid; slept on our floor in the family
7 room. He was blown up by an IED over there in
8 Afghanistan.

9 I respect what the Air Force does, but they
10 don't have as many casualties as the Marines does.
11 Trevor was a Marine. If you want to, you can -- you
12 can certainly drop a bomb on that son of a bitch
13 that made that IED for Trevor, so...

14 But -- so I'm getting damn tired of getting
15 beat up for not being patriotic enough. And
16 al-Qaida as far as I know is the enemy. They don't
17 have radar. We don't have to throw out any chaff
18 for al-Qaida. They don't have surface-to-air
19 missiles. They don't have interceptor aircraft. So
20 I would like to see that the money that is spent on
21 the B-1s go to guys like Trevor so that they -- they
22 don't come back in a box. Thank you.

23 HEARING OFFICER GREGORY: All right. Thanks.
24 Anyone else who has already spoken want another
25 three minutes?

PN-3

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1 Well, like I said, I'm going to recess the
2 hearing. If you change your mind, want to make a
3 comment, Teresa and I will be sitting up here at the
4 table. All you have to do is come up, let me know
5 you'd like to make a comment, I'll reconvene the
6 hearing, turn the machine on, and you can make your
7 comment.

8 In case I don't talk to you again, let me give
9 you some concluding remarks here. The FAA and the
10 Air Force reps, they're back in the back, they'll be
11 standing by those boards and various displays to
12 continue discussing this with you.

13 I want to thank each of you for coming out
14 tonight for this Powder River Training Complex EIS
15 proposal and participating in this hearing. As I've
16 mentioned several times, tonight is not the end of
17 your opportunity to participate. Those written
18 comment sheets that are available at the
19 registration table where you came in, you can turn
20 these in tonight at that table, take them with you,
21 fill them out or type a comment, as I said there's
22 no page limit on written comments, and either mail
23 or fax them later. And again, the mailing address
24 is on both the brochure and on the written comment
25 sheet.

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1 The Air Force welcomes public comments at any
2 time during this Environmental Impact Analysis
3 Process, but let me foot stomp this. To be
4 considered and become part of the Final EIS, please
5 get your comments in by November the 15th, 2010.

6 If you'd like your own copy of the Final EIS,
7 tell one of the representatives at the table out
8 there or send a letter or postcard asking for your
9 own copy and the Air Force will send a copy of the
10 Final -- let me wrap this up and I'll get right back
11 with you -- the Final EIS to you. Did you --

12 MR. KAMMERER: Are you sure it's not the 13th?
13 That's what they told us at Rapid.

14 HEARING OFFICER GREGORY: Well, I saw in the
15 newspaper today they had the 13th, but after that
16 was published at Rapid, it looked like the 15th was
17 the date, so you've got until the 15th.

18 Let me ask the Air Force legal adviser. What
19 is the final date? Is it the 15th?

20 MR. MILLER: 15th of November.

21 HEARING OFFICER GREGORY: 15 November.

22 MR. KAMMERER: They told on Jim Thompson's talk
23 show and he -- Colonel Taliaferro, and he said it
24 was the end of the month. So I'm getting very
25 confused.

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1 HEARING OFFICER GREGORY: Well, what's formal
2 and what's right here and what I'm putting out, and
3 I'm hearing it from the legal adviser, November the
4 15th, 2010. And if somebody wants to tell me
5 different, speak now or forever hold your peace.
6 November the 15th it is. All right.

7 AUDIENCE MEMBER: I know this is not a question
8 and answer, but what's the FAA deadline? Because
9 they're also taking comments.

10 HEARING OFFICER GREGORY: Boy, I have -- Pete,
11 is there a deadline for comments on you guys?

12 MR. LEHMANN: There is. I don't know what it
13 is offhand. It's for the aeronautical. It just
14 actually got served.

15 HEARING OFFICER GREGORY: Can you check on that
16 and get back to this gentleman about that?

17 MR. LEHMANN: Yes, I will.

18 HEARING OFFICER GREGORY: Give him your card.

19 All right. Well, I'm going to recess right
20 now. And again, if you change your mind about
21 wanting to make an oral comment here tonight, all
22 you have to do is come up here and tell me. Teresa
23 and I will be here until 8 o'clock. Just let me
24 know. So for now we're in recess. Thanks again.

25 (The hearing in recess at 7:34 p.m.)

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1 HEARING OFFICER GREGORY: This hearing is
2 called to order. Mr. Kammerer wants to add to his
3 remarks. Sir, go ahead.

2116 (part III)

4 MR. KAMMERER: I have a letter in my possession
5 from Colonel Taliaferro talking about chaff, and he
6 stated in there that chaff would not be eaten -- was
7 not liked by livestock unless they laced it with
8 molasses. Well, you're not going to be dropping
9 that out of airplanes laced with molasses.

SA-14

10 So it falls down on my grass. It's not
11 palatable material. What's that going to do to my
12 grass? Isn't that like peeing in my drinking water?
13 I mean, it's all -- everything has an effect.

14 And that just, you know, that -- and these --
15 and these flares are scary. That's why they don't
16 have much trouble. But I've gotten this from the
17 Center for Defense Information out of D.C. Admiral
18 Carrow used to be Commander of the Navy. We had him
19 there for a conference. He's dead now
20 unfortunately. But he said this isn't all
21 necessary.

SA-5

22 I've got in my possession -- and he was the one
23 that helped start this Center for Defense
24 Information, him and Admiral Rickover and some
25 others. And, you know, I trust these people.

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1 That's the only outfit in D.C. I do trust. Retired
2 Military Brass.

3 But I think that, you know, as he said -- and
4 I've got this tape where it shows in Mountain Home
5 prairie fires are going. And it states right in
6 this book here, you know, we've had them first
7 meetings, well, there are some flares that do go to
8 the ground. Maybe they don't start a fire right
9 then. They might later, or they may go ahead and
10 start a fire.

11 And when you're out in these huge open areas
12 like Ellsworth, forget them. They don't know how to
13 fight prairie fires anyway. We proved that here
14 about three years ago when they was playing around
15 with munitions up there on their -- on their firing
16 range, or whatever, and a fire started and snuffed
17 out wind. It burned three miles so damn fast. The
18 best Fire Department in South Dakota setting right
19 up there, it was us local guys with our little
20 pickups and pumpers that put that damn thing out.

21 So the flares are -- we've had two different
22 fires come out of the Air Base where there used to
23 be a horse pasture. They bought this other
24 perimeter around there. And old lady Ellsworth, the
25 General's wife, that was after he died, but got the

SA-5

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2116 (part III
cont'd) 10/26/2010

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1 stables started out there. And they used to ride
2 and we've had two different fires come out of there.
3 Prairie fires are not -- are not fun. And they
4 come within a quarter mile of my house, my yards.
5 So, you know, we have reason to be very skeptical
6 about, you know, burn -- if you burn off thousands
7 of acres, who's going to compensate you in time to
8 buy feed to get your livestock through another
9 season? It's a dangerous exercise.

SO-12

10 But anyway, that's -- that's what I wanted to
11 add to it. And I will submit a written comment.

12 But a lot of these old boys out here, I would
13 say 90 percent of the people out here don't even
14 know this is going on in this whole given area, all
15 these areas. I would submit that. They don't have
16 a clue yet. They're just starting to hear about it.
17 And they aren't prone to sit down and write out
18 things. I mean, a lot of them are old guys like me.
19 Christ, I'm 74 years old, you know. I don't want to
20 be messing around with that kind of stuff. I want
21 to be out there doing something. I don't want to be
22 setting there writing something out. I have better
23 use of my time.

NP-8

24 But I'm going to protect that land. It's a
25 resource to me and my family. And all of this is a

LU-1

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1 resource to all of us because it feeds us and
2 provides nature for those who don't like to hunt.
3 Those who like to hunt, it provides all of these
4 things. It's a gift. Let's not take it lightly.

LU-1

5 (The hearing in recess at 7:37 p.m.)

6 HEARING OFFICER GREGORY: The hearing is called
7 to order. Ms. McFarland wants to add to her
8 comment. Please.

2121 (part II)

9 MS. MCFARLAND: So my other concern is that
10 this is an open-ended proposal and that there's no
11 discussion about when it might come to a conclusion.
12 So once it's designated as the training space, I
13 don't know how we would ever confer to change it or
14 make it go away, and that's a concern for me as
15 well. Thank you.

GE-10

16 (The hearing in recess at 7:40 p.m.)

17 HEARING OFFICER GREGORY: The hearing is called
18 to order. The time is 8 o'clock. During the recess
19 we had a couple of additional comments which are
20 identified in the record and the hearing was
21 convened for each person to make their comment.

22 And there being no more speakers, the hearing
23 is adjourned.

24 (The Powder River Training Complex Public
25 Hearing adjourned at 8:00 p.m.)

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1 STATE OF SOUTH DAKOTA)
) SS. CERTIFICATE
2 COUNTY OF MEADE)

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the foregoing Pages 1
6 through 73 are a true and correct transcript of the
7 proceedings had.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South
13 Dakota, this _____ day of _____, 2010.

14

15

16

17 Teresa L. Fink, RMR
 Registered Merit Reporter

18 My Commission Expires: 4-29-2016

19

20

21

22

23

24

25

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1 Powder River - Eagle Butte.txt
And with that, I'll ask if anyone would like to
2 make a statement on the record here today. Just
3 raise your hand if you do.

4 CHAIRMAN KECKLER: Sir?

5 HEARING OFFICER GREGORY: Yes.

6 CHAIRMAN KECKLER: I spoke with one of the
7 ladies there. The 15 gentlemen that are sitting
8 here -- or ladies and gentlemen are Council
9 representatives. As a result, I will provide you
10 with the sign-up sheet from the Council and that
11 will work for the 15 seated in this area and them
12 comments will be made as part of the Tribal Council.
13 So the ones that are not part of the group sitting
14 here, then you can fill out them forms. But the
15 others will be part of the Council and the
16 correspondence will come back to here.

17 HEARING OFFICER GREGORY: Sounds good. The
18 cards are mainly just to identify who's doing the
19 talking. It's for the record.

20 CHAIRMAN KECKLER: Okay. What I've got, is
21 I've got Steve Vance first and then I've got Bryce,
22 so if you don't mind.

23 HEARING OFFICER GREGORY: Wherever they want to
24 speak from. Sure.

25 MR. STEVE VANCE: (Speaking in Native Lakota)

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2143

1 Greetings to everybody. My name is Steve Vance.
2 I'm with the Tribal Cultural Preservation Office. I
3 carry the title of what they say THPO, Tribal

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2143 (cont'd)

4 Powder River - Eagle Butte.txt
Historic Preservation Officer.

5 I would just like to remind Council and public
6 and Ellsworth, Langley, you know, the Air Force,
7 that right now we're making comment on the effects
8 to Cheyenne River. That is our boundaries. But
9 what I've come to find in working with Cultural
10 Preservation is that we've been invited outside of
11 our jurisdiction for comment, and this is why I want
12 to remind everybody that traditional ancestral
13 territories of the Lakota goes from the Big Horn
14 Mountains to the Mississippi River, from parts of
15 Canada to Oklahoma. So we have ancestors who are
16 buried in Wyoming, Colorado, Montana, Minnesota,
17 Nebraska.

18 So through our program, we're invited outside
19 of our jurisdiction to make comments of adverse
20 effects, and this is what comments from Standing
21 Rock have made of -- I was gonna like maybe like
22 give a little scenario or example I was thinking,
23 but I would probably get hauled out of here by
24 Sergeant At Arms.

25 while all this was going on and the video and

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35

1 stuff, I kinda picture that maybe if I sat back here
2 with a little remote control helicopter and let it
3 buzz around in the corner here while everybody is
4 trying to paying attention. The reason I'm saying
5 that is because that's a visual effect. Even though
6 you're trying to pay attention up here, you see

LU-9

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2143 (cont'd)

7 Powder River - Eagle Butte.txt
something off to the side that draws your attention.

8 These are some of the comments made by Tribes
9 of the effects. I mean, we're talking about
10 environmental, but sometimes, you know, Lakota
11 people, you have to remember on a traditional site,
12 is this nature is why we're here, the sun, the sky.
13 We've made these comments when it comes to the wind
14 turbines or to the cell towers. If a -- if a man or
15 a woman is hanbleca'ing and they're sitting there
16 and they're looking off into the distance and here's
17 this big wind turbine turning in front of them
18 before the sun rises, it has an effect to that
19 person. Those are the cultural, what they say the
20 traditional cultural properties of where a person
21 will take that time.

22 But I just want the public and Council also to
23 remember, you know, this is -- you know, it's above
24 us. It's not where we're standing, but yet it has
25 the same effect because you gotta remember where our

LU-9

NA-5
NA-7

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1 ancestors are, where they are. Our children, our
2 grandchildren will be wanting to know that
3 information.

4 So I just want to remind everybody that through
5 our program, you know, we are addressing these
6 issues. Our program is not the final say-so in the
7 EIS. It is you 15 and executive here who must
8 represent the voice of the people. This is why we
9 brought them here. And I wanted to make that

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10 Powder River - Eagle Butte.txt
comment, you know, that it is you who make that
11 decision for Cheyenne River. (Speaking in Native
12 Lakota)

13 CHAIRMAN KECKLER: Bryce.

2124

14 MR. IN THE WOODS: (Speaking in Native Lakota)
15 Greetings to you, the U.S. Air Force. I'm Bryce In
16 The Woods. And I just greeted you in saying that
17 the air and the land and we call it Mni wiconi, the
18 water of life, and we hold these things to be
19 sacred.

20 In that treaty area on that map, this is where
21 all the fly zones are, in the 1851 treaty. And you
22 see our 1889 Act as a Cheyenne River Sioux Tribe
23 which to me is not the truth. And we want to speak
24 the truth today.

25 And I said that our men and women here are

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37

1 standing in the front lines over there in two wars,
2 standing there soldiers defending this country, our
3 country, and I asked the elders to speak. That's
4 what I said in Lakota.

5 To me, I just got elected again as a committee
6 chair, chairman, and it's been kind of difficult
7 because I know the truth. I study our history and
8 the truth is always on our side, not the United
9 States, and you're asking to expand into already
10 1851 treaty territory. You're already doing that.

11 I have one complaint. A while back, I believe
12 in '98 or '99, I live in a community about 20 miles

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AM-15

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2124 (cont'd)

13 Powder River - Eagle Butte.txt
14 from here, Dupree, there was a B-1 that flew and
15 made a mock drop on us. They made all of us that
16 were in our house come outside because there was a
17 sonic boom. And when I got out, I seen it turn
18 around heading back towards Ellsworth.

19 So I called the Chairman up, and he is sitting
20 here now, but it was under his administration, I
21 called him. I said, "Do you know what they just
22 did? I don't appreciate it because it got a lot of
23 people shook up," you know. And I wanted to file a
24 complaint against Ellsworth or whoever that pilot
25 was that did that or whoever gave that order for
them to do a mock drop on us. I don't like that.

AM-15

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1 That wasn't funny. And that's one for the record.

2 And the other thing went back to our water of
3 life which is being desecrated and polluted for over
4 100 years now. That's a major concern.

5 And then that area that you're expanding on to
6 the Cheyenne River on our northwest and into
7 Standing Rock, that's the grasslands. Those are
8 grasslands where you guys are -- right on that
9 corner there. And to me, it would be detrimental if
10 one of those flares come down and start a fire in
11 those grasslands. I don't know if that's taken into
12 consideration, but that's for the record.

13 And I personally, I oppose Minot and Ellsworth
14 expanding. You guys are already in our treaty
15 territory unwelcomed, you know. And I'm not

PR-1

SA-5

GE-2

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2124 (cont'd)

16 Powder River - Eagle Butte.txt
opposing the military. I'm not, you know. I'm a
17 U.S. Army veteran and I served honorably. But when
18 you look at the treaty side of this, which has
19 always been ignored and always been violated, you
20 know, that airspace belongs to a people. And just
21 that one comment I made, you know, that mock drop,
22 it was very disrespectful.
23 And I would like to reserve some comments, but
24 I oppose any expansion. You guys are already in the
25 treaty. You are already violating airspace.

NA-8

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1 And at one time the relationship between the
2 U.S. military and the Lakota people was a good
3 relationship until they discovered gold in the Black
4 Hills and then that relationship turned under U.S.
5 government President Ulysses Grant. And some of the
6 presidents -- some of the generals that were in this
7 area, one of them particularly related when
8 questioned, "what about the women and children?" and
9 he said, "Exterminate them all." Children are like
10 make nice. They all have to be exterminated
11 according to this general.

12 And that -- when I read those things, it's all
13 part of history. But those things are still a
14 reality for our people here, you know, coming to a
15 friendship relationship with the United States and
16 with the military, and then during a period of
17 outright general extermination on this what we call
18 these sacred grounds and the water of life. There's

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2124 (cont'd)

19 Powder River - Eagle Butte.txt
20 a lot of -- a lot of bodies out there because of
21 these killings that happened during that time and
22 they're scattered all over, what they call the Great
23 Sioux Reservation. And that's what Mr. Vance
24 mentioned from the tip of the Big Horn Mountains to
25 the east bank of the Missouri River.
 And those acts that changed it, 1887, '89 that

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1 brought us to the 102nd parallel where you're coming
2 in now, we already had the 104th and the 103rd and
3 now we're at the 102nd and you guys are coming into
4 that zone. And, you know, I say a prayer for our --
5 our men and women that are in the Armed Forces and
6 are over there in Iraq and Afghanistan and all over
7 wherever they're stationed. We lost two, two here
8 to those wars.

9 So with all due respect, coming from a
10 historical perspective, is that I hope you hear us
11 when we say we don't need that expansion. You guys
12 have always done that. You guys have always -- you
13 know, another story would be coming back from Fort
14 Peck and we was landing over here in the airport and
15 a B-1 flew below us and I told the pilot, "Did you
16 see that?" He said, "What? What? Where?" I said,
17 "well, it already went by, a B-1," when I was coming
18 into this airstrip out here a couple years back.
19 So -- and you can see the afterburners at night, you
20 know, when they go. If you aren't familiar with
21 that, it will make you stop and see the afterburners

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2124 (cont'd)

22 Powder River - Eagle Butte.txt
on the B-1s at night.
23 So, you know, that expansion, I kind of oppose
24 even the drones, you know. That's the economy for
25 Senator Thune and the congressional people here want

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1 to keep Ellsworth alive. Because Ellsworth almost
2 went under a couple times. But you guys got in that
3 fighter wing and now I think you're bringing in the
4 drones. Where are they gonna fly?

5 And one thing about the Air Force when they're
6 overseas in combat zones, there's always collateral
7 damage. There's always old people and women and
8 children that get killed indiscriminately. And
9 that's the truth. You know, let the truth be told.

10 So any more expansion into our territory, I
11 stand opposed to it. I think you guys already, you
12 know, are doing what you will, but for the record, I
13 stand opposed to your expansion. (Speaking in
14 Native Lakota)

15 CHAIRMAN KECKLER: DeAnna.

16 MS. DEANNA LEBEAU: Thank you, Mr. Chairman.
17 Good morning. My name is DeAnna LeBeau. I'm one of
18 the newly elected Council representatives that
19 Mr. Vance was referring to. I'm from District 6 on
20 our reservation.

21 I would like to say good morning to the
22 officials that are here today. Good morning,
23 Colonel Gregory, Colonel Eldridge, Ms. DeVine.
24 Thank you very much for being here.

SO-25

AM-17

2125

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2125 (cont'd)

25 Powder River - Eagle Butte.txt
I have some questions I would like to ask you.

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1 I'd like to get a clarification. You said that
2 you're here today because of the requirements under
3 NEPA; is that correct?

4 MS. DEVINE: Yes, ma'am.

5 HEARING OFFICER GREGORY: Yes.

6 MS. DEANNA LEBEAU: Okay. So I understand that
7 you have to take public comments, those are all part
8 of NEPA requirements, but I guess please just
9 clarify this for me, can we say no?

] NP-1

10 HEARING OFFICER GREGORY: You can make any
11 public comment you would like, but this is not --
12 the decision-maker is ultimately FAA, correct?

13 MS. DEVINE: Yes. The Secretary of the Air
14 Force level.

15 HEARING OFFICER GREGORY: SECAF. The FAA
16 controls the airspace.

17 MS. DEANNA LEBEAU: Okay. But I mean --

18 HEARING OFFICER GREGORY: But certainly you can
19 make a comment as the other gentleman did that he is
20 opposed. Certainly.

21 MS. DEANNA LEBEAU: No, I understand that.
22 That's what I was saying, can we say no.

23 HEARING OFFICER GREGORY: You can say no for
24 the record and that would be considered.

25 MS. DEANNA LEBEAU: Can we forbid you from

] NP-1

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2125 (cont'd)

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1 being in our airspace? We cannot; is that correct?

NP-1

2 HEARING OFFICER GREGORY: The FAA again has
3 control of the airspace, right.

4 MS. DEANNA LEBEAU: Okay. The other thing you
5 were talking about with this chaff, you know, I
6 understand you said that the probability of it
7 starting a fire is low, but if it did start a fire,
8 who puts it out? I mean, other than the fact that
9 our local fire department's gonna respond to any
10 fire emergency, but, you know, would you in fact be
11 responsible for that, too, if it was determined that
12 indeed the chaff did start a fire?

SA-5

13 MS. DEVINE: Actually the flares --

14 CHAIRMAN KECKLER: Can you come up and speak
15 into the mike when you're asked questions, please?

16 MS. DEVINE: Do you want to address the
17 questions?

18 COLONEL ELDRIDGE: I think you understand the
19 legal.

20 MS. DEVINE: Okay. The chaff would not start
21 fires. The flares would be above the 2,000 feet.
22 And what Ellsworth Air Force Base would do would be
23 to have agreements with local fire departments
24 and -- you know, to do the immediate response, the
25 Forest Service and the same as wild fires are today.

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1 If there is damage caused by a fire, then you would
2 submit a claim through the Ellsworth Air Force Base
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2125 (cont'd)

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3 Public Affairs Office and document that.

4 MS. DEANNA LEBEAU: Okay.

5 MS. DEVINE: And they would start the process.

6 MS. DEANNA LEBEAU: Okay, thank you. I was
7 looking at this map, too, and I just have a couple
8 questions. I'm just curious. The one that you
9 handed out to us. I see there's a bunch of little
10 arcs on there and some of them seem to be close to
11 cities, such as Sheridan, Gillette, Dickinson. How
12 come there's these little arcs that are carved out?

13 MS. DEVINE: Little round circles?

14 MS. DEANNA LEBEAU: Yeah.

15 MS. DEVINE: Okay. That is airspace that is
16 for the major airports, and that is their approach
17 and departure corridors. So those arcs around it
18 are 35 miles around some of them and that's
19 dependent on the size of the aircraft into and out
20 of the airports. So that is protecting for flight
21 safety the commercial airports.

22 MS. DEANNA LEBEAU: Uh-huh, uh-huh, okay. And
23 so the part where you're actually gonna be entering
24 over Cheyenne River is just a little -- it looks
25 like the northwest corner of Ziebach County; is that

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1 correct?

2 MS. DEVINE: Yes.

3 MS. DEANNA LEBEAU: And that was part of --
4 what did you call them? There was Powder River 1,
5 Powder River --

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2125 (cont'd)

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6 MS. DEVINE: 4.
7 MS. DEANNA LEBEAU: So --
8 MS. DEVINE: It is Powder River 4, correct.
9 MS. DEANNA LEBEAU: So eventually it would
10 encompass this whole area; is that correct? If
11 the -- if that's what the FAA approves.
12 MS. DEVINE: Yes. The area that is underneath.
13 There's four individual Military Operation Areas, 1,
14 2, 3, and 4, beginning from the west. I should have
15 gone this way, I think. (Indicating)
16 MS. DEANNA LEBEAU: Okay. All right. You
17 know, I think, you know, what they're doing, I guess
18 this is my public comments, Council, you know, is of
19 paramount importance, you know. I understand, you
20 know, what my colleague said over here about our
21 ancestors and, you know, if it wasn't for all them,
22 you know, we wouldn't be here. The amount of
23 territory that we've managed to retain, you know, we
24 need to hold on to as stridently as we can.
25 However, I always feel for my own self, you know,

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1 that we need to think about our future. You know,
2 we need to think about culturally, you know, seven
3 generations ahead of us. I feel this is very
4 important, especially, you know, for our troops over
5 in Afghanistan.

6 One of my relatives and a close friend of mine
7 actually, too, she lost her son over there. So I
8 think it's real important. Thank you.

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9 CHAIRMAN KECKLER: Thank you, DeAnna. Council
10 Robin?

11 MS. ROBIN LEBEAU: Thanks for coming. My name
12 is Robin LeBeau. I am a District 5 Council
13 representative for the record.

14 I've been following this for -- since they
15 proposed this in Dupree, South Dakota. They came
16 for a hearing there. I stood opposed against it
17 then, and for the record I want to say what I am
18 opposed to. I am not opposed to -- against the
19 military and all the efforts that are being done
20 there to protect our freedom here, but we also have
21 to protect what's here at home for us. And
22 there's -- there's a lot of issues and the one thing
23 that I -- I did get a response back from Ellsworth
24 Air Force Base on the minuteman missiles that were
25 placed from here to the Black Hills, and they still

2126

GE-2

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1 stated that there is none located on our
2 reservation. That's their word. That's not what I
3 was told by my great-grandfathers. And my
4 great-grandfather talked a lot about the sonic
5 booms. He was a rancher north of Lantry there. He
6 also talked about the Armstrong Gunnery Range. And
7 until this day, they're still picking up 50-caliber
8 shells there.

9 When my mom was little, they used to find live
10 ammunition there. And I understand there's not
11 gonna be any live ammunition, but I wanted to ask

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2126 (cont'd)

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12 someone, the planning of this route, they told us
13 this little portion here in the northwest corner of
14 our reservation was just to -- for them to turn
15 around; that these planes would be just for them.
16 They wouldn't -- it would be a turn -- you have to
17 have certain room because there's like a highway up
18 there; is that correct? Is this just gonna be for
19 so your planes can turn around?

20 COLONEL ELDRIDGE: I'm Colonel Bill Eldridge.
21 I'm a pilot. The way the airspace is designed is so
22 that we can do a lot of maneuvers, and a lot of
23 those maneuvers involve a lot of turning airspace.
24 Each of the sections is big enough, those four
25 sections, and number 4 is touching up against your

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1 Nation, would be used for doing a lot of turning
2 maneuvers.

3 However, it's not to say that there might be
4 aircraft going straight through there. But your
5 Nation is sitting in the very, very corner so it's
6 very hard for us to fly and stay over top that
7 little corner. So it's kind of a difficult thing to
8 answer. There might be aircraft going straight and
9 level. There might be aircraft actually turning
10 over that little point.

11 MS. ROBIN LEBEAU: Okay. My second question
12 would be, according to this map, can't you move it
13 further northwest so it's not even on that corner of
14 our -- and again, I thank you for referring to us as
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15 a Nation because that's what we are. We're the
16 Cheyenne River Sioux Tribe Nation.

17 COLONEL ELDRIDGE: And, ma'am, my suggestion to
18 you would be to make that public suggestion. We'll
19 put that on the record. Say there is a
20 recommendation if you'd consider moving this border,
21 this eastern border, and maybe it won't interfere
22 with your Nation as much. I would just recommend
23 that you put that comment in and the Air Force and
24 the FAA will consider all those comments and come up
25 with a decision.

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1 MS. ROBIN LEBEAU: Thank you. I just want for
2 the record that I am opposed to the Powder Bluff.

3 CHAIRMAN KECKLER: Thank you, Robin. Maynard?

4 MR. MAYNARD DUPRIS: Thank you, Mr. Chairman.
5 My name is Maynard Dupris. I represent the District
6 3 area. I would like to ask the Colonels that are
7 here, or I think there is a Major up there, I was in
8 the military service also during the Vietnam war, my
9 question to you people all is that, are you familiar
10 with our treaties?

11 COLONEL ELDRIDGE: Sir, we've attended several
12 of these hearings and a lot of them have included
13 other Native American Nations, and during some of
14 those hearings we've had some of the public comments
15 talk about the treaties and address them.

16 But as far as, you know, other detail other
17 than public comments that were referred to in those

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] GE-2

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2127 (cont'd)

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18 hearings, the federal government of course is
19 familiar with the treaties, but I would say us as
20 individuals probably could not speak to them.

21 MR. MAYNARD DUPRIS: Okay. The reason I ask
22 that is because you're here for public comment from
23 us, and as you all know, throughout the years, like
24 Mr. In The Woods indicated earlier, that the
25 treaties, we started out with a large land base and

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1 it was downsized, another treaty and another act
2 downsized down to our reservation here, and then the
3 Homestead Act downsized it some more, so now we're
4 struggling to keep whatever little Indian lands we
5 have.

6 If you notice this map up here, all the yellow
7 is deeded land and the tan or orange-looking is
8 tribal allotted lands. So we're losing our lands
9 gradually, gradually, and gradually.

10 And I really feel that the United States
11 government is gonna do whatever they want to do.
12 They come out here as a courtesy for public hearing,
13 but if they want to take it like they have in the
14 past over the many, many years they have taken our
15 lands and we're down to, like I said, we're down to
16 just a small amount of land that we have left. I am
17 opposed to this also, and I really believe that this
18 is just a formality that you come here to do this.
19 But I think the FAA, they're gonna do whatever they
20 want to.

GE-5

GE-2

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2127 (cont'd)

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21 And I hate to say that, but that's the --
22 that's the history of it all. The United States
23 government has just been taking and taking and
24 taking. And I feel that this is what's gonna happen
25 again, but I am opposed to it. Thank you.

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1 CHAIRMAN KECKLER: Okay, Maynard. Merrie.
2 MS. MERRIE MILLER-WHITE BULL: Hello and good
3 morning. My name is Merrie Miller-White Bull. I'm
4 a District 4 Tribal Council representative and I
5 represent about 1,400 voters on the Cheyenne River
6 Sioux Tribe.

2128

7 And I'd like to say that I am opposed to this.
8 I've always supported the military. I believe in
9 our military and I know that they defend our
10 country. And if there were ever a situation, they
11 are the first ones on the scene. And a lot of young
12 men and women have risked their lives for our
13 country. But at the same time, I have to look at
14 what's best for the people of the Cheyenne River
15 Sioux Tribe and I took an oath of office. Just as
16 the military takes an oath of office to defend their
17 country, I took an office to defend the
18 Constitution, the Tribal Constitution as well as
19 look out for the best interests of the people of our
20 Tribe.

] GE-2

21 And in my opinion, I'm usually forward thinking
22 and I believe in economic development, I believe in
23 our future and looking to the future and progress,

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24 but at this point I keep thinking about our
25 ancestors, the sacrifices that they made. I think

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1 about our young men and women who have made
2 sacrifices for the military. I think about the
3 issues that have happened in the past. And I know
4 we need to continue to look for the future and I
5 know these are important things that the military is
6 looking to do, but I think they need to look
7 elsewhere.

8 There is plenty of space. In my opinion, there
9 is space elsewhere. We are a small Tribe. We are a
10 poor Tribe. We don't have a lot of money. What we
11 have is precious to us, whether it be land, whether
12 it be air, whatever in our area, on our reservation,
13 and we hold it very proudly and we're proud of what
14 we've got. However little and minute it may be, it
15 meets -- you know, it's for our people. And, if
16 anything, I would hope that the United States
17 government, the FAA, and the military will take a
18 look at that.

19 So thank you, Mr. Chairman. I have to say I go
20 on record as opposing. Thank you.

21 CHAIRMAN KECKLER: Thank you, Council. This is
22 also for the public. Anybody who wants to comment,
23 please raise your hand and come on up. Ryman.

24 MR. RYMAN LEBEAU: Thank you, Mr. Chairman. My
25 name is Ryman LeBeau, Council Rep for Cheyenne River

PN-2

EJ-2

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2129 (cont'd)

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1 Sioux Tribe.

2 I appreciate you are folks coming out. My
3 issue is similar to some of the other reps. I think
4 it's insulting that whoever drew these proposals up
5 didn't respect our airspace. And to -- to think
6 that the Tribe wouldn't have a problem with this,
7 you know, and just -- just draw this up and do it
8 how we want and, you know, give them a hearing or,
9 you know, take their public comment and be on their
10 way, you know, I think that's very insulting to this
11 Tribe, you know, considering what we've been through
12 since the taking of the Black Hills and, you know,
13 releasing our land and all the way to the Lawman
14 Era.

NA-7

15 As another Council rep pointed out, our land is
16 diminished within these boundaries, so of course
17 we're gonna have an issue with this. And if we
18 didn't speak out against this, we wouldn't be
19 leaders. So in doing so, I do my job as a -- as a
20 Tribal leader here. I -- I really oppose this and I
21 think it's insulting to this Tribe. So I thank you
22 for your time.

GE-2

23 CHAIRMAN KECKLER: Thank you, Ryman. Ardys.

2130

24 MS. ARDYS COOK: Thank you, Mr. Chairman. My
25 name is Ardys Cook. I am Council Representative for

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2130 (cont'd)

1 Powder River - Eagle Butte.txt
2 District 1. In District 1 are the communities of
3 Dupree, Bear Creek, Iron Mining, Isabel, and Thunder
4 Butte. The specific area that is identified on this
5 map is north of Butte. I'm really concerned about
6 the acreage of the -- on the map as to how many
7 acres it's gonna affect. I don't see that on any of
8 the maps where each area is contained to the
9 acreage.

LU-6

9 I also would like to point this out, that there
10 are -- on this map it specifically points out that
11 the Crow Indian Reservation, the Northern Cheyenne
12 Indian Reservation, the Standing Rock Indian
13 Reservation, and the Cheyenne River Sioux
14 Reservation are all identified. I'm wanting to know
15 how the area was created.

16 I also believe that if the other Tribes had a
17 hearing as well, I would like to read those or they
18 be given to us because it affects our land. And one
19 of the things is, is that one hearing was set in
20 2008 in Dupree, South Dakota, and there was very few
21 people that attended because I don't think they
22 realized or the word didn't get out like it should
23 have as to the public hearing.

NP-8

24 The other thing is, I understand that there has
25 been hearings within the Bison and Lemmon area and

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NP-10

1 up in that corner, and I was wanting to know what
2 their viewpoints were as well. Because I know that
3 there was farmers and ranchers that held these --

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2130 (cont'd)

4 Powder River - Eagle Butte.txt
asked for these hearings and they view-pointed their
5 concerns.

NP-10

6 I also wholeheartedly respect our men and women
7 in service and for the protection that they give us
8 and they provide for us, that our families and our
9 tiospaye is safe. But I do honestly believe that if
10 this portion that is affecting the Cheyenne River
11 Sioux Tribe can be moved further or taken off your
12 map, I would respect that wholeheartedly because of
13 the fact that we have ranchers and farmers up in
14 that area, both Native and non-native, and that we
15 do have a butte up there that we are very proud of,
16 it's the Thunder Butte butte, and it is also used
17 as -- for ceremonial purposes and we are very proud
18 to have that butte in the northwest corner.

DO-7

LU-1

19 So my question is, is how many acres this is
20 gonna affect up in that northwest area. It's not
21 identified. I think it should be identified. And I
22 think that we should be given the amount of acreage
23 that that corner is gonna be taking up. Can I get
24 an answer to that today?

LU-6

25 MS. DEVINE: Are you talking specifically on

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1 the reservation?

2 MS. ARDYS COOK: Yes.

3 MS. DEVINE: Yeah, we would have to recalculate
4 that.

5 CHAIRMAN KECKLER: Ma'am, can you come up here,
6 please?

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2130 (cont'd)

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7 COLONEL ELDRIDGE: Let's just say, ma'am, we
8 can't provide you an answer to that today. Again,
9 we'll accept your comments and then those comments
10 will be addressed and reviewed as part of the whole
11 process. And then at the end of all that, you know,
12 the FAA will make a decision. But we can't really
13 answer it today.
14 MS. ARDYS COOK: Mr. Chairman?
15 CHAIRMAN KECKLER: Continue.
16 MS. ARDYS COOK: Continue?
17 CHAIRMAN KECKLER: Yes.
18 MS. ARDYS COOK: Also I would like to know what
19 happened to the information from the hearing that
20 you set up in Dupree, South Dakota. I don't
21 remember seeing that information been -- to be given
22 back to the Cheyenne River Sioux Tribe, the
23 government. And if it did, we never received it as
24 Council representatives.
25 MS. DEVINE: Yes. The meeting that we held in

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1 Dupree was what we consider a scoping meeting. And
2 what we do, is we talk to individuals and we don't
3 necessarily record as we are here at the public
4 hearing. We take that information and we talk about
5 it, what individuals provided us. We don't do it by
6 name so it's not a written record as this public
7 hearing is. And we use it to focus our analysis on
8 things that are important to the attendees at those
9 meetings as well as comments that are received

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2130 (cont'd)

10 Powder River - Eagle Butte.txt
through the mail.

11 Now, we did receive comments from your Nation,
12 written comments, and they are published in the back
13 of the appendices of the Final Environmental Impact
14 Statement. I believe you have a CD copy. And those
15 comments are taken and we use them to help us
16 analyze what the impacts will be and come up with a
17 potential effect.

18 MS. ARDYS COOK: Could you answer why they
19 weren't given back to us as a government right after
20 the hearing? I know you took -- you just stated
21 that you used them for the analysis, but why wasn't
22 the analysis report given to Cheyenne River?

23 MS. DEVINE: we provided a copy of the Draft
24 Environmental Impact Statement to the Cheyenne River
25 Nation and to the Tribal Historic Preservation

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1 Office.

2 MS. ARDYS COOK: I just have a closing comment.
3 In regards to this project, I have to trust and be
4 in agreeance to my colleagues that have spoken and
5 with all due respect of the residents and our people
6 and our future of the Cheyenne River Sioux Tribe.
7 Thank you, Mr. Chairman.

] NA-7

8 CHAIRMAN KECKLER: Okay. I've got Sharon next.

2131

9 MS. SHARON LEE: Thank you, Mr. Chairman.
10 (Speaking in Native Lakota) Good morning.
11 (Speaking in Native Lakota) I shake your hand with a
12 good heart.

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2131 (cont'd)

13 Powder River - Eagle Butte.txt
I'd like to welcome everyone here today. I'm
14 Sharon Lee. I'm a District 4 Councilwoman. And I
15 agree with the comments that were made by my
16 colleagues today.
17 I'd also like to state that we're not against
18 the military at all. My oldest brother Ron is an
19 honorably discharged disabled Vietnam veteran. And
20 when -- I believe that a lot of people don't know
21 that when our Senator Tom Daschle was in office, he
22 had a study conducted regarding Native American male
23 veterans, and the results of that study were that
24 90 percent of Native American males in the United
25 States are veterans, and also that 92 percent of

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1 Native American males in South Dakota are also
2 veterans. And that's the largest ethnic group, the
3 largest percentage in the United States. So I just
4 wanted to make that comment because I know that
5 there's a lot of people out there that aren't aware
6 of those statistics.

7 I agree with the comments of my colleagues.
8 And I also would like to state that I am opposed to
9 this. I am opposed to this. I don't believe it's
10 in the best interest of the Tribe. And I'm just --
11 I just wanted to state I am opposed to it for the
12 record. And I know we're not the final
13 decision-maker, but I wanted to put my comments on
14 record that I'm opposed to it. And I know we don't
15 make the final decision, but I guess we just wanted

GE-2

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16 Powder River - Eagle Butte.txt
our voices to be heard. So thank you. (Speaking in
17 Native Lakota)

18 CHAIRMAN KECKLER: Bob.

2132

19 MR. BOB WALTERS: Thank you, Mr. Chairman.
20 Good morning and welcome to our Great Nation. My
21 name is Bob Walters. I am a District 5 Council
22 representative.

23 First of all, is this considered a
24 government-to-government consultation today? Is
25 that what this is?

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60

1 MS. DEVINE: No, sir.

2 MR. BOB WALTERS: No? Okay. Because if this
3 is a public hearing, you know, we have over 16,000
4 membership on this reservation and they need to be
5 advertised so the people could be here. There's
6 only 15 of us here, plus our executives, you know,
7 to make comment here, plus a few of our Tribal
8 members. Some of our respected elders are sitting
9 out there and I hope they will be able to -- be able
10 to make a comment. Our previous Chairman Borland is
11 setting in here today. I hope he will make a
12 comment, and especially our elders that are sitting
13 here.

NA-9

14 I went to the first meeting over in Dupree,
15 South Dakota. I was with the Cultural Preservation
16 Administration. Also, my colleague Mrs. Cook was
17 over there. We made comments over there.

18 I guess I have great concern about, you know,

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2132 (cont'd)

19 Powder River - Eagle Butte.txt
20 where -- we're all about our land base here. That's
21 what we're about, is our land base. Our reservation
22 is 2.8 million acres. And what we have is
23 agriculture. We have ranchers. We have cattle,
24 horses, buffalo. Some of them have sheep, I guess.
25 That was one of our big concerns when we went over
to Dupree and commented about, was the animals.

LU-3

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1 But we even have a bigger concern because we
2 have our culture, and our culture is alive and well
3 on our reservation. Many of our people practice our
4 culture. And we have, you know, our hanbleca, you
5 heard Mr. Vance talk about it, and when we're
6 praying on the hill and to have a plane go by that's
7 going to distract you. I know because we seen it in
8 the past.

NA-4

9 I believe this diagram could be changed, taken
10 from the northwest part of our reservation, it could
11 be moved. We have our Sundances. We have other
12 ceremonies that happen throughout the year, not only
13 in springtime, not only in the summertime, and this
14 is a grave concern of mine.

DO-7

15 I really appreciate all the comments that my
16 colleagues made and especially to hear about, you
17 know, the aboriginal lands, how big our land base
18 was at one time and how it dwindled down into where
19 we're at today.

NA-4

20 I always say we never asked to be boxed in. We
21 were boxed in. The federal government said, "This

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2132 (cont'd)

22 Powder River - Eagle Butte.txt
23 is where you're gonna be, Cheyenne River Lakota
24 Nation. You're gonna be here. Standing Rock
25 Nation, you're gonna be here." We never asked for
these things.

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1 I sit on many different committees on the
2 outside and I hear a lot of things from federal
3 agencies, from governments, from the states, and I
4 really have to agree with what Mr. Dupris said. All
5 these public comments being taken, are they even
6 gonna be considered? Because I know when we do work
7 with other federal agencies, they come here and do a
8 government-to-government consultation, a lot of
9 times it's dropped in the garbage can before they
10 even leave the room. They forget about us.

11 And it's hard. It's hard to understand why.
12 Because we are a sovereign Nation. We are a
13 government of our own. The federal government is a
14 government of their own. The state government is a
15 government of their own.

16 So for the record, I'm not speaking on behalf
17 of our people. I'm speaking for myself because
18 public hearings should be advertised. Our people
19 should be here to make comment. We have a lot of
20 people on our reservation and we have a lot of
21 people off our reservation.

22 I, too, am not against the military. Many of
23 my family members were in the military. My father,
24 my uncles, my cousins, my brothers, many of them

NP-2

NA-9

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2132 (cont'd)

25 Powder River - Eagle Butte.txt
were in the military. And we have a lot of Lakota,

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1 Dakota, Nakota peoples in the military today, you
2 know, and we've lost some of them in action, you
3 know, from Iraq, Afghanistan. Sad but true.

4 So for the record, you know, I'm gonna oppose
5 with my colleagues here today and see what happens,
6 see what comes out of this in the end. Because to
7 me, it's gonna happen anyway. That's the way things
8 work. Thank you.

GE-2

9 CHAIRMAN KECKLER: Thank you, Bob. Dixie.

2133

10 MS. DIXIE LECOMPTE: Good morning. I fully
11 support the military. My son did time in Iraq. He
12 was over serving our country.

13 But my greatest concern is the water. I
14 represent all this water here. This is what I
15 represent. (Indicating) And it's good to see that
16 you had in your comment here, going through it real
17 fast on this disk that you -- it says the Big Horn,
18 Tongue Powder River, Little Powder River, Missouri,
19 Belle Fourche, Cheyenne River, Moral, Grand, and
20 Cannon Ball Rivers, you talk about the rivers in all
21 that, it comes into the Missouri and the
22 Yellowstone. That's part of what you have here.
23 And my greatest concern is the water.

PR-1

24 And it says in here, this disk that you gave
25 us, the trends typically show a slight increase in

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2133 (cont'd)

1 pH over the past 20 years. So I would like to see
2 the data that was put together for your little disk.
3 And I oppose it and I know my people that live along
4 the water oppose it. So that's my comment.

PR-1
GE-2

5 CHAIRMAN KECKLER: Thanks, Dixie. Robin, you
6 had your hand up.

2126 (part II)

7 MS. ROBIN LEBEAU: Yes, I wanted to put
8 something else on record because, like Ryman said
9 about an insult, I feel that this hearing was thrown
10 on us; that according to the memo that we received
11 on December 2nd, they said -- it says to call the
12 Preservation Office for the time on December 9,
13 2010, during the Tribal Council session for a
14 government-to-government presentation by Ellsworth
15 Air Force Base, you know.

16 So the whole time I was under the assumption
17 according to this memo that they were coming here to
18 do a presentation. And I feel -- I'm still like,
19 from the very beginning when I heard it was gonna be
20 a hearing with a court reporter, I was upset. I
21 think our Tribal attorney should have been here. I
22 also think it's very important for Mr. Borland as
23 our Trust Officer for the Cheyenne River Sioux Tribe
24 to let us know what the BIA is going to do in
25 looking out for our trust rights, you know, our

NA-9

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1 land.

2 So I just wanted to make that -- aware of that.
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2126 (part II
cont'd)

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3 I believe that they came here on -- and I don't like
4 when people misrepresent and they're not
5 misrepresenting the Powder Bluff, but they came here
6 for a presentation is what we were told, not a
7 hearing, not a public hearing. Thank you.

NA-9

8 CHAIRMAN KECKLER: Thank you, Robin.
9 Mr. Widow?

10 THE COURT REPORTER: Could you speak into your
11 microphone, please? I can't hear you.

12 CHAIRMAN KECKLER: He don't want that mike.

13 THE COURT REPORTER: I can't take it then.

14 CHAIRMAN KECKLER: Okay.

15 (Off-the-record question from Mr. Edward
16 Widow.)

2134

17 COLONEL ELDRIDGE: Sir, I didn't catch your
18 name. Mr. Widow? Mr. Widow. Mr. Widow's question
19 was why was the land chosen where it was as opposed
20 to picking like over top of the Black Hills or the
21 Big Horn Mountains out in Montana.

PN-2

22 And the reason that land was chosen was for
23 many, many factors, but one of them is how the
24 existing air routes that go into major population
25 centers are, so that's why it looks very triangular

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1 and very boxy, if you will. So part of the
2 consideration was existing air routes and existing
3 air traffic, as well as other areas -- that area is
4 flat so it makes for a good training area.

5 The western part of the area that we're
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2134 (cont'd)

Powder River - Eagle Butte.txt

6 requesting the expansion does have some mountainous
7 areas and that helps out with our training, too, but
8 we need to make sure both flat areas as well as
9 mountainous areas, and working towards the south
10 towards the Black Hills wouldn't have worked.

11 MR. EDWARD WIDOW: Another question.

12 (Off-the-record question from Mr. Edward
13 Widow.)

14 COLONEL ELDRIDGE: Mr. widow's question was, as
15 the aircraft fly, are they loaded or are they empty.
16 And, sir, the aircraft would be empty. We would not
17 carry ammunitions at all in this airspace.

] AM-30

18 MR. EDWARD WIDOW: Thank you. I just want to
19 tell the Council that, remember the other day I told
20 you about Pearl Harbor? Do you remember that? You
21 wasn't born then. These guys weren't born. All of
22 you probably wasn't born. And what happened 70 some
23 years ago? All the -- all the personnel people,
24 military, they were laying out in the beaches
25 sunning themselves and yet -- I can understand that

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1 the Air Force -- why they're practicing flying low.
2 You know that. You know, back in them days,
3 Japanese, they figured it out. That's what they
4 did. They would fly low right under the radars and
5 just about wiped out the United States, Navy ships,
6 military people, Marines. Oh, they killed a lot of
7 people. They sank a lot of ships. Remember, we
8 don't want to get caught like that.

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2135 (cont'd)

12 supposed to include Standing Rock. And I was gonna
13 say, move this whole thing up to the north, but we
14 got relatives up there, too, in Fort Peck, the
15 Assiniboine Tribe. They were with us when we
16 battled down at Little Big Horn. And up in this
17 area where -- up in the corner there, grandpa had
18 land up there. Mr. Lafferty just started a memorial
19 up there for children.

20 So I oppose this. And I don't have no deal
21 with the military, but I know they gotta do what
22 they have to do. I had a lot of relatives that were
23 in world war II. And I had two grandpas in World
24 War II. One got wounded in Vietnam. I had one
25 relative that never came back from there. The

] GE-2

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1 military has to do what they have to do, so it's
2 kinda hard to say anything, you know. That's all I
3 have to say.

4 CHAIRMAN KECKLER: Thanks, Buddy. Use the
5 mike.

2136

6 MR. RAYMOND USES THE KNIFE, JR.: I just have a
7 few short comments. Yeah, I grew up in that area
8 that you guys are talking about. And I remember
9 when I was a kid, I had a lot of these B-52s fly
10 right over the ranch and right over everyday
11 activities that we had, whether we were swimming in
12 one of the dams or riding horses or whatever, and it
13 never really bothered us as far as -- as far as
14 impacting our daily lives. There's a lot of thunder

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2136 (cont'd)

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15 and a lot of sonic booms, but I've never seen any
16 fires created from some of these aircraft or never
17 seen anything fall from the sky or -- but I did have
18 a dream one night when I was a kid.

19 I dreamt that right above us, one of the nights
20 after I woke up, that there was air-to-air combat
21 right above us in that area. And it comes to remind
22 me of what kind of day in life we're living today as
23 American people here and abroad. We have to think
24 about what our enemies are proposing right now.
25 They want to get rid of us American people. And we

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1 see that every day with 9 -- 9-11 happening and just
2 in the news recently the attempted bombings right
3 here in our own country.

4 So I think the more we are -- as the public are
5 alert to the possible terrorism that's impeding upon
6 us, it's eminent, you know. Maybe as it escalates,
7 maybe we see some of it here right in our own
8 territory. So the way I feel is that if any enemy
9 aircraft, that it infiltrated our airspace here and
10 anything the likes of an F-14 coming here trying to
11 target some of our areas here, I would rather see
12 some of our aircraft, you know, in this area. And
13 if they're doing that for training exercises, you
14 know, these aircraft really protect a lot of lives
15 here and abroad.

16 The ground troops that are out there, they
17 depend on us. They depend on a lot of this

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2136 (cont'd)

18 protection. So if they can train some of these
19 young pilots to be ace pilots and to protect us here
20 in our own homelands and abroad, I guess I'm for it
21 because I've never seen any -- any problems where I
22 lived growing up.

GE-9

GE-1

23 True, we have a lot of our own Native Americans
24 in the military and they're out there. Their lives
25 are in danger. Maybe some of them are pilots. I

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1 don't know. But those are my comments. Thank you.

2 CHAIRMAN KECKLER: Thank you, Raymond. Frank.

3 MR. FRANK THOMPSON: Thank you, Mr. Chairman.

4 I wasn't gonna comment, but I'll -- I'll say that I
5 didn't know that this -- I was not -- I will not
6 state my name for the record because I am part of
7 this Tribal Council, and if this is a court
8 proceeding hearing, then we should have been
9 notified to that effect that -- that it was gonna be
10 a court process hearing because this may come back
11 to haunt us at some point.

2137

NA-9

12 And I don't think we should be putting our
13 names on record. We're here representing the Tribe
14 as a whole and we should be referred to as Tribal
15 Council or Tribal government. I just want to make
16 that comment for the record. But I won't state my
17 name.

18 CHAIRMAN KECKLER: Todd.

19 MR. TODD WARD: I'm the same way with him. We
20 represent the whole Tribe. As a whole, I gotta

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2137 (cont'd)

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21 respect my Tribe, what they are going with. I do
22 like what you guys are doing as an Armed Forces.
23 But when I was a kid, about lost my brother over a
24 fly-by; about got drug to death. That's all I
25 gotta say.

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1 CHAIRMAN KECKLER: Thank you, Todd. Marcella? 2138

2 MS. MARCELLA LEBEAU: (Speaking in Native
3 Lakota) Excuse me. I have laryngitis. What I said
4 was, I shake your hand with a good heart. And my
5 Lakota name is Pretty Rainbow Woman and my other
6 name is Marcella LeBeau.

7 First, I want to thank the officers for their
8 service. I had one of the greatest honors and
9 privileges of my life to serve in the military.
10 I've lived on this reservation most of my life
11 except for my schooling and for my military service.
12 I served in England, France, and Belgium.

13 My great-grandfather Mahtotowpa, Chief Joseph
14 Four Bear, signed the Fort Laramie Treaty of 1868.
15 That treaty has been broken and we lost our lands.
16 And it has been pointed out that -- of the land that
17 we have lost.

18 Today we have 80 percent unemployment on our
19 reservation and we have the IRS in here taxing our
20 people. There's something wrong with that picture.
21 If we had the land that belongs to us, we wouldn't
22 be bothered by the IRS. And we need to protect what
23 we do have left even if it's the airspace.

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2138 (cont'd)

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24 And I appreciate all of our Council
25 representatives supporting this. I'm grateful for

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1 that. And I just wanted to comment that I am
2 opposed to this and that's my comment. Thank you,
3 Mr. Chairman.

] GE-2

4 CHAIRMAN KECKLER: Thank you. Do we have any
5 other public that wish to comment?

2139

6 MR. JOE LAFFERTY: Good morning. My name is
7 Joe Lafferty, Mnikoju Tribal member.

8 I'm opposed to this. But also in relation to
9 our relatives up in Hunkpapa Mnikoju, in any other
10 Indian Nation, we get a lot of these types of
11 impositions placed upon our leadership and placed
12 upon our membership, and whether it goes or not and
13 when it does happen, we're never given the important
14 part of being reported to everything that is
15 happening as it happens. Because if we were to
16 allow the Air Force to fly within our airspace, how
17 would they account for the number of flights? How
18 would they account for the amount of time used in
19 our airspace?

] GE-2

20 And this relates to everything. But because
21 this is the particular subject now, we are never
22 giving -- given personnel within our Tribe, within
23 our Tribal membership that would be I guess a
24 reporting point for the Air Force or whoever it may
25 be to keep us apprised of all of the goings-on and

] GE-7
] NA-6

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2139 (cont'd)

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1 all of the happenings so that we can follow through
2 on it.

3 Because when they brought -- when George Custer
4 brought the miners into the Black Hills and violated
5 our treaty, from that day to now there has never
6 been a proper accounting of the amount of gold that
7 was taken out of our Black Hills and every other
8 issue since then. We have to report everything that
9 we do to the point of blood degree of who we are and
10 we're given a Tribal enrollment number which our
11 Leadership has to keep track of every year and every
12 birth and everything that happens here on our land,
13 we have to report that to the federal government,
14 but when the federal government wants to come on our
15 land and do -- have things going on like this
16 fly-over and use of our airspace, how much of that
17 is going to be reported on a daily basis not only to
18 us but to all the citizens here in the Northern
19 Plains area. We really don't have nobody that
20 updates any of us, but they sure want to take
21 advantage and use it.

NA-8

22 So that would be my comment. I'm opposed to it
23 basically because the federal government never
24 accounts to any of us citizens, either Indian or
25 non-Indian, the amount of use, the daily flights,

GE-2

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2139 (cont'd)

1 Powder River - Eagle Butte.txt
2 et cetera, et cetera. So I just wanted to make that
3 comment and that I am opposed. Thank you.

4 CHAIRMAN KECKLER: Thank you. Bryce?

5 MR. IN THE WOODS: Mr. Chairman, I'd like to
6 give the floor to the Bureau Superintendent
7 Mr. Borland to make some comments and then I'd like
8 to make another comment.

9 CHAIRMAN KECKLER: Okay. Mr. Borland?

2140

10 MR. BORLAND: Good morning, Mr. Chairman, Madam
11 Secretary, Madam Treasurer, members of the Tribal
12 Council, and the general public.

13 First off, I'd like to congratulate the new
14 Administration and new Tribal Council. I haven't
15 officially went on record doing that, and I'm
16 definitely looking forward to working with you.

17 I was just made aware this morning by Mr. Steve
18 Vance that -- that the Air Force was going to be
19 meeting, my understanding was a meeting with the
20 Tribal Council. I was given this document which I
21 think that everyone has a copy of. (Indicating) So
22 for the record, if this is a public hearing, I was
23 not informed as such.

NA-9

24 I'd also like to apologize to the elders, I see
25 that there are many here that have not had a chance
to speak, and for my speaking before they've had

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1 that chance.

2 I'd like to relate a couple of quick stories.

3 The first is, I, too, not only respect the military,

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2140 (cont'd)

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4 but my family has a deep tradition when it comes to
5 the Air Force. In World War II we didn't have an
6 Air Force. We had what was known as the Army Corps,
7 the Army Air Corps. My Uncle Art Bridwell was the
8 first Native American Air Force pilot. He served in
9 the Pacific Theater all the way from the beginning
10 of World War II right after Pearl Harbor. He
11 graduated from -- as a matter of fact, he was a
12 pilot before he went into the military, graduated
13 from South Dakota State University, volunteered and
14 went virtually straight into war, served all of the
15 years of World War II, served as a Major in the U.S.
16 Army Air Corps. He sent fighter -- he was a mission
17 leader. He sent fighter pilots out on mission, went
18 with them. He had actually more medals and awards
19 than probably these gentlemen here today. I was
20 noticing the numbers of ribbons that some of these
21 guys had.

22 The thing of it was, our family only knew that
23 Uncle Art was in the Army Air Corps. We had no clue
24 until he died. And I always remember giving his
25 obituary. The family chose me. I was inaugurated

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1 as the Tribal Chairman on October 2, 1990. My uncle
2 died the day before that. We buried him a few days
3 later and I gave the obituary.

4 They asked me to open up his war trunk. He had
5 this big green war trunk that he had kept under lock
6 and key. And we opened it up. It was amazing the

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2140 (cont'd)

7 Powder River - Eagle Butte.txt
amount of medals and awards and commendations that
8 he had; articles and stories about his ex-wife. He
9 kept them a big secret, never bragged about it.

10 He flew actually 21 different types of planes.
11 After the war and up and to the point where we now
12 have the U.S. Air Force, he actually was a trainer.
13 That's what he did. He trained pilots on how to fly
14 virtually every type of aircraft that they had.

15 Now, the reason I relate that is there's a
16 little story about Uncle Art getting court
17 marshaled. Interesting story when we're talking
18 about flying on the reservation.

19 My Uncle Art was married to a lady from Florida
20 and they had two beautiful children, and then he
21 joined the military and he was over in the Pacific
22 Theater fighting for the protection and safety of
23 this country. His wife was killed in a car accident
24 and they wouldn't let him come back. You just can't
25 fly from God knows where he was at and come home for

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1 the funeral. As a result, his two children wound up
2 being kept by my Grandpa Bridwell. Grandpa Bridwell
3 as many of you may know him, Oscar Bridwell, he was
4 married to Mary Fattig Sitting Crow, and they -- or
5 excuse me -- Sitting Eagle and they kept these
6 little babies down at La Plant.

7 So eventually after a year or two they let him
8 come home, and his mission was to fly from Seattle a
9 load of soldiers down to we were told somewheres

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2140 (cont'd)

10 Powder River - Eagle Butte.txt
11 down in Texas and then from there back to wherever
12 he was supposed to go and then back to the Pacific
13 Theater. Well, he did so, except he took one big,
14 giant detour and landed that big old plane full of
15 soldiers on a little dirt road by La Plant. Well,
16 first he stopped in Dupree, okay, looking for his
17 kids and then he stopped in La Plant.

18 well, anyway, he got court marshaled. He was a
19 Major. The court marshal knocked him down to a
20 Captain. He went back on the line and got his rank
21 back.

22 But I heard Mr. widow talk about Pearl Harbor.
23 It made me think about my uncle. You know, I can
24 remember many, many stories that my uncle told me,
25 but he never told me about any of that. My grandma
told me those stories later.

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1 And, you know, I think about we've had this
2 relationship with the United States government,
3 especially the military, going back to the first
4 treaty that the United States ever, ever, ever
5 passed. The new Continental Congress passed a
6 treaty with the Delaware Nation. That was a treaty
7 of war. They needed the Delaware Nation to help
8 fight against the King of England. They needed the
9 military support of the Delaware Nation. And had it
10 not been for the Delaware Nation and many other
11 Native nations, and this is a little history lesson
12 for the gentlemen here and ladies from our military,

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2140 (cont'd)

13 Powder River - Eagle Butte.txt
we might all be paying taxes to the King of England
14 yet today.

15 It's a known fact and well related by not only
16 Senator Daschle but Senator Dan Inouye who himself
17 is a highly decorated soldier of world war II, the
18 Native Americans are the first to volunteer in time
19 of war and in greater numbers, I heard it said here,
20 than any other ethnic group, any other American
21 group.

22 And I told Senator Inouye, we do that simply
23 because this is our country first and foremost.
24 This is our land. We were here long before anybody
25 else. We have a double reason to fight for this

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1 country like my Uncle Art did, like my Uncle Ray
2 Marshal.

3 Uncle Ray also joined the Army Air Corps in
4 World War II. He went all the way through Korea,
5 served in Korea, and ended up his career in the
6 United States Air Force with two tours of duty in
7 Vietnam.

8 You know, we have this long history of fighting
9 for this country. I really would like to encourage
10 our comrades here in the military that the next time
11 that they come on to an Indian Nation, that they
12 take the time to read the treaties. Go back to the
13 Delaware Nation Treaty. There's 725 treaties that
14 you can read.

15 At the very least, the Sioux Nation deserves to

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7 NA-7

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2140 (cont'd)

16 Powder River - Eagle Butte.txt
17 have the respect given that when you come on to --
18 and this is one federal agent to another -- on to
19 the reservation, to understand the audience that
20 you're talking to and the laws that we were told are
21 the supreme law of the land, which is the treaty.
22 When Lewis and Clark came out here in 1805,
23 they respected the Lakota Oyate so much that before
24 they would cross that river, they cut a treaty, go
25 back and look at it, the Treaty of 1805, to cross
over into what they recognized as the lands of the

NA-7

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1 Lakota, the Dakota, Nakota. They were military sent
2 on a mission from the President. Almost all
3 treaties after that with the Lakota were signed by
4 generals and military.

5 So again, I would encourage the United States
6 Air Force out of respect to our people to do the
7 same. Study those treaties; understand the
8 importance and significance to our people.

9 Finally, from the perspective of the lands that
10 I'm entrusted to watch over as a trustee, my concern
11 would be firefighting naturally. That's a concern
12 that -- you know, fire knows no boundary. I don't
13 care if it's just Meade County or Corson County or
14 Hawkin County or any of the counties,
15 firefighters -- excuse me -- fires out here have
16 been known to reach ten, 20,000 acres in nothing --
17 nothing flat.

SA-5

18 Also, I would advise the Council, you own

NA-7

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2140 (cont'd)

19 Powder River - Eagle Butte.txt
20 480 acres of land in the Black Hills on the Wyoming
21 side. That needs to be addressed, needs to be
22 looked at. That is something that -- that we -- we
23 still have a job to do, to take that into trust.
24 And that's a job that I hope and pray that this
25 Chairman and this Council will take on as a task.
So I have a concern as well and I would hope

NA-7

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1 that, you know, if this does proceed ahead, that the
2 Air Force would sit down with both the Tribe and the
3 Bureau of Indian Affairs and begin the negotiation
4 of a memorandum of either agreement or understanding
5 on what is gonna happen, especially when it comes to
6 firefighting, any kind of things, debris left
7 behind.

SA-5

8 On a lighter note, one last story and then I'll
9 leave. When I was just a little boy about eight
10 years old, true story now, don't hold me to this but
11 it's the truth, my Grandma Carrie and my Aunt Mary
12 Long Break, they went turnip digging down in
13 Armstrong County. Many of you remember where Gene
14 Long Break then used to have a place down there.
15 Well, anyway, they went turnip digging and us kids
16 always had to help.

17 well, what's interesting is, we dug up more
18 than just turnips. We dug up a bunch of bullets,
19 too, some great big ones. I always remember that
20 bullet looked to be that big to me. (Indicating)
21 It was a huge bullet. And we had several of them.

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2140 (cont'd)

22 Powder River - Eagle Butte.txt
23 So we threw them in the trunk and got back down
24 to Ash creek. And my grandpa seen them bullets and
25 he took them away and he put them -- I seen where he
put them. He hid them up on a shelf, okay.

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1 well, one of my cousins come down that summer,
2 and I crawled up there and dug that -- one of them
3 big old bullets out. And he had a vice on his
4 bench, his workbench, so we took that bullet and we
5 put it in the vice and jacked it down as tight as we
6 could get it, kinda aimed it out the door, I can
7 still visually see that tractor sitting there today,
8 and we took a big old hammer, you know, kids, we're
9 just little kids, and we were bound and determined
10 to shoot that bullet off and with a little luck
11 maybe hit that tractor, okay?

12 So we hammered and hammered and beat on that
13 bullet, bent it up every which way, and it wouldn't
14 go off. Great big old bullet, okay? Well, I
15 guarantee if that bullet had went off, I probably
16 wouldn't be here today. If the bullet didn't kill
17 me, I guarantee you my grandpa would have if I'd
18 have hit his tractor.

19 So this is some of the stuff that our people
20 still experience today. You know, we're still
21 cleaning up from world war II, that site down there.
22 And I would hope that if this were to happen, that
23 in the future, you know, that -- and I know how
24 these things go. Kinda get your foot in the door

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2140 (cont'd)

25 Powder River - Eagle Butte.txt
kinda thing. The Badlands, the Oglala has lost a

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1 huge amount of land for gunnery ranges. You know, I
2 would just hope and pray that, you know, something
3 be taken into account that if one of the bombers
4 went down and there was debris scattered, you know,
5 that these things would be mitigated unlike the days
6 of old.

SA-20

7 So with that being said, I thank you for the
8 time. I didn't realize that this was like a hearing
9 or a public hearing. And for the most part, most of
10 the comments that I made were my own personal
11 comments and I'd like to leave them as such.

12 Again, thank you, Mr. Chairman, for this time.
13 Thank you.

14 CHAIRMAN KECKLER: Bryce?

2124 (part II)

15 MR. IN THE WOODS: We'll give the
16 Superintendent a new name. Windy Boy.

17 Again, greetings to the Air Force. And I
18 remember the Yakima Fire Center out in Washington,
19 we were out bullwhacking below a butte. It was
20 called Squaw Tooth Butte. I took offense to it and
21 some of the sergeants there were saying that.
22 "That's Squaw Tooth Butte up there." They told us
23 not to go up there.

24 But that night when everybody went to sleep, I
25 went up there. And it looked like a butte, but when

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2124 (part II
cont'd)

Powder River - Eagle Butte.txt

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1 you got on top, there was like a ten-foot drop, you
2 know, where it was probably a burial site and they
3 removed all the, you know, all the human remains on
4 that burial site.

5 That was my first being sitting there on that
6 butte that they called Squaw Tooth Butte. And I was
7 very offended to that.

8 And, you know, there's rivers coming through,
9 as Council LeCompte mentioned. Mni wiconi we call
10 it, water of life.

11 I was sitting hanbleca over here by Owl River.
12 We call this Owl River, but on the map they call it
13 Moreau River. And they call this wakpa Waste, Good
14 River. They call it Cheyenne River.

15 I was sitting up by Owl River in the vision
16 pit, and I could come up and there was a lot of
17 planes going by, a lot of commercial planes, and
18 there was a plane that went by that didn't make no
19 sound and it had a different shape and it wasn't a
20 B-2. I don't know what -- I thought it was a UFO
21 because it didn't make no sound. And a little while
22 later there was looked like an AWAC that was right
23 behind it. And when that went out of sight, then
24 there was another military plane that was following
25 that AWAC. It was a different type of plane,

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1 military, Air Force plane.

2 So I was kinda wondering, what -- what that --
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2124 (part II
cont'd)

Powder River - Eagle Butte.txt

3 that plane that didn't make any sound that went by
4 while I was on the hanbleca. Hanbleca is -- you can
5 call it a vision quest. And I was down here on a
6 hanbleca by the Good River. Again, I could see all
7 these contrails. And the thing about contrails and
8 what they're doing to the health of the American
9 people here, you know, they won't say it, but
10 there's a lot of respiratory all over this country.

11 I don't know if the Air Force polices the sky,
12 but there was a plane, an old silver plane that flew
13 low by the Good River and he started letting stuff
14 out. And to me, I wanted to know what is that
15 dumping out of his plane.

16 So the Air Force, you know, I believe you
17 probably do monitor probably I'd say illegal
18 activity that's affecting us here and close to our
19 waters. I witnessed that. Because you sit out
20 there, you know, for a couple days and nights so you
21 can see what's going by. And it's disturbing. It's
22 disturbing what's happening in our skies. And you
23 think you're in a rural area, but there's a lot of
24 things that are happening that are illegal. They
25 gotta get rid of waste, hazardous waste materials,

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1 and they're always looking, you know, to get rid of
2 that waste, whether it be nuclear or chemical or
3 others.

4 And I know about ordnance, too, because, you
5 know, we protected our ammo depot and one section
Page 78

NA-13

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November 2014**

2124 (part II
cont'd)

Powder River - Eagle Butte.txt

6 was, you know, nuclear weapons. That was kind of a
7 wake-up call to me because there was one area that
8 was covered, No Man's Land, you know, go in there,
9 whole herds of buff -- deer would get wiped out
10 because of the mines and stuff that are there,
11 spotlights. We were protecting that ordnance, and
12 there was nuclear and biological and chemical
13 weapons that the Army had.

14 So, you know, that's just to give you a
15 familiarity if you hear about our way of life and
16 the way that we go out and -- and we call it
17 hanbleca. It's crying for vision.

18 And on your Alternative A, the proposed action,
19 and Alternative B and Alternative C and then the
20 No-Action Alternative, a colleague asked are you
21 guys gonna have a public hearing. Because right now
22 to me, this is kind of like consultation now,
23 government-to-government. And if the public here in
24 this community -- because this is our hub, we view
25 it as our hub, if there's gonna be a hearing, public

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1 hearing to hear the people.

2 But the No-Action Alternative, what is the
3 majority of the response that you've had on
4 Alternative A, B, C, and the No-Action Alternative?
5 Can anybody answer that question? Do you have that
6 data yet or...

7 Is there a majority? Is there -- on the
8 responses on Alternative A and Alternative B and
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NA-9

NP-2

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2124 (part II
cont'd)

Powder River - Eagle Butte.txt

9 Alternative C and then the No-Action Alternative,
10 what is the feedback you're getting from these
11 hearings that you're holding, the comments that
12 you're taking? Because it sounded like when you
13 were in Dupree, you weren't doing it as extensively
14 as you are doing it now verbatim, but you were just
15 taking comments and then you were sifting through
16 those comments and then lining them up with what
17 alternative would have the majority. And to me,
18 that don't sound -- don't sound too good. Because,
19 you know, you hear the majority here that are
20 opposing it because of historical factors. Can you
21 answer that question?

NP-2

22 MS. DEVINE: We have had many commenters offer
23 their preferred alternative. So in other words,
24 just because the Air Force prefers Alternative A,
25 each of the alternatives is analyzed independently

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1 so that they can be weighed against each other. And
2 throughout the National Environmental Policy Act,
3 we're required to respond to comments that we
4 receive at these public hearings.

5 Our previous scheduled meetings under the
6 National Environment Policy Act was to get a feel
7 for what the public opinion was and also have them
8 offer other alternatives to the action. Does that
9 answer your question?

10 MR. IN THE WOODS: No. It sounded like a --

11 MS. DEVINE: A loop?
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2124 (part II
cont'd)

Powder River - Eagle Butte.txt

12 MR. IN THE WOODS: It sounded like a -- no, it
13 didn't really answer my question. I was just asking
14 that -- I know the Air Force is pushing Alternative
15 A, and I was just seeking if there was, from the
16 public comment, if the public was -- is not opposing
17 the Air Force like we're not but we're opposing, you
18 know, this altogether.

19 But the No-Action Alternative, is there more
20 public comments saying that just leave it as is?
21 Because I know that there are ranchers and farmers
22 here, you know, there's a story right there and my
23 colleague over here Ms. Ardys, we both represent the
24 area that this is gonna impact, Ziebach County, and
25 that's one of the poorest counties here in this

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1 country. And you hear colleague Merrie say that
2 we're interested in economic development and if
3 there was a bridge. We heard the Superintendent
4 mention the MOA or MOU, a bridge between the Air
5 Force and our Tribal government because of our
6 gunnery range over here, the ordnance where they
7 discriminately use live exercise on the
8 reservations. Some of the officers aren't aware of
9 that. You know, they did it in Pine Ridge and they
10 did it here, too, where they were using live, you
11 know, live exercise like the Yakima Firing Center.

12 And if there was some type of a -- like a
13 relationship that could be a
14 government-to-government relationship where -- you
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NA-11

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2124 (part II
cont'd)

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15 know, as part of an MOA, I think that would be a
16 route that I think some of our colleagues would like
17 to look at instead of being pushed to say yes or no,
18 you know.

NA-11

19 MS. DEVINE: Yeah, we actually have been in
20 contact with the Historic Preservation Council in
21 Washington, and they have recommended that they
22 participate with us in the Section 106 Consultation.

23 So NEPA is only a piece of the requirement for
24 the Tribes that are impacted, and we also have
25 involved in that the National Parks Service, the

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1 Forest Service, the U.S. Postal Service because they
2 all have cultural interest beneath the area.

3 MR. IN THE WOODS: I understand that real well.
4 And that's why we're talking today, is because of
5 those laws, and I'm very familiar. Otherwise there
6 would be no discussion here. You guys would be
7 continuing, you know.

8 And the discussion I'm trying to drive at is a
9 relationship with the Air Forces, Minot and
10 Ellsworth, to assist us maybe in some projects in
11 the form of -- I don't know. We look at national
12 disasters here and the Air Force helped us out, you
13 know. I know the Air Force has a lot of generators
14 and, you know, to power those batteries and stuff.
15 But any kind of help that would help us out in that
16 form, where we had that relationship where I believe
17 there is some surplus, could that be part of a

CU-4

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2124 (part II
cont'd)

CU-4

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18 discussion later on down the road. I know it's off
19 of the fly zone, but I'm just trying to say we
20 should bridge some kind of a gap here.

21 MS. DEVINE: I believe by establishing the
22 relationship with the Ellsworth Air Force Base
23 Tribal Liaison who has been appointed as Mr. George
24 Stone over here, he has been working with Mr. Vance,
25 and I think those are discussions that certainly

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1 should be brought up during that process.

2 MR. IN THE WOODS: Yes. Because maybe your
3 Tribal Liaison, which a lot of federal agencies are
4 getting now because of President Obama, the
5 Commander in Chief's directive to have all agencies
6 consult with Tribes and develop policy to consult
7 with Tribes, I'm glad that's happening. And maybe
8 we could talk about those, maybe some other issues
9 in the form of assisting each other on the ground.
10 That would be my comments, Mr. Chairman.

2141

11 CHAIRMAN KECKLER: Thank you. Is there any
12 other comments from the public? If not, I would
13 like to make a couple comments.

14 And, Council, I received this letter. It was
15 from Donna Ray dated December 2, 2010, and it was a
16 memo to -- actually it was to Robin and from Donna
17 Ray concerning the appointment request.

18 Apparently what had been happening, is
19 Mr. Vance and that office had been attempting to --
20 repeatedly trying to get the Air Force to come and
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2141 (cont'd)

Powder River - Eagle Butte.txt

21 meet with the Tribal Council since -- sounds like
22 since May of 2010, but due to some issues that have
23 been happening, that didn't happen.

24 And so this memo actually told that they were
25 coming. And then I went and I dug it up and I found

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1 it actually yesterday afternoon/evening. And it
2 was, according to the memo, it was to be a
3 government-to-government consultation and then there
4 was gonna be a hearing at the Cultural Center.

5 And, however, when Steve got -- talked to Steve
6 a little bit and -- Steve Vance, and determined that
7 I think it is important for us as part of the public
8 hearing to state our comments. I don't think --
9 there's nothing wrong with that. Because probably
10 what happened, it would have been at the Cultural
11 Center and nobody would have knew about it and, as a
12 result, there would have been no comments. And so
13 that's why I allowed this to occur.

14 My questions was, was a notice sent out -- this
15 can be for anybody -- was a notice sent out
16 advertising this hearing that was scheduled for
17 today? Because I haven't seen anything in any local
18 papers or notices other than that. And then the
19 response to that was, if the notice was sent out,
20 did it meet the requirements specified by law for
21 the hearing? Can somebody answer that?

22 MS. DEVINE: Mr. Arlin Whirlwindhorse was
23 scheduling these meetings for us as a Tribal

NA-9

NP-8

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2141 (cont'd)

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24 Liaison --

25 CHAIRMAN KECKLER: Okay.

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1 MS. DEVINE: -- for us. And I hope he offered
2 Mr. Vance for our assistance. We do not, we the Air
3 Force, do not feel that we have the right to make
4 the general public aware of meetings on the
5 reservation. So I tried to work with the Tribal
6 governments to determine their desires for public
7 notification. So the answer to the question, sir,
8 is no, to my knowledge.

9 CHAIRMAN KECKLER: Okay. Thank you. Steve?

10 MR. STEVE VANCE: (Speaking in Native Lakota)
11 In June I received -- I made contact with George
12 Stone. And this is where since that time we've been
13 trying to schedule a meeting. And when they say
14 government-to-government, that is you. You're that
15 government, governing body. We made comments and
16 stuff. They wanted to put up -- or schedule a
17 public hearing, at which time I was turned over to
18 another contact person and they just mentioned his
19 name, Arlin Whirlwindhorse, and we were trying to
20 get some material together for the public to view in
21 which these came out. There's some out here on the
22 desk -- or on the tables out here, some of the
23 information if anybody wants to pick them up.

24 This was in August. (Indicating) This is the
25 Environmental Impact Statement. This is in that CD

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1 that's in this little packet here. There's a -- in
2 the front cover here, there's a CD here. That has
3 all this information here. And I think that's what
4 some of you were questioning, is where is the EIS on
5 this. Well, it's in that little packet there.

6 But these here we got, oh, maybe a couple weeks
7 ago. They sent them in a box because the other
8 information that they had they said probably wasn't
9 relevant to get their message across. So Arlin sent
10 a box of these down.

11 We contacted KLND and we had them broadcast a
12 scheduled meeting, public hearing meeting that would
13 be at the Cultural Center. We had -- in November we
14 tried to set something up. Elections were out. We
15 felt this would be a good time because we have new
16 seating at Council. Because some of you, like I
17 said, have been involved in this for a couple years
18 already. So we figured this would be a good time to
19 get the new seated administration up to what has
20 been happening to the point of this Powder River
21 Training Complex.

22 So that was however many times KLND announced
23 it. I heard it several times on there. When the --
24 when the delegation got here, we were gonna meet up
25 to the Cultural Center and have public hearings up

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1 Powder River - Eagle Butte.txt
2 there until Council could allow a slot for Ellsworth
3 to come in and present. So we set up up there, and
4 then I got in contact with George Stone this morning
5 and he said they were on the other side of the
6 building here, on the BIA side. So I called Joe, we
7 shifted everything back to down here, and that's
8 where they had said 10 o'clock.

9 So again, like going back to
10 government-to-government, you are the government,
11 governing body here of the people. And I mentioned
12 that -- you know, some people can't make public
13 hearings. You know, the only contact they have is
14 whoever relays the information or what they hear on
15 the radio or what they read in the paper. This is
16 an opportunity for people in outlying districts from
17 Bridger to Blackfoot, you know, Glad Valley to
18 Swiftbird to hear their representatives speak on
19 behalf of them.

20 So I know a lot of people can't make it to, you
21 know, a lot of these hearings, and this is -- I
22 apologize for how short it was, but like I said, it
23 was -- the information that was delivered to us for
24 public input was this packet and we just got this,
25 like I said, a week and a half, two weeks ago. So,
you know, it is -- it was a pretty, you know, tight

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1 scheduling here because we figure with new
2 administration here, they're gonna take this back,
3 the CIS, because it is a draft, so they're gonna

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4 Powder River - Eagle Butte.txt
take this back, and they will come out with a
5 revised draft.

6 The original cutoff date was November 13th.
7 That went by. That's why they opened it back up
8 again for Cheyenne River to make their comments up
9 to January 3rd in writing. And here, you know,
10 basically a lot of it has been, you know, spoken
11 out. But after that, we have I believe -- what, 30
12 days? -- 30 days to comment on the revised draft.

13 So, you know, it's not cut in stone yet, but
14 yet again, you know, they do need to hear, you know,
15 from the public as to what their concerns of this
16 was.

17 So I just wanted to explain that. So if you
18 want to see the complete draft, it's in that little
19 booklet there with that CD in it.

2141 (cont'd)

20 CHAIRMAN KECKLER: Okay. Thanks, Steve. What
21 I'm guessing is probably gonna happen is that,
22 Council, we'll address this with our legal and we
23 will do a formal resolution or action concerning
24 this and that will be -- you guys will receive that
25 via resolution coming in to -- on our action

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1 concerning this.

2 But at this point, I think this kinda ends
3 the -- this part of the... But, Council, I sure
4 appreciate you guys for coming. If there's any
5 closing comments, you're sure welcome to come up.

6 HEARING OFFICER GREGORY: I'll just make a

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7 Powder River - Eagle Butte.txt
8 brief closing remark to wrap up the formal part of
9 this.

10 First, I would just say as a legal adviser, the
11 law prohibits me from acting -- as a Hearing
12 officer, the law prohibits me from acting as a legal
13 adviser to the Air Force representatives or from
14 getting involved in the proposal, but I will say
15 that each of your comments, questions, concerns
16 become a part of the record and will be considered
17 by the decision-makers.

18 I also apologize for any confusion regarding
19 the nature of today's hearing, and I'm sure the Air
20 Force representatives at the appropriate level will
21 be looking into that.

22 Just to reiterate, this is not the end of the
23 opportunity to make comments on this. You can
24 submit written comments at any time during the
25 process, but the deadline I have now is January the
3rd, 2011, but I heard mentioned earlier that may be

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1 extended. I'm sure you will be formally notified if
2 that is.

3 A few of you mentioned you'd like to see a copy
4 of the Final EIS. If you'd like a copy, please let
5 one of our representatives know and they'll be happy
6 to provide a copy for you by mail.

7 And with that, I'll conclude this part of the
8 hearing and turn it back over to you, sir.

9 CHAIRMAN KECKLER: Thank you very much. Thanks

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10 Powder River - Eagle Butte.txt
11 for coming.

12 At this point we will recess for lunch, and we
13 will come back at 1:30 and begin with the other
14 business. Thank you.

15 (The Powder River Training Complex Hearing
16 adjourned at 12:30 p.m.)
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24
25

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1 STATE OF SOUTH DAKOTA)
2 COUNTY OF MEADE) SS. CERTIFICATE

3

4 I, Teresa L. Fink, Court Reporter and Notary
5 Public, South Dakota, certify that the forgoing Pages 1
6 through 99 are a true and correct transcription of my
7 stenographic notes.

8 I further certify that I am not related to,
9 employed by, or in any way associated with any of
10 the parties to this action, or their counsel, and
11 have no interest in its event.

12 Witness my hand and seal at Summerset, South

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November 2014**

13 Powder River - Eagle Butte.txt
13 Dakota, this _____ day of _____, 2011.

14

15

16

17

Teresa L. Fink, RMR
Registered Merit Reporter

18

My Commission Expires: 4-29-2016

19

20

21

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25

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1.7 AGENCY/ORGANIZATION/COMPANY LETTERS

Bracketed scans of agency, company, and other organization letters, as applicable, are provided in this section.

**Final
November 2014**

3001

To: Ms. Linda De Vine
From: Bowman North Dakota County Commissioners
Subject: Powder River Training Areas

We the undersigned Bowman County Commissioners and Auditor are very concerned about the proposed final impact draft presented at the public hearing, in Bowman, North Dakota, September 22. Bowman would be directly under Powder River Area 3.

With the Energy sector expanding in our area, we are in the process of building a new airport to accommodate these corporations and associated businesses.

Energy growth, small businesses, and agricultural commodity production are essential for the survival of our community. The expanded training areas would greatly impact this potential!

We hope the final recommendations include raising the Area 3 floor to 10,000' MSL, which would greatly REDUCE the impact to our flight operations.

Alternative C would be our next choice associated with the Powder River proposal.

In conclusion, we hope these recommendations and concerns are considered in the final Powder River Impact study. Thank you for your attention.

SO-10
SO-6
DO-4

County Commissioners:

Bill Bowman
Rick Braaten
Kenneth Steiner
Pete Alban
Lynn Brochel

Auditor:

Jandra K. Jaska

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November 2014**

3002

FROM : DAKOTA RURAL ACTION

FAX NO. : 605 697 6230

Jan. 20 2011 05:29PM P1



P.O. Box 549
Brookings, SD 57006
Tel 605.697.5204
Fax 605.697.6230

DRA West
1719 W. Main St., Ste. 303
Rapid City, SD 57702
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1/20/11
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Langley AFB, VA 23665-2701
Fax: (757) 764-1975

Dakota Rural Action is submitting these comments on behalf of our over 900 members. We have serious concerns about the proposed expansion of the Powder River Training Complex. Including:

- The reduction of the ceiling to 500 feet;
- The increased use of chaff and flares and the problems they may cause for cattle and wildfires;
- The impacts of low flying on agricultural applicators, wind energy development and the health of livestock;
- The impacts of high speed, low flying aircraft on agricultural chemical drift;
- The process the Air Force will use to determine and deal with damage claims. It's preferred if local government is the mechanism used to deal with these issues.

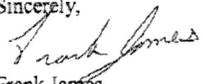
Reducing the ceiling will have severe impacts on agriculture, the dominant industry in the region. Low flying planes will spook cattle, put producers working around the livestock at risk and cause concern for those applying agricultural chemicals. The Air Force has given these concerns little attentions claiming they won't fly when there are agricultural activities happening. However, agriculture happens every day of every year and more attention is needed in addressing these concerns.

The increased uses of chaff and flares causes many concerns mostly surrounding the release of foreign materials onto private land and the impacts of these materials on the land and property. Fire from the flares is one of the most important concerns.

The process the Air Force will use to mitigate and deal with damage claims is also a concern. This process should really upon the local government agencies to determine the proper solution rather than an Air Force Committee.

Thank you for this opportunity to comment.

Sincerely,


Frank James
Dakota Rural Action
Director

PN-4
SA-5/BI-5
SO-12
SO-2
SO-12
SO-2
SO-13
SA-5
SO-12



Recreational Aviation Foundation
John McKenna, Jr., President

November 23, 2010

Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Subject: Draft Environmental Impact Statement for Powder River Training Complex

Dear Ms. Devine:

The Recreational Aviation Foundation (RAF) is a national organization with over 2000 supporters representing all fifty states. One of our missions is to promote aviation safety for recreational pilots.

The RAF is in support of proper training of our armed forces. However, what is proposed in regard to the expansion of the Powder River MOA is unacceptable. Public safety is compromised, especially with the lack of adequate radar coverage and communication. The RAF recommends that serious consideration be given to using the MOAs nearer the air bases from which the planes will be flying, not increasing the risk to Montana pilots and their passengers with low level bomber flights. The "see and avoid" concept does not work with the rapid closure rates that will occur. The sheer size of the proposed MOA expansion could encourage pilots to fly through enroute to their final destination.

AM-3
PN-2
SA-7

Another mission of the RAF is to expand recreational opportunities for pilots. This entails the building of airstrips where there are recreational attributes. The RAF is concerned that if and when the organization wishes to build an airstrip under the MOA, there will be opposition from the MOA administrators.

SO-10

Being familiar with the proposed expansion area, I know there are numerous ranchers who use their small aircraft to inspect their cattle and check stock water facilities. They are not in a position to account for low level, high speed training aircraft over their land. Once again, this proposal puts others at risk.

SA-9

On behalf of the RAF, I urge you to delay the Powder River MOA expansion until all the concerns of Montana's aviation community have been resolved to the satisfaction of all concerned parties.

Sincerely,

John McKenna, Jr, President
Recreational Aviation Foundation

Cc: Senator Max Baucus
Senator Jon Tester
Congressman Denny Rehberg

**Final
November 2014**



RE: Proposed Buffalo Powder River MOA

Air Dakota Flite, Inc. in Hettinger, ND (HEI) has been in business for over 40 years. We are a FBO, with crop spraying as the mainstay of our business. For several different reasons, we would consider a MOA in our area to be a hardship to our business.

Our first area of concern is with crop spraying. Currently, our trade area for spraying is a radius of 80-100 miles from Hettinger, more north, east, then west, least to the south. We maintain 500' AGL when flying to and from fields, then lower for actual spraying. When our sprayers are loaded, they are near gross weight. Right now our concerns are wind and visibility. With a proposed MOA, our concerns are significantly increased. In the 1980's, there was a bomber route through our area using B52s and some fighter jets. B52s were relatively easy to spot, but even then, there were times, that our spray pilots had to change course in order to feel safe. It is also our concern that B1s and B2s will be more difficult to see by our pilots. Unseen aircraft, a loaded spray plane and the wake turbulence could add up to a major problem.

SO-2

SA-7

With our general aviation we have a couple concerns. The first involves our local pilots. Many of them are "Sunday fliers" or pilots who are generally out enjoying the country only during nice weather conditions. So, a MOA would seriously curtail their activity. A local businessman flies routinely, and it would be difficult to schedule his flying with a MOA. In Hettinger, we have a fairly active medical center. We have an average of 1-2 flights per week, bringing doctors to our clinic. These flights mainly use instrument approach and come even in adverse weather conditions. Most of this charter traffic comes from Bismarck, ND, but we do have one doctor that routinely flies in from Rapid City, SD. During the past 6 months, we have also seen an increase in air ambulance flights with an average of 2 per month. We feel that a MOA could affect our general aviation and the interest that is now enjoyed.

SO-5

Likewise, any transient flights to our airport will be seriously curtailed with a MOA. Pilots flying through our area are more likely to check the maps and decide to stay clear of our area. Our business will be reduced from lack of pilots using our facilities, fuel sales, etc. Our community also will lose business.

SO-6

Another area of concern involves our current and future pilots. In the past 30+ years, we've had an area north of Hettinger that we use for our flight instruction, a practice area for our students. If this area is listed as a MOA, we feel that it will deter the general public from checking into flight instruction. It would be difficult to concentrate on learning or instructing if you are worried about military traffic in the area.

SO-26

Serving The West River Area

**Final
November 2014**

3004

As a part of our business, we fly an aerial survey for wildlife. This is done for ND Game & Fish Department and we fly Adams, Bowman and Hettinger counties for antelope and deer count. This is a low level flight and as a pilot, you are watching the ground for animals, not the skies for military aircraft.

SA-8

ADFI pilots also have a low level flight for highline patrol. Again, the pilots concern is looking at high lines, not for other low level traffic. A MOA would make our low level flights more dangerous to our pilots. Therefore, this is a great concern for us.

Another low level flight for us is our oil pipeline patrol. Our pilots fly this patrol at 500' AGL and below and are constantly looking downward for any oil leaks and or obstacles. They follow a marked area (trench line) that twists, turns, up and over hills, rivers, around train tracks that spans about 1200 miles of pipeline in southwest ND. We are dependent on weather for this flying and therefore do not follow any set dates. We fly Monday through Sunday, sun up to sun down. Many times, in past years, as with spraying, our pilots flying this pipeline have had to take actions to avoid military jets. Again, a big concern for us!

SA-7

Last, but not least, I am concerned about the possibilities of a wind farm near Hettinger. There has been land leased for the past 4 years north of Hettinger and north of Gascoyne for the expressed purpose of a wind farm. So, the possibility of having renewable energy developed in our area is a distinct probability. The major hold up right now is that more investors are needed before the wind farms can proceed. I feel that having a MOA in our area would basically halt any renewable energy development in this area.

SO-17

I recently attended an informational meeting at Bowman, ND. I met with Linda DeVine and feel that it was a good discussion. She told to resubmit our concerns at this time. I would like to see the ceiling for the proposed MOA be higher than 500 ft. It would be nice if there were established routes, so we would know where to be watching. There are a lot of questions that we still feel need to be addressed. We truly fee that this would be a hardship for our business and to our local flight traffic. At this time, with the information we have, we are opposed to a MOA in our service area.

GE-2

Sincerely,



P.S. Are there any plans to have an informational meeting in the Hettinger, ND area? Also, I would appreciate some sort of response so that I know my letter has been received. My phone number is [REDACTED]



3005



November 10, 2010
Sent via Federal Express

Ms. Linda Devine
HQ ACC/A7PS
129 Andrews St. Room 337
Langley AFB, VA 23655-2769

RE: POWDER RIVER MILITARY OPERATIONS AREA

Dear Ms. Devine,

Please accept this correspondence as Allegiant's official comment on the proposed expansion of the Powder River Military Operations Area (PRMOA).

Allegiant Air currently offers non-stop, commercial air service to Bismarck, North Dakota from two destinations located in the Southwest region of the United States. It is our contention, based on a review of the Environmental Impact Statement provided by the United States Air Force, that the proposed expansion of the PRMOA will have a significant impact on our current flight operations.

Specifically, we have identified two general areas of concern with respect to the expansion. First, the expansion of the Powder River Military Operations Area raises serious safety concerns. Second, the expansion raises concerns about the efficiency of Allegiant flight operations to Bismarck.



8360 S. Durango Drive · Las Vegas, Nevada 89113 · 702.851.7300 · 702.851.7301 · allegiant.com

At Allegiant, the safety and well-being of both our passengers and crew is paramount. Thus, developments that present a safety risk are taken very seriously. Accordingly, we are concerned about the safety risks inherent in the proposed expansion. No doubt the increased presence of high-speed military aircraft in close proximity to flight paths of civilian aircraft increases the risk of such a mid-air collision. Admittedly, while the risk itself may be small, any increase in such a risk presents a significant concern. Further, the aforementioned risk is magnified by the fact that pilots may be precluded in certain situations from flying under instrument flight rules, thereby further increasing the risk.

SA-1

Additionally, civilian aircraft risk encountering increased air turbulence caused by wake vortices from large military aircraft. While the risk of injuries resulting from such turbulence may be low, turbulence is uncomfortable and generally frightening for both passengers and crew members.

SA-7

With respect to operational concerns, we believe that the expansion of the PRMOA will have a negative impact on the efficiency of each flight to and from Bismarck. Specifically, the increased size of the PRMOA airspace would require pilots to dramatically alter their flight path, resulting in both time and cost inefficiencies. For example, a pilot landing at BIS would be forced to fly around the area completely, or fly above the area and then descent rapidly once the aircraft was clear of the PRMOA. Similarly, a pilot departing BIS to an Allegiant destination would be forced to maneuver around the PRMOA, or rapidly ascent after take-off in an effort to get above PRMOA airspace. Consequently, Allegiant would incur substantial increases in fuel charges driven by a substantial decrease in flight efficiency.

SD-8

SD-7

Further complications will arise when the PRMOA is active. During military operations, Allegiant pilots may be required to operate under visual flight rules (VFR). In inclement weather, or at times when visibility is low, Allegiant would have no choice but to take delays as flying in such conditions under VFR is prohibited. Delays to Allegiant aircraft result in significant costs to the company in terms of both revenue and reputation.

SD-8



Should the expansion of the PRMOA occur as designed, Allegiant would be forced to reevaluate its current flight schedule to BIS, and may ultimately determine that continued service of the market is no longer feasible in light of increased costs and decreased efficiency. Naturally, this would be a significant detriment to both the Bismarck airport and community.

SD-10

Allegiant understands the need for adequate military training areas and respects the arduous and dangerous work the men and women serving in our Armed Forces perform on a daily basis. Further, Allegiant is a proud member of the Civil Reserve Air Fleet and enjoys the privilege of providing charter aircraft for the Department of Defense. Nevertheless, Allegiant believes the unprecedented expansion of the PRMOA will have a negative impact on Allegiant Air and the Airline industry serving BIS as a whole. Accordingly, Allegiant respectfully requests that the Air Force reconsider its proposed expansion and adopt the "No Action" alternative until a more suitable alternative is identified.

GE-2

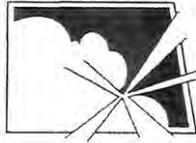
Once you have had an opportunity to review the foregoing, please contact me with any questions, comments, or concerns. In that regard, I look forward to working with you.

Sincerely,



E. Keith Hansen, Esq.
Manager- Airport Planning
Allegiant Air





NORTH DAKOTA
Atmospheric Resource Board
A DIVISION OF THE NORTH DAKOTA STATE WATER COMMISSION

November 10, 2010

Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 317
Langley AFB, VA 23665-2769

Subject: Comments on the Draft Environmental Impact Statement for the Powder River Training Complex

Dear Ms. DeVine:

The North Dakota Atmospheric Resource Board (NDARB), a division of the State Water Commission, is charged with the regulation of weather modification (cloud seeding) activities in the state of North Dakota. Each summer, the North Dakota Cloud Modification Project (NDCMP) conducts airborne cloud seeding operations to enhance rainfall and suppress damaging hail in convective clouds from June through August. Flight operations are conducted 24/7 on an as-needed basis, with total flight hours ranging from 85-145 hours per season. Both project aircraft are based at the Bowman Municipal Airport in Bowman, ND.

The NDCMP currently includes Bowman and part of Slope County (District 1), which lie under the PR-3 expansion of the PRTC. Also, Gaps B and C MOA/ATCAAs adjacent to PR-3 are in close proximity to the operational area of the NDCMP. NDARB is concerned that PRTC operations may impair NDCMP cloud seeding aircraft from carrying out their missions.

AM-13

The NDCMP has a significant impact on the local agricultural economy. A 2009 economic evaluation shows that cloud seeding operations in the area affected by the PRTC proposal contribute \$3 million annually in additional crop revenues and \$9.2 million in gross business volume.

50-28

PRTC Flight Operations

The draft EIS recognizes weather modification and cloud seeding as an affected activity in the proposed PRTC in several sections. The general recommendation for resolution of any conflict between NDCMP and USAF aircraft when the PRTC MOA is active is stated in Chapter 4.9.3.1.2:

“For non-emergency flights, such as fire reconnaissance, U.S. Fish and Wildlife (USFWS) surveys, Angel flights, and cloud seeding, the pilot could coordinate with

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November 10, 2010
Page 2

Ellsworth AFB to work to deconflict military operations. Weather modification flights need to respond rapidly to cloud formation and other meteorological conditions. Notification to Ellsworth AFB of the reasonable possibility of cloud seeding operations and notification of when and where cloud seeding was occurring would permit the Air Force to deconflict training missions.”

Weather modification aircraft operations are primarily conducted under Visual Flight Rules (VFR) below FL180, however, Instrument Flight Rules (IFR) clearance is occasionally requested for “top-seeding” flights, which are typically conducted between FL160 and FL240. The draft EIS indicates that civil aviation would not be prohibited under VFR conditions even when the MOA is active, and that civil and military aircraft would operate under VFR see-and-avoid rules. IFR flights, however, would be prohibited when the MOA is active, a potentially significant impairment to effective cloud seeding operations.

This raises two questions:

- Will prior notification of Ellsworth AFB regarding active weather modification seeding flights in PRTC PR-3 deconflict the affected area under an active MOA to the extent that IFR cloud seeding flights are allowed?
- Will prior notification of Ellsworth AFB regarding active VFR weather modification seeding flights in PRTC PR-3 deconflict the affected area, or will civil and military aircraft operate under VFR see-and-avoid rules in the cloud seeding target areas during seeding operations?

AM-13

The proposed schedule for PR-3 Low/High MOA and PR-3 Low ATCAA is Monday-Thursday, 0730-1200 and 1800-2330 Local, and Friday, 0730-1200 Local. The expected daily use is three hours (MOA) and four hours (ATCAA) per day, respectively and 240 days per year. This constitutes a significant amount of time where USAF and NDCMP aircraft could be operating simultaneously.

Cloud seeding flights have been historically lower in number during the morning hours. This is primarily due to atmospheric stability that sets up overnight into the morning in a normal diurnal cycle. As the day progresses, surface heating begins to destabilize the atmosphere making the onset of convective clouds and precipitation much more likely. One way to significantly deconflict USAF and cloud seeding flights would be for the USAF to use PR-3 primarily during the morning block of scheduled time, as the likelihood of thunderstorms and cloud seeding flights is much greater during the

AM-13

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Page 3

afternoon and evening hours. Figure 1 shows recent NDCMP aircraft departure times by hour. The trough in seeding activities occurs from the early to late morning hours.

AM-13

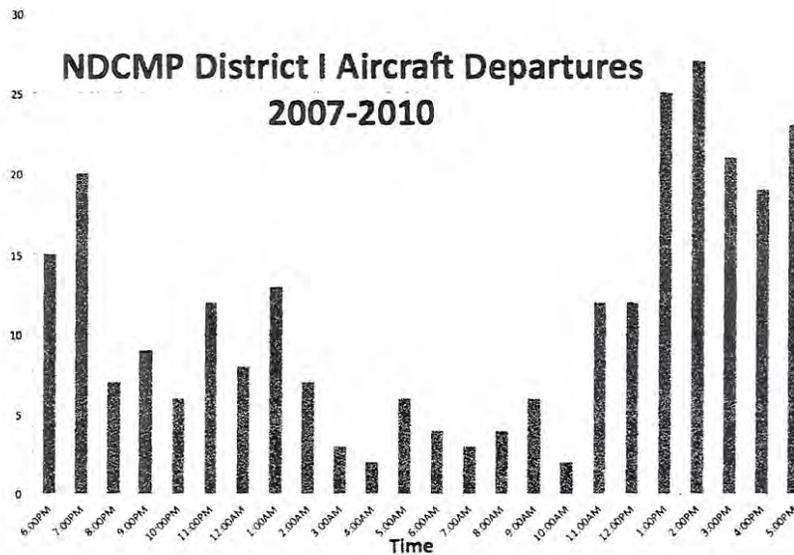


Figure 1. Total aircraft flight departures by hour for the seasons 2007-2010.

Radar Countermeasures

The draft EIS outlines in section 2.4.6.1 the planned use of chaff as a countermeasure to radar detection. The chaff fibers are said to vary in length from 0.3 to 1.0 inch. NDARB operates a C-band (5 cm wavelength) radar at the Bowman Municipal Airport to assist with weather detection and cloud seeding flight operations logistics. Chaff fibers of 1.0 inch (2.54 cm) are ideal for jamming 5 cm wavelength radar. Thus, it is entirely plausible to suggest that use of chaff during PRTC training exercises would produce high reflectivity radar echoes, which could be detected by the Bowman radar and not associated with clouds or precipitation. Further, prior research (Arnott et al., 2004) indicates that military chaff has very slow terminal fall speeds and can persist in the atmosphere for long periods, deposited many miles downwind. The draft EIS recognizes that chaff can be “detected by improved FAA radars, so to ensure that no chaff cloud

SA-16

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interferes with ATC, chaff would not be deployed within 60 NM of airport approach radars.”

- Due to the importance of radar during cloud seeding operations, will the USAF forgo the use of chaff within the same 60 NM range of the Bowman radar as it proposes with FAA radars?

] SA-16

The proposed actions by the USAF regarding cloud seeding operations in southwest North Dakota help to mitigate concerns that PRTC activity would severely impair those operations. Further, proposed actions indicate that the USAF is willing to cooperate with existing users of the affected airspace so that all missions can be accomplished. However, NDARB requests further consideration of the aforementioned issues to ensure that this important and long-standing program can continue to be effective.

] GE-11

Thank you for the opportunity to comment on the draft PRTC EIS. If I can provide further information, please feel free to contact me at 701.328.2788.

Regards,



Darin Langerud
Director, NDARB

References:

Arnott, W.P., A. Huggins, J. Giles, D. Kingsmill, and J. Walker, 2004: Determination of radar chaff diameter distribution function, fall speed, and concentration in the atmosphere by use of the NEXRAD radar. *Desert Research Institute*, Reno, NV, 30 pp.

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November 2014**

3007



BP Wind Energy, NA Inc.

700 Louisiana Street,
33rd Floor
Houston, Texas 77002

713-354-2100

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB
VA 23665-2769

November 11, 2010

Dear Ms. DeVine,

On behalf of BP Wind Energy I am pleased to have the opportunity to submit comments for the record regarding the draft environmental impact statement that analyzes potential impacts of the proposed Powder River Training Complex.

BP is a company that invests in the most diverse energy portfolio in the industry. In the last five years, we have invested approximately \$35 billion in the U.S. to increase existing energy sources, extend energy supplies and develop new, low-carbon technologies. With that investment have come needed jobs, a strengthened U.S. industrial base, export opportunities for U.S.-manufactured goods as well as property and other tax payments to communities and royalty payments to farmers, ranchers and other land owners.

Today, BP Wind Energy is one of the leading wind developers in the U.S. with a portfolio that includes the opportunity to develop some 60 projects across 22 states. In South Dakota we operate the Titan 1 Wind Farm in Hand County from which NorthWestern Energy, an investor-owned utility and one of the largest providers of electricity and natural gas in the northwest quadrant of the U.S., purchases the energy generated under a long-term power purchase agreement. The Titan 1 Wind Farm is part of a large wind complex that has the potential to be built out to over 5,000 megawatts which would make it the largest wind farm in the world with a capability to provide clean, renewable power to over 1.5 million average homes in America. In Wyoming and North Dakota we have the potential to develop further wind facilities.



Wind energy is an important national resource. It is domestic, inexhaustible, clean, and affordable. Wind energy is important for our national security, energy security and economic security. But, if we don't quickly develop a better system for engaging with federal agencies on airspace issues that includes the opportunity to work with the Defense Department and the military service branches to develop mitigation measures and reach compromise, wind projects will continue to be imperiled and the nation will fail to meet its energy goals.

GE-11

The wind energy industry understands as paramount the protection of national security and recognizes, of course, that in some instances, depending on location, wind farms can impact military operations. Very often those concerns can be addressed without compromising either national security or renewable energy goals. Decades of experience in developing wind farms in the US and around the world have demonstrated that wind energy development and military training can, and do, coexist. The key is transparency and cooperation.

Over and above the capital investment, BP's wind projects pay out \$6 million annually in royalty payments to some 400 landowners. In addition, we have employed nearly 3,000 workers during the construction of our projects, created over 130 full time jobs to monitor and maintain the wind farms and BP Wind Energy pays in excess of \$9 million every year in property taxes across 8 states.

SD-17

Wind energy investments represent a long-term "win-win" opportunity for BP Wind Energy and the States of South Dakota, North Dakota, Wyoming and Montana, their communities and private landowners. The very significant modification of existing Air Force training airspace proposed in connection with the expansion of the Ellsworth Air Force Base would seriously impede future investment in the development of wind power in the region, and would threaten the region's ability to realize its full potential as a key producer of clean, renewable wind energy for the nation.

BP Wind Energy stands ready to work together with the Air Force and all other stakeholders to preserve both wind energy development opportunities and the military mission assigned to Ellsworth Air Force Base. Many thanks for your consideration of these comments and we would be delighted to address any further questions or comments that you may have.

GE-11

Sincerely,



Larry Folks
Chief Development Officer
BP Wind Energy



**Crook County Land Use Planning & Zoning Commission
P.O. Box 37
Sundance, WY 82729**

**Jeanne Whalen
Chairman**

**Nels J. Smith
Vice-Chairman**

November 4, 2010

Ms. Linda DeVine, Program Manager
ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2701

RE: Draft Powder River Training Complex (PRTC), Ellsworth Air Force Base, South Dakota,
Environmental Impact Statement (EIS) – August 2010

Dear Ms. DeVine:

Thank you for the opportunity to submit comment on the PRTC Draft EIS.

Crook County again reiterates its support of the United States Air Force (USAF) in its vital efforts to maintain homeland security and defend the nation. We recognize and support the important role that Ellsworth AFB plays and understand the goal to upgrade and expand operations so as to optimize resources and training opportunities.

The proposed action, Alternative A, appears to address several of our initial concerns. We strongly support flares being restricted in release altitude to above 2,000 feet above ground level (AGL), and the flares not being deployed during extreme fire conditions. The release altitude restriction should help to minimize fire risk from flares hitting the ground that are still burning. When an accidental deployment or malfunction does occur, however, there needs to be full disclosure and immediate action taken to protect county resources.

SA-5

We also support the procedure regarding emergencies that requires unimpeded access to and from the airspace, and the promise that, in an emergency situation, the military aircraft will avoid the affected area, move into another active airspace, or return to base in accordance with the agreed-to procedures.

SA-19

We remain very concerned about potential adverse impacts to historic uses in our county. Crook County's economy is based in natural resource related activities (ranching, mining, logging, recreation). The ability of private property owners to utilize their land and resources remains crucial to the area's economic stability. If the proposed action directly or indirectly prevents, impedes or delays economic development in Crook County, such as wind farms, mineral/energy exploration and/or extraction, communications towers, or historic economic activities, actions

SO-22

SO-17

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should be taken on the part of the USAF to work directly with Crook County to mitigate those impacts.

] SO-17

We are also concerned about a disruption in important commercial and private aircraft use during the large force exercises (LFE). Close coordination is imperative for all affected entities, to address safety and other concerns.

] SO-6

The one-month notice in advance of an LFE should be adhered to, and we expect that, when properly notified, the USAF will continue to respect reasonable temporary or seasonal avoidance areas, such as for special ranch operations.

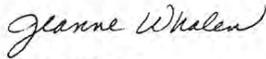
] NO-10

We support close coordination between the USAF, Crook County and other affected communities so that impacts can be minimized and the benefits of an expanded training complex can be realized. We urge the USAF to establish a direct communication connection to Crook County so that accurate information and important feedback can be exchanged in a timely manner. Monitoring and evaluation of the proposed action should be ongoing and **must** include input from local communities.

] GE-11

We look forward to being contacted to establish a direct line of communication with you.

Sincerely,



Jeanne Whalen
Chairman

*Final
November 2014*

3009

BOARD OF COUNTY COMMISSIONERS
PO BOX 315***214 PARK STREET
EKALAKA, MONTANA 59324

PHONE (406) 775-8749

FAX (406)775-8750

EMAIL cccomms@midrivers.com

December 30, 2010

Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 317
Langley AFB, VA 23665-2769

Dear Ms. Linda DeVine,

The Carter County Board of Commissioners would like to comment on the expansion of the Powder River Training Complex.

First, the Montana Governor, Senator and Head of the Department of Transportation do not believe there is "any thing in it for Montana", we disagree. Besides the many Montana troops serving in the Persian Gulf area, of which you provide air support for, Eastern Montana has some of the largest energy deposits in the world. Powder River and Rosebud Counties are sitting on one of the largest coal deposits in the world. Fallon, Dawson, and Richland Co are in the oil rich "Bakken" formation. Possibly more oil than the Middle East. As the world energy supplies continue to deplete, these reserves will surely look better and better to foreign countries. Without a viable air force to help protect these reserves of energy it will be all the easier for a terrorist from a foreign country to gain control. Therefore, along with protecting our troops, we feel there is something in it for Montana.

GE-1

Everyone is worried about the congestion of aircraft if the airspace is expanded. Most of Carter County has been used as a MOA every since World War II, without one near miss or mid-air collision. Expanding the airspace would only take some air traffic away from our area and spread it out over almost three times the square miles. The one concern we have is the lack of radar and radio coverage in the area. We understand, private and commercial aircraft would not be able to fly IFR through the area while the

AM-3

3009

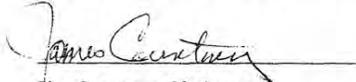
MOA is in use. Would the Air Force be willing to work with the FAA and place some badly needed radio and radar equipment in the area to help solve some of these problems?

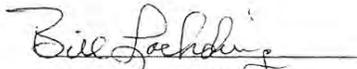
AM-3

The Board of Carter County Commissioners is a three man board, we are all landowners and ranchers. Our prospective as landowners and ranchers is that there has been very little, if any, problem from these aircraft. If anyone has a problem, all they have had to do is call Ellsworth Air Force Base and ask to have their ranch put in a no fly zone. There are some ranchers who have asked to have this done during calving, lambing or other sensitive times for livestock; it has only taken one phone call to accomplish this.

LU-7

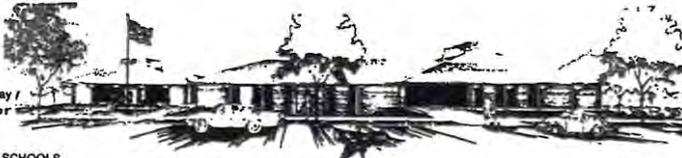
We feel the benefits to the Air Force will out weight the sacrifices to the area affected, and are in favor of expanding the Powder River Training Complex.


Jim Courtney, Chairman


Bill Loehding, Member

Steve Rosencranz, Member

3010



COMMISSIONERS
Box 846 - Phone 778-7107
Donald Rieger, Chairperson, Ismay /
Deb Ranum, Baker
William L. Randash, Baker

CLERK & RECORDER/SUPT OF SCHOOLS
Brenda J. Wood
Box 846 - Phone 778-7106

COUNTY ATTORNEY
Albert R. (Rich) Batterman
Box 1075- Phone 778-3006

JUSTICE OF THE PEACE
Nicole Brown
Box 846 - Phone 778-7128

FALLON COUNTY
BAKER, MONTANA 59313

CLERK OF COURT
Jeraldine Newell
Box 1521 Phone 778-7114

SHERIFF/CORONER
Tim Barkley
Box 899 - Phone 778-2879

TREASURER/ASSESSOR
Faye M. Koenig
Box 787 - Phone 778-7109

COPY

RESOLUTION 11-05-10
RE: OPPOSITION TO THE PROPOSED POWDER RIVER MOA EXPANSION

WHEREAS, the Fallon County Commission is empowered, by Section 7-5-2101, MCA, to manage the business and concerns of Fallon County, Montana, as the Commission determines to be in the County's best interest;

WHEREAS, the Fallon County Commission has been notified of a proposed expansion to the Powder River MOA that will encompass an area including all of Fallon County;

WHEREAS, the proposed MOA expansion will adversely impact Fallon County's economic development. It will limit the development of the local air corridor, regularly ground commercial and private aviation, interfere with local industry by increasing flight times and travel expense, and interfere with local agricultural operations and property;

WHEREAS, the proposed MOA expansion will adversely impact Fallon County's environment by increasing noise pollution and visual pollution, jeopardizing livestock herds and populations of wild game;

WHEREAS, the proposed MOA expansion will adversely impact Fallon County's aviation safety by jeopardizing private pilots unused to dealing with military aircraft and protocols;

WHEREAS, Fallon County lies within a mineral-rich area, the continued development of which depends upon not unduly restricting local business operations;

WHEREAS, the costs of the local and regional impacts caused by the expansion of the MOA will far exceed than the proposed \$8.5 million in savings realized by the U.S. Air Force.

NOW, THEREFORE IT IS HEREBY RESOLVED, that the Fallon County Commission hereby declares its opposition to the proposed expansion of the Powder River MOA, and urges the rejection of the U.S. Air Force's expansion plan.

SO-7

LU-2

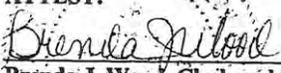
BI-4

SA-7

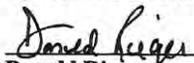
SO-17

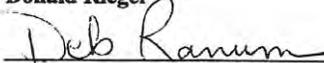
GE-2

Dated this 5th day of November, 2010.

ATTEST:

Brenda J. Wood, Clerk and Recorder

FALLON COUNTY COMMISSION


Donald Rieger


Deb Ranum


William Randash

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10-28-2010

PLEASE PRINT

Based on the information available, the Board of Adams County Commissioners
oppose the proposed expansion of the Powder River Training Complex. Attached to this
comment sheet is a resolution, which was approved by the Commission at their special
meeting on October 28th, 2010.

GE-2

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Howard Nelson, CHairman
ORGANIZATION:	Adams County
ADDRESS:	PO Box 589 602 Adams Ave
CITY/STATE/ZIP:	Hettinger, ND 58639

Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: CD (electronic format) hard copy format
No, please do not include me in the mailing list for distributing the Final EIS. I do not wish to receive an EIS or further information.

PLEASE NOTE: This Draft EIS is provided for public comment in accordance with the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) NEPA Regulations (40 CFR §§1500-1508), and 32 CFR §989, Environmental Impact Analysis Process (EIAP).

The EIAP provides an opportunity for public input on Air Force decision-making, allows the public to offer inputs on alternative ways for the Air Force to accomplish what it is proposing, and solicits comments on the Air Force's analysis of environmental effects.

When making an oral comment, please clearly state your name and the name of the organization, if any, which you are representing before you begin your comments. Please do not provide any other personal information, such as your home address and phone number when making an oral comment. Your oral comments will be used to develop a transcript and permanent record of this meeting. This transcript will be published in the FEIS. If you would like a copy of the Final EIS or other associated documents, you may state that on a written comment card or add your name and address to the mailing list.

Providing personal information is voluntary. If you choose to not provide personal identifying information, your comments will be given the same weight and consideration as any other comments submitted. Private addresses provided will be compiled to develop the mailing list for those requesting copies of the Final EIS. Only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EIS.

Please hand this form in at a public hearing or mail before November 13, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

**UNITED STATES AIR FORCE POWDER RIVER TRAINING COMPLEX
RESOLUTION**

WHEREAS, The United States Air Force and Ellsworth Air Force Base is proposing an expansion to its Powder River Training Complex, and

WHEREAS, there is concern among the citizens of Adams County and the Board of County Commissioners regarding the safety of the citizens if the expansion is approved, and

WHEREAS, the expansion has the potential to endanger the local pilots and aircraft that regularly fly within the airspace in Adams County for ranching and agricultural purposes, and

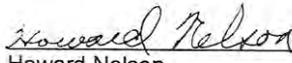
WHEREAS, because the citizens of Adams County enjoy the safety and tranquility that comes with the lack of population in our area, and

NOW, THEREFORE, BE IT RESOLVED, that the Adams County Board of Commissioners strongly oppose the expansion of the Powder River Training Complex within the boundaries of Adams County, and feel it is the County's responsibility to protect the safety, livelihood, and way of life of the citizens of the County.

] SA-9
] LU-2
] GE-2

Dated this 28th day of October 2010.

Adams County


Howard Nelson
Chairman

Attest:


Patricia Carroll
Auditor/Treasurer



Final
November 2014

11/09/2010 12:33 FAX 14067783538

BAKER AIR SERVICE

001

3012



Baker Municipal Airport Commission

P.O. Box 1037 • Baker, MT 59313 • 406-778-7108

Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street - Suite 337
Langley AFB, VA 23665-2769

11/09/2010

Ms. Devine;

I have expressed my concerns & opposition to this expansion at both the scoping meetings & the EIS public hearings. I have also met with a committee and the Air Force in a private meeting. I feel this effort has fallen on deaf ears & the Air Force is only concerned with pushing this forward. I have asked at every meeting how IFR traffic can transition through and operate safely in this area without radio and radar coverage when it is active. The question has never been answered, because it cannot and will not be done. VFR transient aircraft will simply avoid this special use airspace whether it is active or not. That is the way VFR pilots are trained.

AM-3

AM-21

There are many problems with the EIS. Land values – not significantly impacted. How can you say this when there has been no studies, appraisals, or any thing else done but a simple statement. This goes for non-military aircraft airspace use, damage to property, wildlife, and economic impact as well. There have been no studies on any of these points to determine the true impact of this proposed expansion. The whole EIS is full of maybe, probably, possibly, and all the other vague terminology. The Air Force is not telling the whole story, just like it was originally proposed in the scoping meetings as only used 10 days a year for the LFE's. Now it is stated up to 44.5 hours per week!

SO-1

SO-22

NP-9

PN-5

Sage Grouse impact will be minimal & will acclimate to this environment? Mineral exploration & construction projects are currently halted during mating season. Bird strikes are seen as infrequent. The endangered species Whooping Cranes are known to migrate through this area. I guess if you kill a flock of them, oh well!!

BI-3

SA-10

As for water and soil pH, the EIS says it is neutral to slightly alkaline. I do not know where the Air Force gets their information, but the water and soil pH in this area are high to very high alkaline. Another case of a incorrect environmental information. Look around. What are all whites spots on the ground!!

PR-1

This area is very mineral rich and exploration and production companies travel frequently to this area either by airlines or private aircraft. We are currently expanding KBHK to handle these needs. We have spent approximately \$5 Million on this airport with another \$2-3 Million to be spent next year alone. What are we going to do with this airport when it cannot be used effectively and safely?

SO-10

Final
November 2014

11/09/2010 12:33 FAX 14067783538

BAKER AIR SERVICE

002

3012



Baker Municipal Airport Commission

P.O. Box 1037 • Baker, MT 59313 • 406-778-7108

The EIS states 285 based civil aircraft under this proposal. My count is over 600 with 214 in Montana alone, based on the FAA Aircraft Registry. The EIS also states 39 airports underlie this area. There are over 40 airports in Montana alone. Again, false information. The EIS is incomplete & has not addressed the environmental concerns adequately.

AM-4

VFR "See & Avoid" would be legal under this proposal but it will be flat out dangerous to both civilian and military aircraft to fly at the proposed speeds. Civilian aircraft will avoid this special use airspace like a plague.

SA-7

Small airports will not survive this impact. Student instruction will be impossible as well as flat out dangerous. Fuel sales will dwindle. Jobs will be lost & the local economy will suffer. This proposal may save the Air Force \$12 Million per year, but it will cost the state on Montana in excess of \$100 Million per year in lost jobs & revenue.

SO-26

SO-5

The opposition to this expansion is huge. Letter groups (AOPA, MPA, MAMA, MATA, NBAA) consisting of over 500,000 combined members are opposing this expansion. Will you hear us?

NP-1

I am not saying this expansion is bad or not needed. It simply does not belong in Montana or any other area where the impact will be so great. Montana has nothing to benefit from this expansion.

PN-2

The No-Action Alternative is the only option that is acceptable to Montana.

GE-2

Roger Meggers
BHK Airport Manager.

CHRIS LIEN

November 15, 2010

Linda Devine, Program Manager
ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2701

Dear Ms. DeVine,

The purpose of this letter is to convey my support as Chairman of the Ellsworth Task Force for Alternative A of Air Combat Command's Powder River Training Complex Environmental Impact Statement, dated August 2010.

GE-1

Being a third generation supporter of Ellsworth Air Force Base as a pinnacle of our nation's defense capabilities, I am aware of the necessity of our nation's armed forces to be able to successfully complete combat operations. Towards that objective, I am fully supportive of providing them the airspace in which to fully hone their combat skills so as to be able to both protect themselves and defeat our nation's adversaries in the most effective and efficient manner.

GE-9

As the technologies of modern warfare have provided our forces the resources with which to optimize their weapons systems, it is evident that the minimal sacrifices and impositions imposed by such training are within the parameters of acceptable commitments of our citizenry. Accordingly, I am committed to the success of your initiative to provide the airspace required to successfully complete such training missions. My endorsement of Alternative A is further founded on the efforts Air Combat Command has made to accommodate those citizens affected by training flights and the knowledge that Ellsworth's leadership team will continue to fully consider special requests for such considerations.

GE-11

Thanking you in advance for this pioneering work in combat aviation training, please do not hesitate to contact me as we proceed with the realization of the best training complex our nation has developed in the past fifty years.

Sincerely,



Chris Lien, Chairman
Ellsworth Task Force

CITY OF LEMMON

303 First Avenue West
Lemmon, SD 57638

Email: cityoflemmon@sdplains.com
Phone: 605-374-5681
Fax: 605-374-5789

November 9, 2010

Linda DeVine, Program Manager
ACC/A7PS
129 Andrews, St., Suite 337
Langley AFB, VA 23665-2701

Dear Ms. DeVine:

Enclosed is a copy of a resolution which passed before the City of Lemmon Council on October 4, 2010. Our concerns are not only for the residents of the City of Lemmon but our surrounding area as well. We are a rural area that enjoys the peace and quiet of the country. We feel that this will be an unfair burden and expense on our rural area.

Your consideration in not expanding the Powder River Training Complex to encompass the City of Lemmon and its surrounding regional trade area would be greatly appreciated.

Sincerely,



Neal Pinnow
Mayor

Enclosure

City of Lemmon
State of South Dakota
Resolution 2010-5

Whereas, the United States Air Force has announced the expansion of the Powder River Training Complex to encompass the City of Lemmon and its surrounding regional trade area; and

Whereas, the City of Lemmon consists of many patriotic citizens that support our military forces with their personal sacrifice and moral support; and

Whereas, the City of Lemmon has contributed, along with the state and federal government, to the improvement and expansion of the Lemmon Municipal Airport at Ray Kolb Field; and

Whereas, the expansion of the Powder River Training Complex would adversely affect air traffic in and around the Lemmon area; and

Whereas, the interruption of air traffic for any specified period of time will undoubtedly cause negative economic impact; and

Whereas, wind development and any other types of tower development may be stymied by the expansion of the Powder River Training Complex; and

Whereas, our larger sister cities of Spearfish, Rapid City, Sturgis, Belle Fourche and larger cities lying outside of South Dakota including Dickinson, Bismarck, Miles City and Gillette will not be included in the Powder River Complex Expansion and unfairly targeting lower population areas to carry the brunt of this training area; and

Whereas, the City of Lemmon derives its economic base and existence from agriculture, including the production of livestock and management of thousands of acres of grassland that could be endangered by the increase risk of fire; and

Whereas, agricultural producer's property values will likely suffer from the military activity that will take place in many cases five hundred fifty feet above their property, cause noise, inconvenience and a breach of quiet enjoyment of their property; and

Whereas, the private property rights of area landowners will be infringed upon by the expansion of the Powder River Complex Expansion; and

Whereas, other private property owners are compensated when the government devalues property and are deemed a taking; and

Whereas, the Air Force has alternatives for training exercises and the expansion of the Powder River Complex is not necessary; and

SO-8

SO-17

EJ-2

SA-5

SO-1

GE-7

SO-1

PN-2

*Final
November 2014*

3015

City of Minot

Office of the Mayor

November 3, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

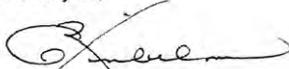
Dear Ms DeVine:

As the Mayor of Minot, I would like to express my full support for the military to expand their airspace to perform readiness training over North and South Dakota. By enlarging the airspace in the region crews will be able to save time and money by training closer to their base. Certainly we want to use any opportunity to assist the men and women of our armed services to keep them ready for existing and future threats. I believe this is a great way to do just that. If I can be of any further assistance please don't hesitate to contact me.

GE-1

GE-9

Thank you,



Curt Zimbelman
City of Minot Mayor

CZ/tks

★The Magic City★

515 2nd Ave. SW • Minot, North Dakota 58701-3739 • (701) 857-4750 • Fax (701) 857-4751
mayor@web.ci.minot.nd.us

**Final
November 2014**

3016



1020 20th Avenue SW
PO Box 940
Minot, North Dakota 58702-0940

Telephone: 701.852.6000
Facsimile: 701.838.2488
e-mail: chamber@minotchamber.org
www site: minotchamber.org

November 4, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms DeVine:

The Minot Area Chamber of Commerce is a long time supporter of the US Air Force. We have over the last number of years even proposed an expanded MOA in North Dakota for the exact type of training exercises that are envisioned to occur within the expanded Powder River Training Complex.

Having reviewed the Draft EIS, the Minot Area Chamber of Commerce supports the preferred Alternative identified in the process. We support this alternative for a number of reasons. First, the proximity of the training complex would allow the airmen flying the B-52 to train in a manner in which they would in real world situations. Also, the proximity to the training complex would reduce the costs of training in a time where budgets will continue to be tight and training is an important component to our airmen winning the fight. Additionally, the proximity to the training complex would also mean a higher quality of life for the airmen and their families because of less time away from home for a TDY on a training exercise.

GE-1

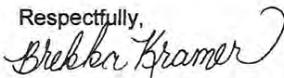
PN-2

The Chamber did note a number of concerns identified by landowner groups located in and around the complex. We believe that those concerns can be met or mitigated by identifying avoidance zones similar to areas called out for avoidance because of Native American sacred grounds. Conceivably this could include round-up areas, birthing areas, watering holes and the like. We encourage the Air Force to pursue these types of arrangements with the affected landowners.

NO-10

Again, the Minot Area Chamber of Commerce supports the preferred alternative identified in the draft EIS for the expanded Powder River Training Complex.

GE-1

Respectfully,

Brekka Kramer,
Chair of the Board


L. John MacMartin, CCE
President.

Partners In Progress
The Minot Area Chamber of Commerce and You!



**Final
November 2014**

3017



1020 20th Avenue SW
PO Box 940
Minot, North Dakota 58702-0940

Telephone: 701.852.6000
Facsimile: 701.838.2488
e-mail: chamber@minotchamber.org
www site: minotchamber.org

November 1, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms DeVine:

I am writing to you in my role as the Chair of the Military Affairs Committee (MAC) of the Minot Area Chamber of Commerce. When I'm not volunteering, I am the General Manager of Verendrye Electric Cooperative.

Having reviewed the Draft EIS, the MAC supports the preferred Alternative identified in the process. The MAC supports this alternative for a number of reasons. First, the proximity of the training complex would allow the airmen flying the B-52 to train in a manner in which they would in real world situations. Also, the proximity to the training complex would reduce the costs of training in a time where budgets will continue to be tight and training is an important component to our airmen winning the fight. Additionally, the proximity to the training complex would also mean a higher quality of life for the airmen and their families because of less time away from home for a TDY on a training exercise.

GE-1

PN-2

As a general manager of a rural electric cooperative, I fully understand the concerns identified by some of the landowners located in and around the Powder River Complex. I believe that those concerns can best be mitigated by identifying avoidance zones similar to those called out for Native American sacred grounds.

ND-10

Again, the MAC supports the preferred alternative identified in the draft EIS for the expanded Powder River Training Complex.

GE-1

Respectfully,

A handwritten signature in black ink, appearing to read "Bruce Carlson".

Bruce Carlson, Chair
Military Affairs Committee

Partners In Progress
The Minot Area Chamber of Commerce and You!





615 Highway 52 W. • Velva, ND 58790-7417 701-338-2855
1225 Highway 2 Bypass E. • Minot, ND 58701-7927 701-852-0406
Fax 701-624-0353 • WATS 1-800-472-2141
E-mail: rec@verendrye.com • Website: www.verendrye.com

November 8, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine:

Verendrye Electric Cooperative (VEC) has the privilege of serving the electrical needs of the Minot Air Force Base and a majority of the missile sites in the area. Not only is the USAF our number one key account but more important, we consider the men and women of the MAFB our friends and neighbors. In fact, a number of retired servicemen and their families live here in the Velva area. We certainly support the efforts to expand the MAFB's military training airspace and their flying mission.

Having reviewed the Draft EIS, VEC supports the preferred alternative identified in the process. VEC supports this alternative for a number of reasons. First, the proximity of the training complex would allow the airmen flying the B-52 to train in a manner in which they would in real world situations. Also, the proximity to the training complex would reduce the costs of training in a time where budgets will continue to be tight and training is an important component to our airmen winning the fight. Additionally, the proximity to the training complex would also mean a higher quality of life for the airmen and their families because of less time away from home for a TDY on a training exercise.

GE-1
PN-2

Again, Verendrye Electric Cooperative supports the preferred alternative identified in the draft EIS for the expanded Powder River Training Complex which would be a great benefit to the MAFB.

GE-1

Very truly yours,

Randy Hauck,
VEC Member Services and Marketing Manager

Your Touchstone Energy* Partner



STATE OF SOUTH DAKOTA
M. MICHAEL ROUNDS, GOVERNOR

October 27, 2010

Linda DeVine
HQ ACC/A7PS (PRTC EIS)
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Linda,

I am writing to express my support of proposed expansion of the Powder River Training Complex. Today's modern warfare dictates a higher level of training than ever before. I believe the expansion of the Powder River Training Complex is essential to the mission of the United States Air Force, the security of our country, and protecting the lives of those we put in harms way.

GE-1

Sincerely,

A handwritten signature in black ink, appearing to read "M. Michael Rounds".

M. Michael Rounds

MMR:ls

cc: Jeffrey B. Taliaferro, Col, USAF



RE: Powder River Training Complex

TO: Whom it may concern

Executive Air Taxi Corporation is a full service Fixed Base Operation (FBO) in Bismarck, ND providing a wide range of aviation services to the not only local operators but we service aircraft from throughout the nation that fly into the Bismarck Airport. Our services include Aircraft Charter Services with clients that fly to various destinations including communities that lie within the proposed Powder River Training Complex (PRTC) Airspace.

Our charter service includes providing air transportation of local medical physicians and medical personnel to much of the rural areas within the PRTC. Many of those transports are scheduled well in advance and bring much needed medical services to individuals that rely on having medical care brought to those communities. The active proposed MOA will cause the cancellation of those prescheduled flights.

SO-5

Executive Air also provides aircraft refueling to many organizations from around the country who find Bismarck to be an ideal fuel stop due to our geographic location. This has a tremendous economic benefit to the airport, the Bismarck/Mandan communities and the entire surrounding region. Bismarck is the regions hub for air service, air freight, medical transportation and EMS medical services. The proposed MOA will have a negative effect on all of these operations and services and have a dramatic effect on our business as well.

SO-10

SO-5

We also provide Emergency Medical Helicopter Services to the rural region. Although it is stated that EMS flights will have priority, those flights are most often non-scheduled and need to respond to an emergency on a moments' notice. The people who live in these remote areas rely on these services for their health and well-being and it is also a tremendous economic benefit to the entire region to have the emergency medical services available.

SA-19

The area directly under the proposed MOA is also rich in energy production and with it requires the need for many companies to travel to this area by air. The proposed MOA will cause increased costs and delays by having to divert around the MOA. This will have a negative effect on their ability to efficiently conduct business here and that in turn will not be in the best interest of North Dakota.

SO-8

Executive Air supports our military and our service men and women. We also rely on the airspace that is provided to all of us. Given the affect the MOA will have on our business, city, state and region, Executive Air does not support the proposal. Feel free to contact me anytime. Thank you.

GE-2

Respectfully,

Paul Vetter, COO

*Final
November 2014*

3021

HARDING COUNTY
KATHY GLINES, AUDITOR
PO Box 26, Buffalo, SD 57720

605-375-3313
605-375-3318 Fax
kathy.glines@state.sd.us

October 8, 2010

HQ ACC/A7PS (PRTC EIS)
Attn: Ms. Linda A. DeVine
129 Andrews Street, Room 337
Langley AFB VA 23665-2769

RE: POWDER RIVER TRAINING COMPLEX PUBLIC COMMENT

Dear Ms. DeVine:

The Board of Harding County Commissioners have directed me to submit a public comment on behalf of Harding County concerning the proposed changes to the Powder River Training Complex. While it is understood by the Board that it is vital to the security of our nation that this training be done, there is also concerns about the safety of our residents and the impact that the training will have on their livelihoods.

We would ask that the following be carefully considered and adapted into the Training Complex standards:

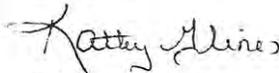
1. All aircraft will fly no lower than 1000' to ensure the safety of our local pilots that use aircraft for their day to day operations.
2. Local pilots will be notified of the training schedules to eliminate any confusion and possible conflict with local flying patterns.
3. All public and private airports and runways need to be identified within the proposed Complex training area and taken into consideration when developing the training pattern. Training aircraft must stay at least one mile away from the identified areas and stay at least 1000' above the ground.

PN-4
AM-12
AM-4
PN-4

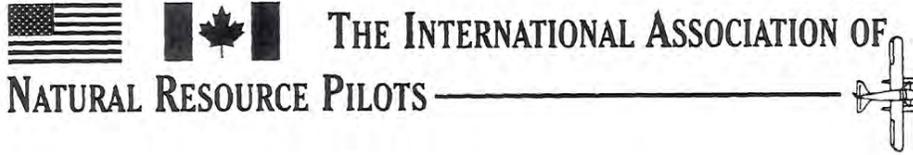
We would like to thank you for taking the public comments that have been submitted to you seriously. This is important to the people that the Board of Commissioner's represent and the safety of your pilots, as well as our people, and is vital to the success of this program.

As directed by the Harding County Board of Commissioners on October 5, 2010.

Sincerely,



Kathy Glines
Harding County Auditor



Ms. Linda DeVine
 HQ ACC/A7PP
 129 Andrews Street, Room 317
 Langley AFB, VA 23665-2769

11-9-10

I am the President of the International Association of Natural Resource Pilots and am responding to the proposed Powder River Training complex (PRTC).

Natural resource aviation is made up of aircraft operators using fixed wing and rotor wing doing aerial operations from surveys to enforcement. These operators are made up of state, federal and private organizations.

Our members and non members alike are concerned about safety and efficiency. The expansion of this airspace would cause flight delays and cancelations and with weather restrictions some work would simply not get done. I realize that this would not be a "Restricted Airspace" but operating in a see and avoid environment with closing speeds of 400 to 500 mph is unrealistic and dangerous.

] SO-8
] SA-7
] GE-2

The IANRP opposes any increase in the size of the existing Powder River MOA and ATCAA and recommend the "No Action Alternative"

Jeff Faught
Jeff Faught
 President IANRP





LAWRENCE COUNTY COMMISSIONERS

90 Sherman Street, Suite 3
Deadwood, South Dakota 57732
Voice: (605)-722-4173
Fax: (605)-578-1065
Email: commissioners@lawrence.sd.us

November 9, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Rm. 337
Langley AFB, VA 23665-2769

Re: Powder River MOA Proposed Expansion

Dear Ms. LeVine:

I am writing on behalf of the Lawrence County Commission concerning the Powder River MOA proposed expansion. This matter is of great concern to the Commission.

In the last several years, over \$10 million of federal/state/local taxpayer monies have been spent in furtherance of several projects at the Black Hills Airport/Clyde Ice Field. Improvement projects are ongoing and an additional \$7 million (approx.) has been committed for current projects. As detailed in the bullet points below, the proposed expansion of the MOA shall have significant adverse economic impacts on Black Hills Airport. A subset of the adverse economic impacts is significant interference with air traffic in the region.

SO-10

Of critical concern is that at the time data was being compiled for the Environmental Impact Study, the primary runway at Black Hill's Airport was closed for lengthening and re-construction. Therefore, it must be concluded that any such data collected during this period is inaccurate and requires re-evaluation.

AM-4

- Black Hills airport ranks #5 of 34 public use airports within the study area for annual operations and is **not shown** on prepared maps.
- During the time data was compiled Black Hills airport's primary runway was closed for lengthening and re-construction with a total investment of approx. 10 million dollars.
- The County is currently moving forward with a full-length parallel taxiway project with a price tag of approx. 7 million dollars.



EQUAL OPPORTUNITY EMPLOYER

- Owing to recent expansion at Black Hills Airport, the process of developing new LPV approaches to runway 13/31 for category A, B, & C aircraft is underway. IFR capabilities throughout this construction period have been curtailed or significantly reduced.
- Expanding the MOA to an area of 37,800 Sq. Mi. (Larger than the state of Indiana) will have a **dramatic effect** on air travel to and from the Black Hills Region.] AM-6
- IFR traffic to or from any area north of the Black Hills will be **significantly impacted**, and such traffic may very well chose an **alternate destination** - even though the Black Hills region is the most popular destination for recreation/tourism within hundreds of miles.] SO-9
- VFR "See and Avoid" as proposed in the planning document will result in increased risk to flight safety assuming a pilot is able to conduct flight under VFR conditions considering a closure rate of **800 plus knots**. (B-1 pilot stated 580 kt. Airspeed as normal within the MOA)] SA-7
- FAR 91.117 requires a civilian pilot to reduce speed to below 250Kts. Anytime one is below 10,000 ft. to provide an opportunity to "See and Avoid" (Max. potential closure rate of **500 Kts.**)]
- Exemption #7960C authorizes the USAF to operate in the Powder River MOA "**Lights-Out**" at night to practice night vision goggle usage and yet we are told to feel safe flying through the MOA after dark VFR "**See and Avoid**"?] AM-7
- As stated in the EIS, Radar coverage is **unavailable below 8000 ft.** which will provide no help for a VFR flight through the MOA.] AM-3
- With the proposed MOA extending from 500 ft. AGL up to 60,000 ft. it will be **impossible for IFR** traffic to transition through this area when the MOA is active mon. thru fri. 6:00 AM till Noon and again mon. thru thurs. from 6:00 Pm till 11:30 PM or other times when activated by NOTAM.]
- The three corridors along Victor airways would allow IFR traffic through below 18,000' except during Large Force Exercises. These corridors do **little to mitigate** the impacts to the Black Hills and most IFR traffic would generally fly above 18,000' due to weather as well as operating efficiency.] AM-21
- Restrictions on IFR traffic through the MOA would not only have **significant economic impact** on businesses at the airport, but also to all commercial airline traffic that traditionally flies over this area as they are incapable of flying above 60,000'.] SO-10
- The EIS does nothing to address **the economic impact** of this proposal other than stating a "Potential Economic Impact" to General Aviation.] SO-22
- If the MOA were to be expanded as proposed, it can be reasonably expected that there will be a significant reduction in fuel sales at the Black Hills Airport. This will result in a] SO-10

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loss of flowage fees collected. These flowage fees are used by Lawrence County to help offset the operational costs of this public use airport.

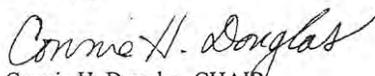
SO-10

Accordingly, the Lawrence County Commission requests that the area of the proposed MOA be reconsidered not only to account for the fact that the primary runway at Black Hills Airport was closed during the data collection phase, but also that a more detailed study of the adverse economic impacts on the local and regional community must be completed. It is important that these impacts be identified and properly evaluated. It is expected that once an appropriate re-evaluation is made, it will support a reduction in the area of the proposed MOA area to include relief for Black Hills Airport.

AM-4

Thank you in advance for your time and consideration in this matter. Do not hesitate to contact me should you require more information, or in the event questions arise.

Sincerely,


Connie H. Douglas, CHAIR

cc: Congressional Delegation
Lawrence County Airport Board

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3024
1200 EIGHTEENTH STREET NW, SUITE 400
WASHINGTON, DC 20036-2527
Tel: (202) 783-9000 • Fax: (202) 331-8364
E-mail: info@nbaa.org • Web: www.nbaa.org

November 8, 2010

Ms Linda A. Devine
129 Andrews Street, Room 337
Langley AFB, VA 23655-2769

Reference: (1) Powder River Training Complex Draft Environmental Impact Statement (EIS)
(2) FAA Airspace Study 10-AGL-6NR

Founded in 1947 and based in Washington, DC, the National Business Aviation Association (NBAA) is the leading organization for companies that rely on general aviation aircraft to help make their businesses more efficient, productive and successful. The Association represents more than 8,000 companies and provides more than 100 products and services to the business aviation community. On behalf of our membership, we submit the following comments in response to the Powder River Training Complex Draft Environmental Impact Statement (EIS).

NBAA and its members are supportive of the need for the men and women in our armed forces to be able to "train as they fight" and are grateful for the service and sacrifice of the men and women in our armed services.

GE-9

Unfortunately, NBAA is unable to support the majority of the Proposed Action Alternative A of the PRTC Draft EIS. USAF has gone to substantial lengths to describe and justify the 4 quarterly Large Force Exercises lasting 1 to 3 days each per calendar year. NBAA is supportive in general of this portion of the proposed action provided mitigations such as increased radio and surveillance coverage are installed in the region to provide safety buffers for civil aircraft operating VFR in the MOAs or operating IFR/VFR near the MOAs.

AM-3

However, USAF has provided no justification, nor does NBAA believe any justification could be sufficient, to allow for the proposed MOA/ATCAA activation outside the quarterly LFEs. To activate MOA/ATCAAs on a Monday through Thursday, 7:30am to 12:00pm and 6:00pm to 11:30pm and then on Fridays from 7:30am to 12:00pm is an immense and unjustified expansion of military airspace covering portions of three States that will have devastating impacts on the economics of several NBAA member companies located throughout the region as well as impacting numerous NBAA members overflying the region in the en route structure. The USAF provided no justification whatsoever for the expansive MOA activations and USAF failed to make a minimum effort to offset even a small portion of this massive increase in airspace by offering to give up the Tiger, Devils' Lake, Hays, and Lake Andes MOAs which even the AF acknowledges "were created and configured for Cold War era missions".

PN-3

SO-22

PN-3

As it stands in the coordination process, it seems there still has been no national-level look at the impact to Transcons in the NAS by the FAA if Proposed Action Alternative A were approved as drafted by USAF. Regrettably, we cannot support this initiative at this time without serious work being done to drastically scale back the non-LFE portion of the proposal.

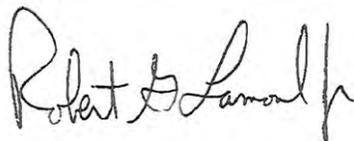
SO-22

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Additionally, I have enclosed two letters from NBAA members that are typical of our member's deep concerns over this current proposal.

Sincerely,



Robert G Lamond Jr
Director, Air Traffic Services & Infrastructure

Enclosures: Basin Electric Power Cooperative letter dated September 28, 2010 and Bismarck Aero Center letter undated

CC: Robert Henry
Operations Support Group Team Manager
FAA Northwest Mountain Regional Office
1601 Lind Ave., SW
Renton, WA 98057

Mike O'Brien
Midwest Manager, Tactical Operations
619 W. Indian Trail Road
Aurora, IL 60506

Steve Atkinson
Western Manager, Tactical Operations, AJR-W
1601 Lind Ave SW
Renton WA 98057

Mike Rizzo, ATREP
FAA, ATO Central Service Center
Operations Support Group, AJV-C2
2601 Meacham Blvd
Fort Worth, TX 76137

Roger Mcgrath
OSG, ATO Central Service Center, AJV-C23
2601 Meacham Blvd
Fort Worth, TX 76137

Manager, Operations Support Group, ATO Central Service Center, AJV-C2
Airspace Study 10-AGL-6NR
Department of Transportation 2601 Meacham Blvd
Fort Worth, TX 76137

**BASIN ELECTRIC
POWER COOPERATIVE**

1717 EAST INTERSTATE AVENUE
BISMARCK, NORTH DAKOTA 58503-0564
PHONE: 701-223-0441
FAX: 701-557-5336

September 28, 2010

Ms. Linda DeVine, Program Manager
ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2701

Dear Ms. DeVine,

Basin Electric Power Cooperative is responding to the proposed Power River Training Complex (PRTC). Basin Electric Power Cooperative (BEPC) is a regional wholesale electric generation and transmission cooperative serving more than 120 member systems. These member systems provide power and services to more than 2.6 million consumers in nine states and covers more than 430,000 sq. miles in these nine states and is based in Bismarck ND.

BEPC is strongly against any increase in the size of the existing Powder River MOA and ATCAA. Basin Electric recommends the "**No-Action Alternative**". BEPC believes the No-Action Alternative is the most responsible choice for the following reasons:

- Adverse Financial Impact – BEPC is constructing a new 1.4 Billion dollar electrical generating plant 6 miles NE of Gillette, WY. Construction will be completed in 2011 and operations are planned for a minimum of 50 years. This facility is called "Dry Fork Station" and requires air transportation of employees and consultants from our headquarters in Bismarck, ND to the Gillette Airport several times each week. BEPC has three business aircraft that we use to fulfill that and many other missions for BEPC. Currently the Powder River MOA and ATCAA already have a negative impact on our flight operations and the proposed enlargement to the PRTC will have an even more negative impact in both direct operating cost with extra miles flown, loss of productive time of the passengers, and also safety with weather conditions (thunderstorms) block the sides of this PRTC giving no alternate routes. The general location causes coordination problems with Denver, Salt Lake, and Minneapolis ARTCC facilities. Two of our aircraft can climb and fly over the top of the existing MOA and ATCAA, but not the proposed tops of 60,000 MSL.

Over the last three (3) years, BEPC has flown 1,791 flights into some part of the proposed Powder River Training Complex. BEPC has flown 316 trips annually between Bismarck and Gillette (286 miles one way) which if going direct between these two Cities is 90,376 miles.

6E-2

50-7

50-22

Page 2

At our direct operating cost (DOC) gives a yearly expense of \$442,242. If BEPC has to avoid PRTC, this now gives a trip distance of 386 for 316 trips annually or a cost of \$596,292. The additional cost to avoid PRTC would be \$154,050 annually or \$487.50 per flight.

SO-22

If I used that average additional expense for the other 281 flights that go through the proposed PRTC would have a negative cost of \$136,988 per year. Add this to the Bismarck to Gillette flights and I get \$291,038 annual direct operating cost increase. This does not include any employee loss of productivity time or salaries.

- Fuel – Training aircraft, commercial airline flights, business aircraft, and general aviation will have to use more aviation fuel if the PRTC is approved. With today’s fuel prices and economic conditions, conservation of fuel should be the goal.
- Alternate Training – BEPC uses Level D full motion flight simulators for initial and recurrent training. Basin has also seen the complex training simulators for the F-14 and B-52 aircraft. Basin believes that with today’s advance computer technologies, military flight simulators can be used for training in a safer and more efficient environment. If actual training flights need to occur the use of the current Power River MOA and ATCAA should be adequate. If other size areas are required only a couple times a year, then there are many military areas to choose. For example on 06-23-2008, the internet shows over 720 different military areas. The military does not need any more areas.
- Speed – Allowing greater than Mach 1 speeds and above in anything except positive controlled airspace could be very unsafe. Allowing that type of speed above 10,000 MSL and having VFR traffic near-by would give a very short reaction time to see and avoid.
- Chaff – Many of the rural electric consumers rely on the grasslands for their income and any fires that can be prevented would be the only responsible risk management plan. Many of the lands underlying the proposed PRTC are not readily accessible by rural fire departments and with the typical dry conditions, a grass fire could be not only financial devastating, but could in worse case be harmful or fatal.
- Attendance – BEPC staff attended the scoping meeting held in Bowman, ND. In talking during this meeting to some of the military folks that all the previous meeting had only 177 people attend says volumes on the ineffectiveness of getting people to attend. Why not a meeting in Bismarck, this proposed airspace is almost to the border of our FAA approach airspace to the southwest?
- If the PRTC continues, then several **SAFETY FACTORS** need to be resolved.
 - 30 distance between PR4 and Bismarck airport. Normal aircraft factory recommendations for descents would require Basin’s Citation Model 560 to be 17,000 MSL and be either 33 or 43 miles from the airport depending on the type of descent. If the high MOA is active, then we cannot comply with the Factory recommended descent profile. If any of the ATCAA’s are active, then the problem gets worse and safe operation would be compromised. Leading air ambulance turboprop would need to start out of altitude 46 miles from Bismarck at a factory recommended 1,500fpm descent. The local Bismarck air ambulance piston twin would need approximately 42 miles to descent from 17,000 to traffic pattern in Bismarck.

SO-7

PN-7

SA-7

SA-5

NP-8

AM-5

Page 3

The distance from the edge of the MOA/ATCAA is too close to the airport. This distance would be near the same at other airport that would be bounded by the proposed PRTC. A sixty (60) nautical mile radius from IFR airport to the edge of the PRTC would then allow normal and safe operations.

- o There needs to be communications coverage for all of PRTC at all altitudes to control, de-conflict and cover other non-standard operations.
- o There needs to be ATC radar coverage for all of the PRTC within the low and high MOA for the FAA's ARTCC to control and monitor all aircraft within the MOA and ATCAAs.
- o FAA ARTCC boundaries need to be modified so one "Center" has control of all aircraft in the PRTC. There are many time requests are not handled in a timely manner due to the coordination required between centers facilities.
- o Real time data on status of PRTC needs to be available for everyone to see. No changes within 36 hours should be allowed by the FAA except if already planned usage is cancelled.

AM-5

AM-3

AM-1

AM-12

Basin Electric Power Cooperative again is strongly against this proposed Powder River Training Complex and hope that this proposed Powder River Training Complex proposal will be cancelled.

GE-2

Sincerely,



Fred E. Adams, CAM
Basin Electric Power Cooperative
Chief Pilot/ Travel Supervisor

Cc: Mr. Barry Cooper, FAA Central Region Administrator
Mr. Bob Lamond, National Business Aircraft Association
Mr. Larry Taborsky, North Dakota Aeronautics Commission

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3026



2301 University Dr. #53
Bismarck, ND 58401

RE: Powder River EIS

TO: Whom it may concern

Bismarck Aero Center (BAC) is a Fixed Base Operator (FBO) located at the Bismarck Airport (KBIS) and is a subsidiary of Aircraft Management Services (AMS). We have been in business at the KBIS airport for 20 years. As a FBO we wear many hats and service many areas of aviation. We are an avid supporter of our military and its contribution to our freedoms. Our main revenue comes from ground support of the flying public. We have many concerns pertaining to the proposed expansion of the Powder River MOA.

As a provider of aviation fuel 30 % of our fuel business comes from transient aircraft. The implementation of the proposed changes would encourage our cross country clients to find other stops that were more predictable and less inhibited by restrictions that reroute IFR traffic. This alone could cost us in excess of \$300,000 in gross revenue annually.

There are approximately 80 medical flights that originate in Bismarck monthly. Not all of these flights originate at our facility; however all of them require maintenance, and purchase fuel and require storage at this airport. These flights service the small communities such as Hettinger and Bowman in North Dakota and some of the western cities in eastern Montana with medical services that are not readily available in the small rural communities. These teams can be more efficient and flying adds economic value to them and the community. The proposed MOA expansion would cause cancellations and delays that would soon render these services too expensive to provide and these services would no longer be available to the rural communities.

SO-8

Under this proposal there are provisions to accommodate air ambulance flights. Air ambulance flights are rarely scheduled and as implied are needed on the spur of the moment. The lack of communication in the MOA would imply that this MOA could not be cleared without delay to a life flight request. These could cause life and death delays. The EIS states that most of these flights are conducted below 10,000 feet which is a statement that is not the norm any more. Most lifeguard flights today are provided by high performance pressurized aircraft capable of flight in excess of 25,000 feet. These high flights satisfy the need for increased safety and comfort for the passengers.

SA-19

SA-18

Our Upper Midwest economy is spurred by energy development. Oil and energy companies fly daily trips from out of this area transporting teams of specialists in and out of the area. The expansion of this MOA will cross the direct route of many of these flight and cause delays that will have a negative effect on the their respective companies and the state of North Dakota.

SO-8

Charter operators provide flights into these rural areas that are proposed to underlie the expanded MOA's. These operators operate under a more stringent set of rules and the uncertainty and unpredictability of these airspaces will cause significant delays to these operators.

SO-8

North Dakota has a very high use of agricultural aircraft used to apply pesticides to growing crops. With the amount of productive acres that lie below the proposed expansion and their need for these services, the exposure to conflict with military aircraft multiplies exponentially during the application season. Regulation suggests that once these heavy less maneuverable aircraft apply their load and start back to the airfield to reload that they maintain an altitude of 500 feet

SA-15

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or greater AGL and that puts them in conflict with low flying military aircraft. With agriculture being the mainstay of the North Dakota economy, any delay would have a huge economic impact on the state and it's producers.

SA-15

The EIS makes provisions for the existing Victor airways however these airways are scheduled to be phased out. The FAA and NASA are working on a transportation system of point to point navigation and the satellite GPS is the heart of this system. With the new Technically Advanced Aircraft designs, all navigation will be point to point.

AM-16

During my review of this document I found numerous areas of incorrect documentation and misinformation. Page 3-153 attempts to chart agricultural acres and revenues but is not representative or logical in its presentation. The figures are erroneous. I reviewed the charts representing charted flights through the proposed airspace. Some of these charts (Figure 3.1-13.) referred to flights below 4,000, feet. There is no radar coverage below 6-8,000 feet in most of this area so I find this documentation misleading. If these pages are representative of this document, then this document is misleading and not factual at best.

LU-4
AM-31

I have been flying in excess of 45 years and all of my flying has originated in North Dakota. I have been flying into and around the existing MOA's my entire flying career. My experience has been that posted "HOT" times have rarely been adhered to and that popup times are the norm. I have had more delays when the MOA was not scheduled and all of a sudden became "HOT".

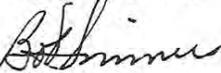
AM-12

The Bismarck Airport is the gateway to Bismarck North Dakota, our states capital. Implementation of this proposal, added to the proposed changes in the airspace to the northeast (EIS for the use of RPA's, Grand Forks, ND) would virtually cripple air commerce into and out of the Bismarck Airport. This virtually affects every citizen of the Bismarck/Mandan area.

SO-5

Thank you for your time. I may be reached at 701-223-4754 or at bobs@bismarckaero.com.

Respectfully submitted,


Bob Simmers

President

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 11/03/10

PLEASE PRINT

I attended the public hearing held at Martin, MD. I was disappointed with the opposition to the expansion. Since the hearing the media continues to print concerns of those not in favor of expansion. I remember the training flights of years ago, I don't remember opposition. As far as airplanes making noise, so do the barking dogs belonging to a dog trainer a few blocks from my home. One speaker had his cattle spooked by an airplane. I also own cattle and have had them spooked by snowmobiles, deer, coyotes, dogs, and housecats. Another speaker suggested that aerial crop sprayers would be affected. I aerial crop spray and the Air Force won't hinder my operation.
I would welcome activity in our state of Southwestern MD. They're

GE-1

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Rex J. Kelsch
ORGANIZATION:	Nott, MD Airport Authority
ADDRESS:	PO Box 114
CITY/STATE/ZIP:	Nott, MD. 20646

Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: CD (electronic format) hard copy format
No, please do not include me in the mailing list for distributing the Final EIS. I do not wish to receive an EIS or further information.

PLEASE NOTE: This Draft EIS is provided for public comment in accordance with the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) NEPA Regulations (40 CFR §§1500-1508), and 32 CFR §989, Environmental Impact Analysis Process (EIAP).

The EIAP provides an opportunity for public input on Air Force decision-making, allows the public to offer inputs on alternative ways for the Air Force to accomplish what it is proposing, and solicits comments on the Air Force's analysis of environmental effects.

When making an oral comment, please clearly state your name and the name of the organization, if any, which you are representing before you begin your comments. Please do not provide any other personal information, such as your home address and phone number when making an oral comment. Your oral comments will be used to develop a transcript and permanent record of this meeting. This transcript will be published in the FEIS. If you would like a copy of the Final EIS or other associated documents, you may state that on a written comment card or add your name and address to the mailing list.

Providing personal information is voluntary. If you choose to not provide personal identifying information, your comments will be given the same weight and consideration as any other comments submitted. Private addresses provided will be compiled to develop the mailing list for those requesting copies of the Final EIS. Only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EIS.

Please hand this form in at a public hearing or mail before November 13, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

3027

not exactly crowded.

GE-1

Lined area for handwritten responses.

Rec'd 11/15/2010

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November 2014

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Montana Department of Transportation
2701 Prospect Ave PO Box 201001 Helena MT 59620-1001

Jim Lynch, Director
Brian Schweitzer, Governor

November 12, 2010

Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Subject: Draft Environmental Impact Statement for Powder River Training Complex

Dear Ms. Devine:

The Montana Department of Transportation (MDT) supports and understands the importance of training our United States Military but remains very concerned with the current proposal to expand the Powder River Training Complex for many reasons:

- Montana is home to the Hays MOA in north central Montana and the current Powder River MOA. We are happy to share our airspace as currently provided but feel that if expansion is necessary, it should occur in North and South Dakota where the air bases are located. PN-2
- The EIS does not consider all possible alternatives. It must include considerations to expand the Devils Lake, Tiger and Lake Andes MOAs under the same criteria as the existing Powder River MOA.
- These existing MOAs could offer accommodation with less impact.
- The communication and use regarding the proposal has been confusing and portrayed as only 10-days per year. The impact of approximately 240 days per year needs to be analyzed and clarified. PN-5
- The revised proposal eliminated impacts to the Billings, Bismarck and Dickinson airports. The same must be done for Montana's other public and private airports located underneath the MOA. There is no provision for airborne access to Ashland, Baker, Broadus, Colstrip, Ekalaka, Hardin or the 40+ private airstrips located in southeast Montana. AM-5
- The EIS information on the number of airports underlying the Powder River Training Complex is underestimated at 39 airports. Montana alone has close to 50 airports underneath the proposed MOA.
- The EIS states that the number of airports and airfields located under the proposed MOA create what is "perceived" as an impact by airport operators and users. This proposed expansion is a real impact, not perceived and must be explained. AM-4
- VFR aircraft are allowed to enter the airspace at their own risk and are to "see and avoid". VFR traffic flying in the area and sharing the airspace with large, low-flying, high speed bombers and fighters creates an unsafe environment. SA-7
- There is no method to provide for safe separation of military and civilian aircraft due to limited or no radar and voice communications in the area. AM-3
- Seven of Montana's eight essential air service airports are located in eastern Montana. These communities receive this service because of their necessity to enter the national transportation system, to conduct business and receive medical services. The expansion will force the air carrier to divert and be re-routed around the proposed MOA causing increased expenses for fuel, aircraft time, maintenance and lost productivity. SO-7

I am confident that we can continue to work together to enjoy our open skies and share the existing airspace that Montana currently provides you. This allows us to maintain the most competent and qualified armed forces in the world. And because of our need to maintain their expertise along with the reasons stated above, you need to look at the expansion of Devils Lake, Tiger and Lake Andes MOAs not the Powder River MOA. Those expansions would better facilitate both the training of our armed forces and allow the essential general and commercial aviation industries to share our airspace without a negative economic impact. PN-2

Sincerely,

Jim Lynch, Director

Director's Office
Phone: (406) 444-6201
Fax: (406) 444-7643

Web Page: www.mdt.mt.gov
Road Report: (800) 226-7623 or 511
TTY: (800) 335-7592

3029



SDWEA

SD Wind Energy Association
300 East Capitol Avenue, Suite 1
Pierre, SD 57501

November 11, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley Air Force Base, VA 23865

Dear Ms. DeVine,

The South Dakota Wind Energy Association would like to comment on the new Power River Basin Flyover area.

We are concern that wills new flyover area will impede wind development in rural South Dakota. Since 1995 I have been working on installing anemometer to record wind speed in Western and Central South Dakota. Our measuring equipment is at 100 meter currently and the wind projects that we have been working on have a total height of excess 600 feet over on ridge top and buttes.

} 50-17

We would like to tell rest of your sorry and be at the negotiation table if you proceed.

Sincerely,


Steve Wegman
Executive Director,
South Dakota Wind Energy Association
300 East Capitol Ave.
Pierre, SD 57501

Attachment
Project map

SOUTH DAKOTA WIND ENERGY ASSOCIATION

Residents in Colorado and New Mexico Fear Impact of Military's Nighttime Sorties

By Suzanne Saxon

The U.S. Air Force thinks the rough-hewn peaks of southwest Colorado and northern New Mexico make excellent surrogates for the treacherous mountain ranges in global hotspots such as Afghanistan. Some local residents beg to differ.

In a bid to provide Special Operations pilots more realistic simulations of wartime missions, the Air Force has proposed a vast new tactical training zone that stretches across 94,000 square miles of rugged terrain. Starting next year, commanders want to send C-130 transport planes and CV-22 Osprey tiltrotors for aircraft skimming across the region after dark at altitudes as low as 200 feet or lower. They often fly in pairs. They often fly at night.

Pilots would dart among the ridges and dip low over the terrain, practicing the stealth needed for covert operations, said Col. Stephen Clark, wing commander at New Mexico's Cannon Air Force Base, which is pushing the proposal.

Pilots would be required to avoid cities in the zone, including Santa Fe and Taos in New Mexico and Aspen, Pueblo and Durango in Colorado, but communities and residents fighting the Air Force say that hundreds of low-altitude flights each year will spook cattle, scare children, rattle adobe buildings, create pollution and mar the tranquility they cherish.

Our economy is based on people coming here for the beauty of the Rockies," said Cliff Pen, who lives in Arroyo Hondo, N.M., north of Taos. He started an opposition group called Peaceful Skies.

At least four county commissions and two city councils have taken a stand against the proposal, and the Air Force has received 1,200 comments, most ex-



Satellite image of terrain in flight-training zone near Arroyo Hondo, N.M.



New Fly Zone Area proposed for Air Force's low-altitude practice missions.

pressing concern about the proposal. The vocal opposition to the new training zone disturbs some civic leaders who fear that Cannon Air Force Base, an economic anchor for eastern New Mexico, might be vulnerable to future outbacks if pilots based there can't properly prepare for missions. Others say putting up with occasional noise is a small sacrifice to ensure adequate training for the military.

"We always thank our servicemen and our veterans. We pray for their safety," said Chris Calvert, a former Air Force pilot who now serves on the Santa Fe City Council. "To then turn around and say, 'But we need to be in the training zone because you need to be working on a mission that does not operate or endorse the proposal,' but

urges the military to minimize the impact on people and wildlife.

Military officers say the fears are overblown. The Air Force already sends pilots zipping across the region, at times as low as 200 feet above the ground, though current regulations have the effect of limiting night sorties to a half-dozen well-surveyed routes, Col. Clark said.

Under the new proposal, pilots would be allowed to map their own routes through the tactical training zone, increasing the challenge and realism of the training, Col. Clark said. It would also tend to disperse the noise and disruption across a broader area. He said he doesn't think pilots would experience the aircraft overhead more than a couple times a month.

Col. Clark said the military has not measured noise levels of aircraft flyovers at 200 feet. For someone standing on the ground, aircraft at an altitude of 500 feet would create a sound exposure of 91 to 95 decibels, or "somewhere between a lawn mower and a chain saw," he said.

The Air Force has hired a consultant to assess potential environmental impacts, which will be the subject of public comment next spring, after which Special Operations commanders will decide whether to scrap, revise or implement the proposal.

Kathleen Dudley plans to throw herself into fighting the Air Force should commanders choose to move ahead. A wife of a pilot in Boon, N.M., Dudley said she and her husband have been eating hand on their feet recently because of the military aircraft whirring overhead. Flying so low that we were looking into the cockpits of a pilot bearing down on us."

"I was terrified," she said. "You don't hear or see them until they're upon you, and then it's like being in a war zone."

TIFFANY & CO.

NOV 24 12:00 PM 11/11/2014

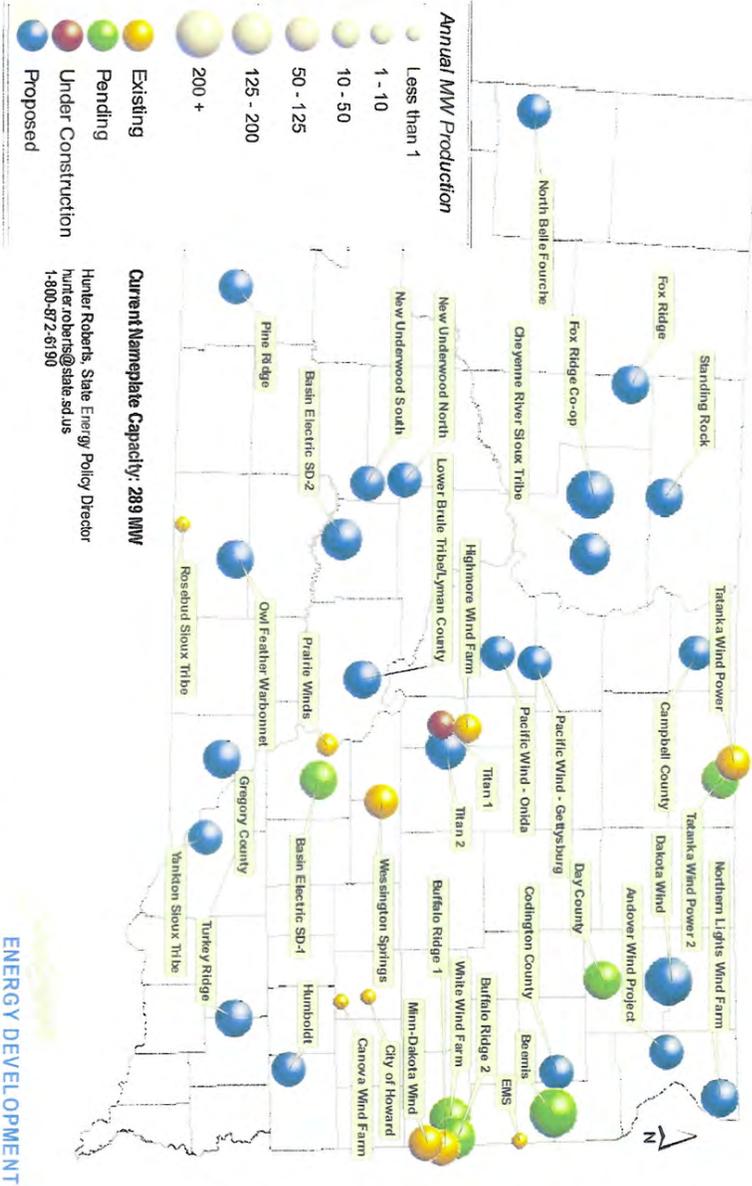
INDEPENDENCE IS A STATE OF MIND
RAYMOND WEIL
GENEVE



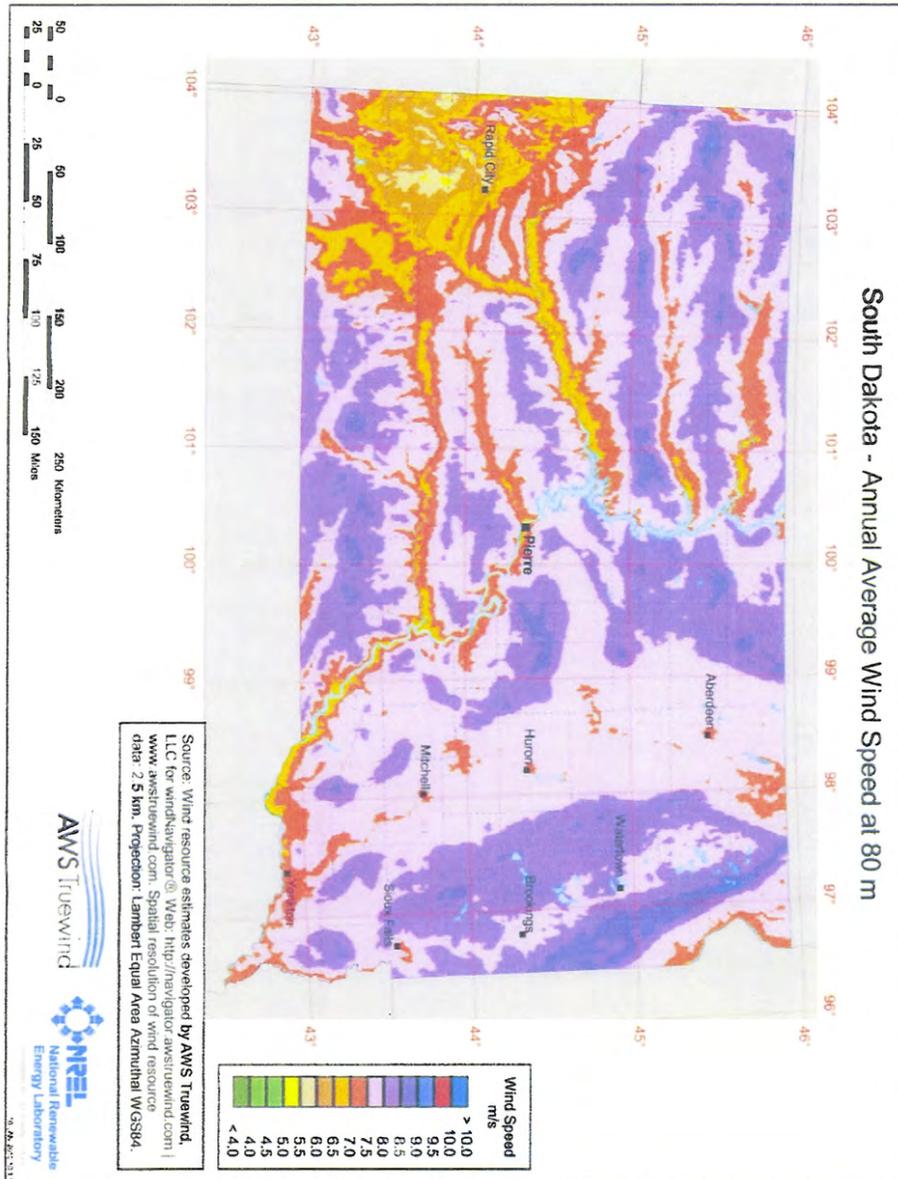
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South Dakota Wind Energy Development by Size and Status



Sep '09



*Final
November 2014*



Dustin Johnson, Chair
Steve Kolbeck, Vice-Chair
Gary Hanson, Commissioner

**SOUTH DAKOTA
PUBLIC UTILITIES COMMISSION**

500 East Capitol Avenue
Pierre, South Dakota 57501-5070
www.puc.sd.gov

3030

Capitol Office
(605) 773-3201
(866) 757-6031 fax

Warehouse
(605) 773-5280
(605) 773-3225 fax

Consumer Hotline
1-800-332-1782

October 6, 2010

Ms. Linda DeVine
PRTC EIS Project Manager
ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2701

RE: Impact of proposed Powder River Training Complex on wind generation

Dear Ms. DeVine:

We have received inquiries at the Public Utilities Commission from landowners about the impact of the proposed Ellsworth PRTC on potential wind energy development in the project area. We wish to ensure we understand the effects of the proposed action on our constituents and their properties so we can accurately respond to questions.

Our inquiry should not in any sense be interpreted as expressing opposition to the project. The commission has the utmost respect for the service provided by Ellsworth and its personnel, often involving great personal sacrifice. We express pride and gratitude that our state is home to such a significant national defense institution. We also understand the need for Ellsworth to maintain training and readiness facilities that enable the base to fulfill its mission.

GE-9

Based on our reading of the Draft Environmental Impact Statement, wind energy development would not be negatively affected by the PRTC expansion. For example, in Land Use under Proposed PRTC, Section 4.8.3.1 on p. 4-95, the DEIS states with respect to Alternative A, the preferred alternative:

A concern noted by scoping participants was the potential incompatibility of low-level flight with land dedicated to wind farms due to the height and electromagnetic emissions of the wind turbines. Like other tall structures, existing and future structures must be officially charted with FAA and avoided by appropriate vertical and lateral distances. As a precaution for proposed night operations and other commercial and private flight, tall structures are required to have lights that warn of their presence. Overflights at altitudes would avoid the physical structure and electromagnetic emissions of wind turbines. The Proposed Action would not inhibit the development of future wind farms or other industrial land uses. (emphasis supplied).

- PRTC DEIS Inquiry
October 6, 2010
Page 2 of 2

Similar language is repeated at several other places in the DEIS. Later in Section 4.9.3.1.4, Environmental Consequences, Energy Resource Development, the DEIS contains the following general policy statement:

In 2007, the Department of Defense released a letter stating that the DoD would not oppose the development of wind farms or other sources of renewable energy that would not impact military readiness or training. The Air Force would coordinate with FAA and other regulatory agencies to evaluate wind farm proposals under the proposed airspace on a case-by-case basis.

These excerpts from the DEIS indicate the case-by-case evaluation in reference to the PRTC project has concluded curtailment of wind tower development is not necessary to accommodate the project, is not being requested and will not be a natural consequence of the project.

Please provide affirmation regarding our interpretation so we can share this with landowners who have contacted us and are investigating wind energy development potential in the PRTC area.

SO-17

Sincerely,



Dustin Johnson
Commissioner



Steve Kolbeck
Commissioner



Gary Hanson
Commissioner

Cc: Todd Goddard, Northwest Landowners Energy Alliance
Bob Drown, Northwest Landowners Energy Alliance

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November 2014**

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September 20, 2010

HQ ACC/A7PS
ATTN LINDA DEVINE
129 ANDREWS STREET
ROOM 337
LANGLEY AFB VA 23665 2769

*Historic Preservation
Museum
Outreach & Interpretation
Publications
Research Center*

RE: Powder River Training Complex, National Historic Preservation Act (NHPA) Section 106 Compliance.

Dear Linda,

Thank you for the EIS and the cover letter which lays out your plans for complying with Section 106. Our office thinks that this project may have an adverse effect on cultural resources in Montana. We would not be able to comment in detail on what properties may be affected, or what level they may be affected, until after a survey report is submitted. We recognize that not every section of land will be affected that was outlined in the maps submitted, so we need to define the undertaking to a degree that will allow a file search and survey to be conducted.

CU-2

We would look forward to a meeting on this subject in the late fall or early winter of 2010. If the meeting cannot be held in Helena, Montana, we would request funding to attend such a meeting. Please keep us abreast of the planning on this undertaking as it develops.

If you have any questions or concerns about what I have written above, you can contact me at (406) 444-0388, or email at jwarhank@mt.gov.

Sincerely,

Josef J Warhank
Review & Compliance Officer

File: DOD/USAF/2010

225 North Roberts Street
P.O. Box 201201
Helena, MT 59620-1201
(406) 444-2694
(406) 444-2696 FAX
montanahistoricalsociety.org

Final
November 2014

COMMITTEE ON
NATURAL RESOURCES

COMMITTEE ON
AGRICULTURE

COMMITTEE ON
BUDGET

WESTERN CAUCUS
EXECUTIVE COMMITTEE

ADMINISTRATIVE
3004 Laramie, House Office Building
Washington, DC 20515
Phone (202) 625-5411
Fax (202) 225-3857



Cynthia M. Lummis
Congress of the United States
Wyoming

November 22, 2010

3032

WYOMING OFFICE
1100 Capitol Avenue, Suite 2018
Cheyenne, WY 82001
Phone (307) 772-7586
Fax (307) 772-2507

100 East B Street, Suite 4003
P.O. Box 44003
Casper, WY 82602
Phone (307) 261-6597
Fax (307) 261-6597

402 N. Lincoln, Suite 204
Jackson, WY 82601
Phone (307) 262-4198
Fax (307) 262-4097

81 E. Lincoln, Suite 300F
Jackson, WY 82601
Phone (307) 273-6008
Fax (307) 673-4962

Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769.

SENT VIA FAX: (757) 764-1975

Dear Ms. Devine

Enclosed is a copy of the correspondence I received from my constituent, Mr. Wade Bergslien, Pilot for True Drilling Company of Casper, Wyoming concerning the Powder River Training Complex. I believe Mr. Bergslien was in attendance at the meeting in Gillette and that he made his concerns about the proposed project known at that time to your agency, the Federal Aviation Administration and Air Combat Command. I believe you will also find this information self-explanatory.

I would respectfully ask for your thorough review of Mr. Bergslien's comments and for you to provide me with as much information possible including, but not limited to, what measures are taken to ensure that his concerns will be given full and fair consideration throughout the analysis process. It may also be helpful for Mr. Bergslien to know precisely what options are available to him and his business and the proper procedures he must follow to remain adequately involved.

GE-12

You may reply to me at my Casper District Office, Post Office Box 44003, Casper, Wyoming 82602; or fax (307) 261-6597. Your assistance is greatly appreciated. My Field, Jackie King, may be reached at (307) 261-5585 with any questions or comments pertaining to Mr. Bergslien's inquiry.

Sincerely,

Cynthia M. Lummis
Member of Congress

CL/jk

cc: HQ ACC/A7PP, Sheryl Parker
FAA, Megan Rosia

PRINTED ON RECYCLED PAPER

3033

True Drilling Company
P.O. Box 2360
Casper, Wyoming 82602

November 10, 2010

Congressman Cynthia Lummis
United States Congressman, Wyoming
1004 Longworth House Office Building
Washington D.C. 20515
202-225-2311

Dear Madam:

We the aviation department of the True Companies located in Casper, Wyoming would like to say we are in disagreement with the proposed Powder River Training Complex. This proposal is excessive in size as well as scope and will seriously impair the efficient use of our aircraft, and requires additional review before any consideration of implementation.

GE-2

The needs of the United States Air Force and all of the benefits it forecasts for all components involved are noteworthy, yet they negatively impact flight operations such as ours and other corporate aircraft. The summary of the PRTC addresses how the Air Force will increase training capabilities and gain fuel and maintenance savings at the same time. However if implemented the civilian sector will be tasked with longer flight legs and increased fuel consumption which goes hand in hand with increased maintenance costs.

SO-7

We are a long time participant in the energy industry of the Rocky Mountains. Corporate aircraft are an integral tool and facilitate companies such as ours and help us efficiently develop the natural resources with what we have been blessed. Bottom line is that streamlining our operations, thru the effective use of our aircraft, means reduced man-hours for those within and out of our companies who are dependant on our services.

As I have stated the proposed PRTC is immense and if granted is approximately 350 miles wide and will detrimentally affect all of our operations into and out of the proposed area within eastern Montana and western North Dakota. Aircraft dispatched from Casper or other airports that are set back from the MOA will be directed around the MOA when the airspace is "hot" (in use) and this will mean additional time and fuel and decrease our payloads. This could mean increasing fuel loads and or dropping passengers or using a larger aircraft than the trip should require. In times of obscured weather it could mean not even being able to reach your intended destination due to fuel requirements at arrival. An en-route tech stop is not a positive when time is of essence.

SO-7

To compound the problem the proposed quarterly exercises have potential to increase usage as other units will want to travel to the new area for their requirements. This will only decrease the airspace availability time potentially impacting the civilian users even more, additionally this would find fault with the Air Forces forecasted fuel savings.

The Air Force and the FAA are stressing their willingness to coordinate to the civilian sector when these airspaces will be in use, yet those who fly professionally will admit that this coordination is weak at best. If this proposal comes to fruition, the Air Force and the FAA will be tasked with becoming stewards to an area which many companies and families find their livelihoods dependant upon. The Environmental Impact Statement or EIS does not approach or encompass our sector of the energy business, which is corporate aviation, to include charter aviation. It fails to consider that aircraft as far

AM-1

SO-17

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NOV 15 2010
BY: _____

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November 2014*

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● Page 2

November 10, 2010

away as Houston, Texas are dispatched daily to western North Dakota and eastern Montana. This portion of the energy business will as stressed as ours will.

SO-17

In closure, it is clear that the inability to share this airspace will result in a less efficient cost structure for not only the energy industry but also all effected companies. These costs will ultimately be borne by the American citizen who is already stressed by the weakest economy in a generation. We request your assistance first in ensuring that the decision makers, the Air Force, the FAA and ATC, understand the burden placed on private industry; and second to facilitate a different solution for the military that benefits all parties.

SO-22

Sincerely, Wade Bergslien

Wade Bergslien
Pilot True Drilling Company



STATE OF SOUTH DAKOTA
M. MICHAEL ROUNDS, GOVERNOR

November 15, 2010

Linda Devine, Program Manager
ACC/A7PS
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2701

Dear Linda,

The purpose of this letter is to convey my support for the Alternative "A" of Air Combat Command's Powder River Training Complex Environmental Impact Statement, dated August 2010.

I strongly believe in our nation's armed forces being well equipped and trained to the best of their ability to successfully complete combat operations. Toward that objective, I am fully supportive of providing them the airspace to sharpen their combat skills to be able to both protect themselves and defeat our nation's adversaries in the most effective and efficient manner.

Therefore, I am committed to the success of your initiative to provide the airspace required to successfully complete such training missions. My endorsement of Alternative "A" is further founded on the efforts Air Combat Command has made to accommodate those citizens affected by training flights and the knowledge that Ellsworth's leadership team will continue to fully consider special requests for such considerations.

Thanking you in advance for this pioneering work in combat aviation training, please do not hesitate to contact me as we proceed with the realization of the best training complex our nation has developed in the past 50 years.

Sincerely,

Handwritten signature of M. Michael Rounds in black ink.

M. Michael Rounds

MMR:is

GE-1



1101 1st Ave. N., Fargo, ND 58102
P.O. Box 2064, Fargo, ND 58107-2064
Phone: 701-298-2200 • 1-800-367-9668 • Fax: 701-298-2210
4023 State St., Bismarck, ND 58503
P.O. Box 2793, Bismarck, ND 58502-2793
Phone: 701-224-0330 • 1-800-932-8869 • Fax: 701-224-9485

January 3, 2010

Ms. Linda DeVine, HQ ACC/A7PS
29 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine:

North Dakota Farm Bureau members oppose the proposed U.S. Air Force expansion of the Powder River Training Complex. The Minot Air Force Base and the Ellsworth Air Force Base are both important strategies in our national defense. While we recognize the need for national security and proper training for our military, quadrupling the size of the area would have detrimental impacts to residents in southwest North Dakota.

GE-2

Maj. Matthew Reese has said, "We're looking at expanding the Powder River Training Area to about four times its current size, over primarily unpopulated areas." We believe the residents in southwest North Dakota are just as important as other areas of the country and deserve consideration.

EJ-2

The noise of the low-flying B-1 and B-52 bombers will spook beef cattle and sheep, causing them to run. The animals will not only lose weight, but can injure themselves by stepping in a prairie dog hole or other obstacle. In this part of the country, ranchers make their living raising cattle and sheep. Agriculture is the number one industry in North Dakota and the southwest area of our state is a vital component of our industry. These people depend on livestock for their livelihood.

BI-4
SO-13

The noise will similarly impact wildlife. At the same time, the flares set off by the aircraft could start fires in the area.

BI-4
SA-5

With 27,000 members, North Dakota Farm Bureau is an independent, non-government, voluntary organization united for the purpose of analyzing issues and formulating action on agricultural concerns.

We hope the U.S. Air Force will reassess its expansion of the Powder River Training Complex. Thank you for your consideration of this matter.

Sincerely,

Eric Aasmundstad
President

cc: Sen. John Hoeven
Sen. Kent Conrad
Rep. Rick Berg



Linda DeVine, Program Manager
ACC/A7PS
129 Andrews St. Suite 337
Langley AFB, VA 23665-2701

Dear Ms. DeVine,

My name is Matthew Remyse; I am the manager of the Dickinson Theodore Roosevelt Regional Airport (Dickinson Airport) in Southwest North Dakota. The Dickinson Airport is governed by the Dickinson Municipal Airport Authority (DMAA) a five member board appointed by the City of Dickinson. Aviation has a vital part in the economic development of Southwest ND and the DMAA has the responsibility of assuring that aviation in southwest ND continues to grow, remains strong, is convenient, and remains readily available for our citizens. I have been following the development of the MOA expansion and believe that the expansion will adversely impact aviation activities in southwest North Dakota. I'm writing to inform you of the concerns I have with the expansion of the Powder River MOA.

I'd first like to describe the current economic situation in southwest, ND and how the Dickinson Airport plays a part. Southwest ND is seeing unprecedented growth and is in the midst of a growing economy that is being pushed by the oil development of the Bakken and Three Forks Oil deposits. Aviation has played a large role in the growth by allowing companies from across the nation to fly into the Dickinson Airport utilizing both commercial and general aviation. In a 2004 study conducted by the North Dakota Aeronautic Commission, it was determined that the Dickinson Airport has a \$30 million impact on Southwest ND and creates 305 direct jobs. The study also determined that each commercial passenger that flies into Dickinson spends approximately \$710 per trip. In 2004 the airport had just over 5,000 commercial boardings for the year, by taking 5,000 passengers and multiplying it by an average of \$710 that is an impact of \$3.5 million. If we move ahead six years to 2010 the airport has already boarded 8,200 passengers and will be over 10,000 boardings for the year. Based on the 2004 number of \$710 that is impact of \$7.1 million to southwest ND. This impact includes jobs of airline personnel, airport personnel, and personnel in Southwest ND who support the traffic such restaurants, motels, rental cars, and service stations. This impact allows southwest ND to continue to grow its economy while the rest of the country is in a downturn.

I feel that the expansion of MOA could affect both General Aviation and Commercial Aviation to and from the Dickinson Airport during a time in which southwest ND is seeing such unprecedented growth.

] 50-22

Commercial aviation has played a large role in the growth of Dickinson. Great Lakes Airlines operates three round trips daily between Dickinson and Denver. The airline has been able to keep up with the demand of travelers by adding additional flights and working hard to assure that Dickinson passengers

get to Denver at time where they can connect with other flights. The hard work of the airline has not gone unnoticed by the businesses using the airline either. The airports annual boardings have continued to rise since the oil activity started in late 2006. In 2006 the airport only had two round trips that were shared with another community and airport's annual boardings totaled 5,400 passengers. In 2009 there were three round trips shared with another community and the airport's annual boardings were 8,937. Today the airport has three round trips daily and only one of those round trips is shared. The airport's boardings as of October 31st were 8,217. By the end of 2010 the airport is going to have over 10,000 boardings.

All of this success is due to the fact that Great Lakes Airline is able to offer convenient reliable air service to southwest ND. If the MOA were to be expanded the airline would be affected. The times proposed for PR-4 coincide with the two busiest trips a day. This may cause our commercial flights to be delayed or forced to divert around the MOA because the MOA is "hot". Both of these scenarios will cause the airline to incur additional costs and inefficiencies. This translates into southwest ND no longer having the convenient affordable air service it has come to expect. If passengers do not have convenient affordable air service out of Dickinson they will choose other airports that are not affected by the MOA. This is a direct loss of passengers for the airport.

SO-22

There are many possible effects that the airport could receive due the the loss of passengers. The biggest effect is the loss of air service. If the airport starts losing passenger the airline will no doubt reduce the air service into the Dickinson Airport ultimately reducing the available seats to southwest ND passengers and greatly reducing the redundancy and reliability of our flights. If the airport were to lose passengers it will fall into a lower category for funding. As the airport closes out 2010 it will be above 10,000 boardings for the year. Every year the airport is above 10,000 boardings a year it is able to receive \$1 million in funding from the FAA for capital improvements of the airport. If the airport loses this status the airport will lose \$850,000 a year in funding. This will slow the airport growth and will not be able to meet the infrastructure demands of the growing region. Every passenger lost to another community is \$710 that is no longer being spent in southwest ND. If the airport were trend back to 2006 numbers that would be an annual loss of \$4 million dollars to southwest ND's economy.

The Dickinson Airport has seen general aviation grow just as we have seen commercial aviation grow. This is evidenced by the increase in fuel and hangar sales at the airport, and the amount of entries in the airport's GA operations log. The airport's operation tracks all the general aviation traffic. General Aviation plays a role in the economic sustainability of the growing region as well. General aviation at the Dickinson Airport provides charter service, freight service, air medical and agricultural service. The airport's FBO, Western Edge Aviation provides charter service, flight instruction, aircraft rental, aircraft maintenance, courtesy car and a full pilot's lounge. Above all, these services allow for any person or business from across the world to fly right into our economy and I feel that the development of the MOA could disrupt the general aviation traffic coming into the Dickinson Airport.

SO-8

The proposed MOA essentially blocks off the Dickinson Airport from any traffic coming for the south, southwest and southeast. A majority of the traffic the airport receives comes from these directions due the geographical location of the airport. The PR -3 and PR-4 MOA are active during the morning, which is a busy time for general aviation traffic and this has the potential to reduce the amount of traffic that utilize the airport. Any time an aircraft chooses not to utilize the airport it is a direct loss of income for the FBO and airport. An aircraft can take between 30-100 gallons of fuel when it stops at the airport. If an aircraft decides to use another airport it could cost the airport and FBO anywhere from \$60-\$200 per aircraft. It is difficult to gauge the amount of traffic that could be lost, but suppose the airport lost 10%

SO-22

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of its GA traffic or 240 aircraft. If the airport were to lose 240 aircraft to another airport the Dickinson airport could stand to lose \$48,000 in revenue. How would an airport compensate for the lost revenue? There are two options, reduce services, or increase fees. Either option the airport chooses will ultimately cause the airport to lose more customers. The expansion of the MOA is an economic hardship to the FBO and southwest ND. The reduction in traffic could lead to a loss of jobs, and create further economic hardship to the region.

SO-22

SO-10

The above paragraphs speak toward general aviation as a whole, but the MOA expansion will affect each aspect of general aviation differently. Charter service coming into and out the Dickinson Airport will be affected any time there are IFR conditions. Since IFR is prohibited when the MOA is "hot" it will provide unpredictability into the charter operation causing charter companies to experience delays and cancellations. Medical flights that serve the small general aviation airports underneath the MOA may be delayed or canceled creating a huge burden to the hospitals that rely heavily on doctors from larger towns. Businesses utilizing private aircraft will be negatively impacted. The potential for rerouting around the MOA will cause additional hardships to the company as a result of additional fuel and time.

SO-5

I understand the need for the military to train it personnel, but the expansion of the MOA will negatively impact the airport and the economy in southwest ND. I thank you for your time and strongly urge the USAF to take the No-Action Alternative. If this airspace is chartered it would be detrimental to aviation in southwest ND. Again I thank you for your time and if you should have any questions please do not hesitate to contact me at 701-483-1062

GE-2

Sincerely,



Matthew Remynse
Airport Manager



Friday, November 12, 2010

Ms Linda A. Devine
129 Andrews Street, Room 337
Langley AFB, VA 23655-2769

Reference: Powder River Training Complex Draft Environmental Impact Statement (EIS)
FAA Airspace Study 10-AGL-6NR

United Air Lines, Inc. and Continental Airlines, Inc. are wholly owned subsidiaries of United Continental Holdings, Inc. Together with United Express, Continental Express and Continental Connection, these airlines operate a total of approximately 5,800 flights a day to 371 airports on six continents from their hubs in Chicago, Cleveland, Denver, Guam, Houston, Los Angeles, New York/Newark Liberty, San Francisco, Tokyo and Washington, D.C. A significant number of our flights cross the proposed Powder River Training Complex (PRTC) every day providing vital scheduled air service to and from many domestic and international city pairs.

We hereby submit the following comments in response to the Powder River Training Complex Draft Environmental Impact Statement (EIS).

Both Continental Airlines and United Airlines have long shown extraordinary levels of support for the men and women of our armed forces and are truly grateful for their service and sacrifice. In the modern world, more than ever, we recognize the need for them to train as they fight.

As proposed, the Powder River Training Complex (PRTC) Military Operations Areas (MOAs) will be comprised of an unprecedented amount of airspace from parts of Montana, Wyoming, North Dakota and South Dakota. Though the PRTC covers a somewhat sparsely populated part of the United States, numerous jet routes and efficient trajectories pass through this airspace. For example, on Tuesday, August 17th 2010, between the hours of 1400Z and 0200Z between FL 330 and FL390, three hundred ninety five flights passed through the proposal area. The majority of these flights were scheduled Part 121 (air carrier) operations. But in total, on that day, from the surface to FL 450, 776 flights of various kinds transited or used airspace within the proposal area. If the PRTC is activated as described in the EIS on a daily basis, most of these flights will have to find another way to get to their destinations.

} AM-21

About 110 United and Continental flights transit the proposed PRTC to or from our hubs in SFO, LAX, DEN ORD, IAH, IAD, EWR and CLE daily. When the area is in use each of these flights will have to fly an average additional 50 flight miles to avoid the area. The extra flight miles at cruise will require an additional 55,000 pounds of fuel each day.

} SO-7

At current fuel prices with the proposed times of use this represents \$6,000,000 in fuel costs and 14.3 million pounds of extra fuel burned each year to our airline.

SO-7

In the EIS, the United States Air Force (USAF) describes in detail proposed quarterly Large Force Exercises (LFEs) designed to last one to three days each. We have no objection to these limited duration exercises and consider this to be high value use of the airspace.

GE-14

In our review of the proposal, however we do not see justification for activation of the MOA /ATCAAs beyond the LFEs. Blocking the area Monday through Thursday from 7:30am to 12:00pm and then from 6:00pm to 11:30pm with an additional block from 7:30am to 12:00pm on Friday will require hundreds of flights a day to be delayed or rerouted around the area. The excess fuel burn associated with these flights' altered trajectories and the associated increased emissions do not appear to be addressed in the EIS.

SO-22

AQ-4

United and Continental Airlines had hoped to be able to address our concerns regarding the "Proposed Action Alternative A" with the USAF directly and at the national (NAS) level. Such an opportunity to have a frank and open discussion with the USAF and other stakeholders regarding their needs might have lead to other potential alternatives to manage the airspace more safely and efficiently. However, the USAF has been unwilling to meet to discuss the proposal beyond the LFEs and that has left us few alternatives.

GE-11

United Airlines and Continental Airlines feel that this proposal has not had sufficient review at the NAS (national) level. The LFE use of the airspace appears to be manageable in terms of its impact on other NAS users and not significantly different from other similar exercises that are conducted periodically in other parts of the NAS. The non-LFE portion of the proposal impacts a vast volume of airspace on a daily basis and will put an undue burden on the environment and hundreds of civil aviation and non-participating DOD flights every day. United Airlines and Continental Airlines object to the non-LFE portion of the proposal based on its adverse impacts on the efficient use of the navigable airspace.

GE-14

Sincerely,



Timothy L. Stull
Managing Director Air Traffic Strategy and Programs
United Airlines
1200 E Algonquin
Elk Grove, IL 60007

Cc:

Robert Henry
Operations Support Group Team Manager
FAA Northwest Mountain Regional Office
1601 Lind Ave., SW
Renton, WA 98057

Mike O'Brien
Midwest Manager, Tactical Operations
2300 E Devon Ave,
Room 307
Des Plaines, IL 60018

Steve Atkinson
Western Manager, Tactical Operations, AJR-W
1601 Lind Ave SW
Renton WA 98057

Mike Rizzo, ATREP
FAA, ATO Central Service Center
Operations Support Group, AJV-C2
2601 Meacham Blvd
Fort Worth, TX 76137

Roger Mcgrath
OSG, ATO Central Service Center, AJV-C23
2601 Meacham Blvd
Fort Worth, TX 76137

Written Comment Sheet
Public Scoping Meeting for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 9-16-10

PLEASE PRINT

AS PRESIDENT OF THE SUNDOWN RANCHES HOA, WE WELCOME THE TRAINING COMPLEX. WE WANT TO HAVE THE BEST FIGHTING FORCE ON THE PLANET. AND IF THE EXPANDED/NEW COMPLEX HELPS, THEN WE ARE ALL FOR IT.

GE-1

AS AN AMERICAN I LIKE SEEING OUR WAR PLANES @ WORK. IN OUR REMOTE AREA, WE DON'T GET TO SEE IT MUCH.

SEVANN

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	SCOTT EVANS
ORGANIZATION:	SUNDOWN RANCHES HOME OWNERS ASSO. (HOA)
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

- Yes, please include me in the mailing list for distributing the EIS. I would like to receive a copy of the EIS in: hard copy format CD (electronic format)
- No, please do not include me in the mailing list for distributing the EIS. I do not wish to receive an EIS or further information.

Please note: Providing your private address information is voluntary. This information will be used to compile a mailing list for distributing future information regarding this EIS. Failure to provide such information will result in your name not being included on the list. Private address information will not be released for any other purpose unless required by law.

Please hand this form in at a public scoping meeting or mail before August 4, 2008 to:

Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 317
Langley AFB, VA 23665-2769



3039

Kenny Fox, *President*
foxtranch@gwtc.net
(605) 344-2516

Shane Kolb, *Vice-President*
lazyys@sdplains.com
(605) 244-7145

Margaret Nachtigall, *Executive Director*
margaret.sdsga@midconetwork.com
(605) 342-0429

November 11, 2010

To:
Linda Devine
HQ ACC/A7PS
129 Andrews St. Suite 337
Langley AFB, VA 23665-2769

Re: Powder River Training Area Expansion - Comments

To Whom It May Concern:

Background:

The South Dakota Stockgrowers Association (SDSGA) is an organization of 1,300 cattle and sheep producers committed to representing the independent livestock producers in regards to the sustainability of their livelihoods.

SDSGA appreciates the opportunity to provide meaningful input regarding the expansion of the Powder River Training Complex.

Comments:

South Dakota livestock producers understand and support the need for military training for the security and benefit of our country.

We also understand and support the need for livestock producers whose livelihoods feed and promote the health and well being of the citizens of our country; whose inherent job it is to protect the land that is their sustaining factor. It is with these facts in mind that we oppose the expansion of the Powder River Training Complex as it is defined today.

GE-2

1) Opposition to military aircraft flying at 500 feet altitude.

A.) At present there are over 300 private planes registered to people in this area. Many of these small planes belong to ranchers who use them in their day to day work. Some belong to people whose job is predator control. Some belong to people who use them for transportation to and from work in small towns. Crop sprayers who work seasonally according to certain crops, and only in weather conditions that prevent drift of spray, do not have the luxury of working according to a set schedule.

PN-4

SO-15

SO-2

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3039

Margaret

Page 2

11/11/2010

We have been told that Ellsworth must notify the Federal Aviation Administration two hours before a mission and that the information can be obtained by phone or website. We realize this is for the purpose of being a "good neighbor", and we certainly hope to be the same. However, many of these folks would be in the air before any given time; are not radio equipped, and often are not in close proximity to a computer or phone.

AM-12

The increased number of military aircraft in the area flying at that altitude is a danger to farmers, ranchers and business people who have the right and the need to use their small aircraft.

SA-7

2) Opposition to chaff and flares.

A.) We understand there is a "small" chance of a dropped flare igniting a fire. There is also a "small" chance of lightening striking the ground and causing a fire, but it happens. According to Ellsworth Air Force personnel "there would be roughly half a dozen flights a day at Powder River". That means there would be roughly half a dozen chances a day for the "possibility" of a fire. This would be extremely dangerous in oil and/or gas fields such as those in Harding County and parts of North Dakota, Montana and Wyoming.

SA-5

Although we were told by Air Force personnel that there has never been a fire from a flare, we understand a 17,000 acre fire near Atlantic City, New Jersey in 2007 was the result of a flare accidentally dropped from an Air Force aircraft.

3) We have found no evidence of an Environmental Impact Study on the effects of noise, chaff and flares over the habitat area of the Greater Sage Grouse. In March 2010, prior to the Powder River Training scoping meetings, the U.S. Fish and Wildlife Service listed this Sage Grouse as "Warranted but Precluded" under the Endangered Species Act.

BI-3

4) We appreciate the fact that the training area is directed away from major airports and commercial air-traffic lanes. However, several times we have heard Air Force personnel refer to the training area as a "sparsely populated" area. The reason it is sparsely populated is due to the fact that you cannot produce food to feed our nation in an urban area. It would seem as though the Air Force has established a certain distinction between urban and rural populations and has chosen an area of lesser importance instead of looking at *unpopulated* areas.

LU-1

South Dakota Stockgrowers appreciate the opportunity to comment on this extremely important subject. We have the greatest respect for the United States Air Force and are fully aware of the need for their continued training and education. We hope those of you who make these decisions will also realize the importance of this country's farmers and ranchers and would have the same respect for our needs and will take our concerns into consideration as you make the final plans.

Most Sincerely,

Margaret Nachtigall, Executive Director
South Dakota Stockgrowers Association

Final
November 2014

3040

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 12-29-10

PLEASE PRINT

SEE ATTACHED LETTER

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	WILLIAM L. NEUMILLER
ORGANIZATION:	APL MONTANA
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

- Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: CD (electronic format) hard copy format
- No, please do not include me in the mailing list for distributing the Final EIS. I do not wish to receive an EIS or further information.

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Please hand this form in at a public hearing or mail before ~~November 15, 2010~~ to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

EXTENDED TO
JANUARY 3, 2011

**Final
November 2014**

3040

December 29, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley Air Force Base, VA 23665-2769

RE: Proposed Powder River Training Complex

Dear Ms. DeVine

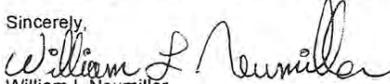
Thank you for allowing us to comment on the Proposed Powder River Training Complex EIS. We are a 2300 megawatt Coal Fired Steam Electric Station located in Colstrip on Highway 39 thirty miles south of Forsyth. We are located in the proposed PR-1 High Military Operation Action Area and just north of the PR-1B high Military Operation Action area that covers the Northern Cheyenne Indian Reservation.

In Alternative A of the Proposed EIS, Large Force Exercises will be conducted 1-3 days per quarter or 10 days annually. In light of the Homeland Security Act and the safety and security of our employees here at the Colstrip Steam Electric Station, we are requesting a notification process be added to the Proposed Action and Alternative Action Items in the Environmental Impact Statement (EIS).

A notification of when LFE's (Large Force Exercises) will occur in our area will allow our manager and our security department to have this information available in case questions arise from our employees about activities in the air space above our power plants. It would also be a good idea to contact the police and sheriffs offices in the towns of the affected areas during LFE's. In our situation, we are thinking an email to our security department and to our plant manager would be sufficient notice. The timing should be 2-3 days notice prior to the start of the LFE's

Thank you again for allowing us to comment on your Powder River Training Complex EIS.

Sincerely,


William L. Neumiller
Senior Environmental Engineer
PPL Montana – CSES

AM-12

Final
November 2014

3041

Nov. 12, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine:

The North Dakota Stockmen's Association (NDSA) is an 81-year-old trade organization that represents nearly 3,000 North Dakota beef cattle producers. Our association is a strong supporter of the U.S. military and credits the freedoms we enjoy and the ability we have to live out our American dream, raising cattle and providing a safe, wholesome product for consumers, to the hard work and sacrifices of past and present soldiers.

Our members understand the importance of training and equipping our forces so they are able to protect our nation and defend our way of life. Yet, the massive proposed expansion of and the low-level flight involved with the Powder River Training Area could negatively impact livestock operations in the region, and we urge you to instead consider other alternatives to improve military readiness and expertise.

Our members identified the following major concerns with the Powder River Training Complex proposal in a policy resolution at our recent convention: possible interference with producers checking livestock with small aircrafts at similar altitudes, the potential of fires when flares are released and the startling of livestock due to noise.

SA-7

We understand that flares are only being planned for higher-elevation flights, which should allow for burnout before they near the surface, but we are concerned that if those thresholds are not followed and flares are accidentally deployed, serious damage could result, like in the May 2007 accident in the Warren Grove area in New Jersey. The Environmental Impact Statement indicates that the use of flares would be suspended when the fire danger reaches the "extreme" category. The proposed expansion area in North Dakota, however, is big grasslands country, often with lots of "fuel" for prairie fires. Consequently, we believe that a much lower fire danger category would have been a more appropriate trigger.

SA-5

The Environmental Impact Statement points out that "increases in the Day-Night Average Sound Level and individual noise events from an aircraft overflight would be noticed and could be perceived as a significant impact by residents under the airspace." Livestock producers agree and find the low-level flights, such as the B-1 missions proposed, where adjusted sound exposure levels could hit as high as 133 dB, a particular concern. The uncertainty of low-level overflight and the inability to anticipate when such an overflight could occur would contribute to the startle effect of animals. This, of course, could result in livestock fleeing, breaking loose and/or causing infrastructure damage and/or injury or death to themselves or humans tending to their care.

BI-4

We appreciate the inclusion of the "temporary avoidance areas" in the plan; however, must point out several limitations with this concept. The Environmental Impact Statement identifies branding and weaning as potential activities, which could be indicated as times to avoid upon arrangements between air space managers and livestock producers. Those activities would certainly be ones to avoid, but it is important for planners to understand that these are not the only times when livestock would be gathered, penned and have an increased tendency to spook. For instance, backgrounding and finishing are growing enterprises in this region, and complement the already prevalent cow-calf production that occurs there. Considering the functions of these cattle enterprises, it is not unusual for some cattle to be corralled for three to six or even more months out of the year, so the temporary avoidance concept may not be workable for military officials. Another question that arises is how livestock producers would "register" these avoidance areas, and how much notice would have to be given so trainees could adjust their routes? Unfortunately, Mother Nature "unplans" many work plans on livestock operations, and, consequently, producers need the flexibility to respond to whatever the conditions allow them to do without the delay of any sort of waiting or processing period.

SO-13

The Environmental Impact Statement indicates a desire to minimize the annoyance that the expanded training area would cause for residents. Have planners considered putting applicable farmsteads on a permanent avoidance area list, and, if so, would that be a practical option?

LU-2

*Final
November 2014*

3041

We would also appreciate more information regarding the proposed threat emitter sites. The Environmental Impact Statement alludes to some of the details, but does not include many specifics, like the number of sites being proposed. Are plans to lease the acreage for all sites, or would some property be acquired as well?

] CM-2

In summary, the North Dakota Stockmen's Association supports U.S. troops, the defenders of our democracy; however, livestock producers have significant concerns about the proposed Powder River Training Complex expansion project and, therefore, encourage the utilization of current or alternative options that would be less intrusive.

We appreciate this opportunity to comment and ask questions about the proposed plan.

Sincerely,



Jason Schmidt, President
North Dakota Stockmen's Association



"VARIETY IN HUNTING AND FISHING"

NORTH DAKOTA GAME AND FISH DEPARTMENT

100 NORTH BISMARCK EXPRESSWAY BISMARCK, NORTH DAKOTA 58501-5095 PHONE 701-328-6300 FAX 701-328-6352

Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 317
Langley AFB, VA 23665-2769

11-9-10

I am the pilot for the North Dakota Game and Fish Department and am responding to the proposed Powder River Training Complex (PRTC). The NDGF has two aircraft and eight vender aircraft which are used extensively in the area proposed as well as in the current Powder River MOA and ATCAA.

Being the NDGF Aviation Department and an avid general aviation enthusiast, I strongly oppose any increase in the size of the existing Powder River MOA and ATCAA. I recommend the "No Action Alternative" based on the following reasons:

GE-2

The department can have surveys, surveillance missions and radio telemetry work going on nearly every day of the week using the two department aircraft and vender aircraft. A great percentage of this is done in the south western part of the state as well as telemetry work done in South Dakota and Montana as far south as the Wyoming border. Reducing the regularity of these flights due to a "hot MOA" combined with weather considerations would cause time constrictions that would be unworkable. It is understood that this expanded area would not be a "Restricted Air Space" and that civil operations would be allowed, but to rely on see and avoid tactics with 400 mph to 500 mph closing speeds is unrealistic.

SA-8

Sincerely,
Jeff Faught

Pilot
North Dakota Game and Fish Department

**Final
November 2014**

3043



From: North Dakota Aeronautics Commission
PO Box 5020
Bismarck, ND 58502

To: Linda DeVine, HQ ACC/A7PS, (PRTC EIS)
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Manager, Operations Support Group, ATO Central Service Center, AJV-C2
Airspace Study 10-AGL-6NR
Department of Transportation
Federal Aviation Administration
2601 Meacham Blvd
Fort Worth, TX 76137

November 8, 2010

Subject: Comments on the Powder River Environmental Impact Study

Executive Summary:

The Powder River Military Operations Area (MOA) is presently located primarily in Montana. Additional airspace is being requested by the 7th Bomb Wing from Ellsworth Air Force Base, South Dakota. The 5th Bomb Wing from Minot Air Force Base, North Dakota would be an additional user. Air warfare has changed, and additional air space is being requested to provide realistic training for these and others. The requested airspace would expand to approximately four times the original MOA, and affect North Dakota from Bismarck south and west to the borders, and from 500 feet above the ground to 60,000 feet. Options were given, with option A being what was requested by the Air Force, option B expanding only into North Dakota, option C expanding only into Montana, and a no-action alternative.

The North Dakota Aeronautics Commission attended each Environmental Impact public hearing and noted citizen's concerns at each hearing. In addition, the commission has received numerous additional inputs as the proposed airspace debate gained publicity. The North Dakota Aeronautics Commission recommends option C, since it would satisfy all of the military's needs while minimizing the negative impacts to our state. Option C, as was stated by the Air Force at these hearings, would be the preferred option because this plan would allow for continued economic prosperity and quality of life while allowing the military to satisfy all of its training needs, including mountainous terrain training in the western portion of the proposed MOA.

DO-5

Factors leading to this decision:

The following topics reflect the concerns of North Dakota's citizens which would need to be addressed if the Powder River 4 MOA sector (the eastern portion) was to become active:

Airlines

- The city of Dickinson has benefited greatly from the Department of Transportation's Essential Air Service program, helping small cities to connect with the rest of the country. The goal of the program is to build an airline infrastructure to become independent of funding in the future. In recent years, the oil development has helped to increase loads toward 10,000 passengers, a significant threshold for FAA funding increases from \$150,000 to \$1 million annually. Ten days of cancelled flights due to military operations could make the difference in making this threshold.

SO-5

Corporate/Charter

- FAR Part 135 flight operations and company operations specifications requirements often dictate that flights must be conducted on instrument flight plans (IFR). Flights would not be permitted through any airspace that is active or scheduled, severely limiting these companies. This uncertainty of available airspace would make it prudent to change a company's destination. These communities count on the oil industry, hunting and tourism for a large part of their livelihood. If the destination changes, the community suffers.

SO-9

Aerial Applicators

- 127,060 acres were sprayed in southwest North Dakota associated with the proposed MOA in the previous year. The Federal Aviation Regulation 91.119 requires aerial applicators to fly at least 500 feet above any person or structure when transiting between fields and their airport. This puts the sprayers at the same critical altitude where the crews of large, high-speed military aircraft are concentrating on terrain following training and tactical maneuvers.

SA-15

Private Pilots

- During a period of declining pilot numbers, this airspace would limit the state's ability to produce new pilots. Concerns of special use airspace would keep any prudent student from flying where their skills at see-and-avoid would be critically tested. The proposed military airspace is below radar contact, and visual is the only means of separation at 600 knots closing speeds.

SO-26

- The sector gaps are intended to allow transit on VOR navigation, or Victor airways. These airways are no longer the normal means of navigation, but a hold-over from before the advent of GPS. Pilots generally fly direct to save time and fuel, and the FAA's NexGen plan reinforces this. The airways can be used to avoid the MOA, but at an increased cost to the flying public.

SO-7

FBOs

- Fixed-base operators are the anchor points for general aviation. They survive through the combined income of fuel sales, flight training, aircraft rentals, and hangar fees. Civil flight training will be curtailed without adequate training areas for student pilots. Flight paths for transient aircraft will change to avoid potential airspace restrictions, losing fuel and other sales at the FBOs. An FBO in Bismarck anticipates a loss of \$300,000 in revenue annually.

SO-5

SO-7

Local Communities

- Cattle herdsman at the hearings passionately objected to the low altitude aspects of the proposal. Many grew up in the same area when B-52s flew low altitude routes, and saw the devastation of startled cattle, breaking necks and limbs against stockade fencing. Even the most positive of the ranchers asked, "Please- can you just give me a number to call a real person when my year's income is killed in a stampede?"
- A Real estate agent knows what makes the property valuable – they value the peace and serenity that gave people a reason to live there. Many people noted the "startle" effect on a fly-over at 500 feet for unsuspecting people.

SO-13

GE-8

SO-1

Weather Modification

- Crops and homes are kept safe by aerial hail suppression, which requires quick response, accurate radar imagery, and precise cloud seeding. By design, the chaff which will be deployed ruins the weather radar returns, putting a halt to their business. Cloud seeding often requires close proximity to the clouds or penetration, dictating the need for an instrument (IFR) clearance. IFR is not permitted in the active MOA, halting cloud-seeding operations and putting homes and agriculture at risk for damage from the weather.

SO-28

Clinics

- Approximately 80 medical flights each month originate in Bismarck. Doctors and their staff would not accept the loss of revenue associated with driving between their homes and outlying clinics. Flights requiring an IFR clearance could not be conducted into an active or scheduled MOA, and the proposed time of MOA activity (07:30- 12:00) corresponds with the times needed to deliver these medical teams to rural clinics. Cancellations or delays would jeopardize the clinics in the rural areas including the towns of Hettinger and Bowman.

SO-5

Air ambulance operations

- The EIS implies that most air ambulance flights are below 10,000'. The majority of air ambulances are now pressurized turboprops operating above these altitudes. Rural communities have been assured that all military operations will cease in the event of an air ambulance operation, but the FAA and Air Force should be aware that the aircraft may be operating between Flight Level 180 and 250.

SA-18

Tribal Concerns

- Separate and private hearings were conducted at the tribal reservations. Concerns were stated, but were not submitted to the aeronautics commission.

NA-2

Aerial Wildlife surveys and predator control

- This topic is important to North Dakota, but will be detailed through the response from the North Dakota Game and Fish Department.

SO-15

Conclusion

Option C, which excludes the area in western North Dakota, would provide the additional airspace and geography needed for the additional training required by the Air Force without deteriorating North Dakota's economic, environmental, and quality of life elements. The public input was emotional and well documented across the state. The reasons against the Powder River 4 MOA varied between the different communities of North Dakota, but the solutions to each community's concerns could be solved by selecting Option C of the Environmental Impact Proposal. Regardless of the final decision, the following modifications would minimize the negative effects on North Dakota:

DO-5

1. Attempt to shrink the North Dakota area as much as possible ... exclude areas around cities and airports.
2. Raise the minimum altitude as much as possible. A floor of 10,000 within the eastern sector would allow for most business to continue and limit the hazards caused by high-speed military aircraft and their operations.

AM-5

DO-4

**Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex**

Thank you for your input!

DATE: 4-21-10

PLEASE PRINT

Due to the economic activity related to national resource development in our community, I have concerns with the flight space proposed interfering with our airport expansion and any expansion of constructed or proposed wind farms in our area. While I believe training for the Air Force is essential, I would request flights near Bowman County to be at higher altitudes, near 14,000 ft. My daily duties require me to try to develop improved community quality of life. These staff and other low flight's I believe will be a public nuisance or impact our daily living. My greatest concern however involves the chaff.

AM-5
SO-17
LU-2

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	<u>Ashley Alderson</u>
ORGANIZATION:	<u>Bowman County Development Corp</u>
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: CD (electronic format)
 hard copy format

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Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

3044

and its effect on our local Bannock Radar. While this radar is most utilized during the summer months by the weather modification program, it is in the process of being up and running year round. This radar is vital to our area due to the lack of radar coverage from Bismarck and City of Billings. Because these three radars are a good distance away, none of them accurately cover Bannock County. Again, we need radar coverage & without the Bannock Radar - we have none. The economic impact from severe weather on our agricultural community is huge. Our farmers & ranchers need to have radar coverage to see approaching storms and the increased protection from the weather modification program. This program's hail suppression activities are down successful and protect our agricultural community from great loss, not to mention the loss to property caused from hail damage. Funding using draft radar our radar is very important and appreciated.

SA-16

As a community we support our Armed Forces and we appreciate the opportunity to have public input in this project.

NP-3

Thank you for your consideration of our concerns & compromise on these important issues.

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: _____

PLEASE PRINT

WE'VE HAD B-52 TRAINING FLIGHTS SINCE THE 70'S - HOW LONG IS THIS PROGRAM SCHEDULED FOR? - AS A COUNTY COMMISSIONER FOR FALCON COUNTY IN MONTANA - I HAVE CONCERNS FOR THE OPERATION OF OUR LOCAL AIRPORT - COMMERCIAL PILOTS (BRINGING IN ON FIELD EXECUTIVES) HAVE TOLD OUR AIRPORT MANAGER THEY WILL BE AVOIDING OUR AIRPORT WITH THE IMPLICATION OF THIS PROGRAM IN ITS PRESENT FORM - ^{THERE IS} PLANS TO CONTINUE ON BACK FOR MORE SPACE ***** (SEE BACK)

SD-10

NAME:	WILLIAM W. RANDASH
ORGANIZATION:	FALCON COUNTY COMMISSION
ADDRESS:	BOX 846
CITY/STATE/ZIP:	BAKER, MONTI 54313

Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: CD (electronic format) hard copy format
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HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

3045

LENGTHEN OUR LANDING STRIP BY
1000 FEET - LAND HAS BEEN ~~RENTS~~
PURCHASED & BIDS ARE ABOUT TO
BE LET. GRANTED FEDERAL MONEY
IS THE PRIMARY FUNDING AGENCY -
BUT WHAT A WASTE OF TAX PAYER'S
MONEY IF THE STRIP IS NOT
GOING TO BE USED.

SO-10

I DO REALIZE THAT TRAINING
OUR PILOTS AND AIR CREWS
IS ESSENTIAL.

PN-1

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10/14/10

PLEASE PRINT

THE AIR FORCE NEEDS TRAINING, THEY
PROTECT US FROM FOREIGN ENEMIES
WE NEED TO SUPPORT THEM WITH THEIR TRAINING
NEEDS.
I AM PROUD TO SEE THE PLANES IN THE AIR EVEN IF
SOMETIMES THEY SCARE THE ~~XX~~ OUT OF ME.
THE AIR FORCE HAS ALWAYS BEEN EASY TO WORK
WITH @ OUR LOCAL GOVT, "COUNTY"

6E-9

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	RUSTY TARDÉ
ORGANIZATION:	CARTER CO. SHERIFF
ADDRESS:	
CITY/STATE/ZIP:	EXALAKA, MT, 59324

- Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: CD (electronic format) hard copy format
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HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: _____

PLEASE PRINT

The proposed area includes areas of excellent potential for the development of wind energy. We would request that a firm definitive statement that this federal action would not result in limitations or constraints on the development of wind energy projects either by the Federal Aviation Administration or the military.

NP-6

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Ron Rebenitsch
ORGANIZATION:	Basin Electric Power Cooperative
ADDRESS:	1717 E Interstate Ave
CITY/STATE/ZIP:	Bismarck, ND 58503

Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: CD (electronic format) hard copy format

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When making an oral comment, please clearly state your name and the name of the organization, if any, which you are representing before you begin your comments. Please do not provide any other personal information, such as your home address and phone number when making an oral comment. Your oral comments will be used to develop a transcript and permanent record of this meeting. This transcript will be published in the FEIS. If you would like a copy of the Final EIS or other associated documents, you may state that on a written comment card or add your name and address to the mailing list.

Providing personal information is voluntary. If you choose to not provide personal identifying information, your comments will be given the same weight and consideration as any other comments submitted. Private addresses provided will be compiled to develop the mailing list for those requesting copies of the Final EIS. Only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EIS.

Please hand this form in at a public hearing or mail before November 13, 2010 to:

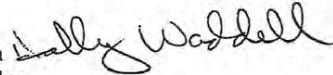
Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

**Final
November 2014**

3048

MEMO

DATE: September 20, 2010
TO: The United States Air Force
FROM: Holly Waddell, Chairman, Dakota Rural Action
SUBJECT: Expansion of the Powder River Training Complex



Thank you for your time in considering the public comments presented at the various hearings being held.] NP-3

On behalf of Dakota Rural Action (DRA), I wish to present this copy of DRA's policy in regards to the proposed expansion of the Powder River Training Complex. Our membership adopted this resolution in 2008 and members still have grave concerns about this proposal. DRA is a family agriculture and conservation group organized to help South Dakotans preserve the family farm and ranch, the environment, and our unique way of life. Offices are located at 910 Fourth Street, Ste. A, in Brookings, South Dakota; phone 605-697-5204.

OPPOSITION TO EXPANSION OF THE POWDER RIVER TRAINING COMPLEX (adopted 2008)

WHEREAS, The United States Air Force and Ellsworth Air Force Base is proposing an expansion to its Powder River Training Complex which would:

1. Expand and enhance the existing Powder River Complex (PRC), which currently has both airspace and ground-based Air Force training assets in South Dakota, Wyoming, Montana, and North Dakota
2. Add new airspace with a floor of 500 feet and eliminate some existing airspace
3. Support additional ground-based simulated threat emitters under the Military Operations Areas (MOAs)
4. Authorize use of defensive chaff and flares throughout the special use airspace
5. Permit supersonic flight above 10,000 feet throughout the special use airspace
6. Support large force (over 20 aircraft) exercises (Federal Register: May 29, 2008 Volume 73, Number 104), and

WHEREAS, the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321, et seq.) requires the Federal Government to coordinate with counties which have a Natural Resource Plan; and

WHEREAS, Jet plane take-offs produce 120 decibels, and noise levels greater than 85 decibels are hazardous to hearing and regular exposure of more than one minute at 110 decibels or louder can cause permanent hearing loss; and] NO-5

WHEREAS, There are no provisions for airborne access to any municipal or private airstrips except Rapid City Regional severely limiting private air travel, crop dusters, ambulance aircraft ability to travel with no provision for reimbursement of fuel or time consumption; and] SD-7

WHEREAS, Chaff is composed of aluminum-coated glass fibers that reflect radar being released in packets of 0.5 to 100 million fibers, which is determined to be necessary by the Department of Defense, but is known to affect human health, public safety by interfering with air traffic control radar and weather radar observations, electrical equipment, and impacts to wildlife and food supplies in an agricultural area are unknown; and] SA-14
] SA-16

WHEREAS, 'Flares' burn at 2000 degrees and pose a serious fire risk if they are ejected as proposed at less than 1500 feet over an area that depends on voluntary fire departments and 'Duds' (flares which failed to ignite), that fall to the ground can endanger people or animals as they contain magnesium and lead; and] SA-5

WHEREAS, official Air Force policy precludes wind energy development due to radar interference; now] SO-17

THEREFORE BE IT RESOLVED, that Dakota Rural Action calls for full coordination between the US Air Force, Ellsworth Air Force Base and the impacted local governments and agencies to ensure minimal impact of the expanded airspace to human and animal health, the environment and natural resources, and use of local infrastructure necessary for maintaining a rural quality of life; and] NP-10
] LV-1

BE IT FURTHER RESOLVED that any airspace used by the Air Force is rented from the landowner, with annual payments (not perpetual easements) to compensate for the use of the land including, but not limited to impacts to agriculture and wind energy production potential.] SO-1
] SO-17

**Written comments
Proposed Powder River Training Complex**

Continuing economic development efforts and retaining quality of life in Grant County, North Dakota, is extremely important to the Grant County Job Development Authority (JDA) and all of Grant County. Consequently, the Grant County JDA requests the following concerns be addressed in regards to the proposed Powder River Training Complex:

1) With respect to Grant County and North Dakota, would the proposed airspace expansion hinder the day-to day operation of the existing communications towers (i.e. cell, radio, microwave, etc.) which are within the confines of the proposed airspace expansion?

2) Grant County is the potential site for wind energy development; the county currently has developers considering the construction of wind farms in the county. One developer is in the queue with the Federal Energy Regulatory Commission. With respect to Grant County and North Dakota, would the proposed airspace expansion affect the development of wind tower sites within the confines of the proposed airspace expansion?

3) Would aircraft flying in the vicinity of wind turbine farms negatively impact the mechanical operation and/or electrical generating capacity of these machines?

4) What is the approximate number of flights (low and high estimates) we can expect to occur in the proposed expansion on a daily, weekly and monthly basis?

5) Grant County depends upon regional air ambulance and helicopter medical evacuation (MEDEVAC) capability to transport patients who are in danger of losing life, limb or eyesight. Will the USAF give these flights priority over its scheduled military training?

6) With respect to Grant County and North Dakota, will the infrastructure exist (assigned civilian compatible frequencies, repeaters, etc.) for air ambulance and MEDEVAC operators on lifesaving missions to be able to directly communicate their need for airspace with the authority (FAA, military controllers, etc.) in charge of this airspace?

SO-17

SA-24

AM-27

SA-19

AM-1

Respectfully submitted,

Luann Dart, director
Grant County JDA
PO Box 309
Elgin, ND 58533



November 5, 2010

Ms. Linda DeVine
HQ ACCC/A7PP
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine:

Alaska Airlines (ASA) has reviewed the Draft Environmental Impact Statement for the Proposed Powder River Training Complex (PRTC). We appreciate the opportunity to provide our comments on the impacts this proposal will have on civil aviation.

The proposed PRTC greatly expands MOAs and ATCAAs over North Dakota, South Dakota, Wyoming and Montana. The proposed expansion controls the airspace from the surface to FL600 resulting in significant negative impacts to commercial aviation. It will routinely cause re-routes that increase track miles, increase fuel burn and emissions, and reduce operational reliability. Additionally, it will degrade the safety of our flights because this proposal eliminates severe weather avoidance route options.

Routes

Alaska Airlines' primary and alternate weather routes go through the proposed PRTC. Twenty-five flights per day would be directly impacted by the ATCAA during the proposed hours of operation. Per the DEIS, the PRTC could be scheduled "other times by NOTAM", permitting military access to the MOA 24 hours per day. In a 24 hour period, up to 38 Alaska Airlines' flights could be impacted if the ATCAA is activated above FL260.

} SO-8

Fuel Burn/Emissions

Changing our primary route around the proposed PRTC between SEA and DCA would add 36 miles per flight (or 700 lbs of fuel). Just this one re-route would burn 153,000 additional gallons of fuel per year. The increased fuel burn adds up quickly when considering all of ASA's impacted flights both in cost (estimated to be in the millions of dollars annually), and environmental impacts from increased emissions.

} SO-7

In addition to burning fuel to fly the extra distance, we will burn additional fuel to carry this fuel. For example, from SEA to DCA, the cost to carry the extra 700 lbs of fuel to fly around PRTC is about 70 lbs. Even if the military releases the airspace tactically, the extra fuel needs to be carried for dispatch purposes. To avoid carrying this fuel, we would need to know the airspace is available 5 to 6 hours prior to flight through it.

BOX 68900 SEATTLE, WA 98168-0900/206-433-3200

Severe Weather

Due to restrictive airspace constraints on the East Coast, it is essential for us to have route flexibility leading up to the constrained "catch points". On a daily basis, our routes could flex dramatically over the course of several hours due to weather. Because of the turbulence over and along the east side of the Rocky Mountains, Alaska Airlines reroutes flights further north than optimal to ensure they are safe from severe weather and turbulence hazards. The proposed ATCAA above FL260 prevents this northerly reroute away from terrain and would force flights into airspace that is already constrained by numerous MOAs and ATCAAs in the southwest increasing flight distance by more than 100 miles.

SO-8

Cumulative Impacts

While the direct impacts of delays, inefficient routings, and reduced weather avoidance routes are significant, the indirect impacts of flights being rerouted around the PRTC also need to be considered. According to the DEIS, more than 500 daily IFR flights between 18,000' and FL370 currently fly through the proposed PRTC. These aircraft would be forced to funnel through narrow corridors, similar to what happens today in the southwest due to military complexes R2508 and R4800. This compounds the impacts for the flights directly impacted as well as the traffic that now has to share the remaining available airspace.

SA-3

Alaska Airlines has determined that any expansion of the PRTC airspace above FL260 will cause safety concerns and an undue financial burden. We oppose development of the Powder River Training Complex as proposed and would like to work with the Air Force to develop an alternative that balances the needs of the military with those of commercial aviation.

GE-2

GE-11

Sincerely,



Captain Gary Beck
Vice President, Flight Operations



"The Voice of Aviation in Montana"

Aviation Organizations of Montana

November 12, 2010

Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms. Linda Devine,

As the current President of the Board for the Aviation Organizations of Montana, I was requested to make written comment concerning the proposed expansion of the Powder River Military Operations Area. Of these organizations, some have been in existence for many years, one since 1939. At our last board meeting which was held October 16th 2010, we had a lengthy discussion concerning the proposal. At the conclusion of the discussion we had a unanimous vote of those attending to voice our negative opinion. This proposal would be detrimental to aviation as a whole in the State of Montana. The restrictions to commercial and private instrument flights would not be economically feasible to be rerouted during the times of activation, which would be quite extensive. With flight levels from 500 feet above ground level to 45000 feet above ground level, there is nothing that can penetrate this airspace safely with "see and avoid" tactics. Spray plane pilots and ranchers occupy the lower levels, with commercial and general aviation pilots occupying the middle to upper levels of airspace from approximately 1000 feet above ground level to a maximum of 45000 feet above ground level. We do not believe the full economic impact has been properly addressed and we are in agreement with many of our elected Montana officials. This is simply not a good proposal for the State of Montana. The Aviation Organizations of Montana is comprised of the following:

SO-7
SA-7
SO-22

- | | |
|---|--|
| 1. Montana Pilots' Association | 8. Montana Airport Managers Association |
| 2. Montana 99's | 9. Montana Antique Airplane Association |
| 3. Montana Flying Farmers | 10. Montana Seaplane Association |
| 4. Experimental Aircraft Association | 11. Montana Civil Air Patrol |
| 5. Montana Community Airport Assoc. | 12. Aircraft Owners and Pilots Association |
| 6. Montana Aviation Trades Association | 13. Montana Aeronautics Division of the |
| 7. Association of Montana Aerial
Applicators | Department of Transportation |

Assn. of Montana Aerial Applicators • Montana Airport Management Assn. • Montana Antique Aircraft Assn. • Montana Aviation Trades Assn. • Montana Flying Farmers • Montana Pilots Assn. • Montana Ninety-Nines • Montana Seaplane Pilots Assn. • Civil Air Patrol • Experimental Aircraft Assn.

**Final
November 2014**

3051

As you can tell from the list above this represents most aviation aspects in the State of Montana. With all due respect we would like to see the Airforce adopt option D, which would be no change to the current Powder River Military Operations Area.

] GE-2

Sincerely,



Wade Cebulski, President
Aviation Organizations of Montana
P.O. Box 333
Seeley Lake, MT 59868

cc.
FAA
Senator Max Baucus
Senator Jon Tester
Congressman Denny Rehberg

**Final
November 2014**



421 Aviation Way
Frederick, Maryland 21701

T. 301-695-2000
F. 301-695-2375

www.aopa.org

November 11, 2010

3052

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Re: Draft Environmental Impact Statement for Powder River Training Complex

Ms. DeVine,

The Aircraft Owners and Pilots Association (AOPA) represent the interests of more than 410,000 general aviation pilots and aviation enthusiast nationwide. On behalf of our members, we support the United States Air Force (USAF) and their need to conduct training in a manner in which they fight. However, the massive airspace expansion being proposed in the Powder River Training Complex (PRTC) Draft Environmental Impact Statement (DEIS) would be the largest Special Use Airspace (SUA) complex in the United States and cover an area of approximately 28,000 square miles, roughly the size of South Carolina. AOPA contends that the PRTC is an overly expansive airspace request that will severely and unnecessarily impact the national airspace system and the operators who fly in the affected airspace. The USAF has not provided sufficient justification for such a massive expansion of the airspace for year round activities.

While large areas of special use airspace and generous charted times of use translate into flexibility for the USAF, that flexibility results in substantial negative impacts on general aviation. The proposed PRTC will result in significant economic impacts to airports, flight schools, pilots, and small businesses that rely on general aviation. AOPA is also concerned with multiple safety issues related to the PRTC including high speed, low altitude maneuvering, deployment of chaff and flares, and limited radio communications and radar coverage. For these reasons, AOPA opposes the PRTC proposal for year round airspace expansion and provides the following concerns and associated impacts of the proposed airspace expansion.

Proposed airspace does not match demonstrated need

The PRTC proposal would establish four Military Operations Areas (MOA) extending from 500 feet above ground level (AGL) to 12,000 feet mean sea level (MSL) with charted times of use amounting to 44.5 hours per week. However, the DEIS states that the USAF expects to use most of these MOAs for just 15 hours per week. While charting 44.5 hours of use provides enormous flexibility for the USAF, it would increase operating expenses, increase delays, and degrade safety for 285 based civil aircraft and countless Visual Flight Rules (VFR) transient operators who will be required to traverse an active MOA to arrive or depart one of 39 airports underlying the PRTC. Pilots operating under Instrument Flight Rules (IFR) will be routed around the MOA's when they are in use and likely will incur delays as a result of reroutes. In addition, the proposal provides for the use of Notice to Airmen (NOTAM) to schedule SUA outside of charted times of use. With a minimal need provided in the justification for the proposed expansion, the extensive charted times as well as the allowance of additional flexibility seems excessive.

SO-7
SA-7
SO-8
PN-5

According to page 2-40 of the PRTC DEIS, only 75 to 100 minutes per week will be spent at altitudes below 2,000 feet AGL. AOPA questions the need to activate airspace below 2,000 feet for the same duration as airspace above 2,000 feet when it is only expected to be used 10% of the time. Perhaps subdividing actual needed airspace would be a better solution than requesting a massive SUA with excessive charted times. Similar solutions could have resulted from early dialogue with the user community had they been part of the planning process from the conceptual phase of airspace development.

AM-26

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Ms. Linda DeVine
Page 2
November 11, 2010

Economic Impacts of the Proposal are Excessive

The USAF is required to give public use airports that underlie the MOA a 3 nautical mile radius and 1,500 foot exclusion area. However, this exclusion area does not allow for aircraft to ingress and egress the airport safely nor does it provide any accommodation to the 20 private use airports that would be unusable during times of PRTC SUA activation. Without real time SUA data, locally based and transient pilots will lose flexibility in choosing departure and arrival times at airports underlying the PRTC. In the long term, this reduction in flexibility will result in businesses and private owners relocating their aircraft outside of the PRTC to avoid the expense and delay associated with operating through expansive special use airspace.

AM-5

SO-10

Fixed base operators (FBO) rely on local and transient aircraft as their primary sources of income. When local operators begin relocating their aircraft to airports outside of the PRTC, income from fuel sales, hangars, and tie down fees will drop precipitously. Based on data contained in the 2007-2008 Montana Economic Impact of Airports Study, the average airport underlying the PRTC provides 5 jobs, \$81,000 in annual payroll, and nearly \$200,000 in economic activity to the surrounding community. With 19 publicly owned airports underlying the PRTC, this translates to approximately 95 jobs, \$1,539,000 in annual payroll and \$3,800,000 in economic activity in the surrounding communities directly attributed to the airport. This economic activity is not sustainable under the PRTC and will be eroded until reaching a point where operating an aviation business under the PRTC is no longer financially viable. Transient aircraft will be more likely to utilize an airport outside of the PRTC even if means renting a car and driving to their desired destination inside the PRTC. This will further erode the FBO's income through lost fuel sales and ramp fees. Operating margins for an FBO are extremely thin and even a small decrease in normal traffic levels will have devastating consequences to these small businesses.

SO-10

SO-5

The PRTC will destroy the flight training industry at 39 airports underlying the proposed airspace. In the DEIS, the USAF explained that one of the key drivers of the PRTC was avoiding expensive, unproductive commutes to distant ranges. The same can be said for general aviation pilots who are paying for flight training as well. Flight instructors would be forced to choose between conducting a flight in an active MOA with low altitude military aircraft operating at speeds in excess of 500 knots, or commute as much as 50 minutes to conduct the flight training outside of the SUA. A typical general aviation training flight lasts approximately 1.5 hours. Adding an additional hour and forty minutes of flight time to every flight lesson will more than double the cost of earning a pilot certificate. When faced with additional flight time expenses exceeding \$7,000.00 over the course of their private pilot training, potential student pilots will simply drive to an airport outside of the PRTC, or forego learning to fly altogether. This is too high a price for civil aviation to pay when other options must be considered by the USAF to be a responsible steward of the national airspace system.

SO-26

We appreciate the USAF's willingness to return SUA to the National Airspace System (NAS) when it is no longer in use, as mandated by the Federal Aviation Administration (FAA) Joint Order 7400.2G, paragraph 21-1-8. Unfortunately, the lack of real-time information sharing makes it nearly impossible in the current airspace environment for non-participants to know the actual status of a SUA at a given time. Although the USAF plans to notify Air Traffic Control (ATC) when the airspace is no longer active, there is limited communication coverage in the PRTC area making it unlikely that general aviation pilots will be aware that the SUA has been deactivated, or is about to be activated. Because general aviation pilots as well as other operators do not have access to real-time SUA data, pilots are forced to typically rely on the charted times of use for a given SUA area. The excessive charted times of use and lack of real-time information compound the economic impacts of special use airspace.

AM-12

SO-8

Ms. Linda DeVine
Page 3
November 11, 2010

Safety Concerns of Non-Participating VFR Traffic

General aviation traffic operating within the boundaries of the proposed PRTC use see and avoid to mitigate the risk of a mid air collision. The success of see and avoid is dependent on aircraft below 10,000 feet operating at or below 250 knots. The USAF plans to operate at speeds up to 540 knots within the PRTC. While this operation may be legal under the USAF's waiver with the Federal Aviation Administration (FAA), it does not make good sense nor is it a responsible use of this massive airspace area. At best, this operation will render see and avoid difficult to impossible. Despite the waiver permitting operations in excess of 250 knots below 10,000 feet, the requirements for see and avoid remain. The USAF has not explained how, at more than 500 knots, they plan to see or avoid a VFR aircraft operating legally within the active MOA.

SA-7

Because the proposed airspace will be accessible to non-participating VFR aircraft, there are increased risks associated with the release of chaff and flares that the USAF has not adequately identified. The flares burn in excess of 2000 degrees Fahrenheit for at least 500 feet vertically, creating a risk of the flare embers coming into contact with non-participating aircraft. With the failure rate of these flares at 1%, there is also a potential for an un-ignited flare (dud) to come into contact with a non-participating aircraft while in flight. The damage that would result from such contact would range from minor to disastrous and could potentially result in loss of life.

SA-5

The use of chaff within the proposed MOA poses a similar risk. By design, chaff must form a cloud of metallic fibers at least 30 meters in diameter. The risks to non-participating civil aircraft unknowingly flying through one of these clouds includes, but are not limited to: in-flight windscreen blanketing, engine foreign object damage (FOD), turbine FOD, propeller FOD, aircraft environmental system contamination, and possible navigation and communication equipment interference.

SA-16

SA-26

Summary

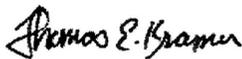
AOPA understands and respects the military's need to train. However, the massive scale of this airspace will have devastating impacts on the general aviation industry. The size and charted times of use are excessive, unjustified, and must be reduced. We strongly recommend the USAF utilize early and continuous dialogue with the user community during the development of additional SUA to meet training requirements. Based on the economic impacts and safety concerns with the proposed expansion of the PRTC, we strongly recommend the USAF go back to the drawing board and involve users in a meaningful dialogue to ensure any considered airspace expansion includes input from the user community. As proposed, AOPA opposes the PRTC due to the lack of justification for this expansive airspace design and its substantial impact on civil aviation. We appreciate the opportunity to provide comments on the Draft Environmental Impact Statement for the Powder River Training Complex.

AM-6

GE-11

GE-2

Sincerely,



Thomas E. Kramer
Manager
Air Traffic Services

**BASIN ELECTRIC
POWER COOPERATIVE**

1717 EAST INTERSTATE AVENUE
BISMARCK, NORTH DAKOTA 58503-0564
PHONE: 701-223-0441
FAX: 701-557-5396



November 10, 2010

Ms. Linda DeVine
HQ AC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

RE: Powder River Training Complex (PRTC) Draft Environmental Impact Statement (EIS)

Dear Ms. Devine:

Basin Electric Power Cooperative is submitting this letter as its official, formal comments on the August 20, 2010, Draft Environmental Impact Statement (EIS) related to the expansion of the Powder River Training Complex (PRTC) in South Dakota, North Dakota, Wyoming, and Montana. This letter supersedes any other comments that may have been made on behalf of Basin Electric in any other public forum.

Basin Electric has long supported our men and women in uniform, and is proud to have several employees as active members of the National Guard. Military bases are key accounts and many of the base personnel are members of our distribution cooperatives. The Basin Electric cooperative family continues to work tirelessly to ensure that the bases and the members have a reliable and affordable power supply.

Basin Electric supports the need for the military to have adequate airspace for readiness training and wants to work constructively with the military and FAA on these issues. After review of the Draft EIS, we identified two items needing further clarification and/or possible modifications to the proposed training area:

- 1. Communications and radar coverage.** We are pleased that the Air Force expressed an interest in further developing the regional communications structure to support commercial and private aviation. Basin Electric believes this is important and commits to work with the Air Force on this issue, including support in the federal budget process for additional appropriations if needed. We look forward to a continued dialogue on this important issue.
- 2. Commercial airport buffers.** The Draft EIS indicates the MOAs' boundaries will come within 30 miles of larger commercial airports, such as Bismarck and Dickinson. However, manufacturer guidelines for aircraft used by Basin Electric, and many others common to general aviation, recommend descents of between 33 and 43 miles from the airport. Would extending the MOA boundaries to between 45 to 60 miles from these airports adversely affect the use of the training airspace by military aircraft?

] GE-11

] AM-3

] AM-5

Final
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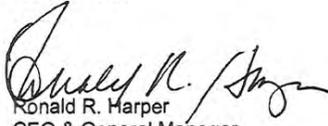
3053

November 10, 2010
Page 2

We sincerely appreciate the good working relationship that our members have with the United States Air Force. Our desire is that as the final EIS and decision are prepared, that all affected parties can find common ground to support military training and readiness while minimizing impacts to communities and businesses in the region. Thank you for your consideration of these comments.

] GE-11

Respectfully,


Ronald R. Harper
CEO & General Manager



3054

November 10, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews St, Room 337
Langley AFB, VA 23665-2769

RE: Powder River Training Complex EIS

Dear Ms. DeVine:

The purpose of this letter is to provide comments to the Powder River Military Operations Area (MOA) Environmental Impact Statement (EIS). Bismarck Airport (KBIS) is a Non-Hub primary commercial service airport serving Bismarck, Mandan and surrounding areas of North Dakota. Bismarck has three airlines that serve approximately 360,000 total passengers per year with direct commercial service to six non-stop destinations. Bismarck Airport has 70 Based Aircraft and two Fixed Based Operations (FBO's) serving all aeronautical users with fuel, maintenance, air taxi, avionics, upholstery, hangaring, and other flight line services. Two major energy companies also have hangars, aircraft and flight departments on our airfield. Bismarck Airport has among its tenants the North Dakota Army National Guard Army Aviation Support Facility. Bismarck Airport and the City of Bismarck are strong supporters of the military; however, we have concerns about the proposed expansion of the Powder River MOA.

The proposed MOA expansion will have several negative impacts on private and commercial aviation users in Bismarck that should be considered as this proposed expansion of the Powder River MOA is reviewed.

Aircraft departing Bismarck to conduct business at communities and airports within the proposed MOA will be limited to flying by Visual Flight Rules (VFR) when the expanded MOA is active. A business must be able to count on flight under Instrument Flight Rules (IFR) to get personnel into airports in the proposed MOA during inclement weather. We are concerned about safe and unlimited access to neighboring airports at Bowman, Elgin, Hettinger and Mott, which are under the proposed expanded MOA PR4. Bowman and Hettinger have community medical facilities that are serviced by fly-in medical specialists under IFR controlled airspace by

SA-3
SO-5

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Part 135 and Part 91 aviation providers. These flights deliver medical specialists, on a scheduled basis, to area clinics from large regional medical facilities in Bismarck. There are approximately 80 medical flights that originate from Bismarck Airport each month. These flights are serviced by Bismarck's FBO's or private owners. The proposed MOA expansion would cause delays and cancellations to those teams of medical personnel who travel to serve those communities.

While the Air Force says that active emergency ambulance flights will be accommodated, routine travel by medical teams will be negatively impacted. Those teams routinely fly under IFR, an option not available when the MOA is active. Medical teams that experience delays and cancellations resulting from the MOA will find that they cannot count on air transportation as an efficient means of travel. As a result, these medical providers may stop their services to those communities altogether, eliminating convenient access to essential medical service to thousands of rural residents of southwestern North Dakota. The reduction in flights would also have a negative economic impact on the aviation service providers in those communities.

SO-5

Charter operations will be impacted because they operate under more stringent flight rules. The unavailability of flight under IFR flight rules when the MOA is active will introduce unpredictability that will result in unnecessary delays and cancellations.

SO-8

Hettinger and Bowman Airports have expended significant efforts developing and improving their airport facilities. They have installed automated weather reporting at their airports to improve dependability of air services by both charter and private operators under Instrument Flight Rules to their cities. These efforts will be negated whenever the PR4 MOA is active. IFR flights from Bismarck to these communities during these times are effectively eliminated during any scenario with limited ceiling and visibility. Both the communities and the aviation service providers will suffer social and economic hardship due to the proposed expansion of the PR MOA.

SO-10

Oil and energy companies also fly daily trips from Bismarck Airport into and out of the airspace that is proposed in this expansion of the current Powder River MOA. The expansion of the MOA will introduce additional negative impacts because the flight route of many of these operations is across and through the expanded MOA. The re-routing around the proposed MOA will cause unnecessary financial hardship on these companies as a result of increased cost for aircraft time, fuel, lost productivity, increased maintenance, etc.

SO-7

A harder to measure negative impact to Bismarck Airport will be when private and corporate pilots choose to go around the expanded MOA to "avoid the hassle" of passing through or

SO-6

around it. As a result they will choose a route that avoids Bismarck altogether resulting in more social and economic hardship due to loss of fuel and support services sales at our FBO's at a time when they are already hurting due to the national economy.

SO-6

North Dakota is the number one producer of 13 agricultural commodities so changes that negatively affect agricultural production will be felt throughout the economy of all of North Dakota. We have heard comments about the proposed MOA from area crop sprayers and others (USDA Animal Damage Control) who routinely fly at low levels (below 500') to conduct their business. These operators are concerned about little or no vertical separation between them and low flying, high speed military aircraft when there is no radar coverage at this altitude. If this proposed MOA expansion leads to increased crop losses and livestock depredation due to these operators inability to perform their functions, the negative effect on agriculture will ripple through North Dakota's number one economy.

SA-7

SO-11

We are concerned about the negative effects of the expanded MOA on the three (3) airlines serving Bismarck. All three (Delta, United and Allegiant) have direct flights to four (4) destinations to the south and west of Bismarck requiring them to fly above or around the proposed MOA. When departing Bismarck they will have to either climb rapidly to over 18,000 feet within 35 miles or fly south into South Dakota and then back to the west before being able to fly direct to their destinations. Both scenarios add costs and time to the airlines and the passengers who use them making both options less efficient. Bismarck already has higher than average fares for airline travel. This proposal will drive our air fares even higher by the inefficiency that it creates for the airlines, this translates into economic hardship for our citizens. When these same airlines approach Bismarck to land, the options are the same: fly over or go around. If they fly over, they will have 35 miles or less to come down from over 18,000 feet making a more rapid descent likely. This may cause alarm and discomfort for some of passengers. We understand that all three (3) airlines will be providing their own separate comments on this proposal.

AM-5

SO-7

AM-5

With proposed 500 Foot Above Ground Level Military Operations, safe separation of aircraft is questionable. We feel the lack of low altitude radar coverage and lack of voice communications as well as the coordination/communications issues that will be necessary between the three (3) Air Traffic Control Centers (ATCC's) at Salt Lake, Denver and Minneapolis, has not been adequately addressed. With proposed 500 Foot Above Ground Level Military Operations, safe separation of aircraft is questionable. This puts military and civilian aircraft in a situation with higher potential for mid-air collisions. We also feel the current NOTAM system is inadequate to inform aviation users of changes in use of the MOA when it is active.

AM-3

SA-1

AM-12

3054

Because of these concerns and others there will be an overall decline in use of the Bismarck Airport and adverse social and economic impact on our airport, community and region. We know the impact of aviation on any community is huge. Bismarck Airport's economic impact has been calculated at \$178,759,000 a year with 558 direct jobs. This information comes from the 2004 North Dakota Aeronautics Commission Local Economic Impact of Aviation report. This does not take into account increases of activity resulting from increased oil and gas exploration in the region. If this proposed expansion gets approved the airport's economic engine will be degraded!

SO-10

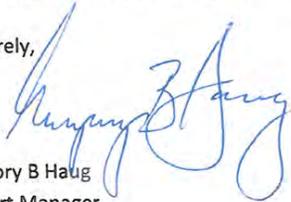
SO-17

While Bismarck Airport and the City of Bismarck understand need for Military Operation Areas to train our military, the size of this expansion is unprecedented, increasing the existing MOA by four times its current size. The MOA when active will impede access to medical facilities, negatively impact aviation business, airlines and cause traffic separation concerns in an area of limited radar and communications coverage. The Bismarck Airport requests that the USAF take the no-action alternative. None of the other alternatives (A-C) presented will alleviate the socio-economic hardships placed upon the aviation users and communities that will be affected by the Air Force's proposal.

GE-2

Thank you for the opportunity to comment

Sincerely,



Gregory B Haug
Airport Manager

Final
November 2014



United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Wyoming High Plains District
2987 Prospector Drive
Casper, Wyoming 82604-2968



In Reply Refer To:
9211 (WYP000)

OCT 26 2010

Linda DeVine, Program Manager
ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2701

Dear Ms. DeVine:

The Wyoming High Plains District Office of the Bureau of Land Management (BLM) is supportive of the Proposed Actions described in of the Powder River Training Complex Environmental Impact Statement. Upon review, I have comments regarding two potential impacts on fire operations within the High Plains District. I would appreciate your consideration in adopting the following mitigations to the final approved plan:

] GE-1

- Impact one – Deployment of chaff and flares, increases fire risk to public lands administered by the Bureau of Land Management.

Recommended Mitigation – Notify Casper Interagency Fire Dispatch Center at 307-261-7691, when training within the Wyoming portion of the Power River Training Complex includes deploying chaff and flares.

] SA-5

- Impact two - Air Space Conflicts

Recommended Mitigation – Notify Casper Interagency Fire Dispatch Center, Air Desk, at 307-261-7695, when training flights are in the Wyoming portion of the Powder River Training Complex.

] AM-12

Thank you for your consideration and the opportunity to comment. For further information regarding the content of these comments and recommended mitigation measures, please contact the BLM, High Plains District Fire Management Officer, Jay Esperance at 307-261-7690.

Sincerely,

Stephanie Connolly
District Manager

Final
November 2014

11/15/2010 16:00 FAX 406 233 3650

MCFO BLM

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3056



United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Miles City Field Office
111 Garryowen Road
Miles City, Montana 59301-7000
www.blm.gov/mt



In Reply Refer To:

1600 (MTC000)

NOV 15 2010

Ms. Linda DeVine
PRTC EIS Project Manager
HQ ACC/A7PP
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2701

Dear Ms. DeVine:

Thank you for the opportunity to provide public comment on the Powder River MOA Training Complex (PRTC) draft Environmental Impact Statement (EIS). The United States Department of the Interior (USDI), Bureau of Land Management (BLM), Eastern Montana/Dakotas District (EMDD), Division of Fire and Aviation within the Eastern Montana Fire Zone (EMFZ) has reviewed the proposal and would like to provide comments. As our agency is a primary user of the current and proposed airspace, we would like to see the following concerns addressed in the final Environmental Impact Statement and in your deliberation toward choosing your preferred alternative to implement:

1) PRTC PROPOSED ACTION ALTERNATIVES

During the 2008 public scoping period, our office provided you with a request to consider another alternative as was stated below:

"BLM would also like DoD to evaluate one additional alternative. Please consider, in addition to the existing MOA, adding only one area identified as area PR-3 MOA in the proposal literature. This MOA location north of the existing MOA would add space for additional DoD training and also have the least impact on the Eastern Montana Fire Zone (EMFZ) as far as the number and frequency of aircraft to schedule/deconflict."

In reviewing the PRTC draft EIS, the military determined this alternative would not provide adequate training airspace. In consideration of the proposed alternatives, the Fire and Aviation Division of our BLM office would prefer to support the No-Action Alternative over the proposed Alternatives A, B, and C. This is due to the following considerations: potential increased man hours that would be required to coordinate/deconflict the majority of our emergency response flights, which now occur in areas not designated as MOA airspace; potential increased man hours that would be required to coordinate/schedule almost daily fire detection flights during the summer that would occur in the majority of the proposed PRTC identified MOA's; lack of assurances that DoD aircraft can be contacted immediately in "real time" to ensure they will relocate or curtail low level training operations and safely yield to higher priority emergency response aircraft entering active MOA's.

GE-2

SA-19

Should the DoD elect to adopt an alternative other than the No-Action Alternative, then the Fire and Aviation Division of our BLM office would prefer the implementation of proposed actions as presented in Alternative B. This is due to the following considerations: our area of highest

DO-2

**Final
November 2014**

11/15/2010 16:01 FAX 406 233 3650

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emergency response aircraft activity occurs over the Ashland Ranger District of the Custer National Forest (adjacent to the Northern Cheyenne Indian Reservation) where there is currently no MOA established- and the option to not establish PR-1A/B MOA and Gap A MOA would help to ensure that our highest use area remains minimally impacted; savings of taxpayer dollars realized in fuel conservation by utilizing MOA's located closer to established military bases, where it is less likely for our emergency response aircraft to be dispatched to (thus providing for fewer interrupted military training sorties).

Do-2

2) PRIORITY TO LIFE FLIGHT & EMERGENCY RESPONSE AIRCRAFT

Our staff attended public hearings for the PRTC draft EIS in Miles City, MT on Friday, October 15, 2010. DoD personnel addressing the attendees at those public hearings confirmed that Life Flight and Emergency Response Aircraft activity held higher priority for MOA airspace use than military training sorties within the existing and proposed MOA's.

The BLM would like to see the Final EIS address exactly how the DoD intends to uphold MOA airspace use prioritization. While the scheduling of known flights involving resource project missions and non-emergency fire reconnaissance is understood, the process of having military training missions/sorties yield to Life Flight and Emergency Response Aircraft is not well addressed. Verbiage within the draft EIS indicates that emergency-related activities would be avoided by military training aircraft and that ATC would notify the training aircraft of the emergency. After being contacted, the affected military training mission would avoid the incident area, move to another active airspace or return to base in accordance with agreed-to procedures. The draft EIS does not seem to address the additional impacts to public and civil entities involved with emergency related missions should the existing MOA be expanded into the PRTC.

SA-19

The BLM would like the final EIS to adequately address the impacts to public and civil entities who provide aircraft with rapid access in response to emergency related missions. The BLM would also like to see the specific procedures and protocols of prioritized MOA airspace use be well documented for correct implementation. The nature of life flight and emergency response aircraft missions are unpredictable as to specific launch times. Any steps taken to ensure military aircraft training at low level (i.e. below 5000 feet AGL) yield to higher prioritized missions (by altering training areas or curtailing operations) will need to be immediate and real time.

SA-19

3) IMMEDIATE "REAL TIME" COMMUNICATIONS WITH MILITARY AIRCRAFT

When an interagency dispatch center launches public aircraft to respond to a wildfire, these aircraft and pilots meet established standards to ensure operational safety. These interagency fire aircraft are required by policy to maintain radio communications with the dispatching unit at all times. The jurisdictional agencies bare the expense of radio communication systems to ensure that aircraft can be contacted real time in the interest of protecting life and property.

AM-12

AM-3

One of the greatest concerns of the Fire and Aviation Division within our BLM office involves the delay in relaying airspace use prioritization to military aircraft currently in training within the MOA. Verbiage within the draft EIS indicates the DoD is aware that there is limited communication capabilities in the region. Specific verbiage within the draft EIS states "radar and radio communications are limited below 12,000 feet MSL and in some areas are limited below FL180". (see page ES-14) However, also within the draft EIS there is verbiage stating that the military "would establish communication procedures to ensure the ability to recall the military aircraft from the low altitude MOA's" (see page 2-110) and that the military "would

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November 2014**

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establish communication procedures to ensure deconfliction with emergency flight operations within the proposed airspace" (see page 2-110).

In another section of the draft EIS, there is verbiage which seems to contradict this where it states "there is no proposal for increased radio frequency coverage or radar coverage for the PRTC airspace where current coverage is limited" (see page ES-18). DoD officials have informed us that it may take up to 30 minutes for either them or the controlling ARTCC to contact military aircraft currently involved in low level flight profiles. Our response times enable us to have aircraft within MOA airspace in as little as 15 minutes. Because military aircraft in training are not required to maintain immediate "real time" communications to yield the airspace to higher priorities, there can be an unsafe period of at least 15 minutes, and likely more, of increased potential for mid-air collisions. This period of increased risk and exposure would require mitigation to address the effects to other airspaces uses.

AM-3

SA-19

The BLM would like to see the DoD address in the final EIS how they will ensure that military training aircraft will be contacted immediately in "real time" to be informed that they must yield to the more critical life flight and fire suppression aircraft in the interest of promoting mid-air collision avoidance. Incident response dispatch centers would need some form of confirmation that military aircraft have indeed been contacted and acknowledge that they are yielding low altitude flight profiles to higher priority emergency response aircraft occupying the airspace.

AM-12

SA-19

4) COLLISION AVOIDANCE UNDER V.F.R. CONDITIONS

Due to the nature of each agency mission, "see and avoid" may not be sufficient mitigation for mid-air collisions. BLM would like DoD to address more reasonable and effective avoidance measures other than "see and avoid" VFR procedures to prevent mid-air collisions, and seek to increase the safety of our aviation personnel.

SA-1

5) REASONABLE AVOIDANCE MEASURES

There exists predictable periods of airspace usage based on historical data from which reasonable mid-air collision avoidance measures can be implemented. For example, the BLM rarely responds to wildland fires with aircraft from November through April. The shoulder months of the fire season include May and October where average fire season use of aircraft is low. Usage increases to a moderate level in June and September. Our period of highest aircraft use is July and August, when ground fuels are most receptive to ignition sources such as lightning.

In addition, the majority of our incidents are concentrated within a known geographical area. With the likelihood of aircraft responding almost daily to fire dispatches into what would likely be the PR-1A/B MOA and Gap A MOA during what is typically a two month period, it would seem appropriate for the DoD and partnering agencies such as the BLM to adopt reasonable avoidance measures in the interest of mid-air collision avoidance. This falls in line with your planned actions to avoid altitudes that would interfere with commercial aircraft. In addition, many of our aircraft have to transition from established bases to the TFR area each mission to reload with fire suppressants/retardants and thus have a period of risk during flight not addressed by implementing the TFR.

SA-1

Please find attached a 20-year fire occurrence map indicating historical incident locations. The majority of fires on the EMFZ are "short duration" which means that the use of aircraft to aid in the suppression of these fires typically lasts only 1 to 2 days. It is impractical to establish a TFR for multiple fires when most are going to be contained within 2 shifts. It would be more practical if the EMFZ could call the DoD scheduling desk and let them know that we have active fires requiring the use of aircraft and that our aircraft will remain 3500' AGL and below (our

AM-12

*Final
November 2014*

11/15/2010 16:01 FAX 406 233 3650

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ceiling height for Fire Traffic Area dimensions). If the DoD would initiate avoidance measures such as establishing their training floor (hard deck) with a reasonable buffer (say 5000' AGL) then the establishment of TFR's that could number into the hundreds annually during June through September may be avoided. USAF personnel informed BLM that DoD training is typically done either at low level or well above our Fire Traffic Area ceiling. Ideally it would save multiple agencies tremendous coordination time, effort, and expense if no low level DoD training were held during the primary fire season when the EMFZ utilizes aircraft on active incidents (typically between June through September).

AM-33

It would seem to be less efficient and more costly when low level military training missions within the proposed PR-1A/B MOA and Gap A MOA are curtailed or interrupted repeatedly from frequent emergency response aircraft dispatches. When considering the data presented in the draft EIS concerning the Average Annual Baseline Training Hours and Estimated Annual Day-to-Day Time and Altitude Distributions, implementing a 5000' AGL low level VFR training floor as a temporary avoidance measure during the highest fire occurrence period would seem a reasonable and realistic solution.

Verbiage within the draft EIS indicates that the military would establish reasonable temporary or seasonal avoidance areas for concerns with other topics already identified, such as over ranches during calving/weaning/branding seasons or cultural native American/tribal events. Specific verbiage indicates the military "would establish reasonable temporary or seasonal avoidance areas or could adopt other measures identified in Government-to-Government consultation..." (see page 2-100). The BLM would like the PRTC final EIS to address reasonable avoidance measures which would include no low level military training flights during the highest incident response months within all existing and/or proposed PRTC MOA's.

AM-33

6) SCHEDULING OF LONG DURATION MULTIPLE MOA FLIGHTS

With the current size of the Powder River MOA, it has been practical to work out a schedule with DoD when fire detection aircraft need to patrol the Eastern Montana Fire Zone (EMFZ). Lightning maps from the previous storms determine areas that are to be flown by detection aircraft. Historically the majority of fire activity on the EMFZ is south of Interstate 94. To date, we have been successful to direct flight routes through the current MOA during periods of DoD inactivity.

However, with the proposed expansion of the PRTC spanning from Billings, MT to Bismarck, ND this would end up encompassing most of the southern half of the EMFZ, which is where our predominant fire activity occurs. At public hearings held in eastern Montana during October of 2010, DoD officials commented in their presentations that expansion of the current MOA into the PRTC would not impact Life Flight or Emergency Response Aircraft missions. Is there analyses within the draft EIS to support this? Incidents within the current MOA utilizing aircraft require man-hours to coordinate and deconflict the airspace each time. With the proposed expansion, that workload will increase proportionately.

SA-19

How will BLM be able to do late morning/early afternoon VFR reconnaissance flights (typically lasting about 3-4 hours due to the size of the area of jurisdiction) to cover that area in the proposed Powder River 1, 2, and 3, which may need to occur daily from June through September? Would DoD schedulers be able to reserve a 3-4 hour time slot in late morning/early afternoon for Powder Rivers 1-3 that will facilitate a VFR detection flight daily through those 3 MOA's for basically a 4 month period?

AM-33

**Final
November 2014**

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7) FUTURING POTENTIAL MOA AIRSPACE USAGE

The PRTC Draft EIS indicates that expansion of the existing MOA into the PRTC will benefit both current and future DoD training needs, yet there is very little discussion found within the document to address potential future airspace use. The BLM would like to see the EIS address how expanding the current MOA could potentially allow additional training opportunities that have to date been prevented, due primarily because of size.

PN-2

8) MISCELLANEOUS UNANSWERED QUESTIONS

Most of the following questions were presented during the public scoping period and answers were either not provided or could not be found within the draft EIS:

- What safety measures beyond see-and-avoid will the DoD implement to buffer between military and civil or public aircraft operating concurrently within an active MOA?
- Will there be quantity limitations as to how many military aircraft will occupy any given PRTC area at any one time?
- As ARTCC's covering the proposed PRTC are divided between Salt Lake City, Denver, and Minneapolis, will there be a communication gap in contacting military aircraft that are moving between MOA's as ARTCC's hand off DoD aircraft to each other?
- Will the FAA be considering moving ARTCC jurisdictional boundaries to simplify coverage within the PRTC?
- How will the scheduling of non-DoD aircraft occur within the MOA's during the quarterly "mass" large force DoD exercises (LFE's) that are anticipated to last from 1-3 days?
- If the DoD will be monitoring seasonal fire conditions to determine when to discontinue use of chaff and flares over receptive fuels (i.e. NFDRS; Red Flag Warnings; etc.), how and when will the decisions be made to implement and rescind these actions?
- What sort of aircraft chaff/flare training is available to educate interagency wildland fire investigators?
- How quickly will newly used flares and chaff deteriorate so that fire investigators who find them at fire origin locations can determine that the fire could not have started from recently utilized or misfired flares?
- With a larger area to facilitate training of more mission profiles, what are the additional impacts of military ground assets that will likely be integrated into the local training should the MOA expand?
- USAF personnel stated that there is one large fixed and two mobile pedestals used as threat emitters in 15 locations currently within the Powder River MOA. They also stated that these threat emitters require electricity and phone connections, and are therefore moved infrequently. The USAF representatives said that no new threat emitters were anticipated for installation, as current emitters would be adequate for the entire expansion. Should long term needs dictate the need for additional threat emitters, how will the DoD undertake NEPA analysis tiered to the final EIS?
- Will the military include the use of AWACS aircraft during the Large Force Exercises (LFE's) to enhance the realism of an actual large force mission and concurrently increase the safety of civil, public, and military aircraft within the MOA?

SA-1

AM-27

SA-4

AM-12

SA-5

SA-27

CM-2

AM-27

Thank you again for the opportunity to provide input into the final EIS. If you have any general questions, you may contact Kathy Bockness, Planning & Environmental Coordinator for the Miles City BLM Field Office, via phone at 406-233-2844.

**Final
November 2014**

11/15/2010 16:02 FAX 406 233 3650

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Aside from the comments above to the Draft PRTC EIS, the Montana/Dakotas BLM State Office currently has a signed Memorandum of Understanding (MOU) between the BLM and Ellsworth Air Force Base in South Dakota where scheduling of the existing MOA occurs. While this document is adequate toward assisting our agencies in achieving mutual objectives of shared airspace usage within the existing MOA, any expansion of the existing Powder River MOA into a larger PRTC would necessitate changes be made to the agreement to address the additional impact.

GE-11

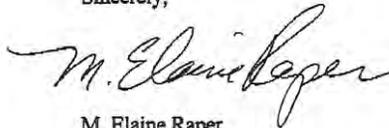
Personnel who assembled the original MOU agreed that should the MOA be expanded into the PRTC, the document would have to be updated to reflect changes such as the structure of an expanded MOA or inclusion of other affected agencies. Discussions then addressed the likelihood of formulating a MOA committee to address issues/concerns by the identified agency partners as well as development of a more inclusive MOU.

In consideration of the large number of civil and public entities, of which may include city, county, state and federal agencies and other potential partners which could be affected by implementing an expansion to the existing Powder River MOA.....it is requested that a multiple agency "umbrella" Memorandum of Understand (MOU) be developed. We would encourage that development of the MOU be accomplished by open invitation and collaborative teamwork in good faith from interested partners, with periodic meetings of an area MOA committee to review concerns and make needed updates.

NP-10

If you require additional specific information or need clarifications, you may contact Kevin Gappert, Unit Aviation Manager for the Fire and Aviation Division of the Eastern Montana Fire Zone (EMFZ), via: phone at (406) 233-2909 office or (406) 853-5163 cell; email at kgappert@blm.gov or write him at BLM, 111 Garryowen Road, Miles City, MT 59301.

Sincerely,



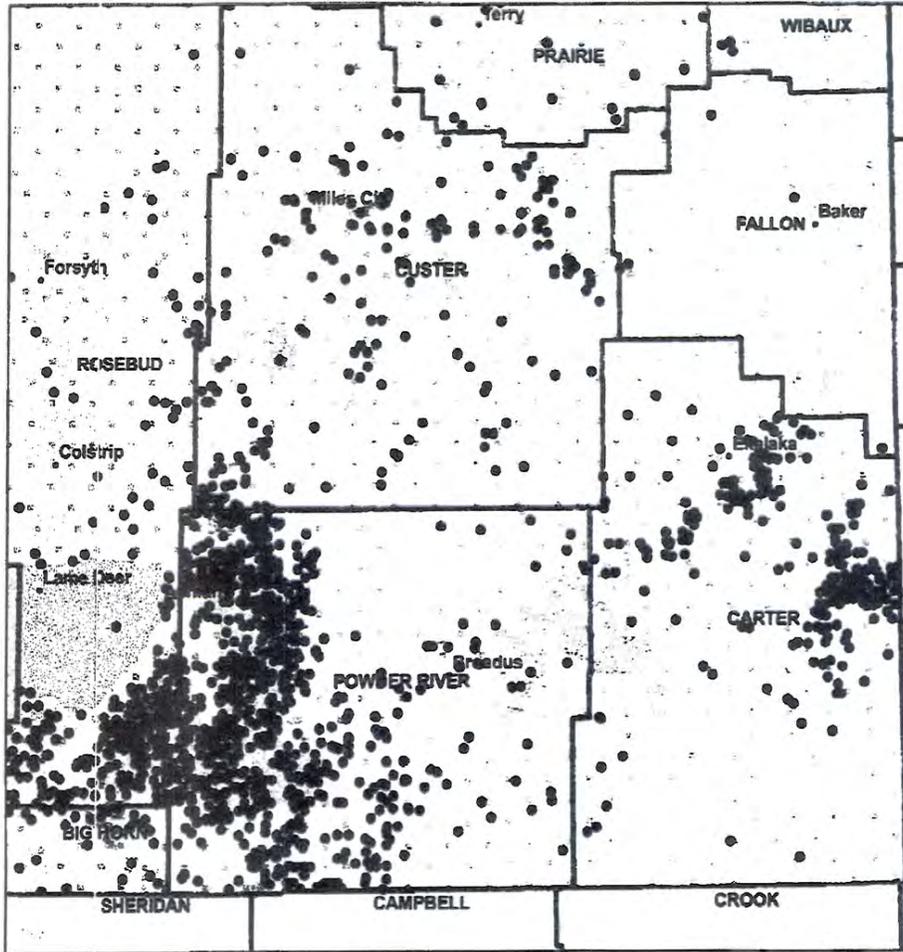
M. Elaine Raper
District Manager

Enclosure (Map)

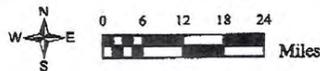
20-Year Fire Occurrence (1989-2009)

State of Montana

1:1,181,252



United States Department of the Interior
Bureau of Land Management
Eastern Montana/Dakotas District



Legend

●	Dispatch MT Towns	■	COE	■	PRU
●	FireIgnition_20YearFire	■	DOD	■	STATE
■	BLM	■	FWS	■	USFS
■	BLM/D J	■	LOCAL	■	USFS NC
■	BOR	■	NPS	■	USFS WA
		■	OTHER		

CAUTION:
Land ownership data is derived from less accurate data than the 1:24000 scale base map. Therefore, land ownership may not be shown for parcels smaller than 40 acres, and land ownership lines may have plotting errors due to source data. No warranty is made by the Bureau of Land Management for the use of the data for purposes not intended by the BLM.

NAD 1983 Albers

**Final
November 2014**

3057

To: Ms. Linda De Vine

From: Bowman, North Dakota Airport Board

Subject: Powder River Training Area

We the undersigned Airport Board members are very concerned about the proposed final impact draft presented at the public hearing, in Bowman, North Dakota, September 22. Bowman would be directly under Powder River Area 3. We are in the process of building a new airport to accommodate the growing energy industry in our area. This energy growth, along with small businesses and agricultural commodity production are essential for the survival of our communities. The expanded Training areas would greatly impact this growth potential.

We hope the recommendations include raising the Area 3 floor to 10,000 MSL, which would greatly reduce the impact of our flight operations.

Alternative C would be our next choice associated with the Powder River proposal.

In conclusion, we hope these recommendations and concerns are considered in the final Powder River impact study. Thank you for your attention.

SD-10

DO-4

DO-5

Eugene Miller
Ray Christ
Stanley Pope
Rocky Schwab
Bob M. ...



Veterans Day 2011

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Rm. 337
Langley AFB, VA 23665-2769

Re: Powder River MOA Proposed Expansion

Ms. LeVine:

Greetings, we appreciate the invitation to comment on the proposed expansion of the PRMOA. As proposed, the expansion will have a negative impact on our business, CityServiceValcon. We provide aviation fuel and related services to airports in the PRMOA area.

It is our view that given the complexity and restrictions of the PRMOA, that sales to our existing customers in the affected area will be reduced. Fully 75% of the business is generated from transient aircraft. Should the result be only a 25% reduction in sales, the impact will be \$1,903,000.00 annually.

] SO-5

In addition, this student pilot finds the concept of VFR "See and Avoid" in an area with B-1's, B52's, F-16's, etc. operating at speeds exceeding 500 kts. Without radar coverage and possibly with their lights off is dangerous. Should this proposal move forward, please consider adding layers that would allow through traffic such as 8,000 - 12,000 MSL and 16,000 - 24,000 MSL to allow transitioning aircraft through MOA and improvements to radar and radio coverage. Proposed activities such as supersonic flight, live flares, defensive chaff, Lights-out NVG training, closure rates far exceeding what is acceptable to the FAA for civilian operations, lack of radar and radio coverage throughout the area. I remain convinced that these are operations which should be conducted in Restricted Airspace not in a MOA. Lastly, the addition of CTAF to military aircraft would be considered wise.

] SA-7
] AM-26

] AM-11

Sincerely:

Breezy Burlison
Aviation Sales
CityServiceValcon



November 9, 2010

Ms. Linda A. Devine
129 Andrews Street, Rm 337
Langley AFB, VA 23655-2769

Re: (a) Powder River Training Complex Draft Environmental Impact Statement (EIS)
(b) FAA Airspace Study 10-AGL-6NR

Delta Air Lines serves more than 160 million customers each year within its United States and global network, Delta and the Delta Connection carriers offer service to more than 350 destinations in nearly 70 countries on six continents. Delta has a significant presence in the Midwest and Rocky Mountain area, including service to several cities affected by the proposed Powder River Training Complex, and flights which traverse the PRTC area flying to and from the west coast everyday. Delta Air Lines strongly supports the training needs of men and women in uniformed service to our country. Our forces deserve the best training possible, including the ability to train in realistic combat conditions.

While Delta initially supported the PRTC proposal, changes have occurred in the proposed use times that force us to withdraw support. The first briefing interaction took place in 2008 through the RTCA ATMAC Airspace Working Group (AWG) with mixed results and an apparent change in use plans. The timeline follows:

- > Spring 2008 - the AWG formed a sub-group with a primary task of receiving and addressing the proposed MOA and ATCAA changes concerning Powder River from an aviation community perspective. The AWG sub-group met with the FAA and USAF on several occasions
- > March 2008 – first brief to the AWG. PRTC proposes to create three Gap MOAs and three Gap ATCAAs to serve as specially scheduled airspaces for *two two-hour time blocks an estimated one to two days monthly*
- > June 2008 – full AWG meeting dedicated to Powder, included USAF proponents and environmental contractors
- > February 2009 – update presented by USAF and FAA Central Service Center
- > June 2009 – verbal update from USAF (no progress)
- > September 2009 – verbal update presented by FAA Central Service Center (no progress)
- > March 2010 – update from USAF – maps and schedule
- > May 2010 – email update from USAF (no progress on aeronautical review)
- > August 2010 – last AWG, ZDV provides update on Powder, no Service Center update, USAF email update. *MOA activation plans now include Mon-Thurs, 0730-1200, and 1800-2330, and Fridays, 0730-1200*

In each briefing, the USAF described the need for quarterly Large Force Exercises lasting 1 to 3 days each per calendar year and Delta was supportive of this proposed frequency of use, even though high and low altitude routes would be affected. At no time was daily use indicated. Unfortunately, the USAF appears to have altered its use plans to allow for Monday – Friday scheduling of the MOAs with only non-specific mention of the use of the overlying ATCAAs FL180-260, and FL260 and above. We find no justification which supports use of the areas, especially the high areas, at greater frequency than the quarterly LFEs that were originally described. Utilization of the airspace on a Monday-Friday basis could have significant impact on Delta's service to local communities such as Rapid City, Bismarck, Billings, Bozeman, etc., and the impact to high altitude, overflying traffic would cause delays and reroutes affecting on time performance and fuel burn.

PN-5

SO-7

**Final
November 2014**

Ms. Linda Devine
November 9, 2010
Page 2

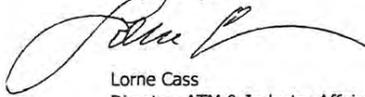
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In addition, it does not appear as if the USAF has considered the tenets being put forth in the recent National Special Activity Airspace Proposal (NSAAP) of which it was a party. NSAAP Section 5.2.2 spells out specific scheduling requirements for real-time needs, rather than a 'blanket' schedule period during which the MOA/ATCAA may or may not be used. Delta strongly recommends that the USAF support this process in reviewing its PRTC proposal.

] AM-12
] GE-2

As it is currently proposed, it is with regret that Delta Air Lines must withhold support for the Powder River Training Center initiative.

Respectfully,



Lorne Cass
Director, ATM & Industry Affairs
Delta Air Lines, Inc.
1010 Delta Blvd., Dept OCC 19
Atlanta, GA 30320 USA

1.404.715.1945
1.612.308.0926 (m)

*Final
November 2014*

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United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Denver Federal Center, Building 67, Room 118
Post Office Box 25007 (D-108)
DENVER, COLORADO 80225-0007



November 12, 2010

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Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley Air Force Base, Virginia 23665-2769

Dear Ms. Devine:

The U.S. Department of the Interior (Interior) has reviewed the U.S. Air Force's Draft Environmental Impact Statement (DEIS) for Powder River Training Complex, Ellsworth Air Force Base (AFB), South Dakota. The U.S. Air Force (USAF) seeks to improve airspace aspects for required training by B-1 aircrews stationed at Ellsworth AFB, South Dakota and B-52 aircrews stationed at Minot AFB, North Dakota. The USAF proposes to develop the Powder River Training Complex to improve training through establishing new airspace and modifying existing airspace.

Interior submits the following comments under the authority and provisions of the National Environmental Policy Act (42 U.S.C. 4371 et seq.), the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. §§1531 to 1543 et seq.), and the Migratory Bird Treaty Act (16 U.S.C. 703).

FISH AND WILDLIFE RESOURCES

General Comments

Under the ESA, Federal agencies are required to review their proposed activities to determine whether species federally listed as threatened or endangered, or habitat(s) designated by the Interior as critical habitat, may be affected. If such a determination is made, formal interagency consultation with the U.S. Fish and Wildlife Service (USFWS) is required under Section 7(a)(2). If the USAF determines that the selected alternative may (either adversely or beneficially) affect federally-listed species or critical habitat, please contact the USFWS' Field Office (phone (605-224-8693) in Pierre, South Dakota, to initiate formal consultation.

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In addition, section 7(a)(1) of the ESA requires Federal agencies to use their authorities in furtherance of the purposes of the ESA, i.e., "...to provide a means whereby the ecosystems upon which endangered species and threatened species depend may be conserved, to provide a program for the conservation of such endangered species and threatened species, and to take such steps as may be appropriate to achieve the purposes of the treaties and conventions."

The DEIS does not explain how the USAF will meet its 7(a)(1) responsibilities for this project. We recommend that USAF contact the USFWS Field Office in Pierre, South Dakota, to establish reasonable temporary or seasonal periods when impacts will be avoided, or adopt other conservation measures to avoid and minimize intrusive impacts upon federally listed threatened, endangered, or candidate species. In particular, USFWS recommends that measures be developed to avoid impacts to endangered whooping cranes (*Grus americana*) which migrate through the area, and to two species that are candidates for listing that breed in the project area: Greater sage-grouse (*Centrocercus urophasianus*) and Sprague's pipit (*Anthus spragueii*). A full analysis of the direct (noise, visual stimulants) and indirect effects (fire) from chaff and flare exercises on federally listed threatened, endangered, or candidate species should be considered.

BI-8

The USFWS also recommends that mitigation measures include limited operations of low-level flights in the Powder River 4 Military Operations Area during spring and fall bird migration.

BI-6

Specific Comments

Sprague's pipit has been added as an ESA candidate species since the DEIS was completed. The USFWS recommends that affects of the project on Sprague's pipit be addressed under the section "Threatened, Endangered, and Other Special Status Species," which begins on page 4-75.

BI-9

NATIONAL PARK RESOURCES

General Comments

The National Park Service (NPS) is concerned the proposed project will potentially adversely impact the soundscapes, visitor experience, cultural resources, and sacred sites of Little Bighorn Battlefield. Many of their concerns were raised conceptually in a letter dated July 24, 2008 in response to the Notice of Intent to prepare the EIS.

The mandate of the National Park Service (NPS) is to preserve and protect the scenery, and natural and cultural resources of parklands, such as Little Bighorn Battlefield for the enjoyment of the American public, and to leave them unimpaired for the enjoyment of future generations (16 USC 1-4). The "scenery" includes the natural soundscape, as well as the landscape (NPS *Management Policies 2006*). A soundscape refers to the total acoustic environment of an area. The soundscape of a national park, like air, water or wildlife, is a valuable resource that can easily be degraded or destroyed by inappropriate sound levels and frequencies.

CU-2

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According to the Little Bighorn Battlefield National Monument General Management Plan (GMP) (updated 1995), "The primary purpose of Little Bighorn Battlefield National Monument is to preserve and protect the historic and natural resources pertaining to the battle of the Little Bighorn and to provide visitors with a greater understanding of those events which led up to the battle, the encounter itself, and the various effects the encounter had on the two cultures involved".

A portion of the National Monument is actively administered and maintained as Custer National Cemetery and is the final resting place of approximately 5,000 U.S. veterans and dependents. The National Monument contains 2 parcels of land separated by 5 miles, the Custer Battlefield unit and the Reno Benteen Battlefield, with a combined acreage of 786 acres. The Custer Battlefield unit has been protected since 1879, and the Reno Benteen unit since 1926, first by the War Department as Custer National Cemetery, and later (since 1940) by the NPS. The entire battlefield is listed on the National Register as Custer Battlefield Historic District 1 and Historic District 2 (Reno Benteen Battlefield).

Under the 1995 GMP, the battlefield is managed as a historic zone, "...where all activities would be managed to preserve, protect, and interpret cultural resources and their settings." The NPS has worked extremely hard to preserve the landscape, vegetation, setting, and feeling of the battlefield to as closely as possible evoke the landscape and conditions of 1876. A recent Cultural Landscape Inventory (2010) for the National Monument found the cultural landscape retains a high degree of integrity and concluded that "...despite external encroachment and ever increasing visitation, Little Bighorn largely retains its qualities of remoteness and history. The natural setting of the battlefield appears much as it did in 1876, with its scattered markers in isolation or in larger clusters poignantly expressing a moment frozen in time that can be felt and appreciated by visitors to the site." The National Register program identified seven aspects of integrity: Location, Design, Setting, Materials, Workmanship, Feeling, and Association. Retention of these qualities is essential for a property to convey its historic identity or evoke its appearance during a significant period in history. Little Bighorn Battlefield's cultural landscape retains the integrity of all seven aspects.

CV-2

Soundscapes

Under the proposed action in the EIS, the National Monument would be included in area PR-1B-MOA, which would be from 500 feet above ground level (AGL) up to, but not including 18,000 mean sea level (MSL). On Page 3-60, Table 3.2-3 (Average Frequency of Military Aircraft Noise Events at Selected Noise-Sensitive Locations), contains a footnote that the published aircraft avoidance area is 0.75 nautical miles horizontally and 2,000 feet AGL for the National Monument. However, the reference for this footnote should be noted (Federal Aviation Administration Advisory Circular, FAA AC-91-36D), as the general public may not know where to find this information. It should also be noted that this avoidance regulation is voluntary as aircraft are requested, but not required, to maintain a minimum altitude above noise sensitive areas. Overflights over 2,000 feet are restricted above the National Monument under the National Park Air Tour Management Act of 2000 (Public Law 106-181). The area above the National Monument does not currently have military special use airspace or training operations. Under the proposed action, Large Force Exercises (LFEs) could occur above Little

GE-15

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Bighorn for 1-3 days per quarter. This would include supersonic flights for up to 10 days per year. Training exercises would include the deployment of chaff and flares. The EIS notes that three aspects of the increased noise could cause environmental impacts: 1) increases in ambient noise levels, 2) low-level startle effects; and 3) sonic booms. We have concerns about the effects of all three types of noise on soundscapes, visitor experience and cultural resources, and we disagree with the assertion that "Infrequent overflights over 2,000 feet would not be expected to be perceived as a significant intrusion to a National Monument" (EIS Executive Summary, page ES-24).

LU-2

Acoustic data collected by the NPS at Devils Tower National Monument during June and July, 2010, show that ambient conditions in that park are very quiet. The daytime median exceedence level (L50) was 29.8 dBA (the sound pressure weighted [A] level given in units of decibels) and 35.0 dBA at the monitoring locations. Put another way, the percent of time the ambient sound level was above 35 dBA was less than 5 percent of the time from 0700 hours to 1900 hours, and less than 1 percent of the time from 1900 hours to 0700 hours. Although the NPS has not conducted acoustic monitoring at the National Monument, we would expect the ambient levels would be similar away from the road or visitor center in areas where a visitor would expect to have solitude and a contemplative atmosphere.

Thresholds of significance that have been established by the Federal Aviation Administration (FAA) are based on community response. FAA Order 1050.1E notes that special consideration needs to be given to the evaluation of the significance of noise impacts on noise sensitive areas within national parks. The threshold cited in the Draft EIS, 55 DNL (Day-Night Average Sound Level), as the threshold below which adverse impacts would not be expected to occur does not adequately address disruption of tranquility or disruption of solitude. Although the noise analysis in the Draft EIS is very detailed and describes the types of impacts that would occur at various levels of noise, no specific discussion is provided as to how thresholds of significance were defined in determining impacts of noise; for instance, negligible, not significant, to the resources described in the document. In other words, it is not clear how conclusions about impacts were determined.

NO-4

Visitor Experience and Soundscapes

The National Monument is of enormous significance to American history, the American public, and the 280,000 to 420,000 visitors who visit the site annually. The National Monument is the second most visited tourist site within the state of Montana, and its economic importance to Southeastern Montana cannot be underestimated. Additionally, it has great significance to the U.S. Military and their Crow and Arikara allies, who suffered one of their most famous defeats at this site in 1876 at the cost of over 260 men, and to the Cheyenne, Lakota, and Arapaho tribes whose victory at this site also came with significant losses of warriors and noncombatants. Today, many Americans, Veterans, and Tribal members view Little Bighorn Battlefield as a solemn and sacred place of reflection, where they can come reflect upon the human sacrifice that all sides made defending what they believed was right, and reflect on cultural changes that have occurred since the battle. Many visitors, Tribes, and stakeholders have commented over and over that the ability to hear the natural sounds, listen to the wind blowing, and hear the sound of the Meadowlark is a fundamental part of the Little Bighorn Battlefield experience.

CV-2

LU-2

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Increases in ambient noise levels, low level startle effects and sonic booms would all impact the visitor experience and natural soundscapes of the site, and would impact visitors' ability to enjoy the contemplative and sacred atmosphere that is so fundamental to Little Bighorn Battlefield. Being startled by a sonic boom while standing alone on Last Stand Hill, contemplating the sacrifice of the U.S. Army and the Cheyenne and Lakota, would have a serious impact on the visitor experience and that person's ability to imagine what it was like to be on that same hill in 1876. All three types of noise would likely impact NPS operational and educational activities such as the outdoor ranger programs (guided walks and outdoor ranger talks) that take place 10 times a day between May and October and that over 60,000 visitors each year enjoy.

LU-2

In addition, the increases in ambient noise levels, low-level startle effects, and sonic booms would also impact the family members and loved ones who come to pay their respects to the over 5,000 veterans and dependents who are buried at the National Cemetery. Increased noise would also significantly disrupt the solemn and reflective atmosphere for the 10 to 15 funerals that are still conducted annually at the National Cemetery. The release of chaff or flares over the battlefield also has the possibility of visual impact to all of the visitor experiences during these and other services, as well as during operational activities and the special activities listed above. Fallen chaff and flare remnants would also have the potential to litter the battlefield, disrupting the historic scene.

LU-9

Additionally, the National Monument issues approximately 25 special use permits per year for activities such as Tribal religious or cultural ceremonies, commemorative events by military and non-military groups, and commercial filming. Increases in ambient noise levels, low level startle effects, and sonic booms would significantly disrupt these activities. As described in the EIS, "Native Americans from the four directly impacted reservations explained that low-level overflights and intrusive noise would be detrimental to their cultural practices." These types of cultural practices, highly significant to Tribal members from 17 reservations throughout the region occur not only on reservations but at sites such as Little Bighorn Battlefield. We suggest further consultation with the Lakota, Dakota, Nakota, Cheyenne, Arapaho, Arikara, and Crow Tribes about how low level overflights might impact their cultural practices, ceremonial practices and offerings at Little Bighorn Battlefield National Monument.

NA-4

Cultural Resources

The EIS notes the possibility of sonic booms causing the failure of glass, plaster or other structural elements. Little Bighorn Battlefield is home to many irreplaceable cultural resources, including historic monuments and structures. The two-story stone lodge constructed in 1894 as the Superintendent's residence is said to be one of the first permanent dwellings in Eastern Montana. Thanks to preservation work and good care, it retains its historical and architectural integrity and is in good condition. However, it would be unacceptable if sonic booms caused the failure of its historic glass windows and/or doors, or plaster, or disturbed its stone foundation or exterior walls. Other historic structures at the Battlefield that must be protected from sonic booms include the Fort C.F. Smith Memorial (circa 1868), quarried from local limestone and the 1881 7th Cavalry granite memorial on Last Stand Hill, both of which are part

NO-2

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of Historic District One; and the Reno-Benteen granite memorial (circa 1928), located in Historic District Two.

The EIS also notes the possibility of sonic booms causing "...bric-a-brac balanced on shelf edges such as mantles or bookcases to be vibrated off and fall and break." It should be of note that the National Monument's priceless museum collection and rare book collection is stored onsite. The museum collection includes over 119,000 objects, many of which are fragile and sensitive, and many of which are on display in the museum gallery of the Visitor Center. If sonic booms were to cause exhibit or museum collection items to fall or break, or for windows or glass exhibit cases to break, it would have serious unacceptable resource protection, security, and safety impacts.

NO-2

The EIS also notes the possibility for future threat emitters on 15 acre sites, which would be subject to further environmental review (ES-30). In the future we would like to be notified if any threat emitters are proposed in the historic viewshed of the National Monument, which includes adjacent lands pertaining to the Battle of the Little Bighorn, as these would have an adverse effect on the cultural landscape/historic viewshed.

CM-2

Natural Resources

The EIS states: "Flares burn out in approximately 500 vertical feet, or a minimum of 1,500 feet above the ground. There would be a very slight potential for increased fire risk if flares were accidentally deployed substantially below authorized altitudes." The National Monument's prairie grass ecosystem and riparian zone has a very high fire danger from over nine years of prolonged drought, especially between July and September, and use of chaff and flares should be restricted over the National Monument and adjacent lands. We also recommend that local Bureau of Indian Affairs, Big Horn County, and area fire departments be involved in training and fire protection from chaff and flares.

SA-5
AM-24
DO-2
SA-13

One of the NPS primary missions is to preserve natural resources unimpaired. Baseline data about wildlife species at the National Monument is incomplete. However, we are concerned about the potential for low level flights to impact all types of wildlife species with increased ambient noise, startle-effect, and sonic booms. The National Monument has several species of concern, including Sage Grouse, wild Turkey, and several nesting sites for Canadian Geese, Great Blue Herons, and other water fowl in the riparian zone along the Little Bighorn River in the Custer Battlefield sector. These species may be adversely affected by low level overflights and noise including sonic booms and jet engines.

BI-9

BI-4

Specific Comments

Please provide a citation for footnote 2 in Table 3.2-3 (Average Frequency of Military Aircraft Noise Events at Selected Noise-Sensitive Locations), that states the Devils Tower National Monument published aircraft avoidance area is 5 nautical miles (NM) horizontally and 18,000 feet AGL. The notice on the Billings Sectional Aeronautical Chart, dated 26 August 2010, states "...for reasons of national welfare pilots are requested to avoid flights within 3 NM of Devils Tower National Monument."

AM-24

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CONCLUSIONS

Based on information provided in the DEIS, the USFWS determines that the relative impacts of the DEIS alternatives on fish and wildlife resources would be as follows:

Alternative A. This alternative would likely have the largest potential impact to federally listed as threatened and endangered and on migratory birds, because it increases the level of disturbance to the Greater sage-grouse in all four states, and to Sprague's pipit.

] BI-8

Alternative B. This alternative would likely have the least impact to the Greater sage grouse in Wyoming and Montana.

] DO-2

Alternative C. This alternative would have the least impact to endangered whooping cranes and other migratory birds that use the principal migrational routes of the central and Mississippi flyways.

] DO-5

No Action Alternative. This alternative would have the least impact on federally listed species since there would be little to no increase in the current activities.

] GE-2

The NPS is quite concerned with the proposed action and its potential to affect visitor experience, natural soundscapes, cultural resources, and sacred sites at the National Monument. Our first preference would be the No Action alternative, although we realize this may not be feasible given your purpose and mission. We note that Alternative B would have had no low-level flights over the National Monument (in addition to other culturally sensitive areas). We would strongly support either a reconsideration of this Alternative or the modification of the preferred alternative to include expansion of the avoidance distance to include the National Monument to reduce or eliminate the noise and visual impacts of low level military aircraft. The avoidance measure listed is the standard for all aircraft; however, military aircraft are substantially louder than general aviation aircraft. An avoidance distance similar to the one charted for Devils Tower National Monument would be acceptable.

] GE-2

] DO-2

] AM-24

The Department has a continuing interest in working with the Air Force to ensure impacts to resources of concern to the Department are adequately addressed. If you have questions regarding Fish and Wildlife Resources comments, please contact Mr. Scott Larson, Field Supervisor of the U.S. Fish and Wildlife Service' Ecological Services Field Office, in Pierre, South Dakota, at telephone (605) 224-8693. For issues concerning National Park Resources comments, please contact Regional Environmental Coordinator Nick Chevance, Midwest

] GE-11

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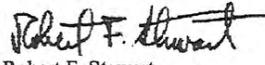
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Ms. Linda Devine

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Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102,
telephone 402-661-1844.

Sincerely,



Robert F. Stewart
Regional Environmental Officer



Ms. Linda DeVine

HQ ACC/A7PS

129 Andrews Street, Rm. 337

Langley AFB, VA 23665-2769

Re: Powder River MOA Proposed Expansion

Ms. LeVine:

My name is Ray A. Jilek, president of Eagle Aviation, Inc., the Fixed Base Operator at Black Hills Airport in Spearfish, SD and I am also the Airport Manager. I had previously attended your "Scoping" meeting in Belle Fourche, SD June of 2008 and Public hearings in both Rapid City and again Belle Fourche September 14th & 15th.

We are very concerned with the MOA proposal as presented and detailed in the Environmental Impact Statement. The following "Bullet" points are some of the primary issues with which we have concerns that have not been fully addressed to this point:

- Black Hills Airport ranks #5 of 34 public use airports within your study area for annual operations and is **not even shown** on your maps.
- During the time your data was compiled Black Hills Airport's primary runway was closed for lengthening and re-construction with a total investment of approximately 10 million dollars.
- We are currently moving forward with a full-length parallel taxiway project with a price tag of approximately 7 million dollars.
- Due to our recent expansion we are in the process of developing new LPV approaches to runway 13/31 for category A, B, & C aircraft. IFR capabilities throughout this construction period have been curtailed or significantly reduced.

AM-4

Eagle Aviation at Black Hills Airport
605-642-4112 • Fax 605-642-1838



300 Aviation Place, Spearfish, SD 57783
eagle@mato.com • eagleaviationinc.com

- Expanding the MOA to an area of 37,800 Sq. Mi. (Larger than the state of Indiana) will have a **dramatic effect** on air travel to and from the Black Hills Region. AM-6
- IFR traffic to or from any area north of the Black Hills will be **significantly impacted** and may very well chose an **alternate destination** even though the Black Hills region is the most popular destination for recreation / tourism within hundreds of miles. SO-5
- VFR "See and Avoid" as proposed in your document is an incredible increased risk to flight safety assuming one was able to conduct flight under VFR conditions considering a closure rate of **800 plus knots**. (B-1 pilot stated 580 kt. Airspeed as normal within the MOA) SA-7
- FAR 91.117 requires a civilian pilot to reduce speed to below 250Kts. Anytime one is bellow 10,000 ft. to provide an opportunity to "See and Avoid" (Max. potential closure rate of **500 Kts.**) SA-11
- Exemption #7960C authorizes the USAF to operate in the Powder River MOA "Lights-Out" at night to practice night vision goggle usage and yet we are told to feel safe flying through the MOA after dark VFR "**See and Avoid**"? AM-3
- As stated in your EIS, Radar coverage is **unavailable below 8000 ft.** which will provide no help for a VFR flight through the MOA. AM-21
- With the proposed MOA extending from 500 ft. AGL up to 60,000 ft. it will be **impossible for IFR** traffic to transition through this area when the MOA is active Mon. through Fri. 6:00 AM till Noon and again Mon. through Thurs. from 6:00 PM till 11:30 PM or other times when activated by NOTAM.
- The three corridors along Victor airways would allow IFR traffic through, below 18,000' except during Large Force Exercises. These corridors do **little to mitigate** the impacts to the Black Hills and most IFR traffic would generally fly above 18,000' due to weather as well as operating efficiency.
- Restrictions on IFR traffic through the MOA would not only have **significant economic impact** to our customers, but also to all commercial airline traffic that traditionally flies over this area as they are incapable of flying above 60,000'. SO-7
- Your EIS does nothing to address **the economic impact** of this proposal other than stating a "Potential Economic Impact" to General Aviation. SO-22
- Approximately 80% of our fuel sales are to Transient aircraft. If the MOA were to be expanded as proposed, one could reasonably expect a **significant reduction** in fuel sales which contribute to the employment of our existing employees as well as a significant reduction in the collection of "**Flowage Fees**" collected for Lawrence County to help offset the operational costs of this Public-Use Airport. SO-10

In addition to the above concerns, I have issues with the proposed activities planned for this expanded MOA. Specifically, the concept of VFR "See and Avoid" in an area with B-1's, B52's, F-16's, etc. operating at speeds exceeding 500 kts. Without radar coverage and possibly with their lights off is dangerous, reckless and foolish like a ticking time bomb. Should this proposal move forward, please consider adding layers that would allow through traffic such as 8,000 – 12,000 msl and 16,000 – 24,000 MSL to allow transitioning aircraft through MOA and improvements to radar and radio coverage. Proposed SA-7
AM-26

3061

activities such as supersonic flight, live flares, defensive chaff, Lights-out NVG training, closure rates far exceeding what is acceptable to the FAA for civilian operations, lack of radar and radio coverage throughout the area, etc. I'm convinced that these are technically operations which should be conducted in Restricted Airspace not in a MOA. The last issue of concern is the complete lack of any effort to identify or quantify the significant economic impacts of the proposal to the entire region.

AM-11
SO-22

Sincerely:



Ray A. Jilek, Airport Manager

Black Hills Airport / Clyde Ice Field

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**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8**

1595 Wynkoop Street
DENVER, CO 80202-1129
Phone 800-227-8917
<http://www.epa.gov/region08>

NOV 19 2010

Ref: EPR-N

ATTN: Ms. Linda A. DeVine
HQ ACC/A7PS (PRTC EIS)
129 Andrews Street, Suite 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine:

Re: Powder River Training Complex DEIS
CEQ# 20102947

In accordance with our responsibilities and authorities under the National Environmental Policy Act (NEPA), and Section 309 of the Clean Air Act, the Region 8 office of the U.S. Environmental Protection Agency (EPA) has reviewed and is providing a CEQ rating for the Draft Environmental Impact Statement (DEIS) for the proposed Powder River Training Complex (PRTC).

The purpose for the DEIS is to analyze the environmental effects of designating additional airspace in Wyoming, Montana, North Dakota, and South Dakota, adjacent to Ellsworth AFB, that would provide military aircrew training opportunities that cannot be accomplished in the existing Powder River military operations area (MOA). Alternative A, the Air Force Proposed Action, would expand and enhance the existing Powder River airspace to become the PRTC. The enhanced airspace would provide realistic, integrated B-1 bomber training close to Ellsworth AFB to maximize training in local airspace and minimize long-distance commute time to remote training ranges. The expanded training complex would also support continued and enhanced B-52 training for aircraft from Minot AFB. Alternative A is based on B-1 and B-52 training needs, which in turn dictate the airspace structure and number and type of airspace operations that occur within the proposed PRTC airspace units. The FAA and the USAF identified the no action and two additional action alternatives to the proposed alternative after several public hearings to obtain input from the public and other stakeholders. We defer to the FAA, which has jurisdiction by law or special expertise for administering all navigable airspace in the public interest of safety.

The DEIS documents the process that analyzed impacts identified during the scoping hearings. We reviewed a summary of the issues raised during those hearings and were satisfied with the public involvement process required by NEPA. Environmental impacts were assessed and mitigation measures were designed to address the following relevant planning issues organized into the applicable resource categories of interest:

- Regional energy development projects including tall wind turbine towers
- Civil/commercial aircraft flight operation compatibility

- Access to local general aviation airports
- Destructive ground effects of sonic booms from military aircraft
- Chaff and flare deposition under severe wildland fire conditions

In general, the DEIS is well organized and thorough in its analysis of impacts. It also clearly demonstrates where impacts from the proposed alternative may be significant. However, EPA was disappointed in the decision to screen several alternatives that were considered but not carried forward into detailed analysis. An increase in funding for commuting (§2.3.3.2), use of flight simulators (§2.3.3.3), and relocation of basing for the training aircraft (§2.3.3.4) were considered but not very well explained before dismissal from detailed analysis. We believe the public would be better served by providing them a better understanding of the increased funding required for longer flight commutes to remote military training airspace. Also the limited discussion on expanding the use of flight simulators seems to underestimate the public perception that simulation technology available to the military is highly sophisticated and capable of integrating the entire Air Force team and obtaining aircrew combat mission readiness. The Final EIS should discuss how the Base Realignment and Closure (BRAC) Commission voted to retain Ellsworth AFB for continuing to base a B-1 fleet without, at the same time or within the BRAC analysis, determining whether the existing airspace could meet the change in military training requirements for these multi-mission aircraft.

DO-6

PN-7

GE-16

The DEIS discusses the proposed management practices that would be used to control the risk of wildland fires initiated from the use of flares within the PRTC (§2.4.6.2). The Air Force proposes to discontinue release of flares in an MOA when fire danger is rated "extreme" under the National Fire Danger Rating System (System) provided by the United State Forest Service Wildland Fire Assessment System. However the "extreme" classification under this System identifies conditions where fires start quickly, spread furiously and burn intensely. All fires in this condition are potentially serious because fire development into high intensity burning will usually be faster and occur from smaller fires than in the very high fire danger class. EPA suggests that a more conservative management approach be adopted within the PRTC so that release of flares is not authorized whenever the System rates the fire danger as "moderate" or higher (i.e. high, very high, or extreme). The System classifies "moderate" fire danger as those conditions when fires can start from most accidental causes, but with the exception of lightning fires in some areas, the number of starts is generally low. Fires in open, mature grasslands will burn briskly and spread rapidly on windy days. EPA recommends that the Final EIS provide information on how often the System rated fire danger moderate or higher in the proposed PRTC during the last major drought year (2002). This historical comparison would give the reader some idea of how often adverse fire conditions would not permit use of flares.

SA-5

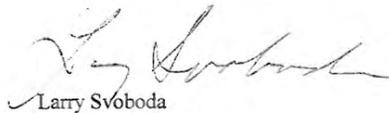
EPA evaluated the potential effects of the proposed action and the adequacy of information in the Draft EIS. EPA rates this proposal to establish the Powder River Training Complex with a Lack of Objection ("LO") under our rating criteria. The "LO" rating means that our review has resulted in finding no environmental impacts that have not been effectively mitigated in the proposed alternative. We are raising no objections to the proposed action.

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We appreciate the opportunity to provide comments at this stage of the project. If you have any questions or would like to discuss our rating, please contact me (303 312-6004) or James Hanley (303) 312-6725 of my staff.

Sincerely,



Larry Svoboda
Director, NEPA Program
Office of Ecosystems Protection and Remediation



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Essential Air Service Task Force
643 Remuda Creek Road
Fort Peck MT 59223
(406) 525-3318

November 10, 2010

Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Subject: Draft Environmental Impact State for Powder River Training Complex

Dear Ms. Devine:

The Montana Essential Air Service Task Force consists of representatives from Montana's seven eastern essential air service communities located in; Sidney, Glendive, Miles City, Glasgow, Wolf Point, Lewistown and Havre.

The task force opposes the expansion of the Powder River Training Complex into Montana. The proposal and charted times of use are extreme and unsupported and the colossal level of this proposal will have devastating impacts on southeast Montana.

} GE-2
} AM-6

Any disruption in air service to these communities is unacceptable. These scheduled flights are in most cases the only form of public transportation available. Essential Air Service plays a key role in local communities by attracting and retaining businesses that depend on commercial air service, in health care by enabling our citizens to easily access sophisticated healthcare that is often absent in rural communities.

} SO-5

Great Lakes Airline provides this service with flights originating from Denver. When the MOA is active, Great Lakes will be forced to divert and fly through the proposed gaps. During a Large Force Exercise, the carrier will be re-routed and made to fly around this large mass of airspace.

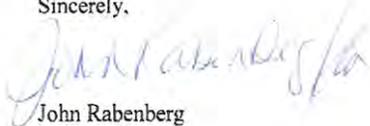
} SO-6

Adding additional time and expense to any air carrier or general aviation operator is not acceptable. In these volatile economic times and current state of the aviation industry, I urge you to adopt the "no action alternative" and do not interrupt our commercial or general aviation activities.

} SO-7
} GE-2

The task force values and appreciates our United States military forces. We thank you for your service to this great country.

Sincerely,



John Rabenberg
Chairman

c: task force members
Federal Aviation Administration

**Final
November 2014**

3064

LANTIS ENTERPRISES, INC.
Over 30 Years of Service Excellence

PO Box 699, 4755 E. Colorado Blvd.
Spearfish, SD 57783

P: 605 642-7736
F: 605 642-8443
lantisnet.com

November 1, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andres Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine,

I am writing to express my concerns over the expansion of the Powder River Training Complex (PRTC). I have four major concerns. The first is the expense burden on business and private aviation, the second is destination aviation and the loss of revenue in the Black Hills, third is the impact on ranching and the loss gains therefore the loss of revenue, and the fourth is safety.

Our business and private aviation will be affected because of several different reasons. The expansion of the PRTC will increase operating costs immensely because of restricted flight schedules as well as the added flight costs and wages for Lantis Enterprises, Inc. The increases can be figured at an added \$680 in flight costs as well as an extra \$350 in wages for employees per flight if we would be required to fly around the PRTC. This would be detrimental to our company as we need to make regular flights to check on our facilities and businesses; we are literally estimating costs just for our company in excess of \$100,000.00 a year. This would not include the cost of being grounded for several hours while waiting for the flight exercises to be completed so that we could take off or land. To expect businesses and individuals to reschedule their lives, business, and flight plans around the PRCT flight exercises is not an option.

Private aviation would be negatively impacted through all of the public and private use airports in the region. During PRCT flight exercises, small airports would see a drastic reduction in the amount of traffic in an out of their facility. These flight exercises would even cause a permanent reduction in business, business which is vital not only for the airport, but the surrounding community. For example, the local airport here in Spearfish, based on the numbers gathered by the PRTC is rated fifth highest for activity in the region, even though those numbers were gathered during a reconstruction period, of which over a month of the data collection information the airport was completely closed. If they were to lose any

SD-7

SD-8

SD-10

**Final
November 2014**

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business, either temporarily or permanently, this would cause significant damage to current business relations as well as future relations.

SO-10

I believe that this would cause destination aviation in the Black Hills area to decrease. Tourism is a big part of the viability of the Black Hills. If the PRTC expansion did take place I believe that this would have a large economic impact on this area.

SO-9

Another concern that I have is for the ranching business. My family owns a large ranch with various numbers of livestock in northwest South Dakota. The problems that would be caused by the low flying aircraft and other exercises would be sizeable. This would cause stress on the livestock, resulting in low weights, increased veterinary bills, increased cost for fencing repairs and the loss of livestock. It would also be difficult to attempt to coordinate events such as moving livestock or branding around the PRTC schedule with any amount of efficiency. The expansion of the PRTC into this area would cause the resale value of our ranching operation to decrease. All of these combined concerns regarding our family ranch would have large economic ramifications on that facet of our business.

SO-13

There are many safety concerns that need to be considered regarding the PRTC. Civilian pilots operating under Visual Flight Rules (VFR) have addressed that flight, with the current size of the PRTC, is already a risk to fly through. The combination of the expansion of the area to the proposed size, the lack of suitable and reliable surveillance radar and radio communications at low altitudes, and the high speed of the Bomber and other aircraft involved would take an already risky situation and escalate it to a dangerous situation.

AM-3

SA-7

The expansion of the PRTC to the proposed areas will add a considerable amount of grassland to the project, and while they will practice using chaff and flares at such a low altitude there is a heightened probability that these could come into contact with another aircraft. Furthermore this practice could cause a major fire in some rural areas. This is a major problem, as the rural areas all have volunteer firefighters and it can take some time for them to arrive on scene. With the hot dry summers that we have in this area, one ember from a flare could very quickly engulf the entire acreage of a ranch or farm. This one exercise alone could cause the loss of crops, livestock and possibly a home and ranch buildings.

SA-26

SA-5

According to the Air Force, the sound of a Bomber has been used as a weapon in combat, described as a "show of force," and is deafening to the human ear. The level at which hearing loss begins is 90-95 decibels, with physical pain beginning at 125 decibels. A Bomber with afterburners emits 133 decibels at 2000 feet above ground level (AGL). This is louder than a rock concert. This doesn't take into effect the sonic booms that will be occurring and the affect that they will have as well. Stated indoor levels of 113 decibels as well as the supersonic flight could also cause damages to people's homes and possessions. Who will pay for the damages caused every time a supersonic flight breaks a window in someone's home or even in their vehicle? These are all problems that need to be very carefully considered, especially the repeated flights at a decibel that can cause hearing loss.

NO-5

SO-12

NO-11

Two suggestions that I would like to make regarding the expansion of the PRTC are to allow two elevation gaps for flights and to expand and improve radar surveillance and radio communications. My proposal would be to allow for two separate elevations from the surface to 5,000 feet AGL and from 26,000-34,000 feet MSL that would be open at all times for private, business and commercial flights to have access to, with radio and radar coverage. This would allow flights for both entities to continue at all times and would alleviate the extra costs that would arise instead of having flights grounded during these exercises. This proposed plan would not cripple the public and private use airports. This would be a compromise on both parts and would satisfy the need for flight time for the USAF and for the private, business and commercial aviation.

AM-26

If the expansion was to occur before that could happen there would need to be some major improvements in radar surveillance and radio communications. This should be an essential requirement for a project of this size because of the increase in air traffic.

AM-3

I believe that all of the noted problems and improvements need to be carefully considered and a very in-depth economic impact study needs to be conducted and information compiled. If a project of this size is not handled appropriately and the studies are not done correctly ahead of time, major damages would be caused and several people would be very disgruntled when it comes to the USAF, our troops need our support not a fight with the public it's very existence is to protect.

SO-22

With all of the problems, concerns, and work that should be addressed, I believe that we are nowhere close to where this project should be approved. If you have any questions, please do not hesitate to contact me.



Travis Lantis
CEO, Lantis Enterprises
President, Lantis Aviation

MAMA

Montana Airport Managers Association

November 15, 2010

Ms. Linda DeVine
HQ/ACC/A7PP
129 Andrews Street, Room 317
Langley AFB VA 23665-2769

Dear Ms. DeVine:

The Montana Airport Manager Association (MAMA) represents the interests of Montana's airports, both large and small. The proposed expansion of the Powder River MOA is an issue that causes many members of MAMA much concern. The area of eastern and south eastern Montana being considered in the proposed expansion of the Powder River MOA significantly increases the impact to Montana airspace without any economic benefit to this area of Montana. In fact this expansion will add to an already difficult economic condition in this part of the State. The Air Force bases in North Dakota and South Dakota provide a very large economic impact to those States and subsequently should be willing to shoulder the burden of an expanded MOA in their respective States, as opposed to a large expansion into neighboring Montana.

SO-24

In recent years south eastern Montana has began to see an increase in general aviation activity as the result of the exploration of Montana's natural resources. This activity has fueled local economies through the sale of fuel, overnight parking, hotel accommodations, use of restaurants, and rental car sales. IFR aircraft would be significantly restricted in the use of the air space over these areas and subsequently could result in a loss of revenue to these communities. Any loss of revenue will impact the ability for these communities to maintain their airports and provide a safe airport environment. Many local residents depend on aerial applicators to spray fields at low altitudes, additionally many local ranchers who pilot aircraft will fly at low altitudes to check on livestock spread out over many square miles. The ability for these activities to safely perform a necessary function is greatly diminished with an expansion of the Powder River MOA. It does not appear that there will be a method to provide for safe separation of military and civilian aircraft due to limited or non-existent radar and voice communication.

SO-9

SA-9

AM-3

The aviation industry has taken some hard lumps over the past few years and requiring aircraft to circumvent this expanded area will only serve to increase the cost of operating an aircraft in the vicinity of the Powder River due to the need to use additional fuel, which the price is steadily increasing on. This impact could be especially difficult on the Essential Air Service (EAS) provider that currently serves seven (7) cities in eastern Montana that are near the propose Powder River MOA and may need to deviate many miles on many of its flight routes, adding additional costs to a very revenue lean operation.

SO-7

While MAMA and its members whole heartedly supports all branches of the U.S. military, and all agree that training is important, we believe that with the expansion of the Powder River MOA, the airports of eastern and south eastern Montana and their supporting communities are being asked to provide more than their fair share in helping the military in their training needs.

GE-3

Sincerely,



Kevin Ploehn
President
Montana Airport Managers Association

KP:

**Final
November 2014**

3066



Montana Department of Transportation

Aeronautics Division
2630 Airport Road
PO Box 200507
Helena MT 59620-0507

Jim Lynch, Director
Brian Schweitzer, Governor

October 7, 2010

Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 317
Langley AFB VA 23665-2769

Subject: Powder River Training Complex: scoping comments

Dear Linda:

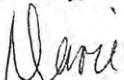
Thank you for the conversation and information today.

I am requesting that all comments received by your office during the scoping period of the Powder River Training Complex environmental process be copied and shared with the Federal Aviation Administration to be entered into its record for the aeronautical study they are conducting in conjunction with this proposal.

] NP-5

I appreciate your willingness to assist in this matter and look forward to meeting you in Billings.

Sincerely,


Debbie Alke
Administrator

An Equal Opportunity Employer

MONTANA PILOTS' ASSOCIATION
INCORPORATED

3067



P.O. BOX 4311 • HELENA, MONTANA 59604
www.montanapilots.org

November 9, 2010

Ms. Linda Devine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms. Devine,

As President of the Montana Pilots Association which was founded in 1939 and represents approximately seven hundred members, I was requested to send this letter of comment, after a unanimous vote by the board of directors. We are not in favor of any expansion to the Powder River Military Operations Area. Several Montana Pilots Association members, including myself, state officials, eastern Montana county officials, ranchers, and numerous other concerned parties attended a meeting September 7th 2010 in Billings, Montana. The meeting was arranged by Congressman Denny Rehberg's staff member, J.T. Korkow, with Colonel Jeffrey B. Taliaferro, Wing Commander Ellsworth Air Force Base, Rapid City, South Dakota and his staff. I also attended the public hearing meeting in Billings, Montana. The Montana Pilots Association has come to the conclusion the negative economic hardships to the aviation community in the State of Montana are not acceptable. We are in agreement with our elected officials: Senator Max Baucus, Senator John Tester and the State of Montana, whom have all voiced the negative impact this proposal will have on our State. Jim Lynch, Director of the Montana Department of Transportation and Debbie Alke, Administrator of the Aeronautics Division, Department of Transportation, have also made numerous negative comments to this proposal.

It was quite evident the majority of folks that made comment at the Billings public hearing were not in favor for many reasons, including concerns over negative economic impacts to commercial and private aviation operations, safety issues such as spooking of domestic animals, wildlife stress, and Post Traumatic Stress victims from previous military conflicts. The list of opposition is long and varied.

So with all due respect please mark our comment down as No-Action Alternative, which is no change to the current Powder River Military Operations Area.]

GE-2

Sincerely,

Wade Cebulski, President

Cc:
Federal Aviation Administration
Senator Max Baucus
Senator Jon Tester
Congressman Dennis Rehberg

NDBAA Response to the EIS for the Powder River MOA Expansion Request

North Dakota Business Aviation Association (NDBAA) represents commercial and corporate pilots, FBO's, SASO's and anyone that incorporates aviation in to their business operations. Our Mission is to promote the interests of those that benefit from the use of business aviation in North Dakota

The proposal for the expansion of the Powder River MOA by the US Air Force has no foreseeable value to the professional and corporate air traveler. As it is proposed, it will only cause delays and add expense to those traveling into and out of western North Dakota. It will also delay and even deter many flights that would have crossed over and stopped in North Dakota to seek a different alternative stop.

] SO-8

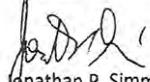
For those that satellite out if the Bismarck/Mandan area with medical and legal services to the smaller rural communities, it will cause unpredictable delays in those travels. In some cases it will cause complete cancellation of services to the smaller communities.

] SO-5

Delays to critical care flights are proposed to be minimal however when these flights are most needed any delay can mean the difference between life and death.

] SA-19

Respectfully submitted,


Jonathan P. Simmers

Secretary

████████████████████

████████████████



STATE
HISTORICAL
SOCIETY
OF NORTH DAKOTA

John Hoeven
Governor of North Dakota

North Dakota
State Historical Board

Chester E. Nelson, Jr.
Bismarck - President

Gerald Gertholz
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Parks and Recreation Department

Francis Ziegler
Director
Department of Transportation

Merlan E. Paaverud, Jr.
Director

Accredited by the
American Association
of Museums since 1986

August 25, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB VA 23665-2769

ND SHPO 08-0893 USAF Powder River Training Complex - low flying training missions B-52s and B-1s in Southwestern North Dakota

Dear Ms. DeVine,

We received your initial consultation materials regarding ND SHPO 08-0893 USAF Powder River Training Complex low flying training missions B-52s and B-1s in Southwestern North Dakota. We request more detailed maps to understand better which aircraft would be flying in which corridors in North Dakota. Other comments include:

- There is one newly listed National Register Property in the APE: Evangelisch Lutheraner Dreienigkeit Gemeinde (Church) Grant County, City of New Leipzig.
- We have concerns regarding fragile historic earthen-based homes and outbuildings in the area. Many of these have earthen walls or stone walls with mud plasters that could be damaged or destroyed easily by vibrations. Stern Homestead is an example, and there are several others that are eligible for but not listed in the National Register of Historic Places.
- We have concerns regarding low flying aircraft and disturbances to the tranquility of the prominent buttes in the area, such as Sentinel Butte.

CU-2

NO-2

LU-2

We look forward to further review information and consultation. If you have any questions please contact Susan Quinnell, Review and Compliance Coordinator at (701) 328-3576, squinnell@nd.gov.

Sincerely,

Merlan E. Paaverud, Jr.
State Historic Preservation Officer (North Dakota)

**Final
November 2014**

3070

BOARD OF COUNTY COMMISSIONERS

POWDER RIVER COUNTY
PO Box 200
Broadus, Montana 59317

Phone: 406-436-2657
Fax: 406-436-2151

Ray Traub, Broadus
Don McDowell, Broadus
Les Thompson, Broadus

November 1, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

RE: Powder River Training Complex expansion

Dear Ms. DeVine:

We, the board of County Commissioners of Powder River County, Montana, would like to express our concerns about the expansion of the Powder River Training Complex.

First: With a floor of 500 feet, our area has no radar below 15,000 feet. We feel if you do this, a system should be in so Salt Lake can see all the activity that is here. This would include landing and take offs from the Broadus Airport and our local rancher's private air strips.

AM-3

Second: This complex should not limit any of our natural resource development. We feel this is very important because of the economic development this would bring to our area. Along with this, if the 9 am to 2 am flight times are obeyed, then energy company's corporate planes could work with that. Also, the farmers and ranchers in the area could adjust to those times.

SO-17

Third: We feel Elsworth Air Force Base should plan annual meetings in our area to meet with the local residents. A face to face meeting would provide opportunity for interaction between local residents and Air Force personnel. That way we see them and they see us, face to face. Sometimes things look good on paper, but reality is sometimes different. This would give the Air Force a chance to listen to local concerns. It would also give the local residents a chance to meet and listen to Air Force concerns.

GE-5

Fourth: There must be written protocol for operation of firefighting, and life flight aircraft. Operations of aircraft in this capacity may range from several hours to several days. Crop dusters and aircraft involved in predator control have a limited window of opportunity to perform their tasks. Protocol must be included that does not restrict the use of this type of aircraft, which could affect our local economy.

SA-19

SO-12

SO-15

SO-2

3070

Fifth: We do depend on recreationalists who come to our area to get away from noise and debris. Every effort can and must be made to minimize the effect low flying aircrafts would have on this type of economic industry in our county.

SO-9

Powder River County Board of Commissioners are interested in how you address concerns related to this proposal.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
POWDER RIVER COUNTY



Ray Traub, Chairman



Don McDowell



Les Thompson

**Final
November 2014**

**TRIBAL COUNCIL
(AT LARGE)**

Jesse "Jay" Taken Alive
Margaret M. Gates
Avis Little Eagle
Dave Archambault II
Joseph McNeil Jr.
Jesse McLaughlin

Mike Faith
Vice Chairman



Charles W. Murphy
Chairman

Adele M. White
Secretary

December 9, 2010

3071

**TRIBAL COUNCIL
(DISTRICTS)**

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Cannonball District

Henry Harrison
Long Soldier District

Duane Claymore
Wakpala District

Kerby St. John
Kenel District

Errol D. Crow Ghost
Bear Soldier District

Milton Brown Otter
Rock Creek District

Frank Jamerson Jr.
Running Antelope District

Samuel B. Harrison
Powupine District

Ms. Linda DeVine
ACC/A7PS
129 Andrews St. Suite 337
Langley AFB, VA 23665-2701

RE: Powder River Training Complex Draft EIS

Dear Ms. DeVine,

The Standing Rock Sioux Tribe (Tribe) appreciates the opportunity to comment on the Powder River Training Complex Ellsworth Air Force Base, South Dakota Draft Environmental Impact Statement (DEIS) and its environmental impacts to the Standing Rock Indian Reservation (Reservation).

Before we begin our comments on the DEIS, the Standing Rock Sioux Tribe is very supportive of the U.S. military and its efforts to protect and serve our country. Many of our tribal members are proud to have served in the Armed Forces.

GE-9

In the DEIS, we request that you use "Standing Rock Indian Reservation" when referring to our Reservation and "Standing Rock Sioux Tribe" when referring to our Tribe.

We were notified of this project two years ago when people from Ellsworth Air Force Base visited the Reservation and gave a presentation. At that time, we were told by several different military personnel that the flights over the Reservation would be infrequent, even nonexistent. The few flights that would take place would be at a very high altitude. However, in the recently released DEIS, it appears that there are plans to fly at altitudes of 500 ft. over our Reservation, contrary to what we were led to believe. The information provided by military personnel to the Tribe directly contradicts the proposed DEIS. If what we were told two years ago by Army personnel is correct, it should be included in the DEIS.

PN-5

PN-4

Our people are deeply concerned about low-level flights and sonic booms that would occur over our Reservation, especially during the summer months. Many tribal members practice traditional religious ceremonies outdoors in the summer on tribal lands. Aircraft flying at low-levels and/or sonic booms would be not only disruptive and intrusive but also highly disrespectful to our spiritual and religious practices.

NA-4

BLDG 1 NORTH STANDING ROCK AVE. P.O. BOX D • FORT YATES, NORTH DAKOTA 58538
PHONE: 701-854-7201 or 701-854-8500 • FAX 701-854-7299

**Final
November 2014**

3071

Ms. Linda DeVine
Powder River Training Complex Draft EIS
Page 2

Our religious practices take place outdoors and can occur anywhere on Tribal lands within the reservation boundaries, both day and night.

Also, many of our tribal members are also cattle ranchers and sonic booms and low-flying aircraft would be disruptive to their ranching activities such as calving, branding, weaning or other penning operations.

] BI-4

For these reasons, we are requesting that the entire Standing Rock Indian Reservation be made an avoidance area and that there be no low-level aircraft or sonic booms over tribal lands during the months of June, July and August. Please find attached a map of all tribal lands within the exterior boundaries of the Standing Rock Indian Reservation

] NA-5

Please be reminded that "Federal agencies shall protect and preserve Native American religious cultural rights and practices". [See, American Indian Religious Freedom Act, 42 U.S.C. §1996 (1978), et. seq.] In this case, we interpret that to mean that the U.S. Army will refrain from low-level flight and sonic booms during the summer months when tribal members are practicing their traditional and religious ceremonies.

Moreover, many of our tribal members are concerned about the dispersion of chaff over the Reservation. Although the DEIS claims that the chaff will likely disperse before reaching the ground and that there is little harm, we request that the military limit the use of chaff over the Reservation and start using new technologies available that create invisibility.

] NA-6

Our tribal members are also concerned about the potential of a lit flare reaching the ground and causing a fire. While there is a small chance this may occur, we would like the Air Force to assume full liability for all damages including the cost of fighting range fires started by flares.

] SA-5

We are disappointed in the brief history of Native Americans that is portrayed in the DEIS on pages 3-109 to 3-113. Not only are there misspellings but also factually incorrect information. We offer the following corrections for inclusion in the DEIS.

Page 3-109, second paragraph
Change the word legend to history.
Change semi-woodland to woodland
The last sentence uses the date mid-1800s, change to mid-1700s.

] NA-12

Page 3-110
The third paragraph starts with "The Treaty of Fort Laramie". Please note that you are referring to the second Treaty of Fort Laramie of 1868. The first Treaty of Fort Laramie was in 1851.

Ms. Linda DeVine
Powder River Training Complex Draft EIS
Page 3

Also in this paragraph, Yanktonai is misspelled

We ask for a rewrite of the fourth paragraph. The sentence "Conflict was exacerbated by the Black Hills gold rush" is a polite way of saying that the Fort Laramie Treaty was repeatedly violated by white settlers in search of gold. Please include language that states the Black Hills are sacred to the Dakota and Lakota, and were illegally taken from the Lakota and Dakota by the U.S Government. To this day, the Dakota and Lakota people refuse to accept money for their sacred Black Hills (Paha Sapa) and continue to fight legally. We object to the following language, "Mining and other intrusions in to the Great Sioux Nation created tension..." Mining in the Black Hills was a direct violation of the 1868 Fort Laramie Treaty.

NA-12

Page 3-112

The last sentence in the first paragraph refers to the "battle" at Wounded Knee. This was not a battle but a massacre. All weapons were taken from the Dakota and Lakota and they were surrounded by the 7th Calvary. In less than one (1) hour, 350 Lakota men, women and children were slaughtered at the hands of the U.S. Government.

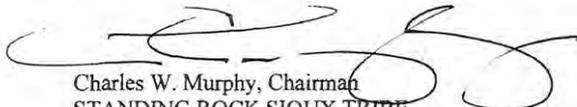
Page 3-112

In the third paragraph the first sentence is incorrect. The five reservations, including Standing Rock, were created by the Act of March 2, 1889, not the Dawes Act.

We hope that you are able to incorporate these changes into your historical section. We believe it is important that you provide an accurate account of history.

If you have any questions, please call my office at 701-8524.

Respectfully Submitted,



Charles W. Murphy, Chairman
STANDING ROCK SIOUX TRIBE

**Final
November 2014**

**TRIBAL COUNCIL
(AT LARGE)**

Jesse "Jay" Taken Alive
Margaret M. Gates
Avis Little Eagle
Dave Archambault II
Joseph McNeil Jr.
Jesse McLaughlin

Mike Faith
Vice Chairman



Charles W. Murphy
Chairman

Adele M. White
Secretary

October 11, 2010

Linda DeVine
ACC/A7PS
129 Andrews St. Suite 337
Langley AFB, VA 23665-2701

RE: Powder River Training Complex
Ellsworth Air Force Base, SD
Draft Environmental Impact Statement

Dear Ms. DeVine,

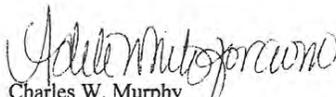
The Standing Rock Sioux Tribe appreciates the opportunity to review the Powder River Training Complex Draft Environmental Impact Statement (DEIS).

Due to the many complex issues presented in the DEIS and the variety of concerns from our tribal members, we would like request a 30-day extension on the comment period.

NP-5

Should you have any questions please contact Adrienne Swallow, Environmental Protection Specialist at 701-854-8582 or aswallow@standingrock.org.

Sincerely,


Charles W. Murphy
Chairman
STANDING ROCK SIOUX TRIBE

3072

**TRIBAL COUNCIL
(DISTRICTS)**

Sharon Two Bears

Cannonball District

Henry Harrison

Long Soldier District

Duane Claymore

Wakpala District

Kerby St. John

Kenel District

Errol D. Crow Ghost

Bear Soldier District

Milton Brown Otter

Rock Creek District

Frank Jamerson Jr.

Running Antelope District

Samuel B. Harrison

Pocypunk District

**Final
November 2014**

Dear Madam:

3073

Comments regarding the public hearing for the Proposed Powder River Training Complex held in Gillette, Wyoming October 18, 2010

I represent the True Companies from Casper, Wyoming. We are in the oil and gas drilling and production business, pipeline, trucking, and oil field supply business. We travel to North Dakota and eastern Montana on company airplanes on a regular basis. This proposal creates a three hundred mile obstacle between Casper and Gillette, and our destinations in North Dakota (Williston, Watford City, Stanley, Minot, Dickinson, Bismarck,) and Montana (Ekalaka, Baker, Glendive, Sidney.) The proposed Powder River Training Complex extends from Billings, Montana to Bismarck, North Dakota. For us to get to each of these destinations except Bismarck, avoiding the entire Complex will add at least two hundred miles (45 minutes to an hour depending on the airplane used) for each round trip. We often pickup and or drop off employees in Gillette to be taken to, and returned from, North Dakota. While the distance from Gillette to Dickinson, North Dakota is 200 miles, when the complex is active, we will have to fly to Dickinson via Bismarck adding 200 miles to each leg and will cost us an extra 400 miles (1.5 to 2.2 hours depending on the airplane used) for each round trip. In addition to the time and expense impact, the weight of the fuel to fly the extra 100 miles each way is the same as a passenger, so we will also be losing utilization. In the two weeks prior to the public meeting in Gillette we went to Bismarck twice, Minot, Stanley, Watford City, and Williston. Your proposed schedules are, and have been, about the same as our schedules. The phrase "and other times by NOTAM" implies that this 300 mile wide obstacle will active more and more often.

50-7

There are many other users of this area in the energy business who aren't even aware of this airspace grab. I've not seen anything in the AOPA magazine, Business and Commercial Aviation, or any other trade publications. Is this an oversight? I think you need to expand your public awareness.

The Air Force briefers at the public meeting are no doubt briefing us in good faith. I believe they truly believe they are telling us the way it will be. However, a center controller WILL NOT ALLOW IFR TRAFFIC IN AN ACTIVE MOA OR ATCAA. Flying VFR in an active MOA is okay if the weather is clear and there are large bombers in the airspace. Flying VFR in an active MOA in less than good weather, and or with fighter type aircraft is NOT SAFE. To believe otherwise is naïve, and to state otherwise is irresponsible. It is doubtful that the briefer has ever been denied access to a piece of airspace that suddenly turned active and been vectored 60 miles out his way because someone didn't do their job. He has never had to reroute and make an unscheduled fuel stop for these reasons; I have. Long after they (the briefers at the public meeting) are transferred or retired we users will continue to be dealing with broken promises, more restrictions, etc. I expect that once this airspace is established, it will be in use more than the Air Force briefers and your EIS tells us, and we believe the Gap ATCAA'S will be active more often, further burdening our operations.

SA-3

NP-7

The information to pilots for pre flight briefings about MOA'S and ATCAA'S have historically been unreliable, and inaccurate. I am paying (as a tax payer and user) to get accurate, reliable information on special use airspace from normal Flight Service Station channels. Many of the Flight Service Station briefers don't even know how to find this information. With your (USAF and FAA) track record, we users expect the Powder River Training Complex will be a nightmare from a planning and operational standpoint.

AM-12

With a planned complex this large and other types of aircraft using this airspace, the implication is that you'll be inviting other units to Ellsworth. The fuel savings to the Air Force appears non-existent because instead of the local units traveling to existing ranges, other units will be traveling to Powder River. Ellsworth and the Powder River Training Complex will become busier and more congested, and our company's operations will suffer further.

SO-14

Again, with the frequency of our trips through the airspace in question, and the track record of timely, accurate, and reliable information to pilots, I expect this huge airspace proposal to be a fiasco for many years to come.

John Campbell
Chief Pilot True Drilling Company

**Final
November 2014**

3074



United States
Department of
Agriculture

Forest
Service

Custer National Forest

1310 Main Street
Billings, MT 59105
406 657-6200

File Code: 1530/1950

Date: November 9, 2010

Linda DeVine
Program Manager
ACC/A7PS
129 Andrews St., Suite 337
Langley AFB, VA 23665-2701

Dear Ms. DeVine:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the Powder River MOA Training Complex. The proposed action would change where Air Force training exercises occur over National Forest System (NFS) lands managed and administered by the Custer National Forest. The Forest Service, Custer National Forest, is providing the following comments.

We acknowledge the efforts of the Air Force to expand their training area to reduce fuel costs and continue to provide training for their pilots with this effort. We do ask that some things be clarified or considered in more detail. Training flights already occur over much of the Ashland and Sioux ranger Districts in Powder River and Carter counties, MT and Harding County, South Dakota, in the current Powder River A and B MOAs. Staff from each ranger district report they have not heard of problems as a result of the use of that airspace.

1) Use of Above Ground Level vs. Mean Sea Level

The presentation at the Buffalo, SD presentation mentioned having planes at certain elevations above the ground. One was Above Ground Level (AGL) for most flights. However, another type of training flight mentioned would use Mean Sea Level (MSL) instead. We suggest using AGL as the guide when talking about all flights unless a specific training need is identified that needs to use MSL instead.

AM-32

2) Archaeology

The Forest Archaeologist indicates there is no reference or analysis of the action to the North Cave Hills, South Cave Hills, or Slim Buttes cultural landscapes. It is our understanding that the North and South Cave Hills land units of the District are considered sacred to the Lakota, Mandan, Hidatsa and Arikara tribes and are used for vision quests, solitude, etc. These three land units are part of the Sioux Ranger District and are located in Harding County, South Dakota. The Sioux Ranger District consists of eight land units, five of which are located in South Dakota

CU-2



Caring for the Land and Serving People

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3074

and the remaining three in southeast Montana, in Carter County. We recommend that you may wish to contact the tribes regarding those areas they might consider sacred.

CU-2

There appears to be no analysis on the effects of noise and vibration, related to sonic booms and low altitude fly-overs, to the geologic units where rock art sites currently listed on the National Register of Historic Places are located. The sites are listed in tables, but no analysis is disclosed if there are potential effects. Also, there does not appear to be analysis of effects to four potentially eligible historic structures located within the analysis area - Jessie Elliott Guard Station, Tri-point Lookout, and the Molstad Cook shack located on the Sioux Ranger District; and Poker Jim Lookout and Whitetail cabin located on Ashland Ranger District. Environmental Consequences address potential effects on p. 4-83 of the DEIS but these structures are not included. The concern is the potential effects of noise and vibration to the rock art sites and historic structures located on the Forest and within the proposed project area. We would appreciate it if you would evaluate the effects of noise and vibration to these resources.

NO-2

Find enclosed copies of the Record of Decision for the Sioux Ranger District Oil and Gas Leasing Final Environmental Impact Statement, Appendices and maps. This reference provides information regarding heritage sites and traditional cultural properties on the South Dakota portion of the Sioux Ranger District. Also enclosed are copies of the site forms for the historic structures. These site forms are confidential documents and not subject to the Freedom of Information Act (FOIA) requests.

3) Botany

The Forest Botanist has recommended that several species of sensitive plants be included in the analysis. All but one of these species are considered Northern Region Forest Service Sensitive Species, and one is a Species of Interest. Forest Service sensitive species are analyzed pursuant to the National Forest Management Act (NFMA) to determine whether the effects of an action to these species would cause a trend toward listing under ESA. The single Species of Interest in this instance should be considered like a Sensitive Species, the determination of effects being similar to that of a Sensitive Species. These species are indicated in the table below. Recommended additions are indicated in "red" colored text.

BI-9

Forest Service, Custer National Forest additions to Appendix K. Add to footnote 2, after FSR_ = USFWS Sensitive and Region; USFS = Forest Service Sensitive or Species of Interest.

Common Name	Scientific Name	Project Area States and Counties of Known Occurrence				FED	Habitat
		ND	SD	MT	WY		
Nuttall desert-parsley	Lomatium nuttallii			Big Horn, Rosebud		USFS Species of Interest	Open, rocky pine woodlands in mid to

Common Name	Scientific Name	Project Area States and Counties of Known Occurrence				FED	Habitat
							lower elevation.
Pregnant sedge	Carex gravid var. gravida			Big Horn, Carter, Powder River, Rosebud		USFS	Green ash ravines and wooded draws.
Visher's buckwheat	Eriogonum visheri			Carter		USFS	Barren rock outcrops or clay outwash.
Barr's milvetch	Astragalus barrii			Powder River, Rosebud		USFS	Gullied knolls, buttes, & barren hilltops, often on calcareous soft shale and siltstone.
Ovalleaf milkweed	Asclepias ovalifolia			Carter		USFS	Prairies and woodlands in sandy, gravelly or clayey soils.
Prairie gentian	Gentiana affinis		Harding			USFS	Wet meadows, shores, seeps, springs, and low prairie.
Mountain bluebells	Mertensia ciliata		Harding			USFS	Forested slopes, damp thickets, moist

Common Name	Scientific Name	Project Area States and Counties of Known Occurrence				FED	Habitat
							valley bottoms.
Small yellow lady's slipper	Cypripedium parviflorum			Carter		USFS	Fens, damp mossy woodlands, seepage areas.

In Appendix K, add to footnote 2, after FSR_= USFWS Sensitive and Region; USFS = Forest Service Sensitive or Species of Interest.

4) Fire, Fuels, and Fire Suppression, and Emergency Aircraft

The Forest Service recommends using a combination of the National Fire Danger Rating System's (NFDRS) Adjective Fire Danger Rating and the National Weather Service's Red Flag Warning system to determine times when flare use should be suspended. The NFDRS Adjective Fire Danger Rating is based on indices that track season long and short term fire danger trends by combining calculated Staffing Levels and Ignition Component. We suggest utilizing Miles City Dispatch calculated values for determining the Adjective Fire Danger Rating and suspending flare use between 1000 and 2100 during days of Very High and Extreme Adjective Ratings or raising the minimum altitude for flare deployment to 5000 feet during Very High and Extreme rating days. Very High and Extreme ratings tend to correlate with the potential for numerous fire starts and large fires thus representative of environmental conditions where flares used at low altitude would cause a fire. Additionally, the National Weather Service issues Red Flag Warnings when predicted wind speed, minimum relative humidity and/or lightning activity reach critical thresholds for a particular fire weather zone. The Forest Service recommends suspending flare use during Red Flag Warning issuances.

SA-5

During fire season (June-September) how much notice will Miles City Dispatch be given of planned exercises. We would ask that large quarterly exercises be scheduled in June or late September to avoid the peak of fire season and fire aviation traffic which is typically mid-July through the first part of September to reduce airspace traffic conflicts.

AM-12

SA-13

We have reviewed the July 2008 scoping comments submitted by the Bureau of Land Management (BLM) and concur and incorporate those comments into our recommendations. The Forest Service and BLM jointly work together with other Federal, Montana State and local departments, such as the Department of Natural Resources and Conservation, as well as the Bureau of Indian Affairs in the management and suppression of fire in the Eastern Montana Fire Zone (EMFZ). Due to the large number of cooperating agencies in EMFZ and the need for rapid fire management response, we want to emphasize the need for quick, efficient and effective communication between the Air Force and Miles City and/or Billings Dispatch Center(s).

SA-19

5) Recreation

The Proposed action Powder River Training Complex (PRTC) completely covers the Ashland Ranger District, completely covers seven of the eight land units that comprise the Sioux Ranger District (Long Pines, Ekalaka Hills, Chalk Buttes, East Short Pines, West Short Pines, North Cave Hills, and South Cave Hills), and partially covers the eighth land unit on the Sioux Ranger District (Slim Buttes).

The Ashland and Sioux ranger districts on the Custer National Forest are very popular destinations for hunters. National Forest System (NFS) lands provide an important recreation opportunity for hunters both in local communities and those who travel from neighboring states. Families return annually to hunt on these particular lands. Hunting provides individuals an important connection to the land, an opportunity to engage in individual and family hunting traditions, and a way to provide meat for oneself and family. During the various hunting seasons, use of the Forest occurs throughout the week, though use is heaviest on weekends. Noise from aircraft has the potential to negatively affect hunters and their prey.

} LV-5
} SO-6

Review of the Powder River Training Complex Draft EIS and Executive Summary, indicates that based on the noise, safety, biological, and land use analyses, it appears that impacts to recreationists, in particular hunters, and big game are likely to be minor in both context and intensity under all of the action alternatives and the no action alternative. From a recreation perspective, there is no clear preferred alternative. (The no action alternative concentrates impacts, although they would still be expected to be minor; the action alternatives disperse impacts over a larger area, but portions of the additional area are utilized by recreationists on the Forest.)

6) Wildlife

The Forest Wildlife Biologist has recommended that several wildlife species be included in the analysis. Some of these species are considered Northern Region Forest Service sensitive species, and others are Forest Plan Habitat Indicator Species (also known as Management Indicator Species (MIS)), and other species are Forest Plan key species. Forest Service sensitive species are analyzed pursuant to the National Forest Management Act (NFMA) to determine whether the effects of an action to these species would cause a trend toward listing under ESA. The analysis of Habitat Indicator Species and Key species ensure an action is consistent with the Custer National Forest Land and Resource Management Plan (Forest Plan) pursuant to NFMA. These species are indicated in the table below. Recommended additions are indicated in "red" colored text. Please make the Biological Evaluation (BE) available for review.

} BI-9

Forest Service, Custer National Forest additions to Appendix K. Add to footnote 2, after FSR_ = USFWS Sensitive and Region; USFS = Forest Service Sensitive, Management Indicator Species, or Key Wildlife Species.

Common Name	Scientific Name	Project Area States and Counties of Known Occurrence				FED	Habitat
		ND	SD	MT	WY		
Blue-gray gnatcatcher	<i>Polioptila</i>		Harding	Big Horn, Carter, Powder River, Rosebud		USFS, Sensitive	Open stands of juniper and limber pine with intermixed sagebrush.
Loggerhead shrike	<i>Lanius ludovicianus</i>		Harding	Big Horn, Carter, Powder River, Rosebud		USFS, Sensitive	Grassy pastures that are well grazed, nest in shrubs or small trees, preferably thorny such as hawthorn.
Long-eared myotis	<i>Myotis evotis</i>		Harding	Big Horn, Carter, Powder River, Rosebud		USFS, Sensitive	Use a variety of habitats but are strongly associated with coniferous forests.
Long-legged myotis	<i>Myotis volans</i>		Harding	Big Horn, Carter, Powder River, Rosebud		USFS, Sensitive	Primarily a coniferous-juniper forest bat found at moderate elevations (≥ 6000 ft) but may also inhabit riparian cottonwood bottoms and desert areas.
Greater Short-horned lizard	<i>Phrynosoma hernandesi</i>		Harding	Big Horn, Carter, Powder River, Rosebud		USFS, Sensitive	Areas with short, sparse grass or sagebrush; flats with pebbly or stony soil; and rock outcrops.
Western kingbird	<i>Tyrannus verticalis</i>		Harding	Big Horn, Carter, Powder River,		USFS, MIS	Open or partially open country with scattered trees, including agricultural

Common Name	Scientific Name	Project Area States and Counties of Known Occurrence			FED	Habitat
				Rosebud		lands.
Lark sparrow	<i>Chondestes grammacus</i>		Harding	Big Horn, Carter, Powder River, Rosebud	USFS, MIS	Open or partially open country with scattered trees, including agricultural lands.
Bullock's oriole	<i>Icterus bullockii</i>		Harding	Big Horn, Carter, Powder River, Rosebud	USFS, MIS	Open deciduous woodland and riparian areas.
Yellow warbler	<i>Dendroica petechia</i>		Harding	Big Horn, Carter, Powder River, Rosebud	USFS, MIS	Brushy riparian especially with willows.
Ovenbird	<i>Seiurus aurocapillus</i>		Harding	Big Horn, Carter, Powder River, Rosebud	USFS, MIS	Mid-late successional, closed-canopied deciduous or deciduous/conifer forests with limited understory.
Golden eagle	<i>Aquila chrysaetos</i>		Harding	Big Horn, Carter, Powder River, Rosebud	USFS, Key Species	Open hilly to mountainous areas. habitat
Merlin	<i>Falco columbarius</i>		Harding	Big Horn, Carter, Powder River, Rosebud	USFS, Key species	Patchy shrub/grassland habitats with large trees to support nesting (secondary nester).

In Appendix K, add to footnote 2, after FSR_ = USFWS Sensitive and Region; USFS = Forest Service Sensitive, Management Indicator Species (MIS), or Key Wildlife Species.

3074

The Forest Wildlife Biologist indicates that he could not find the Biological Assessment and recommends that one be prepared, pursuant to the Endangered Species Act, and as noted in section 3.6.2 of the DEIS. Please make the Biological Assessment available for review.

BI-9

The Forest conducts flights for wildlife surveys (e.g. goshawk nest surveys), reconnaissance flights after lightning activity or infrared flights to determine hot spot activity during fire operations. Please clarify what procedure will be used when coordinating flights with the DoD flight scheduling desk at Ellsworth AFB. The nature of some of these flights does not warrant requesting a TFR due to the limited amount of flight time required. How much consideration and how far in advance would we be able to schedule flights to avoid conflicts with planned exercises?

AM-1

Again, thank you for the opportunity to comment on the DEIS for the Air Force's proposal to expand the Powder River MOA Training Complex. Please contact Mark Slacks, Forest Planner, by phone at 406-657-6205x240 if you have any questions regarding our recommendations. Also enclosed is a CD that contains a copy of the Forest Plan for the Custer National Forest, Record of Decision to the Forest Plan, and Management Area Maps.

Sincerely,



MARY C. ERICKSON
Forest Supervisor

CC: Ashland District Ranger
Sioux District Ranger



November 12, 2010

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Subject: Comments on the Draft Environmental Impact Statement for the Powder River Training Complex

Dear Ms. DeVine:

Weather Modification, Inc. is the primary contractor providing specially-modified aircraft and pilots for the North Dakota Atmospheric Resource Board (NDARB) cloud seeding project each summer. The ND Cloud Modification Project (NDCMP) runs from June 1 through September 1 each year, with options to extend through the end of September if growing conditions merit. This project is sponsored and primarily financed by the individual counties that make up the two current target areas of the NDCMP, with the State of North Dakota providing some matching funds, project meteorologists, weather radar support, and overall project management through the ARB. The two project target areas (Districts 1 and 2) together cover 10,425 square miles – nearly 15% of the State's total area.

District 1 is comprised of Bowman and portions of Slope counties with buffer zones on the northern and eastern sides, in the southwestern corner of ND. This area is completely overlaid by the proposed PR-3 MOA and the GAP B and C MOA's. Airborne cloud seeding activities have been going on in this District 1 area since 1961. The objective of the program is to provide relief from damaging hailstorms while also producing enhanced rainfall amounts during the growing season.

WMI's contract with the ARB to provide services for District 1 cost the taxpayers of Bowman and Slope counties about \$135,000 for the 2010 summer season. As an indication of the value received for this expenditure, a 2009 study commissioned by the ARB showed that this program produces a 98 to 138-1 gross economic impact resulting from the increased agricultural production that the program allows. This is a huge impact for the citizens of southwestern ND.

As part of our contract with the ARB, WMI bases two cloud seeding aircraft in Bowman, ND to serve the District 1 target area. These aircraft, sometimes supplemented by other WMI aircraft from the northern District 2 area, operate around 130 flight hours per season depending upon weather conditions. Operations are conducted 24/7, with the crews on call during the entire

SO-28



season ready for immediate launch. Flights generally last around 2 hours, with the entire flight track normally contained within the District 1 area.

SO-28

Figure 1 (below) shows a map of District 1 with all operational flight tracks plotted; blue is District boundaries and buffer zone areas, black is flight tracks while not seeding, green / yellow / red are flight tracks during seeding activities.



Fig. 1: 2010 NDCMP District 1 cumulative flight tracks

This graphic shows the unpredictable routes that the seeding aircraft fly during operations, as their flight paths are dictated by the thunderstorms around which they must operate. While seeding takes place only to target storm cells that will impact the District, the aircraft must also work around the storms to gain access to the proper areas of the storm cells for effective seeding. Safe operations around severe and cumuloform weather cells also require that the aircraft crews be able to escape the storm if lowering visibility or other storm growth were to

SA-3



trap them, precluding a visual return to their base at Bowman. Also note that approximately 30-40% of these flights take place during nighttime hours.

While most of the seeding flights are conducted near the cloud bases under visual flight conditions (VFR), about 15% of District 1 seeding flights are conducted at "cloud top" (in and around the tops of the growing cumulus areas at altitudes between 15–23,000 ft) under instrument flight rules (IFR). And some flights that start as VFR operations become IFR flights when conditions deteriorate. This means that for effective and safe flight operations the WMI aircraft MUST be able to operate under IFR in this area, as well as the surrounding area if needed to skirt the severe weather.

SA-3

This raises several operational and safety issues that could be adversely impacted by the expanded MOA areas.

1. While the WMI seeding aircraft do mostly operate VFR, by necessity they do not fly a pre-planned route, speed, or altitudes. VFR flight plans are not filed as the route, altitude, duration, or even the eventual destination of the flight are all unknowns when the aircraft is launched. Where the storms go, so must go the airplanes. While the WMI aircraft are always coordinating with each other they are not always going to fly a predictable flight path which could increase collision hazards with military aircraft during MOA operations.
2. When the WMI aircraft are called to operate as IFR flights for certain mission parameters, they will need to be able to do so immediately. Thunderstorms do not occur at preplanned times, and this means that the WMI crews have little advance notice when they are called to fly. Even the best forecasting cannot accurately predict the exact onset and timing of thunderstorm formation or movements, and even though the WMI aircraft are guided by the NDCMP ground based weather radar at Bowman this does not afford extra time at the start of storm formation. Therefore while the draft EIS mentions coordination with Ellsworth AFB to "deconflict" the airspace, WMI aircraft will need that to happen very quickly. We simply are not in a position to plan ahead.
3. As already pointed out, when the weather conditions deteriorate making it unsafe to remain VFR, WMI aircraft will need to be able to "airfile" IFR flight plans and transition to those plans IMMEDIATELY. This is a safety issue; to operate safely around severe weather means that all options must be available to the WMI aircraft crews. Since the only reason they will be flying around the thunderstorms is to protect crops and property for the taxpayers in the target area, they must be able to "stick with it" as long as possible before they must abandon the area. When the weather is clear, WMI aircraft will not be operating except if transiting between storms or bases.

SA-1

AM-13
SA-19
SO-28

SA-3

AM-13
SA-19
SO-28



Simply stated, the WMI aircraft must be afforded every opportunity to operate in the area of the proposed PR-3 MOA without undue delays or prohibitions on IFR flights, and in a safe manner without added collision hazards while operating in an already potentially hazardous flight environment. Coordination with Ellsworth AFB would of course be welcome but "deconfliction" of the airspace cannot be delayed for any appreciable amount of time. Procedures and protocols must be put in place that will allow these operations in a timely manner.

SA-15
AM-13
SA-19
SO-28

Weather Modification, Inc. has been safely operating in and around severe weather conditions around the globe with our aircraft since 1961 without an injury accident. We pride ourselves in providing a safe and reliable service to our customers, and those same customers – in this case, taxpaying citizens of the State of North Dakota - deserve the freedom to be protected from the hailstorms and drought that threaten their livelihoods.

Thank you for the opportunity to again provide comments regarding this matter.

A handwritten signature in black ink, appearing to read "Hans Ahlness", is written over a light blue horizontal line.

Hans Ahlness
Vice President – Operations
Weather Modification, Inc.

**Final
November 2014**

3076

**ARTS. PARKS.
HISTORY.**

Wyoming State Parks & Cultural Resources

State Historic Preservation Office
Barrett Building, 3rd Floor
2301 Central Avenue
Cheyenne, WY 82002
Phone: (307) 777-7697
Fax: (307) 777-6421
<http://wyoshpo.state.wy.us>

September 8, 2010

Dimasalang F. Junio
Colonel, USAF
Chief, Programs Division (A7P)
Dept of the Air Force
HQ ACC/A7P
129 Andrews Street
Langley AFB, VA 23665-2769

Re: Powder River Training Complex Section 106 Compliance (SHPO File # 0910JPL002)

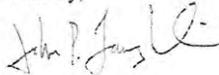
Dear Colonel Junio:

Thank you for consulting with the Wyoming State Historic Preservation Office (SHPO) regarding the Powder River Training Complex (PRTC) Draft Environmental Impact Statement. Our office will be happy to provide comments regarding the expansion of the PRTC once tribal consultation has been completed, and the results of said consultation are provided to our office for review.

NP-10

Please refer to SHPO project #0910JPL002 on any future correspondence regarding this undertaking. If you have any questions, please contact John Laughlin at 307-777-3424.

Sincerely,



John P. Laughlin
Archaeologist/Senior Cultural Resources Specialist



Dave Freudenthal, Governor
Milward Simpson, Director

Rec'd Sep 30, 2010

**Final
November 2014**

3077

[Type text]



November 6, 2010

Ms. Linda DeVine
EIS Project Manager
HQ ACC/A7PP
129 Andrews Street, Room 317
Langley AFB, VA 23665-2769

Dear Ms. DeVine,

The expansion of the Powder River MOA at this time appears unnecessary. We are engaged in a war where the United States has technological superiority. It has been stated that we will begin decreasing our forces overseas. The airspace which is currently in place is massive in size and any further addition will cause undo hazard to persons, property and business. The majority of commercial aviation operates under Instrument Flight Rules, when active the MOA will restrict such operations.

PN-3
AM-6
AM-21

Sincerely,

Benjamin Taylor
Flight Instructor
UND Aerospace

American Airlines®

November 23, 2010

Ms. Linda DeVine
HQ ACCC/A7PP
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

Dear Ms. DeVine,

American Airlines (AA) has reviewed the Draft Environmental Impact Statement (DEIS) for the proposed Powder River Training Complex (PRTC), which expands Military Operations Areas (MOAs) and Air Traffic Control Assigned Airspace (ATCAA) over portions of Montana, Wyoming, North Dakota, and South Dakota. AA strongly supports our armed forces and the need to develop a realistic training environment to protect our democracy and our citizens.

We also pride ourselves by being supportive of the families of our military personnel with our annual Skyball and Snowball Express activities. In addition, we have several aircraft in our fleet sporting yellow ribbons to express our gratitude to those that serve or have served. The latest, a Boeing 767 named Flagship Independence, was dedicated just last week at JFK Airport. The observance also served as a send-off for approximately 150 wounded warriors and their guests as they departed on the aircraft for a weekend in Las Vegas.

Initial briefings on the PRTC indicated that activities would be limited to quarterly Large Force Exercises lasting up to 3 days per event. Although this activity would have a significant impact on the routes we fly in the area, we were able to support the proposal with the limited number of days of activity. However, the DEIS indicates that the usage will now be up to 240 days a year and would impact more than 500 IFR flights daily at FL370 and below. We find that the impact upon the National Airspace System (NAS) as well as our operation will be unacceptable.

GE-14

Impact upon AA flights will primarily be in two areas:

1. Flights to and from destinations in the Pacific Northwest will have to be routed around the airspace. Our analysis indicates that the impact will be about 9 minutes additional flying time and about 133 gallons of fuel for each flight that is required to circumnavigate the airspace. This adds up to about \$445 per flight including other operating costs factored in.
2. Convective weather activity across the Midwest or Ohio Valley many times forces additional flights north through the PRTC airspace. Due to the part time

SD-7

SYSTEM OPERATIONS CONTROL, P.O. BOX 619617, MD 867-GSWFA, DFW AIRPORT, TEXAS 75261-9617

usage of these routes it is difficult to quantify the impact. However, when there is already one constraint in the airspace that is impacting traffic flows, then any additional constraint, such as the PRTC, will only exacerbate the problem by limiting the number of options, resulting in additional miles flown and fuel burn.

50-7

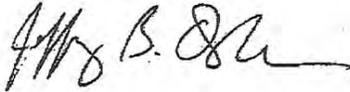
With the number of flights that transit the proposed PRTC airspace each day, the impact to flights required to be routed around the areas will be significant. This results in less than optimum profiles for our flights and limited opportunities to manage abnormal situations during weather events.

Use of the PRTC above FL260 on a daily basis will have a significant adverse impact upon the operational efficiency of American Airlines. This also adversely affects the people we serve, our passengers. As a result, American Airlines cannot support the proposed PRTC as it is outlined in the DEIS.

50-22

GE-2

Sincerely,



Jeffrey B. Osborne
Managing Director
System Operations Control

**Final
November 2014**

01/24/2011 MON 11:11 FAX 406 477 8294 ENVIRONMENTAL PROTECTION

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3079

181



NORTHERN CHEYENNE TRIBE
ADMINISTRATION
P.O. BOX 128
LAME DEER, MONTANA 59043
(406) 477-6284
FAX (406) 477-6210



December 22, 2010

Ms. Linda DeVine
HQ ACC/A7PP
129 Andrews Street, Room 317
Langley, AFB, VA 23665-2769

Dear Ms. DeVine:

The Northern Cheyenne Tribe (Tribe), again, appreciates all your efforts to provide comments on the hearing that was held on the DEIS on December 7, 2010 regarding the Powder River Training Complex (PRTC).

The Tribe has an array of concerns regarding the far-reaching and long-term effects of the PRTC on the welfare of our members and health of the Reservation environment and nearby areas. Because the PRTC will affect the Tribe's homeland, we take a long view of how the project will impact our people, both their economic and social well-being, but also the environment to which their traditional, spiritual and ceremonial practices are integrally linked.

Below is a summary of comments from the Tribe, tribal members, and tribal agencies regarding the DEIS on the PRTC. We ask that the Air Force examine the effects of the PRTC on these resources in its preparation of a DEIS for the project.

1. The Tribe monitors air pollution from various sources on and off the Reservation. We are very concerned with the potential emissions such as carbon monoxide, sulfur dioxide, uranium tailings, and other toxins from the "jet trail" and their long term negative effects on human health.

AQ-5

LITTLE WOLF AND MORNING STAR - Out of defeat and exile they led us back to Montana and won our Cheyenne homeland that we will keep forever.

**Final
November 2014**

2. At the Tribe's request, the EPA designated the Northern Cheyenne Reservation a Class I air shed in 1977. This reflected the Tribe's long-standing value of protecting the clean air of its homeland in southeastern Montana. We are concerned with the impacts to visibility and air quality caused by the PRTC, particularly with respect to carbon monoxide, nitrogen oxides, sulfur dioxide, uranium tailings and other pollutants that are likely to be emitted by the increase in air traffic over the Reservation's air space. The Air Force should analyze the effects of the PRTC on the "increments" established for the Reservation under the Prevention of Significant Deterioration (PSD) provisions of the Clean Air Act, 42 U.S.C. §7473. This analysis is required under NEPA because an EIS must discuss the possible conflicts of the proposed action with federal, state, and local (including tribal) laws as well as the "significance" of the potential impacts. 40 C.F.R. § 15-2.16(a)-(c). The Montana DEQ prepared an "increment consumption analysis" as part of its EIS for the Roundup power plant in 2002. This document showed that the Class I increments for 24-hour and 3-hour SO₂ had been exceeded and that the post-baseline projects such as the Colstrip Units #3, and #4 have consumed significant parts of the increments for annual NO₂ and 24-hour PM₁₀. The EIS for the PRTC should include a similar increment consumption analysis so as to avoid any further violations of federal law.
3. Visibility is a very significant issue for the Tribe. The EIS should analyze the cumulative impacts of the PRTC on visibility on and near the Reservation as well as acute visibility impacts from individual jet contrails.
4. The deployment of chaff and flares can cause fires leading to collateral impacts to the Reservation and the property of the Tribe and tribal members. Potential fire concerns affect the total environment of the Reservation from quality of water, fish, wildlife, plant fauna, to the people who live here. The scoping document indicates that the Air Force will coordinate fire response efforts. The EIS should examine this in detail given the large area covered by the project, the limited resources of the Reservation to combat PRTC-caused fires, and the importance of a quick response time to protect tribal resources, including timber in the hot, dry Montana summer weather.
5. Noise pollution is a significant concern. Sonic booms would be highly disruptive to the tribal communities on and near the Reservation. Noise pollution can disrupt normal activities such as sleep, prayer, ceremonies, and other traditional and day-to-day activities. Tribal members have told us that they chose to live on the Reservation (rather than urban areas) because of the peace and quiet that life here provides, particularly when outside in the hills, valleys and forests for fishing, hunting, gathering berries and medicinal plants, and participating in traditional ceremonies and family gatherings. A major change in air traffic over or near the

LU-9

AQ-6

AQ-7

SA-5

SA-6

NO-5

NA-10

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- Reservation would severely impact this vital aspect of the local environment. Sudden and dramatic noise impacts could cause short- and long-term health problems, especially for those that are sensitive to noise. The EIS should examine the baseline noise on the Reservation and predict the increase in noise caused by PRTC in its analysis of the impacts of noise on the Reservation environment. It is critical that this examination considers "single-event" (i.e. the noise caused by a single fly over or sonic boom) rather than average noise that will be caused by the PRTC.
6. The threat of aircraft accidents, during training, is a serious concern. Fallout from air collisions and other potential accidents would create hazards for the local environment, including safety of those on the ground, fire, and property damage. The distraction caused by unpredictable, low flying, loud aircraft could also lead to an increased risk of accidents on the ground.
7. The PRTC would conflict with and jeopardize current air traffic over the reservation, such as by ranchers who own planes. The PRTC would also significantly impact future plans for an airport within the Reservation. In addition to considering these effects on the Northern Cheyenne Reservation, the Air Force should examine the effects of other commercial and military aircraft operations located in proximity to Indian reservations in other parts of the country. We understand that such operations near other reservations have adversely impacted on-reservation economic development efforts.
8. The Reservation's wildlife is already scarce and subject to intense pressure from coal bed methane and other energy development near the Reservation. The EIS should examine how PRTC activities will impact wildlife on and near the Reservation, including whether animals will take refuge in other areas where there is less aerial activity. Deer, elk, and other land animals are vital to the subsistence and ceremonial existence of tribal members, and we cannot afford to have additional pressures on these resources. The EIS should examine how reduced access to wildlife will affect the subsistence, cultural and ceremonial practices of the Tribe.
9. The spirituality of the Northern Cheyenne people will be compromised by the PRTC. The reservation and surrounding area is considered one contiguous cultural landscape. There are many places where ceremonies are performed that often last for several days. Prayers, ceremonies and other spiritual activities would be significantly and adversely affected by the noise, visual and other likely impacts of the PRTC. The EIS must consider these impacts and, as requested below, an alternative that would eliminate or significantly mitigate them.
10. The social and economic impacts are far reaching and will create unforeseen circumstances. For example, economic development on the Reservation, which has
- NA-10
- NO-9
- SA-1
- SO-10
- BI-4
- LU-5
- NA-4
- NA-10

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historically been very difficult to achieve, could be frustrated because of noise impacts caused by low-altitude and supersonic flights, possible on-the-ground accidents related to sudden and loud noises and other adverse impacts of the PRTC. This is also an environmental justice issue, as the impacts of the PRTC would be more heavily felt by the tribal community than other groups. The Tribe has a high rate of poverty and must be able to take advantage of any economic development opportunities that are feasible for the remote location of its Reservation. For example, the Tribe is considering development of a casino on tribal trust lands near the Tongue River Reservoir.

NA-10

EJ-2

The Tribe requests that the Air Force consider a No-Action Alternative (4.6.3.4) including a No-Action Alternative (4.7.3.4) that would eliminate the creation of the PRTC and eliminate the expansion of training airspace. This would provide that PR-A, PR-B MOAs would not overfly Native American reservations. Powder River Training aircraft would not overfly Devils Tower, Bear Butte, and fly adjacent to Deadwood at altitudes above 18,000 feet MSL.

GE-2

The above comments are comments gathered by the Tribe as part of the hearing on December 7, 2010 and also comments from the communities.

If you have any questions, please feel free to contact my office at 406-477-6284 or email me at Leroy.spang@chevennenation.com.

Sincerely,



Leroy A. Spang, President
Northern Cheyenne Tribe

C: Northern Cheyenne Tribal Council
Steve Chestnut, Tribal Attorney

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November 2014*

3080



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November 5, 2010

Linda DeVine
HQ Air Combat Command/A7PP
129 Andrews St
Suite 102
Langley AFB Va. 23665-2769

Ms. DeVine,

Please accept these comments and include them in the formal statements that will be provided to the agencies regarding the PRTC determination.

The *Bighorn River Alliance* is a non-profit conservation organization created to preserve, protect, and enhance the Bighorn River fishery in southeastern Montana. We oppose plans to expand the PRTC airspace and training area as proposed during the hearing in Hardin, Montana on Friday, Oct 22, 2010.

] GE-2

We are concerned that the PRTC airspace expansion will negatively impact the quality of the recreational experience on the Bighorn River. It will also be detrimental in attracting and retaining recreational users which will affect commercial activity in the area.

] LV-1
] SO-9

The PRTC did not provide factual evidence for several material claims, and in some cases provided questionable data to support their efforts to expand the PRTC airspace. Our concerns are as follows:

- a. Testimony and information in the Power Point presentation indicated that decibel levels would be at, or below, 100db. This contradicted the Air Forces own data that shows decibel levels of over 150 db at flights above 2000'.
- b. It was stated that the LFE would not have an impact on property values; yet this was not supported with any hard data. It is well established that property values are adversely affected when property is in proximity to railroad tracks, industrial sites, mining operations, or busy transportation corridors. The operation of military aircraft can create similar problems. We would be interested in hearing more about the noise pollution, plus the risks imposed on Bighorn Valley residents and recreational users in the area.

] NO-4
] SO-1



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- c. In the PRTC Power Point, and in all of their printed and on-line data, they describe LFE as only taking place 10 days a year. In reality, it is very possible that it will take place for 12 days a year, and based on 20 aircraft generating one sonic boom per flight, there is the potential that we might be dealing with 240 sonic boom events during this time.
- d. The proposed airspace overlay directly impacts Bighorn River recreational users from the Wyoming border to Hardin, Montana. This is the blue-ribbon trout stream section of the river, and is world famous for its angling opportunities.
- e. Penned, free range livestock, and wildlife, will be negatively affected.
- f. Will impede the use of recreational and corporate aircraft trying to access the two public-use airstrips which serve the Bighorn Valley.
- g. We believe the current 9,748 sq miles of airspace is sufficient.
- h. PRTC airspace does not provide for non-military corridors utilizing different altitudes for different classes of aircraft.
- i. The PRTC proposal did not recognize one airport directly under the proposed airspace (PMD Ranch, BIL VOR 112* radial, 43.7DME fix) or the public use airport we depend on, 5U7 in their assessment.

PN-5

LV-2

BI-4

SO-10

PN-2

AM-20

AM-4

In summary, the boundaries of the proposed PRTC airspace would negatively affect recreational and commercial opportunities along the Bighorn River valley. We request that the "No Action" alternative be selected.

GE-2

Please confirm that this letter was received, and that our concerns were considered as part of the Environmental Impact Assessment that is to be conducted.

Respectfully,

Hale Harris
Board of Directors
Bighorn River Alliance

Written Comment Sheet
Public Hearing for the Proposed Powder River Training Complex

Thank you for your input!

DATE: 10-27-10

PLEASE PRINT

The proposal is excessive in size and scope and requires more review. AM-6

The Air Force's gained benefits will negatively affect the corporate aviation operators as we will see increased fuel, maintenance and other associated costs. These will be passed on to the consumer. SO-7

Corporate aviation within the energy industry is not even addressed in the EIS. Aircraft as far south as Houston will be affected daily, as energy operations fly into and near the proposed area on a daily basis. SO-6

**** CONTINUE ON BACK FOR MORE SPACE ****

NAME:	Wake Bergslien
ORGANIZATION:	True Drilling Co, Pilot
ADDRESS:	[REDACTED]
CITY/STATE/ZIP:	[REDACTED]

- Yes, please include me in the mailing list for distributing the Final EIS. I would like to receive a copy in: CD (electronic format) hard copy format
- No, please do not include me in the mailing list for distributing the Final EIS. I do not wish to receive an EIS or further information.

PLEASE NOTE: This Draft EIS is provided for public comment in accordance with the National Environmental Policy Act (NEPA), the President's Council on Environmental Quality (CEQ) NEPA Regulations (40 CFR §§1500-1508), and 32 CFR §989, Environmental Impact Analysis Process (EIAP).

The EIAP provides an opportunity for public input on Air Force decision-making, allows the public to offer inputs on alternative ways for the Air Force to accomplish what it is proposing, and solicits comments on the Air Force's analysis of environmental effects.

When making an oral comment, please clearly state your name and the name of the organization, if any, which you are representing before you begin your comments. Please do not provide any other personal information, such as your home address and phone number when making an oral comment. Your oral comments will be used to develop a transcript and permanent record of this meeting. This transcript will be published in the FEIS. If you would like a copy of the Final EIS or other associated documents, you may state that on a written comment card or add your name and address to the mailing list.

Providing personal information is voluntary. If you choose to not provide personal identifying information, your comments will be given the same weight and consideration as any other comments submitted. Private addresses provided will be compiled to develop the mailing list for those requesting copies of the Final EIS. Only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EIS.

Please hand this form in at a public hearing or mail before November 15, 2010 to:

Ms. Linda DeVine
HQ ACC/A7PS
129 Andrews Street, Room 337
Langley AFB, VA 23665-2769

1.8 RESPONSES TO COMMENTS

The following comment codes are used in the preparation of the Comment Response Matrix provided in Table 1.8–1.

AM =	Airspace Management	EJ =	Environmental Justice	PN =	Purpose and Need
AQ =	Air Quality	GE =	General	PR =	Physical Resources
BI =	Biological Resources	LU =	Land Use	SA =	Safety
CM =	Cumulative	NA =	Native American	SO =	Socioeconomics
CU =	Cultural Resources	NO =	Noise		
DO =	Description of Proposed Action and Alternatives	NP =	National Environmental Policy Act		

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
AM = Airspace Management			
AM-1	1034, 2007, 2051, 2062, 2081, 2096, 3025 3033, 3049, 3074	Concern about coordination between the Air Force and the FAA for the recall of military aircraft from the airspace as necessary in a timely manner.	As explained in DEIS and the FEIS Section 1.5, the FAA is a cooperating agency and will make decisions regarding airspace establishment. FEIS Section 2.3.1 describes mitigations associated with the scheduling of the airspace. The Air Force will establish procedures acceptable to the FAA to recall military aircraft from the airspace prior to the Air Force operating in the proposed Low MOAs. Military aircraft would be recalled in a timely manner for a number of reasons such as IFR arrivals and departures to airports within the airspace, as well as to support emergencies.
AM-2	1082, 2009	Concern about impacts from increases in military air traffic from Ellsworth AFB to the proposed airspace.	As described in FEIS Section 2.5.2, the increased size availability of a local training airspace would allow an increase in training activity; however, total flight operations would not be expected to exceed those analyzed and published (12,000) in the 2008 Ellsworth AFB Air Installation Compatible Use Zone (AICUZ) Study, which is available on the Ellsworth AFB website (http://www.ellsworth.af.mil/shared/media/document/AFD-090428-076.pdf).
AM-3	1044, 1058, 1060, 2007, 2010, 2020, 2025, 2034, 2043, 2062, 2063, 2068, 2071, 2073, 2077, 2091, 2103, 2107, 2109, 3003, 3009, 3012, 3023, 3024, 3025, 3028, 3053, 3054, 3056, 3061, 3064, 3065, 3070	Concern for the lack of radio and radar coverage and communication. Can the Air Force work with the FAA to place radio and radar equipment? Concern regarding the uncertainty of low-level flights.	FEIS Section 4.1 acknowledges the limitations of radio communication and radar coverage within the airspace. FEIS Section 2.3.1 describes the scheduling of the airspace. The Air Force acknowledges that limited radio and navigation coverage exists in many of the areas proposed for the PRTC and is committed to not schedule low MOAs until adequate communication to withdraw a training aircraft is established. To partially address this concern, the Air Force will coordinate with FAA to establish procedures to announce to other aircraft when military aircraft enter or exit training airspace below 12,000 feet MSL and to monitor other aircraft transmissions when operating below 12,000 feet MSL during non-LFE training. The Air Force and FAA will continue coordination to enhance the situational awareness of aircraft operators as to whether PRTC low altitudes MOAs (airspace below 12,000 feet MSL) are active. This may

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			include practices for use of existing data, equipment, and procedures as well as integration of advancements in software and/or equipment.
AM-4	1060, 1100, 2010, 2025, 2066, 2072, 2116, 3012, 3021, 3023, 3028, 3061, 3080	Concern that not all of the airports and airfields are identified in the Draft EIS-particularly the Black Hills Airport. Concern that not all of the registered aircraft are accounted for in the Draft EIS data and that not all of the flights are accounted for in the analysis.	FAA sectional aeronautical charts for Cheyenne and Billings, which encompass the proposed airspace, were used to identify public airports and private airfields under the proposed airspace. Airports or airfields which were not recognized on FAA charts are not included in the analysis. DEIS Section 3.1 included public airports, including the Black Hills Airport, and private airfields. Airport operations reported to the FAA are included in the impact analysis.
AM-5	1039, 2014, 2117, 2060, 2062, 2096, 3025, 3028, 3043, 3044, 3052, 3053, 3054	Concern that the airspace will impact airport access and the setback distances are not adequate to support major airports on the edge of the airspace. Suggestions to expand the setback distances or apply setback distances to airports under the airspace.	FEIS Section 2.3.1 explains the mitigations incorporated to adjust MOA boundaries, activation of PR-1A and PR-1C High MOAs and ATCAAs only during LFEs, distance setbacks for other commercial airports, and setbacks on a Victor airway to support access and transit of the airspace. MOA and ATCAA scheduling, setback distances allow for preferred civil aviation climb or descent rates. As described in FEIS Section 2.3.1 and in accordance with FAA Order 7400.2K, the Air Force will avoid private airfields by 1,000 feet AGL and 1NM radius and public airports by 1,500 feet AGL and three NM radius.
AM-6	1058, 1066, 1095, 1107, 1116, 1118, 2014, 2094, 2118, 3023, 3052, 3061, 3063, 3077, 3081	Concern the airspace is a large area that will be blocked off to civilian aircraft access and will impact general and commercial aviation. Concern the size of the airspace and proposed times of use are excessive for Air Force purposes. Suggestions for additional review and coordination with communities and agencies.	DEIS Sections 1.2 and 1.3 described the reason for the airspace to provide the best training for aircrews, and FEIS Section 4.1 acknowledges that the airspace will impact general aviation and commercial aviation. As described in FEIS Section 2.0, the full extent of the proposed airspace would be active for LFEs. During non-LFE times the Gap MOAs/ATCAAs would not be active. FEIS Section 2.3.1 explains that the ATCAAs would be capped at FL260 and that advance scheduling of airspace and announcement by NOTAM of MOA activation would allow near real-time information to be available.
AM-7	2020, 3023	Is the Air Force going to fly lights off at night? This would prevent VFR access.	The proposed airspace does not include lights out night training in the existing or proposed MOAs.

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
AM-8	1090, 2022, 2089	Do you fly with transponders or use methods to electronically see other aircraft?	Bomber aircraft have transponders. B-1 aircraft do not have equipment to electronically see other aircraft.
AM-9	1067, 2020, 2037	Is this going to become restricted airspace?	This proposal does not include the creation of restricted airspace. The Air Force is only considering the creation of Military Operations Areas and Air Traffic Control Assigned Airspace as described in FEIS Sections 2.4 through 2.7.
AM-10		Comment response code not used.	
AM-11	1067, 2020, 3058, 3061	Concern that the proposed activities would be more appropriately conducted in a Restricted Area.	There is no proposal for restricted airspace, and B-1s currently train in the Powder River MOAs and associated ATCAAs. DEIS Section 1.3 explained why the local MOA and ATCAA airspaces are needed, and DEIS Section 2.3 presented the detailed alternative screening process for the airspace. DEIS Section 1.2 explained that training locations with restricted airspace would continue to be used for specific military training missions.
AM-12	1004, 1008, 1011, 1012, 1033, 1034, 1044, 1059, 1070, 1073, 1090, 1091, 1094, 1111, 2034, 2041, 2059, 2060, 2072, 2081, 2085, 2087, 2091, 2095, 2100, 2103, 2106, 2109, 2115, 3021, 3025, 3026, 3039, 3040, 3052, 3054, 3055, 3056, 3059, 3073, 3074	How will people know when the airspace is hot? How much notice will be given? How will it be scheduled? The Air Force has taken all the flexibility at the expense of civil aviation. The NOTAM system is inadequate. Requests for prior notice of LFEs or training flights in specific areas.	FEIS Section 2.3.1 explains that there would be airspace advance scheduling and 2-hour NOTAM activation allows near real time information. The NOTAM system is the way FAA communicates with civil aviation. Quarterly LFE exercises of one to three days would be scheduled at least 30 days in advance. IFR flights would be accommodated by using the stacked MOAs. Pilots who elected to not fly see-and-avoid through a scheduled airspace or were required to fly weather IFR or other IFR could see an inability to obtain unrestricted access as an adverse impact. The Air Force will continue to coordinate with FAA to support procedures to announce to other aircraft when military aircraft enter or exit training airspace below 12,000 feet MSL and to monitor other aircraft transmissions when operating below 12,000 feet MSL during non-LFE training. The Air Force and FAA would continue coordination to enhance the situational awareness of aircraft operators as to whether PRTC low altitudes MOAs (airspace below 12,000 feet MSL) are active. This may include practices for use of existing data, equipment, and procedures as well as integration of advancements in software

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			and/or equipment.
AM-13	2041, 3006, 3075	Concern for the inability to fly IFR while the MOA is activated to conduct cloud seeding operations. Would like the Air Force to train in PR-3 in morning block.	FEIS Section 4.9.3.1.2 describes cloud-seeding coordination requirements. The Air Force would coordinate with the North Dakota Atmospheric Resource Board to establish procedures whereby Air Force training requirements and weather modification operations can be mutually compatible.
AM-14	1009, 1096, 1109, 1117, 2042, 2066, 2075	Concern aircraft are flying below 500 feet and people are being ‘buzzed’. What kind of enforcement is available?	The B-1 has an altitude setting capability which established terrain following at specific altitudes. The terrain-following capabilities are tested prior to B-1 launch to ensure that the aircraft fly at the set altitudes. As described in DEIS Section 1.4, low-altitude proficiency training for terrain-following flights would occur down to 500 feet AGL. Should an aircraft be reported as flying below the authorized altitude, recent aircraft data can be reviewed to determine deviations and appropriate corrective actions can be taken.
AM-15	1007, 2044, 2124	Concern people’s buildings are being used as targets.	As described in FEIS Section 2.3, the Air Force avoids low-level overflight of ranches and residences as noted in the Powder River Training Complex Briefing Guide, 14 February 2011, which is required reading for every military user of the Powder River MOA prior to each flight.
AM-16	2059, 3026	Concern that the proposal makes provisions for Victor airways which are being phased out in favor of point-to-point navigation. Proposal needs to consider point-to-point navigation impacts.	Civil aircraft regularly use GPS for point-to-point navigation. GPS point to point VFR could continue to fly see and avoid. Training in an active MOA would be adjusted to support IFR transit and IFR arrivals and departures to airports under the proposed airspace. The Air Force and FAA would continue coordination to develop procedures to handle those nonparticipants (i.e., aircraft not participating in MOA training) operating IFR entirely within the PRTC while simultaneously supporting the expeditious completion of the training flight and the return of the affected airspace to the NAS.
AM-17	2066, 2072, 2106, 2124	There is no discussion of Remotely Piloted Aircraft.	There are no proposed remotely-piloted aircraft (RPA) associated with PRTC action. No RPA aircraft would be based out of Ellsworth AFB. The RPA personnel based at Ellsworth AFB

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			operate RPA remotely through satellites.
AM-18		Comment response code not used.	
AM-19	2087, 2094	The DEIS does not consider other aircraft in the area such as hot air balloons, paragliders, and other small aircraft. It also does not discuss other users who do not reside within or adjacent to the proposed airspace.	DEIS Section 4.1 explained that other light aircraft and paragliding occurs within the area. Frequently, such recreational activity occurs during weekends when B-1s would not normally be training. DEIS Section 4.1.3.1.3 described the airports on the periphery of the proposed PRTC. DEIS and FEIS Section 3.1 contain FAA-documented air traffic use through the airspace during the times the proposed airspace would be active. This includes local flights and transient users who do not reside in, or adjacent to, the proposed airspace. As noted in FEIS Section 4.1, all flight activity, including FAA IFR information, public airports and private airfields, was used to explain potential impacts. Section 4.9 considers other users of the airspace.
AM-20	1056, 2089, 2095, 3080	Will corridors be open 24 hours a day to allow VFR and IFR traffic? Suggestions for non-military corridors are created separate by altitude for different classes of aircraft use.	FEIS Section 3.1.3.4.1 describes the Victor airways and explains that Victor airways would be avoided during day-to-day training and be open 24 hours a day to allow IFR traffic. VFR traffic could use the Victor airways or fly see-and-avoid in an active MOA. During LFEs, from one to three days per quarter for up to ten days per year, Gap MOAs and ATCAAs would be activated an estimated four hours per day. IFR traffic could not be routed through an active MOA. The high and low MOAs would permit IFR routing by adjusting training aircraft operations in the airspaces.
AM-21	1060, 1118, 2051, 2118, 2119, 2095, 3012, 3023, 3037, 3061, 3077	Concern that IFR traffic would not be permitted through the airspace when active. Concern that commercial and GA traffic would have to avoid the airspace while it is active and have to re-route to destination. The corridors do little to mitigate the impacts to airports and GA.	FEIS Section 2.3 explains that the proposed ATCAA ceiling is lowered from FL600 to FL260 and that there would be airspace advance scheduling and NOTAM activation to allow for near real time information. The NOTAM system is the way FAA communicates with civil aviation. Section 4.1 explains that IFR and VFR traffic can operate on the Victor airways. VFR can fly see-and-avoid through an active MOA. IFR traffic could not fly in an active MOA. The Air Force would work with ATC to adjust operations to accommodate IFR traffic. IFR flights would be

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			accommodated by using the stacked MOAs for training aircraft. Quarterly LFE exercises of one to three days would be scheduled at least 30 days in advance. The Air Force will continue to coordinate with FAA to support procedures to announce to other aircraft when military aircraft enter or exit training airspace below 12,000 feet MSL and to monitor other aircraft transmissions when operating below 12,000 feet MSL during non-LFE training. The Air Force and FAA would continue coordination to develop procedures to handle those nonparticipants (i.e., aircraft not participating in MOA training) operating IFR entirely within the PRTC while simultaneously supporting the expeditious completion of the training flight and the return of the affected airspace to the NAS.
AM-22	2095	Wants to ensure the airspace approved is charted.	FEIS Section 1.6 explains that FAA will make decisions regarding airspace establishment. The FAA will be responsible for charting the approved airspace in accordance with FAA processes (see FEIS Section 2.12) and applicable regulations.
AM-23		Comment response code not used.	
AM-24	2105, 3060	Aircraft avoidance area above 2,000 feet above the Little Bighorn Battlefield National Monument is voluntary.	At the request of the National Park Service, the Little Bighorn Battlefield National Monument will be avoided by low-level flights (below 5,000 feet AGL) from one hour before to one hour after posted hours of operation and at other times as arranged. Supersonic flight would not be authorized in the proposed PR-1C airspace to reduce even remote possibilities of sonic booms at the National Monument.
AM-25	2106	Why is the Air Force training with countermeasures particularly in the context of the current conflict and Al Qaeda's capabilities?	B-1 and B-52 aircrews train with all capabilities of the aircraft to be prepared for all contingencies. FEIS Section 2.8 describes the need for realistic training with countermeasures and Section 2.8.5 describes the countermeasures.
AM-26	2109, 3052, 3058, 3061, 3064	Would like to see more stratification in the MOAs to create more flexibility.	As presented in FEIS Table 2.5-1, the Air Force and FAA have stratified the MOAs and created eight MOAS in PR-1 to create flexibility for transit of the area.

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
AM-27	2094, 2122, 3049, 3056	How many aircraft will train simultaneously during LFEs and non-LFE training? Will there be limitations to the number of military aircraft occupying the airspace at one time? What types of aircraft will train in the airspace?	As described in FEIS Section 2.4.3, during normal training periods, there would be one to two aircraft training in each MOA complex for a total of four to eight aircraft training in the four MOA complexes. During LFEs, there would be approximately 20 aircraft training for two two-hour periods per day for one to three days per quarter up to 10 days per year. As discussed in FEIS Section 2.8, transient (occasional) users of the training areas include B-1s and B-52s from other bases; B-2s from Whiteman AFB; RC-135s from Offutt AFB; F-15s, F-16s, F-22s, and other fighters, tankers, and other aircraft various bases typically from the surrounding area.
AM-28		Comment response code not used.	
AM-29		Comment response code not used.	
AM-30	2134	Do the aircraft carry ammunition?	Ammunition would not be carried for training in the proposed PRTC. Defensive countermeasures (chaff and flares) would be carried in the proposed PRTC as described in Section 2.8.5 of the FEIS.
AM-31	3026	Airspace use figures are inaccurate.	Airspace use figures are derived from FAA IFR data, airport reports of operations, and airfield numbers of based aircraft. The airspace use numbers have been updated to 2013 reports and are accurate.
AM-32	3074	Would like to see using AGL unless necessary to use MSL.	Variations in ground elevation under the airspace make using only AGL impractical. Altitudes are defined in accordance with FAA Order 7400.2. MSL, AGL, and FL are explained in Section 2.4.2 of the FEIS.
AM-33	3056	Concern for coordinating firefighting or reconnaissance activities during fire season. Would like avoidance measures for fire traffic established June to September for no low-level flying training. Would DoD schedulers be able to reserve a 3-4 hour time slot in the late morning/early afternoon to facilitate VFR fire	FEIS Section 2.3.1 describes mitigations incorporated in the proposal. The Air Force will work with tribes, individuals, and others to establish reasonable seasonal avoidance areas. The Air Force commits to expanding the current Memorandum of Understanding for routine fire reconnaissance flights as is done in the current Powder River airspace and the current Memorandum of Understanding. The Air Force would

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
		reconnaissance flights? This would support fire reconnaissance and response.	coordinate with BLM to update the Memorandum of Understanding to include the proposed PRTC. As suggested in Letter 3056 from the BLM at Miles City, the updated Memorandum of Understanding may be a part of a larger Memorandum of Understanding.
AQ = Air Quality			
AQ-1	1048	Would quantities of fuel used for proposed training change air quality in Eastern Montana?	Section 4.4.3 of both the DEIS and FEIS provide analyses of potential air quality impacts that would occur from the project alternatives within all areas, including Eastern Montana. Appendix K includes the supporting air emission calculations. The results of the analyses determined that air emissions from each project alternative would produce less than significant air quality impacts to all areas of the project region, including Eastern Montana.
AQ-2	1073	Need to study the effects of the increased number of planes that will use the area. Sulfur has been shown to modify cloud properties.	Sulfur oxides generated from the combustion of aviation fuels can convert to sulfates and sulfuric acid in the atmosphere, which can then take the form of cloud condensation nuclei and promote the development of both liquid cloud particles and ice crystals. Alternative A would generate small increases in SO ₂ emissions compared to existing conditions – an increase of about three tons per year (see Table 4.4-1 of the DEIS and FEIS). These emissions would be spread over about 27,000 square miles of atmosphere and therefore would be adequately diluted to the point that they would not result in substantial changes to cloud formation at any locality.
AQ-3	1050, 1073	Because of Air Force training in the area, air quality is not as good as it once was. The proposed actions will greatly increase air pollution. The only air sampling currently done within the existing training areas is the Crow Indian Reservation in Montana. How much will air emissions increase from existing levels due to increased Air Force activities in the area.	While the Lame Deer PM ₁₀ site is the only air monitoring station overlain by the proposed PRTC, due to its rural nature, the project region for the most part has very good air quality, as described in Section 3.4 of the DEIS and FEIS. Regarding the impact of proposed training activities to ambient air quality, please see the response to comment AQ-1 from letter 1048.

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
AQ-4	3037, 3050	What is the justification for activation of the MOA/ATCAAs beyond the LFEs – this will require rerouting hundreds of flights per day around the airspace. The excess fuel associated with these altered flight trajectories and associated increased emissions do not appear to be addressed in the EIS.	The modified alternatives proposed in the FEIS no longer include the use of airspaces above FL260. Air emissions above FL260 would not degrade air quality. This lower airspace ceiling would minimally affect the routes of commercial airlines in the future and therefore would not result in an increase in emissions from future commercial airlines operations within the project region.
AQ-5	3079	Concern about the potential emissions of toxins from the proposed aircraft trails and their effects on human health.	Section 4.4.3 of both the DEIS and FEIS provides analyses of potential air quality impacts that would occur from the project alternatives within all areas, including the Northern Cheyenne Reservation. The results of the analyses determined that air emissions from each project alternative would produce less than significant air quality impacts to all areas of the project region. In addition, Section 4.4.3 of both the DEIS and FEIS concluded that potential emissions of toxic air contaminants generated by the project training would result in less than significant impacts to public health at all locations within the project region.
AQ-6	3079	The EIS should perform a Prevention of Significant Deterioration (PSD) increment consumption analysis for the Northern Cheyenne Reservation to determine the significance of air quality impacts from the proposed training activities.	The federal PSD requirements only apply to major stationary sources of emissions and not mobile sources, such as the project aircraft. Therefore, the air quality analysis in the EIS did not rely on the requirements of the PSD regulation to determine the significance of project air quality impacts. However, the air quality analysis in the EIS uses the Montana and National Ambient Air Quality Standards (NAAQS) as criteria to determine the significance of project air quality impacts. One of the main objectives of the PSD regulation and increment consumption analysis is to also ensure that proposed major stationary sources do not contribute to an exceedance of a NAAQS. PSD is addressed in Section 3.4.2 of the DEIS and FEIS and the relationship of PSD to the Northern Cheyenne Reservation is addressed in Section 4.4.3 of the FEIS.
AQ-7	3079	Analyze the cumulative impacts of the proposed action to visibility on and near the Northern	Determination of the significance of an activity on visibility in a federal Class I area such as the Northern Cheyenne Reservation

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
		Cheyenne Reservation as well as acute visibility impacts from individual jet contrails.	is typically associated with evaluation of stationary source emissions. Nevertheless, Section 4.4.3 of the FEIS has been revised to include an evaluation of cumulative impacts to visibility within the Reservation from the project. The results of the analysis determined that the minimal increases in emissions from the project would not substantially contribute to cumulative visibility impairment within the Reservation. Individual aircraft exhaust trails are composed of particulate matter and organic compounds that dissipate quickly and would not have a lasting effect on visibility. Water vapor from project aircraft emissions that would occur within the higher and coldest altitudes of the atmosphere also could develop into ice crystals and could form contrails. These contrails also would dissipate quickly and would not have a lasting effect on visibility within the Reservation. Therefore, the project would not produce significant impacts to acute visibility within the Reservation or any other portion of the project region.
BI = Biological Resources			
BI-1	1010, 1061, 1069, 1092, 2005, 2069	Animals acclimate to noise and continue producing as under normal conditions.	As explained in both the DEIS and FEIS Sections 3.6 and 4.6, B-1 aircraft have been training in what constitutes PR-2 for several decades. There is no demonstration or claim that this training has affected birthrates or animal reproduction under the airspace.
BI-2	1043, 1082, 2006, 2071, 2092, 2116, 2121	Concern that noise and vibrations will impact animal's fertility and ability to reproduce.	As explained in FEIS Section 4.6.3 and in cited scientific studies, close, loud, sudden noises combined with a visual stimulus produce the most intense reactions for livestock and wildlife. However, given the infrequency of low-level overflight and sonic boom effects at any given location under the airspace, noise and startle effects are unlikely to reach the level at which it would affect animals' ability to reproduce.
BI-3	1100, 1119, 2006, 2021, 2026, 2074, 2100, 2116, 3012, 3039	Concern on the impact to Sage Grouse and may cause it to be listed as endangered.	FEIS Section 3.6.3.3 explains that the greater sage grouse is currently a candidate species. Section 4.6.3 explains that human surface activity has been shown to disturb sage grouse leks.

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			Infrequent random overflights or rare sonic booms during ten days of LFEs would not be the type of noise that has been demonstrated to affect sage grouse leks. FEIS Section 2.8.5 quantifies the distribution of chaff and flare residual materials. Such a concentration would not be expected to impact the greater sage grouse.
BI-4	1002, 1007, 1011, 1054, 1056, 1059, 1063, 1083, 1086, 1096, 1097, 1103, 1111, 1115, 2023, 2036, 2044, 2079, 2093, 2099, 3010, 3035, 3041, 3060, 3071, 3079, 3080	Concern of the startle effect on animals and that livestock and wildlife will not acclimate to the noise. Livestock and wildlife could be startled leading to injury or weight loss or cause wildlife to take refuge in other areas or to be driven from a Reservation. Concern for negative impacts during sensitive cattle operations such as branding, calving, or shipping in the spring and fall. Requests to avoid overflight of homes and corrals.	<p>FEIS Section 2.3.1 (4b) presents mitigations and explains that the Air Force would continue the current practice of establishing reasonable temporary avoidance areas when notified by potentially affected individuals. This process is identified in FEIS Section 4.8.3.1.</p> <p>FEIS Section 4.6 describes the startle effects on animals, including threatened and endangered and other special status species. Low-level overflights may elicit a temporary behavioral response in wildlife, such as a change in posture or running a short distance; however, studies have also shown rapid habituation after initial responses in species such as pronghorn, elk, and bighorn. There is no evidence that overflight activity as proposed would drive animals away from a region such as a Reservation. Under the current use of Powder River training airspace ranching and recreational activities including hunting occur with minimal disruption. Overflights may affect but are not likely to adversely affect threatened and endangered species.</p> <p>FEIS Sections 4.6 and 4.9 describe startle effects upon domestic and ranch animals. Although infrequent, startle effects to individual animals could be an adverse impact. As described in Section 4.9 in the event of damage there is an established procedure for claims which begins by contacting Ellsworth AFB Public Affairs.</p>
BI-5	1100, 2026, 3002	Concern with chaff and flare residual materials	FEIS Section 4.3 explains that chaff dispersion is projected to be

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
		in pastures near birthing livestock. Suggests chaff and flares are not released at 2,000 feet AGL when cattle and sheep are lambing.	0.00377 ounces per acre annually. Chaff rapidly breaks down and becomes indistinguishable from soil. Section 4.6 explains chaff and flare effects and notes that any contact with chaff or flare residual materials would be highly unlikely. Chaff and flare plastic, Mylar, and/or paper residual materials can be deposited anywhere on the ground. As described in Sections 4.3 and 4.7 these residual materials could annoy people finding and identifying them, but there would be no physical effect on any animals, including birthing animals.
BI-6	1039, 2057	Concern migration patterns will be disrupted. Suggestion for a mitigation measure to limit low-level operations in Powder River 4 during spring and fall bird migration.	FEIS Section 2.3 explains the mitigation measure for Modified Alternative A includes no PR-4 or Gap C Low MOA. Alternative C does not include PR-4 low level overflights. Modified Alternative B includes a PR-4 and Gap C Low MOAs, in which noise impacts would be slightly more intense under the PR-4 MOAs as stated in FEIS Section 4.2.3.2. In other areas, flights at altitudes below 3,000 feet AGL, where most birds migrate, would be random and occur approximately twice per day for 15 to 20 minutes for each mission requiring low-altitude training. There is no reason to believe that this infrequent activity would in any way disrupt migration patterns. FEIS Sections 3.3.3.4 and 4.6.3 address bird strike hazards and potential effects on migratory bird species or migration patterns including along the Central and Mississippi flyways
BI-7	1039, 1113	Shadehill Reservoir, an important waterfowl refuge and staging and over-wintering area for ducks and geese, has been omitted from maps showing surface water.	As a result of the scale of the maps used to present the PRTC and the size of Shadehill Reservoir, the surface water map in the DEIS did not specifically call out the reservoir. The location of that reservoir has now been identified on FEIS Figure 3.5-2.
BI-8	3060	Would like seasonal avoidance areas or other conservation measures to minimize impacts to federally listed threatened, endangered, or candidate species, particularly to reduce impacts to endangered whooping cranes, greater sage-grouse, and Sprague's pipit. A full	FEIS Section 2.3.1 explains that the mitigation measure for Modified Alternative A includes no Low MOA under PR-4 or Gap C, where the possibility of affecting whooping crane is greatest. Modified Alternative C also does not include PR-4 low level overflights or a PR-4 and Gap C MOAs. Modified Alternative B does include PR-4 and Gap C Low MOAs, in which noise impacts

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
		analysis on direct and indirect effects from chaff and flare exercises on threatened and endangered species should be considered.	would be slightly more intense than currently as stated in FEIS Section 4.2.3.2. It would be possible to define avoidance measures in consultation with USFWS to avoid impacts on the whooping crane should Alternative B be selected. In other areas, flights at altitudes below 3,000 feet AGL, where most birds migrate, would be random and occur approximately twice per day for 15 to 20 minutes for each mission requiring low-altitude training. Sprague’s pipit and greater sage grouse, both candidate species for federal listing, are potentially present over fairly broad areas under proposed project airspace. Analysis of the potential for overflight effects on avian species in Section 4.6.3 of the FEIS indicates a low possibility of adverse effect on these species from the proposed action or alternatives. Section 4.3 of the FEIS explains that chaff dispersion is projected to be 0.00377 ounces per acre annually. Chaff rapidly breaks down and becomes indistinguishable from soil. There are multiple studies which have not found either direct or indirect effects of chaff or flares on biological species (see FEIS Appendices C and D).
BI-9	3060, 3074	Sprague’s pipit has been added as an ESA candidate species since the publication of the Draft EIS and needs to be addressed under the Threatened, Endangered, and Other Special Status Species section of the EIS. Sensitive plant and wildlife data for wildlife species at the Little Bighorn Battlefield National Monument and Custer National Forest is incomplete. Recommend preparing a Biological Assessment/Evaluation.	A discussion of Sprague’s pipit as an ESA candidate species has been added to FEIS Sections 3.6.3.3 and 4.6.3.1 and included in Tables 3.6-4 and 4.6-1. Information on sensitive plant and wildlife species at the Little Bighorn Battlefield National Monument and portions of Custer National Forest lying underneath airspace that would be used by the project has been reviewed, and Tables 3.6-4 and 4.6-1 have been updated with this information. The updated EIS analyses of Threatened, Endangered, and Other Special Status Species conclude that project elements “may affect but are not likely to adversely affect” threatened and endangered species. The Air Force submitted the updated analysis dated 30 May 2014 (FEIS Appendix E) to the USFWS and received their concurrence as noted in their letter to the Air Force dated 27 June 2014 found in Appendix E of the FEIS.

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
CM = Cumulative			
CM-1	2026	The Keystone XL Company plans to install a 36-inch high-pressure pipeline through Harding County.	FEIS Chapter 5.0, Cumulative, includes the pipeline. There is no ground construction associated with the proposed changes in airspace. FEIS Section 2.3.1 explains flare release altitude limitations and overflight avoidance of construction and mining sites where sensitive electronics could be affected. It would be almost impossible for chaff, flares, or electronic emissions to impact any pipeline.
CM-2	1001, 2045, 2083, 3041, 3056, 3060	Would like more discussion regarding threat emitters or other ground assets. Request for information on how additional NEPA analysis would be conducted on the future emitters and notification of whether emitters would be placed within the Little Bighorn Battlefield National Monument watershed.	The proposed PRTC has no new ground assets. As explained in FEIS Section 2.5.7, new ground-based threat emitters are not part of the proposed action. FEIS Section 5.1 explains that threat emitters, if sited, would have separate NEPA evaluation.
CM-3	2053, 2108	Concern the full impact of the proposal will not be known for several years and that it may be too late to mitigate any impacts once they are known.	As explained in FEIS Section 3.8, the existing Powder River MOAs have a somewhat greater proportion of rangeland and smaller proportion of agricultural land than the entire potentially affected area. Most land use types are represented under existing airspace and have effectively been overflowed for decades by B-1 training aircraft at the same altitudes proposed for the expanded airspace. The only differences are tribal land and designated urban land which are not under existing MOAs (See FEIS Section 3.9.).
CM-4	1061	Southeast Montana is being considered for wind energy development with new wind farms on high ridges and plateaus. Future wind turbines may be considered in project's planning phase.	Existing and potential wind farms are considered throughout the analysis, including FEIS Sections 3.8, 3.9, 4.8, and 4.9. Existing wind farms are mapped and avoided, and future wind farms, when approved, would also be mapped and avoided. (See FEIS Appendix J for lighting.) The proposed action would not inhibit the development of future wind farms or other industrial land uses. (See FEIS Section 4.8.)

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
CU = Cultural Resources			
CU-1	1082, 2009	Some towns in the document are misclassified as ghost towns.	All ghost towns beneath the airspace were reviewed; some were found to include permanent resident populations, but are still classified ghost towns. These are noted in Table 3.7-4 of the FEIS.
CU-2	2053, 2057, 2093, 2105, 3031, 3060, 3069, 3074	Concern for disruption of the use or character of cultural, sacred, and historic sites (including newly listed sites such as the Evangelical Lutheran Trinity Church) and activities and protection of those sites and activities, including protecting landscapes, soundscapes, and scenery. Suggests consultation with all tribes and reservations to which Little Bighorn Battlefield National Monument is highly significant. Suggests additional definition of undertaking to allow a survey to be conducted. Concern the analysis does not include impacts to the North Cave Hills, South Cave Hills, or Slim Buttes cultural landscapes in Harding County, SD.	Following consultation regarding the proposed action with ACHP, SHPOs from MT, WY, ND and SD, Crow Tribe, Northern Cheyenne Tribe, Standing Rock Sioux Tribe, Cheyenne River Tribe, FAA and NPS, the Air Force created a modified PRTC proposal (“Modified Alternative A”). The “Programmatic Agreement among 28th Bomb Wing, Ellsworth Air Force Base, the State Historic Preservation Offices of Montana, North Dakota, South Dakota and Wyoming, and the Advisory Council on Historic Preservation Regarding the Proposed Development, Implementation and Operation of the Powder River Training Complex” (FEIS Appendix N) is among consulting parties comprised of signatories (28 BW, SHPOs from MT, ND, SD and WY, and the ACHP) and invited signatories (FAA, NPS, and Crow Tribe). The Cheyenne River Sioux Tribe, Northern Cheyenne Tribe and Standing Rock Sioux Tribe have also been invited to sign, but have not yet elected to do so. The modified alternative and the Programmatic Agreement address areas of avoidance, modes of flying, and procedures for notification regarding special avoidance areas or times for sensitive resources and other communications. Some locations under the ATCAAs and the Gap MOAs would never see low level overflight or, at most could see LFE low level overflight one to three days per quarter up to 10 days per year. Although Section 106 consultation has concluded for the purposes of the EIAP, the Air Force will continue to consult with the tribes and other stakeholders. FEIS Section 3.7 explains consultation conducted by the Air Force, including Government-to-Government consultation. The Section also includes newly listed sites. FEIS Section 4.7 explains the stipulations agreed to in the Programmatic Agreement. FEIS

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			Section 2.3.1 explains that the Air Force will also work with individuals and organizations to identify sensitive noise areas and periods of avoidance.
CU-3	2083, 2103	Concern the Native American lands are being given more concessions such as avoiding cultural and religious activities.	Modified Alternative A describes changes in airspace use that address cultural resources concerns expressed by all stakeholders, not just Native Americans. FEIS Section 3.7 explains that Native American lands have a special relationship requiring Government-to-Government consultations. The Programmatic Agreement described in CU-2 stipulates avoidance, minimization and mitigation procedures available to the signatories, including not only the tribes but the ACHP, the SHPOs and others. Potential environmental consequences to public, private, and tribal lands are all addressed in the FEIS. (See FEIS Section 4.8.)
CU-4	2124, 2142	Would like economic relationship with the Air Force.	The Air Force is willing to explore opportunities to enhance economic relationships with tribes.
DO = Description of Proposed Action and Alternatives			
DO-1	2052, 2121	Would like more clarity on the proposed flying levels of the alternatives.	FEIS Sections 2.5-2.8 describe each alternative's altitudes and estimated time at altitudes for training. Section 2.4 presents the scheduled MOA times and altitudes. Section 4.9 explains the average number of low-level overflights. An average of six to nine low-level overflights of any given location, depending on alternative, is seen as an unavoidable adverse impact. Information would be made available on airspace use for training.
DO-2	2105, 3056, 3060	Would prefer Alternative B or some variation of the preferred alternative that excludes low-level flights-specifically to avoid low-level flights over Little Bighorn Battlefield National Monument, interference with emergency response aircraft flights over the Ashland Ranger District of the Custer National Forest, and least impact to Greater sage grouse in Wyoming and Montana.	FEIS Section 2.3.1 explains mitigations to reduce potential effects on the Little Bighorn Battlefield National Monument. Section 4.3 explains that military training would be halted in the affected airspace due to any ground safety emergency that involves a life-flight. Section 4.8 explains land use impacts. Section 4.6 explains overflight effects on the greater sage grouse.

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DO-3	1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033	Would prefer the floor no lower than 5,000 feet AGL and no supersonic flight.	Chapter 1.0 of the FEIS explains the purpose and need for the airspace, the requirement for training down to 500 feet AGL, and the need for realistic battlefield tactics at supersonic speeds during one to three days of quarterly LFEs. Chapter 2.0 of the FEIS describes the alternatives and estimated time airspace would be scheduled for training. MOA segments and multiple MOA have been included to allow for IFR transit.
DO-4	1096, 1114, 2043, 2076, 3001, 3043, 3057	Would prefer the floor no lower than 10,000 to 15,000 feet MSL, particularly in new MOAs.	Chapter 1.0 of the FEIS explains the purpose and need for the airspace, the requirement for training down to 500 feet AGL, and the need for realistic battlefield tactics at supersonic speeds during one to three days of quarterly LFEs. Chapter 2.0 of the FEIS describes the alternatives and estimated time airspace would be scheduled for training.
DO-5	3043, 3057, 3060	Alternative C would have less impact on the economy and quality of life, as well as bird migration routes including the endangered whooping crane.	FEIS Section 2.3.1 explains the mitigation measure for Modified Alternative A includes no PR-4 and Gap C Low MOAs. Modified Alternative C does not include PR-4 low level overflights. Low altitude overflight would be avoided in PR-4.
DO-6	3062	Would like more discussion on Alternatives Considered but not Carried Forward were not further analyzed.	FEIS Sections 2.10 and 2.11 explain selection standards and application of those standards. FEIS Sections 2.10.5.4 through 2.10.5.6 explain the need for training locations that are in close proximity to Ellsworth AFB.
DO-7	2126, 2130, 2132	Requests the proposed eastern border of PR-4 to be modified so it does not overlap tribal lands.	FEIS Section 2.3.1 explains the mitigation measure for Modified Alternative A includes no PR-4 or Gap C Low MOAs. Modified Alternative C does not include PR-4 or Gap C low level overflights. Tribal lands with PR-4 would not be subject to low level overflights with either of these alternatives.
<i>EJ = Environmental Justice</i>			
EJ-1	1039, 1076, 2050	Concern the Air Force is discriminating by acknowledging the tribe’s various religious, cultural, and traditional activities and are not making the same concessions to other individuals who have voiced opposition. EO	DEIS Section 3.7 explained that Native American lands have a special relationship requiring Government-to-Government consultations. Potential environmental consequences to public, private, and tribal lands are all addressed in FEIS Section 4.8. As described in DEIS Section 3.10 and Appendix F of the FEIS, EO

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		12898 as described in Appendix F of the Draft EIS, essentially insures the fair treatment of all people regardless of race, color, national origin, or income.	12898 directs that all agencies "To the greatest extent practicable and permitted by law, and consistent with the principles set forth in the report on the National Performance Review, each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States and its territories and possessions" (available at http://www.archives.gov/federal-register/executive-orders/pdf/12898.pdf). See also response to EJ-2.
EJ-2	1009, 1054, 1106, 1108, 2077, 2128, 3014, 3035, 3079	Concern that low-income (or low population) areas under the airspace will become the location used for this proposal. Impacts of the PRTC would be more heavily felt by the tribal community than other groups.	Both the DEIS and FEIS in Section 1.4 and 1.5 discuss the purpose and need of the Proposed Action, including the selection criteria used to choose the locations for implementing the Proposed Action. Reasonable alternatives, modified as a result of public hearings on the DEIS, public comments received, and extensive consultations and special outreach with the public, agencies, and tribal representatives, are presented in FEIS Section 2.3.1. Analysis of the effects of these modified alternatives is presented in FEIS Sections 3.10, 4.9, and 4.10. Section 3.10 quantifies the minority and low-income population and youth population under the airspace. Any person under the airspace, minority or non-minority, could experience an average of one sonic boom per day during the not more than 10 days per year of LFE training. Individuals under the low MOAs could also experience low-altitude overflights of a training aircraft between 500 feet to and including 2,000 feet above the ground. Low-altitude overflights in low MOAs would result in unavoidable uncertainty, startle, and adverse noise impacts. These impacts would apply equally to any minority or non-minority persons regardless of income or age under any of the low MOAs. Modified Alternatives A and C avoid low-altitude overflight of Native American Reservations, including the Northern Cheyenne

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			Reservation, except for portions of the Crow Reservation. Modified Alternative B does not include low-altitude overflight of the Crow or Northern Cheyenne Reservations but does include low altitude overflight of portions of the Cheyenne River and Standing Rock Reservations. Section 4.10 explains that low-altitude training in PR-1A, PR-1C, and PR-1D MOAs overlies portions of the Crow Reservation that have a minority population in excess of 50 percent. An adverse impact not adequately or acceptably mitigated, which cannot otherwise be avoided, presents the potential for a disproportionately high and adverse human health or environmental effect on that population. Under Modified Alternatives A and C, implementation of the mitigations identified in this EIS, including those developed through extensive consultations and outreach with the affected populations to resolve adverse effects under the NHPA, would adequately or acceptably mitigate adverse impacts to such a degree that they are not significant under applicable standards. Consequently, these modified alternatives in conjunction with specified mitigations would not result in disproportionately high and adverse human health or environmental effects for environmental justice purposes.
GE = General			
GE-1	1010, 1040, 1041, 1042, 1061, 1062, 1065, 1069, 1072, 1075, 1077, 1090, 1092, 1110, 2002, 2003, 2005, 2012, 2038, 2065, 2069, 2087, 2098, 2120, 2122, 2123, 2136, 3009, 3013, 3015, 3016, 3017, 3018, 3019, 3027, 3034, 3038, 3055	In support of the proposal.	Thank you for your interest and participation in the NEPA process. Your comment has been entered into the record.
GE-2	1002, 1003, 1004, 1005,	Not in support of the proposal. In favor of the	Thank you for your participation in the NEPA process. Your

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	1006, 1009, 1011, 1012, 1034, 1035, 1036, 1037, 1039, 1043, 1045, 1046, 1047, 1049, 1050, 1051, 1052, 1053, 1054, 1056, 1058, 1063, 1065, 1073, 1084, 1085, 1086, 1089, 1093, 1094, 1096, 1104, 1106, 1108, 1111, 1116, 1118, 2017, 2033, 2053, 2054, 2058, 2062, 2071, 2072, 2076, 2080, 2082, 2083, 2090, 2091, 2092, 2093, 2106, 2107, 2108, 2119, 2121, 2124, 2126, 2127, 2128, 2129, 2131, 2132, 2133, 2135, 2138, 2139, 3004, 3005, 3010, 3011, 3012, 3020, 3022, 3025, 3033, 3035, 3036, 3039, 3042, 3050, 3051, 3052, 3054, 3056, 3059, 3060, 3063, 3067, 3078, 3079, 3080	No Action Alternative.	comment has been entered into the record.
GE-3	1046, 1064, 1085, 1093, 1105, 2008, 2067, 3065	Statements that the proposal is unfair, unnecessary, present an unreasonable burden on people affected, and undeserved by the people affected. Concern the Air Force proposal is unjustified for training requirements.	The Air Force appreciates your participation in the public involvement effort for the Powder River Training Complex proposal. The environmental process described in Section 2.12 of the FEIS is designed to include public and agency perspectives for review by decision-makers. Section 2.4 describes the proposal, and Section 1.2 describes the reason for the training requirements. Sections 2.10.4 and 2.10.5 explain the limitations on current training. The screening criteria for identifying alternative training locations are described in Section 2.11.

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
GE-4	2009	Comment that the Ellsworth Task Force has not volunteered Rapid City to be overflown.	The Air Force appreciates your participation in the public involvement effort for the Powder River Training Complex proposal. Your comment has been included in the FEIS, which will be considered before the Air Force makes a final decision.
GE-5	1004, 1009, 1051, 1063, 2011, 2029, 2046, 2070, 2074, 2100, 2127, 3070	Concern the Air Force and FAA will disregard the public comments and taxpayers to get what they want and forget the meaning of ‘good neighbor’. Statements that the Air Force is not trusted due to denial of negative impacts in the past and lies and broken promises from other government agencies, Concern for too much government interference near food and livestock production. Suggestions for annual meetings between Air Force and citizens to listen to local concerns and give local residents a chance to listen to Air Force concerns.	FEIS Section 2.3.1 describes the mitigations incorporated into the PRTC proposal in direct response to public and agency concerns. This includes advanced notifications to the public of LFEs. The Record of Decision (ROD) will be legally binding. Any and all mitigations contained in the ROD will become the legal obligation of the Air Force. With the execution of the Programmatic Agreement, in particular stipulation #VII, the Air Force would provide a summary report detailing the training activities held and other issues. The Air Force has programs designed for community relations, including the Mid-Air Collision Avoidance program. Under this or another suitable program, the Air Force will consider all requests for meetings in communities beneath the proposed PRTC airspace. The Air Force will monitor the effectiveness of these programs through the mitigation and monitoring program to be established as part of this proposal.
GE-6	1093, 2009, 2116	Concern the military is trying to instill fear in the American people and looking for wars to fight to get what they want.	The purpose of the proposed PRTC is to provide the best training possible for aircrews. FEIS Sections 2.10.4 and 2.10.5 explain the limitations on current training. The selection criteria for identifying alternative training locations are described in FEIS Section 2.10 and 2.11.

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
GE-7	1039, 2015, 2031, 2054, 2139, 3014	Questions the sovereignty of the U.S. government for airspace above private property. “Reasonable and ordinary use is the airspace above your property” is often litigated and routinely protected as a property right. Resolution adopted by the Standing Rock Tribe in 2008 states the use of the airspace was reserved for the tribe pursuant to the Treaties of 1851 and 1868 at Fort Laramie.	FEIS Section 1.6 explains that navigable airspace is under the jurisdiction of the FAA.
GE-8	1007, 1036, 1083, 2015, 2031, 2044, 3043	Concern that a live person at the base cannot be reached to handle complaints, questions, or damage claims. Whom do we contact for rapid response? Previous attempts to resolve a complaint have received a poor response or damage claims are not paid.	The Air Force Public Affairs Office is charged with the responsibility of handling public inquiry. FEIS Sections 2.8.5.2 and 3.3.3.2 identify the process for addressing claims.
GE-9	1004, 1040, 1041, 1054, 1062, 1087, 1088, 1097, 1107, 1112, 2034, 2044, 2045, 2047, 2048, 2068, 2072, 2076, 2088, 2094, 2097, 2100, 2117, 2120, 2123, 2134, 2136, 2142, 3013, 3015, 3024, 3030, 3046, 3071	Supports a well-trained military and supports its mission.	The Air Force appreciates your participation in the public involvement effort for the Powder River Training Complex proposal.
GE-10	2039, 2072, 2121	Can a test-run be done first for feedback before charting the MOAs? Are there any procedures to suspend it or modify it once the airspace is charted if there is a problem?	There is no provision for a test-run of MOAs in the applicable FAA requirements. However, the area under PR-2 has been overflowed by B-1 and other training aircraft for many years. FEIS Section 2.3.5 describes the process, after adoption of mitigations to monitor the effectiveness of the mitigations to determine the need, if any, for adjustments.
GE-11	1041, 1042, 1077, 1096, 1097, 1107, 2041, 2091, 2094, 2098, 3006, 3007,	Would like to work together with the Air Force to maintain all missions. Must address the needs of all airspace users. Monitoring and	To the address the needs of all airspace users and other stakeholders, as expressed during public outreach, agency review and tribal consultation, Air Force developed many

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
	3008, 3013, 3037, 3050, 3052, 3053, 3056, 3060	evaluation of the Proposed Action should be ongoing. Previous coordination with stakeholders may have led to additional alternatives but the Air Force was unwilling. Requests for the Air Force to coordinate the development of an alternative.	mitigations, which are listed in FEIS Section 2.3.1. FAA Order 7400.2 states: “Although the FAA must protect the public’s right of freedom of transit through the airspace, full consideration shall be given to all airspace users, to include national defense; commercial and general aviation; and space operations.”
GE-12	1057, 3032	Requests information on the proposal.	Individuals who requested copies of the EIS have received copies. FEIS Section 1 describes the reason for the training requirements and Section 2.2 describes the components of the proposed airspace. FEIS Section 2.10.5 identifies the limitations on current training. The selection criteria for identifying alternative training locations are described in FEIS Section 2.11.
GE-13	1068	Who conducted the studies discussed in the document?	The FEIS provides the list of preparers for the technical analysis in Chapter 7.0, and lists the reference studies used in this analysis as well as the sources of those studies in Chapter 6.0.
GE-14	3037, 3078	Do not support non-LFE portion of the proposal. LFE use of the airspace appears manageable but non-LFE use impacts a large volume of airspace on a daily basis and will put burden on hundreds of civil aviation and non-DoD flights every day.	As described in Chapter 1.5 of the FEIS, the Air Force needs additional airspace for realistic, high-quality, local training in addition to LFE training. The Air Force worked closely with the FAA to address impacts to commercial traffic. FEIS Section 2.3.1 describes the mitigations to address public and agency concerns.
GE-15	3060	The footnote for Table 3.2-3 should include “Federal Aviation Administration Advisory Circular, FAA AC-91-36D).”	FAA AC-91-36D recommends no overflight below 2,000 feet AGL over the Little Bighorn Battlefield National Monument. A mitigation has been incorporated into the proposal (see FEIS Section 2.3.1).

Table 1.8-1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
GE-16	3062	Would like a discussion on BRAC commission voting to retain Ellsworth AFB and its B-1 fleet without determining its current airspace could meet its mission needs.	A response is unnecessary because the comment raises a concern which is outside the scope of the proposed action nor does the comment address the adequacy of the DEIS or the merits of alternatives discussed in it. The BRAC Commission report can be found at http://www.brac.gov/finalreport.html .
LU = Land Use			
LU-1	1011, 1039, 1045, 1063, 1076, 1098, 1108, 1109, 1111, 2013, 2032, 2033, 2048, 2083, 2099, 2103, 2111, 2116, 2130, 3039, 3048, 3080	Concern the quality of life, privacy, and integrity of the land would be impacted. Wants the integrity and stewardship of the land and quality of life maintained.	FEIS Sections 3.8 and 4.8 explain the existing land use and potential consequences, and Sections 3.9 and 4.9 explain the social and economic relationship of the people, communities, and land. Section 4.9 describes the estimated average extent of overflight at low altitudes and the mitigations are described in Section 2.3. Section 4.8 describes the consequences to different land uses, including private and public lands. Some individuals expressed the perspective that any low level training would be an adverse impact.
LU-2	1037, 1043, 1045, 1046, 1050, 1056, 1059, 1074, 1078, 1080, 1082, 1103, 1106, 1108, 1111, 1113, 2013, 2030, 2035, 2045, 2050, 2067, 2071, 2077, 2080, 2105, 2108, 3010, 3011, 3041, 3044, 3060, 3069, 3080	Concerned about the sudden overflight and noise impacts to the serenity of the land and people's way of life including recreation. Permanent avoidance areas may be needed.	FEIS Sections 3.2 and 4.2 explain the existing conditions and noise consequences. Section 4.9 describes the estimated average extent of low-level overflight and potential startle effect. The Air Force has incorporated mitigations, including establishment of reasonable temporary or seasonal avoidance areas or other measures identified in Government-to-Government consultation with affected tribes (see FEIS Section 2.3). Some individuals see military training and related startle or noise impacts as unacceptable to their quality of life and an adverse impact.
LU-3	1035, 1074, 1094, 1105, 2006, 2035, 2048, 2132	Concerns the proposal will damage or eliminate ranches/farms and the ranching/farming lifestyle.	FEIS Section 4.8 explains that B-1 training aircraft have overflowed ranches and farms under the existing Powder River A and B MOAs (which are essentially PR-2) for decades. The ranching/farming/hunting lifestyle continues under this airspace and, in many ways, the ranches and farms are comparable to, or the same as, ranches and farms under the proposed additional airspace. FEIS Section 4.9 explains that the average number of low-level overflights per year would be approximately six to

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			nine. This level of training activity could cause annoyance but, based upon the experience under the existing MOAs, would not significantly impact ranches, farms, or the ranching lifestyle. Individuals under the proposed airspace could see sudden overflight startle impacts as a significant impact.
LU-4	2045, 3026	Crop land acres have not been adequately identified in the analysis. Does not account for crop acres coming out of the Conservation Reserve Program (CRP).	FEIS Section 3.8 lists agricultural land area from available GIS data under the existing Powder River MOAs and under each proposed MOA. Section 4.8 explains why the proposed PRTC would not adversely affect land use under the airspace.
LU-5	2046, 2113, 3074, 3079	Concern of losing prime hunting areas.	FEIS Section 4.8 describes the importance of hunting land use under the proposed airspace. Section 4.9 explains an average of six to nine low-altitude overflights could occur per year in any given location under a low MOA. Prime hunting areas are located under the existing Powder River A and B MOAs (essentially the same as PR-2) where B-1s have been training for decades. Section 4.8 explains that low-altitude training and hunting coexist throughout the west.
LU-6	2130	The land use numbers are not shown on the maps and can't see on the maps how much acreage is included in the area.	In FEIS Section 3.8, Table 3.8-2 presents land use numbers calculated using geographic information systems. GIS data do not always coincide; however, the overall land use numbers presented in the report represent the best available information.
LU-7	1061, 1062, 2069, 3009	Property is under the current airspace or overflown by aircraft near Minot. No observable negative impact. Ranchers have requested no-fly zones during sensitive times for livestock with a phone call to Ellsworth AFB.	FEIS Section 4.8 explains that aircraft have overflown what is effectively the proposed PR-2 for decades. Section 2.3.1 explains that the Air Force will continue to work with ranchers to establish avoidance areas through identified mitigation measures.
LU-8	2074	Question if the Air Force adheres to county land use plans. Statement that individual county land use plans should be taken into consideration in the EIS analysis.	FEIS Section 4.8.1 explains that PRTC would not place restriction on land use or land use plans. Plans for energy development or related structures which could project into the airspace are considered in Section 4.9. (See also FEIS Appendix J.)
LU-9	2121, 2143, 3060, 3079	Concerned about the visual effects of large aircraft flying over, contrails, and chaff and flare	FEIS Section 4.9 describes the estimated average frequency of low-flying aircraft. Sudden overflight visual and startle impacts

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
		debris.	<p>from aircraft and rare visual impacts from residual pieces of chaff or flares are adverse impacts. Aircraft emissions associated with the use of proposed airspace would not impact visibility (FEIS Section 4.4.3.1 and Section 5.1.2.1.4). At lower altitudes, individual aircraft exhaust trails can be visually detected for a brief period due to emissions of particulate matter and organic compounds. Below 3,000 ft AGL, these exhaust emissions rapidly dissipate (see FEIS Section 4.4.3.1).</p> <p>Contrails, or condensation trails, are an existing condition above the proposed PRTC airspace. Contrails are visible water vapor trails from aircraft engines associated with specific meteorological conditions and produced by high-altitude aircraft overflight. Commercial overflights of the four-state region are the primary contributors to these temporary artificial clouds. Overflight of military training aircraft could create condensation trails depending on flight altitude and meteorological conditions. Although contrails could be seen as an intrusion into an otherwise clear sky, such contrails, whether formed by commercial or military aircraft overflight, would not have an adverse effect upon tribal or other lands under the proposed airspace. By eliminating military flights above FL260 the Modified Alternatives would greatly reduce the potential formation of contrails. Effects of the visual intrusion of PRTC training activities on historic properties are addressed in FEIS Section 4.7.2.1.</p>
NA = Native American			
NA-1	2053	Concern the consultation with the tribal governments will be labeled simply a fiduciary responsibility. There is no guarantee that comments will be implemented.	Ellsworth AFB has conducted Government-to-Government consultations with tribal governments and explained all aspects of the proposed airspace changes. Over the course of the past six years, Ellsworth AFB has consulted with tribal governments in compliance with Section 106 of the NHPA, and invited the tribes to be signatories to a Programmatic Agreement that includes stipulations specifying measures that resolve tribal concerns.

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			The Air Force will also continue to consult with the tribes on a Government-to-Government basis.
NA-2	2103, 3043	Separate and private hearings were conducted at the reservations and comments were not submitted specifically to aeronautics commission. Concern the tribal governments comments will not be made available or included in the Final EIS.	All written comments and transcripts received on the DEIS are included in the FEIS. (See Section 2.12). The FAA is a cooperating agency (see Section 1.6) in this EIS and has participated in the public hearing process. The FAA reviewed the EIS and related appendices and, subsequent to the Air Force Record of Decision (ROD), the Air Force anticipates that the FAA will adopt the FEIS, issue its own ROD and then publish the new airspace in the Billings Sectional Aviation Chart.
NA-3	2053	Concern the tribal government is not recognized as having a legal or constitutional relationship with the United States.	Ellsworth AFB has made special efforts to conduct Government-to-Government consultations with tribal governments as was described in DEIS Section 3.7. The obligation for federal agencies to engage with Native American tribes on a Government-to-Government basis is based on federal, statutes, executive orders (EOs), regulations, and policies. These include NHPA of 1966, the Native American Religious Freedom Act, Presidential Memorandum on Government-to-Government Relations (April 29, 1994), EO 13007 (Indian Sacred Sites) and EO 13175(Consultation and Coordination with Indian Tribal Governments), and DoD Instruction 4710.02 (DoD Interactions with Federally Recognized Tribes). These consultations, between Ellsworth AFB and the tribes, have included explanations of all aspects of the proposed airspace changes, and have resulted in some of the changes made in Modified Alternative A. As described in FEIS Section 4.7, the Air Force has executed a Programmatic Agreement that stipulates measures that resolve adverse effects to historic properties, religious ceremonies and important tribal events under the PRTC (refer to Appendix N). Furthermore, the Air Force will continue to consult with the tribes on a Government-to-Government basis.
NA-4	2053, 2054, 2055, 2132, 3060, 3071, 3079	The importance of the Native American ceremonies and religion is not adequately identified or analyzed in the Draft EIS. Military	DEIS Section 3.7 explained the importance of ceremonies and Government-to-Government consultation. FEIS Sections 2.3 and 4.7 explain the provisions of the Programmatic Agreement,

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
		interference with and encroachment of sacred rights and religious practices is offensive, distracting, disrupting, and disrespectful. Ceremonies take place throughout the year-not just spring and summer. Suggestion for further consultation with affected tribes including tribes which conduct ceremonies at Little Bighorn Battlefield National Monument.	which includes avoidance areas and times, and specifies that when Native American ceremonial and religious sites are identified, the Air Force will consult to determine reasonable avoidance altitudes and times. Further consultation has resulted in the mitigations described in FEIS Section 2.3.
NA-5	2053, 2143, 3071	Suggests mitigations for no training during ceremonies throughout tribal homeland and over sacred grounds. Suggests no low-level overflights or sonic booms over Standing Rock Indian Reservation from June-August.	FEIS Sections 2.3 and 4.7 explain that during Government-to-Government consultations, the Air Force explained that when Native American ceremonial and religious sites are identified, the Air Force will consult to determine reasonable avoidance altitudes and times. Also, as discussed in FEIS Sections 4.7.2.1, and 4.7.2.3, a “Programmatic Agreement among 28th Bomb Wing, Ellsworth Air Force Base, the State Historic Preservation Offices of Montana, North Dakota, South Dakota and Wyoming, and the Advisory Council on Historic Preservation Regarding the Proposed Development, Implementation and Operation of the Powder River Training Complex” (Appendix N) is among consulting parties comprised of signatories (28 BW, SHPOs from MT, ND, SD and WY, and the ACHP) and invited signatories (FAA, NPS, and Crow Tribe). The Cheyenne River Sioux Tribe, Northern Cheyenne Tribe, and Standing Rock Sioux Tribe have also been invited to sign, but have not yet elected to do so. As explained in FEIS Section 2.3.1, Modified Alternatives A and C include a minimum training altitude of 12,000 feet MSL above the Standing Rock Indian Reservation, Cheyenne River Sioux Tribe, and Northern Cheyenne Indian Reservations. Supersonic training would be scheduled once per quarter for 1 to 3 days for a maximum of 10 days per year. An average of one sonic boom per LFE day could be experienced at any given location under the proposed airspace.
NA-6	2053, 2103, 2139, 3071	Request for more information on the frequency and amount of fuel or chaff dropped and flight	FEIS Section 2.3 explains that there is no proposed deployment of ordnance on tribal lands or any other lands under the

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
		time over tribal lands. Suggestion to limit the use of chaff over tribal lands and start using new technologies for invisibility.	airspace. The Air Force has identified fuel jettison areas and none are over tribal lands. FEIS Section 2.8 describes chaff and flare deployment as defensive countermeasures and explains the quantity of chaff (0.00377 ounces per acre per year) or flare residual materials (one plastic or Mylar piece per 149 acres per year) which could be randomly distributed anywhere under the training airspace, including on tribal lands. FEIS Section 2.8 also contains information on the frequency of aircraft use of the airspace as part of the Proposed Action.
NA-7	2054, 2056, 2057, 2058, 2129, 2130, 2140	Concern there is not enough respect for the Native American lands and their quality of life.	The Air Force has sought to work with Native American tribal representative to identify sensitive sites. DEIS Section 3.7 explained the importance of ceremonies and on-going Government-to-Government consultation. FEIS Section 4.7 explains that when Native American ceremonial and religious sites are identified, the Air Force will consult to determine reasonable avoidance altitudes and times.
NA-8	2053, 2055, 2058, 2124, 2139	Concern the proposal is in violation of treaties, specifically the Fort Laramie Treaty of 1868, for the absolute and undisturbed use and occupation of tribal lands. Suggestions that these treaties include airspace over tribal lands	DEIS Section 3.7 described the Fort Laramie Treaty of 1868. There is no ground construction proposed as part of the Powder River Training Complex. FEIS Section 1.6 explains that the FAA has sole responsibility of navigable airspace in the United States and associated offshore and other areas.
NA-9	2124, 2126, 2131, 2132, 2137, 2140, 2141, 2143	Were the meetings with the Native Americans Government-to-Government meetings? If not, why weren't they advertised as public hearings? Thought the purpose of the meeting was for the Air Force to give a presentation and was not going to include public comment or a court proceeding hearing. If a public hearing had been advertised more people would have attended.	Meetings with tribes are conducted on a Government-to-Government basis. Meeting participants are invited at the direction of the tribe. Such Government-to-Government meetings are in addition to advertised public hearings on the DEIS. (See DEIS Section 3.7.) The results of Government-to-Government consultations have been incorporated into the analysis as described in FEIS Sections 4.7, 4.10, and others.
NA-10	3079	Concerned about the sudden overflight and noise impacts to the serenity of the land and Native American way of life. Permanent	FEIS Section 2.3 explains the mitigations incorporated to support reasonable seasonal and temporary avoidance areas. Also FEIS Section 4.7.2.3 describes the stipulations of the Programmatic

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		avoidance areas may be needed.	Agreement the Air Force has executed, including avoidance areas, times and dates, and a process for continued consultation as specific concerns arise regarding additional identification of Native American ceremonial and religious sites or other areas of concern. The Air Force will consult to determine reasonable avoidance altitudes and times. See Appendix N for the full text of the Programmatic Agreement.
NA-11	2124	Suggests a Memorandum of Agreement as part of a Government-to-Government relationship between the tribes and the Air Force.	Modified Alternative A incorporates a number of changes in airspace use in response to tribal concerns. Also, as described in FEIS Section 4.7.2.3, the Air Force, SHPOs and ACHP developed a Programmatic Agreement that resolves adverse effects that could result from the proposed action, through stipulations concerning avoidance, minimization or mitigation of adverse effects to historic properties, religious ceremonies and important tribal events under the PRTC. Refer to FEIS Appendix N for the complete and final text of the Programmatic Agreement.
NA-12	3071	History of Native Americans portrayed in the DEIS includes incorrect information. Suggested corrections are provided.	Additional edits incorporated into the EIS in response to specifics provided by the tribes.
NA-13	2124	Concern for illegal dumping of hazardous materials, chemical, nuclear, and other waste is being dumped.	As explained in Chapter 2.0 of the FEIS, no ground construction is included as part of the Proposed Action. Chapter 5.0 of the FEIS explains that threat emitters, if sited, would have separate NEPA evaluation. There are no proposed ground assets and no proposed construction or other wastes.

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
NO = Noise			
NO-1	2008	Concern with the noise increase from aircraft in holding patterns waiting to land.	As described in Section 2.5 of the FEIS, although the sorties may increase from FY2011 activity, total flight operations would not be expected to exceed those analyzed and published in the 2008 Ellsworth AFB Air Installation Compatible Use Zone (AICUZ), which is publically available at http://www.ellsworth.af.mil/shared/media/document/AFD-090428-076.pdf . The AICUZ study, which is incorporated by reference, identifies the noise levels associated with flight operations in the vicinity of Ellsworth AFB.
NO-2	1038, 1103, 1111, 2008, 2105, 3060, 3069, 3074	Concern for the disruptive nature of sonic booms and low-level overflights including startle effect and damage to buildings, windows, and other property.	As described in FEIS Section 4.2, low-level overflights and sonic booms would be infrequent. Overflights exceeding 65 dB SEL would occur once on 4 out of 10 days on average. An average of one sonic boom per day could be experienced on the not more than 10 LFE days per year. Startle effects generated by noise would be relatively rare, and the likelihood of significant structural damage from a sonic boom is very low, although it could occur. Any claims from Air Force-related damage would begin by contacting Ellsworth AFB Public Affairs.
NO-3	1115, 2008	Concern for the accuracy and scientific integrity of the B-1 aircraft noise predictions. Concern the effects are underestimated. When the B-1s use their afterburners, the noise is greater than reported.	FEIS Appendix I describes the noise models and accuracy of those models. DEIS Section 3.2 described the noise from B-1 afterburner use, and Appendix I, Table I-1, presents the noise level without afterburners. The numbers are measured numbers. FEIS Section 4.8 presents the consequences of SEL noise.
NO-4	1039, 1056, 1082, 2009, 2110, 3060, 3080	The noise numbers are misleading and vague because they are averages and generalized. They are not always consistent. No specific discussion is provided as to how thresholds of significance were defined in determining impacts of noise on the resources described in the document. The 55 DNL dB threshold cited in the DEIS does not adequately address	Section 3.2 of both the DEIS and FEIS explain that both average and single event level noises are included to provide a complete noise picture to the public, agencies, and decision-makers. FEIS Appendix I explains FAA noise policies. DEIS and FEIS Section 3.2.2 discussed factors involved in defining significance with regards to noise impacts.

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		disruption of tranquility or disruption of solitude at national parks. No specific discussion is provided as to how thresholds of significance were defined in determining impacts of noise.	Neither the Air Force nor the FAA has specific significance thresholds for properties like the Little Bighorn Battlefield National Monument, which call for special consideration in determining noise impacts (see DEIS Section 3.2.2). Noise impacts on such properties are determined based on the context and intensity of the impacts on the resource on a case-by-case basis. FEIS Section 4.2.3 includes specific noise results for the National Monument, using single-event metrics (i.e., SEL and L_{max}) in addition to DNL. In a Programmatic Agreement under Section 106 of the National Historic Preservation Act (see Appendix N of the FEIS), the Air Force and the National Park Service have agreed that the Air Force will partially mitigate the effects of the PRTC on the National Monument (e.g., noise) by implementing specific measures, including a minimum training altitude of 5,000 feet AGL from one hour before to one hour after posted hours of operation.
NO-5	1003, 1037, 1045, 1078, 1096, 1109, 2017, 2021, 2023, 2030, 2032, 2067, 2085, 2092, 2110, 2111, 3048, 3064, 3079	Concern with the increase in noise, including sonic booms and vibrations, with low-flying aircraft and impacts to sleep, hearing, startle effects to humans and wildlife, annoyance, prayer, ceremonies, and other day-to-day activities. Suggestions for limitations set on aircraft noise including restrictions of noise to reasonable hours. Suggestions for analysis to use single-event noise rather than using average noise.	FEIS Section 2.5 describes training periods and the hours when training could occur. After dark flights are required for realistic training. FEIS Section 4.2 describes noise impacts, including sonic booms, and presents the change in average noise levels. FEIS Section 4.2 identifies the calculated number of times per training day when different sound levels would be exceeded. FEIS Section 4.2 also explains that individual aircraft operating at low altitude may have single events as loud as 133 dB sound exposure level (for a B-1 using afterburners at 500 feet AGL). As explained in FEIS Section 4.7.3.1, training aircrew avoid buildings during this fly-up maneuver. Supersonic would be proposed above 20,000 feet MSL for bombers and above 10,000 feet AGL for fighters. FEIS Section 2.8 describes the minimum altitude for supersonic maneuvers. FEIS Appendix I explains noise measures in more detail.
NO-6	2018	Does altitude have a factor in the decibels of noise reaching the ground?	DEIS Section 3.2 and FEIS Section 4.2 provide noise effects based upon aircraft altitude above ground level. This means that an aircraft flying at 10,000 feet MSL above 3,000-foot MSL terrain

Table 1.8–1. Comment and Response Matrix

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			would have a noise effect comparable flying at 7,000 feet AGL.
NO-7	2018	Are there any ultrasonic magnetic waves involved in sonic booms?	DEIS Section 3.2 and Appendix I of the FEIS explain that sonic booms are created by sound pressure waves, not magnetic waves. There are no ultrasonic magnetic waves involved in sonic booms. The compression of air does result in sound effects beyond those audible to the human ear. Some sounds inaudible to humans can be heard by animals.
NO-8	2018	What would the decibels be at 10,000 feet AGL?	FEIS Appendix I, Table I-1 and I-2 describe the decibel levels for different aircraft types flying at different altitudes AGL. FEIS Section 2.11 presents sonic boom overpressures for various altitudes AGL. FEIS Section 4.2 provides noise effects based upon aircraft altitude AGL. This means that an aircraft flying at 10,000 feet MSL above 3,000-foot MSL terrain would have a noise effect comparable flying at 7,000 feet AGL.
NO-9	2101, 3079	There are several different units used to describe noise. Want to see single event sound exposure levels. How do decibels relate to psf? How can we understand the meaning of the sound measurements?	DEIS Section 3.2 explained that different noise measures are used to reflect different noise effects. FEIS Appendix I explains noise measures in more detail and Table I-1 provides typical noise levels for common sounds. Both average noise and single event sound exposure level noise are included in FEIS Section 4.2 to provide a complete picture to decision-makers and the public.
NO-10	1007, 1042, 1110, 2045, 2107, 3008, 3016, 3017	Do not want flights over homes or corrals also suggest avoidance areas similar to those given to Native American sacred grounds to include round-up areas, birthing areas, watering holes, etc. Not all the sensitive noise areas have been identified and want assurance all avoidance areas will be respected.	FEIS Section 2.3 explains that the Air Force will work with individuals, tribal governments, and organizations to identify sensitive noise areas and periods of avoidance.
NO-11	2112, 2116, 3064	Concern for the noise effects associated with Post Traumatic Stress Disorder and other health issues.	FEIS Section 4.2 describes studies conducted regarding performance effects of noise and other noise-related issues.
NP = National Environmental Policy Act			
NP-1	1009, 1064, 1068, 1074,	Questions if citizens can vote down the	Section 1.5 explains that the FAA has jurisdiction over navigable

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
	1096, 1117, 2024, 2032, 2071, 2125, 3012	proposal or sue the Air Force. Concern the Air Force can do this without the consent of citizens and is an infringement on citizens' rights. Suggests the Air Force is ignoring the concerns expressed by citizens.	airspace. FEIS Section 2.10 explains that federal environmental and airspace regulations will be followed in the decision-making process.
NP-2	1068, 1076, 2032, 2043, 2050, 2083, 2124, 2132	Concern that comments and objections are not being listened to and that elected officials are not representing citizen concerns. Hope that recommendations will be added in the Final EIS.	FEIS Section 2.10 explains that federal environmental and airspace regulations will be followed in the decision-making process. Section 2.10 also explains the opportunities for public concerns to be incorporated into the decision-making process.
NP-3	1071, 2047, 2068, 2107, 2108, 3044, 3048	Appreciation for the holding public hearings and providing a venue to provide comments and learn more about the proposal.	The Air Force appreciates your participation in the public involvement effort for the Powder River Training Complex proposal.
NP-4	2050, 2074, 2083, 2094	What is the role of the cooperating agency and do they work in our best interest? Suggests that a state law that gives Montana the role of cooperating agency and that the Air Force should coordinate with the state. Statement that as the cooperating agency and final authority, the FAA has the most influence in the decision.	FEIS Section 1.6 of the FEIS explains that FAA is the cooperating agency and will make decisions regarding establishing airspace.
NP-5	2057, 2072, 3066, 3072	How long is the comment period for the Draft EIS? Does the FAA see our comments?	Section 2.12.2 of the FEIS describes the DEIS public comment process and Section 2.12.3 of the FEIS describes the environmental process. The initial comment period opened on August 20, 2010 and was scheduled to end on November 15, 2010, but by request, the comment period was reopened and extended to January 31, 2011, nine weeks beyond the original timeline. Closure of the comment period for the DEIS was described in the public announcements. (See Appendix E.) FAA reviews the FEIS and determines whether to adopt it. Section 1.6 of the FEIS (Section 1.5 of the DEIS) explains that FAA is a cooperating agency and will make decisions regarding establishment of any airspace.

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
NP-6	2064, 3047	Can the Air Force and the FAA cooperating agency provide a commitment that will not limit wind energy projects?	FEIS Section 4.9.3.1.4 discusses towers and FAA requirements for tall structures.
NP-7	1012, 2066, 3073	If this goes through, can we ensure compliance with the project ROD? Concern the Air Force won't abide by their own rules.	The FEIS and ROD will be legally binding. Any and all mitigations contained in the ROD will become the legal obligation of the Air Force. (See Section 2.10.)
NP-8	1108, 1116, 1117, 2072, 2095, 2116, 2123, 2130, 2141, 3025	How were the meetings advertised? How was the public made aware of the proposal? Concern the meetings were not publicized widely enough or early enough to allow people to attend.	Section 2.12.2 of the FEIS describes the DEIS public comment process and the methods used to advertise meetings. In addition, Appendix E of the FEIS describes the advertising for the 19 public hearings and four Native American meetings held during the public comment period.
NP-9	1009, 2075, 2101, 3012	The language in the document seems vague, such as "expected to", "may be", "approximate", as well as using different units of measure.	DEIS and FEIS language reflects the predictive nature of the analysis conducted to identify potential effects of the action on future conditions. Measurement units in the DEIS and FEIS are similar to those used in other NEPA documents and when possible are consistent throughout the document, but are tied to the type of measurement being made. For example, measurements involving airspace use nautical miles, and measurements of ground areas are reported in acres or square miles. (See also response to NO-9.)
NP-10	2083, 2130, 3048, 3056, 3076	What is the process of government consultation? Would like to see other agencies/entities/citizens involved in the comment process and what their comments are. Will a Memorandum of Understanding be created amongst all agencies possibly impacted?	FEIS Section 2.10 explains the NEPA process. DEIS Section 3.7 explained the Government-to-Government consultation. FEIS Appendix E explains other agencies and entities which have been invited to participate in the NEPA process. Appendix E also identifies the public hearing locations and times to support participation by any and all involved parties.
NP-11	1039, 1045	This proposal does not follow Air Force Policy Directive 32-70 or EO 11991 in protecting or enhancing the environment. Concern the EIS is swayed towards the needs of the Air Force not	FEIS Section 2.10 identifies the policies and directives followed in the preparation of this EIS. Section 2.11 identifies one of the goals to be reduced environmental conflicts. Section 2.3 provides a list of mitigations.

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
		for the concern of the environment.	
PN = Purpose and Need			
PN-1	1059, 2003, 2065, 2097, 3045	Aircrews need to be combat ready and additional airspace is needed.	The Air Force appreciates your participation in the public involvement effort for the Powder River Training Complex proposal.
PN-2	1002, 1003, 1004, 1009, 1011, 1034, 1037, 1046, 1050, 1056, 1058, 1063, 1064, 1065, 1067, 1068, 1073, 1084, 1085, 1093, 1096, 1098, 1101, 1102, 1107, 1109, 1111, 1118, 2006, 2024, 2046, 2047, 2048, 2076, 2077, 2083, 2086, 2092, 2095, 2100, 2101, 2102, 2106, 2109, 2113, 2117, 2121, 2122, 2128, 2134, 3003, 3012, 3014, 3016, 3017, 3018, 3028, 3056, 3080	Why can't you train somewhere else such as Nevada, Utah, the Hays MOA, in deserts, or over water? Why do you need the entire area? Suggests keeping flights in South Dakota and North Dakota. Other planes who want to use the airspace will have to use fuel to get here. Concern there is already enough disruption from military flights and substantial restricted areas already in place. The existing airspace is large enough.	FEIS Section 2.10 describes the training requirements and limitations for B-1 and B-52 aircraft. Section 2.11 explains how the training location alternatives have been identified. Section 2.11 explains that training in other locations is done to the extent possible. Other aircraft are included in LFE training (See Section 2.8). Section 1.0 of the FEIS discusses the purpose and need of the Proposed Action, including the training requirements for the Air Force.
PN-3	1034, 1058, 1101, 2006, 2034, 2046, 2047, 2083, 2098, 2106, 2113, 2116, 2121, 3024, 3077	Concern that this expansion is not necessary for national security. Suggestion that training be concentrated on ground training rather than aircraft. The Air Force needs to consider how to use America's resources wisely and the potential harm outweighs the benefits. What airspace will be given up?	FEIS Section 1.0 describes the need for a trained military force. Section 2.10 describes the B-1 and B-52 missions for which aircrews need to be trained. Section 2.11 details the training requirements and limitations of existing training airspace. Section 2.11 explains how the training location alternatives were identified. All airspace is reviewed on an annual basis by the FAA and the Air Force to determine its ongoing need and capabilities to meet the training airspace needs. This review process is separate from NEPA.
PN-4	2104, 2114, 3002, 3021, 3039, 3071	Why is it necessary to fly down to 500 feet (including Native American reservations)? Can they fly at 1,000 feet minimum?	FEIS Section 2.10 describes the low-altitude training associated with the B-1 aircraft. B-1 crews must maintain proficiency in low level employment down to 500 feet AGL to fulfill current and future combat requirements. According to FEIS Section 2.8,

Table 1.8–1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			approximately 15-20 minutes of a two hour mission would take place below 2,000 feet AGL. The vast majority of this training is currently accomplished at 1,000 feet ATL with a minimum amount of time spent at 500 feet AGL to maintain aircrew proficiency in the unique dynamics of flight at 500 feet AGL. The Standing Rock, Cheyenne River, and Northern Cheyenne Reservations would not be overflowed below 12,000 feet MSL under Modified Alternatives A or C.
PN-5	1056, 1066, 2072, 2075, 2102, 3012, 3028, 3052, 3059, 3071, 3080	How many days do you need to train in the airspace? Information in the Draft EIS seems contradictory as to whether LFEs would be 10 days or 12 days per year. Thought the airspace would be used for 10 days but Draft EIS says over 200 days.	FEIS Section 2.5 describes the training requirements and presents the proposed scheduled time for the airspaces to be activated for training. Day to day training would be for 240 days per year. LFE training would be up to 10 days per year (of the 240 days).
PN-6	1058, 2106, 2114	The Bombers have been around a long time. Won't they be replaced soon?	DEIS Section 1.2 explains that the B-1 aircraft continue to be upgraded with multiple advanced technologies to ensure their usefulness and applicability into the future.
PN-7	1064, 3025, 3062	Suggestion that with today's technology, flight simulators can provide additional training. Existing airspace would be adequate with use of flight simulators. Flight simulators need further discussion.	As explained in FEIS Section 2.11.3.3, sophisticated flight simulators will continue to be used to the extent possible. Even the best simulators lack realism of actual flying and aircrews do not receive the same physical training challenge in simulators as during aircraft flight. Extensive aircrew use of simulators is already included in the flight requirements for the proposed PRTC.
<i>PR = Physical Resources</i>			
PR-1	2124, 2132, 3012	Would like to see more water and soil data. Water and soil information is inaccurate. pH in MT area is high to very high in Alkaline.	DEIS Section 3.5 mapped soil types and described pH. Almost all (99 percent) of the regional soils have a pH greater than 5.0 (extremely acidic) or less than 8.5 (strongly alkaline). There is no proposed surface construction (See FEIS Section 2.8.6). FEIS Section 4.5 explains that the only feasible soils or water consequences could be from minute particles of chaff. Chaff concentrations are calculated to be approximately 0.00377 ounces per acre per year. (See FEIS Section 2.4.6.3.) The soil pH

Table 1.8-1. Comment and Response Matrix

<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			is nearly entirely outside the range to react with chaff coatings, and the chaff particles rapidly become indistinguishable from silica and aluminum soil elements. No soils or water impacts would be anticipated. (See also FEIS Appendices C and D.)
SA = Safety			
SA-1	1006, 1044, 1054, 1102, 2001, 2018, 2028, 2042, 2059, 2063, 2066, 2072, 2080, 2084, 2085, 2095, 2107, 2121, 3005, 3054, 3056, 3075, 3079	Concern for mid-air collisions when flying at low levels. What are the safety statistics in the area? What safety measures will prevent mishaps?	FEIS Section 4.3 describes the flight safety of the B-1 and B-52 aircraft, including the Class A accident statistics. These include all aircraft operations, including training below 2,000 feet AGL. The Air Force and FAA would continue coordination to enhance the situational awareness of aircraft operators as to whether PRTC low altitudes MOAs (airspace below 12,000 feet MSL) are active. This may include practices for use of existing data, equipment, and procedures as well as integration of advancements in software and/or equipment.
SA-2	2007	Safety concerns in flying between Billings and Rapid City.	DEIS Section 3.1 explained that Victor airway V86 can be used between Billings and Rapid City, which would be outside the proposed MOA airspace and beneath existing and proposed ATCAAs. IFR or VFR aircraft could use this airway. VFR aircraft could fly see-and-avoid through an active MOA direct between Billings and Rapid City.
SA-3	1058, 1060, 1073, 1096, 2007, 2076, 2095, 2103, 3050, 3054, 3073, 3075	Safety concerns when rerouting during inclement weather or multiple flights on Victor airways without adequate communication.	DEIS Section 3.1 described Victor airway use during inclement weather flying IFR if MOA airspaces are activated. The stacked and additional MOAs are designed to provide for IFR access and training aircraft temporary relocation out of a specific airspace to allow for IFR transit. FEIS Section 2.3.1 explains that the announcement by NOTAM in advance of MOA activation provides as current information as possible. Pilots who could not fly VFR due to weather or contract requirements, sought to obtain real-time information on a MOA activation, and were not able to obtain such information see the lack of information as an adverse impact.

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
SA-4	2007, 3056	Would like better communication with Denver Center, MNP, and SLC to increase safety. Will ARTCC communication boundaries be simplified?	<p>The communication capabilities within the PRTC region are consistent with established requirements for the National Airspace System. Frequency coverage for aircraft operators will continue as currently established.</p> <p>The existing airspace management procedures used by Denver and Salt Lake Air Route Traffic Control Centers (ARTCC) for controlling PR A/B MOA will be revised and expanded to include Minneapolis ARTCC. Any additional coordination requirements necessary for the management of the PRTC will be added to agreements between the air traffic control facilities and the Air Force. The existing procedures within the Aeronautical Information Manual (AIM) covering contact with air traffic control facilities and details published on charts and other Flight Information Publications (FLIP) should be followed to contact the air traffic control agency responsible for any particular MOA.</p>
SA-5	1043, 1050, 1054, 1058, 1063, 1068, 1082, 1084, 1086, 1100, 1101, 1102, 1106, 1108, 1109, 2009, 2029, 2035, 2049, 2071, 2074, 2092, 2099, 2107, 2116, 2121, 2124, 2125, 2140, 3002, 3008, 3014, 3025, 3035, 3039, 3041, 3048, 3052, 3055, 3056, 3060, 3062, 3064, 3071, 3074, 3079	Concern about fires caused by flares and the need to restrict use of flares. Not enough analysis has been done. Extreme fire danger rating is too high; should be lower rating. Need to consider suppression capabilities in regional areas. Please provide an historical comparison. Would like flares dispersed no lower than 10,000 feet.	FEIS Section 2.3.1 describes altitude limitations of flare use and the cessation of use under certain fire danger ratings. FEIS Sections 3.3 and 4.3.3.1.3 describe the different types of flare failures and the potential impacts from flares deployed in fire danger conditions, including the National Fire Danger Rating System and the conditions under which Ellsworth AFB would suspend flare use. Ellsworth AFB mutual aid agreements are also described in that FEIS section. Regional response, including federal agencies, would occur for any fire, including an unlikely flare-caused fire. (See also FEIS Appendix D.)
SA-6	1050, 1082, 1084, 1100, 2009, 2100, 3079	A more thorough discussion on how fires from flares will be handled needs to be addressed.	The FEIS extensively and adequately discusses the potential for fires from any source and how such fires would be handled. FEIS Section 2.3.1 describes altitude limitations of flare use. FEIS Sections 3.3.3.3 and 4.3.3.1.3 describe the different types of

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			flare failures and the potential impacts from flares deployed in fire danger conditions. Section 3.3 explains that fire danger ratings are relative, not absolute, and are location-specific, and that land management agencies estimate fire danger for a given rating area. FEIS Section 4.3.3.1.3 also describes Ellsworth AFB mutual aid agreements with local and regional emergency response agencies, which are activated for any fire, including an unlikely flare-caused fire (See also FEIS Appendix D.)
SA-7	1005, 1037, 1039, 1058, 1060, 1065, 1066, 1070, 1073, 1080, 1083, 1091, 1096, 1100, 1107, 1111, 1116, 1118, 2010, 2018, 2019, 2020, 2021, 2022, 2025, 2035, 2061, 2063, 2068, 2071, 2072, 2073, 2075, 2081, 2085, 2091, 2094, 2096, 2103, 2104, 2106, 2107, 2109, 2113, 2117, 2119, 3003, 3004, 3005, 3010, 3012, 3022, 3023, 3025, 3028, 3039, 3041, 3051, 3052, 3054, 3058, 3061, 3064	Concern for private pilot’s safety when they are flying in slow planes with much faster aircraft in the area, including impact from wind vortices. Similar concerns for high-performance GA flying into 3 NM circle airports and/or flying in thunderstorm conditions.	Training B-1 aircraft would use see-and-avoid as well as electronic capabilities to identify general aviation aircraft approaching the B-1’s path of flight. FEIS Section 4.1 explains that see-and-avoid procedures are the responsibility of all pilots, including military pilots. Section 4.9 explains that uncertainty regarding low-level overflight and wake vortices could have the potential to affect low-flying aircraft, including highline patrol, pipeline patrol, and crop dusting aircraft. Section 4.3 describes the potential safety risks associated with military training aircraft and impacts from lack of communication. This safety risk is seen as an adverse impact. Section 4.3 describes training aircraft accident rates and safety concerns where worsening weather would require a VFR flight to go IFR but a scheduled MOA would prevent IFR flight. The stacked and additional MOAs are designed to provide for IFR access and training aircraft temporary relocation out of a specific airspace to allow for IFR transit. GA uncertainty about flying into scheduled training airspace is further addressed in AM-1. The random and unpredictable B-1 overflight which could occur at any given location an average of six to nine times per year or more at or below 2,000 feet AGL was seen by pilots at hearings as an adverse impact. (See Section 4.9). The Air Force and FAA would continue coordination to enhance the situational awareness of aircraft operators as to whether PRTC low altitudes MOAs (airspace below 12,000 feet MSL) are active. This may include practices for use of existing data, equipment, and procedures as

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			well as integration of advancements in software and/or equipment.
SA-8	2010, 3004, 3042	Concern for pilot’s safety while doing frequent wildlife surveys.	DEIS Section 3.1 described the wildlife and wetlands surveys and photography and identifies specific weather conditions and time periods when such surveys would need to occur. Section 4.9 explains the need to coordinate with Ellsworth AFB to deconflict military operations.
SA-9	1002, 1007, 1039, 1045, 1055, 1100, 1108, 2013, 2073, 2079, 2095, 2115, 3003, 3011, 3065	Concern for safety during recreation and ranching.	FEIS Section 4.8.3 explains land use and recreation impacts and describes startle effects upon domestic and ranch animals. Recreation, including parasailing could occur at specific locations. Often these locations are identified on FAA aeronautical charts. Section 4.8 explains that the Air Force would not normally schedule the airspace from Friday noon through Sunday night to support heavy use recreational activities. Recreation can also include camps for youths and adults. The Air Force will work with ranchers and others to identify seasonal avoidance areas. (See Section 2.3.) Section 5.0 discusses recreational cumulative effects.
SA-10	1108, 2016, 2051, 2107, 3012	Aircraft and bird strike safety concern.	FEIS Section 4.3 explains bird-aircraft strike risk and actions taken to reduce risks.
SA-11	1058, 1066, 2020, 3061	Concern for safety if training includes flying lights out.	Training would not be with lights out in the proposed PRTC MOA airspace.
SA-12	1100, 2025, 2026	Concern for the danger of flares on wells and gas pipelines.	FEIS Section 2.8.5, Section 4.3.3.1.3, and Appendix D explain flare release altitude limitations of 2,000 feet AGL. Flares burn out in 500 feet or at 1,500 feet AGL. It would be extremely unlikely that a burning flare would strike the ground at all (see Section 4.3.3.1.3) and even more unlikely that a still-burning flare could fall at any specific location, such as a well.
SA-13	1100, 2026, 3060, 3074	Can chaff and flare use be limited to winter months to avoid peak fire season?	PRTC training requirements are necessary during summer months, but the Air Force would discontinue flare use when the fire rating is very high or extreme. FEIS Section 2.8 describes chaff and flare use, including flare release restrictions. Chaff

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			does not burn and does not pose any fire risk.
SA-14	1039, 1043, 1045, 1050, 1052, 1054, 1063, 1079, 1104, 1106, 1108, 2035, 2036, 2056, 2057, 2063, 2082, 2099, 2101, 2103, 2116, 3048	Concern of the health risks of ingesting the chaff and flare debris or from dud flares.	FEIS Section 2.8 and Section 4.3.3 describes the chaff and flare residual materials. Proposed chaff deployment would result in an estimated average of 0.00377 ounces of what is effectively soil per acre per year. Chaff and flare plastic or paper pieces have never been recorded as ingested by animals (see FEIS Appendices C and D). Appendix C explains that airborne chaff does not abrade to respirable particles. During controlled tests, animals rejected eating concentrations of chaff. Chaff fibers are dispersed in the air and upon contact with the ground, break down to become silica and aluminum particles indistinguishable from the composition of soil. The animal fat micro-coating of chaff fibers breaks down when exposed to sunlight. (See Section 4.5.) Section 2.8 describes the extremely low risk of any dud flares (one per three years in the entire airspace).
SA-15	1043, 2041, 3026, 3043, 3075	Concern for safety during cloud-seeding operations or agricultural applications.	FEIS Section 4.1 explains that military training pilots would be briefed where weather modification activity is planned. Information on this weather modification activity would need to be coordinated with the Air Force and the industry. Air Force would use see-and-avoid procedures to work with weather modification activities. (See also responses to SO-2 and SO-28.)
SA-16	2041, 2072, 2077, 3006, 3044, 3048, 3052	Concern with use of countermeasures interfering with radar. How will the 60 NM chaff deployment restriction be applied?	Aircrew pre-flight briefings (see FEIS Section 2.10.4.4) identify avoidance areas and distances for deployment of defensive countermeasures. FEIS Sections 2.3 and 2.8.5.1 describe the chaff deployment restriction relative to FAA radars. Weather radars have the ability to identify and distinguish chaff. FEIS Section 4.3.3.1.2 discusses the deployment of chaff after receiving clearance from FAA Frequency Management Authority.
SA-17	1007, 1009, 1082, 2042	Concern pilots are showing off and flying recklessly.	FEIS Section 2.10 describes the detailed activities required for pilot training and briefings in advance of missions. Pilots are training as they are expected to perform in combat and are not flying recklessly or showing off.

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
SA-18	2059, 3026, 3043	Most medical flights are above 10,000 feet and may be operating at FL180 to FL250.	FEIS Section 2.3 explains that medical flights would be given priority. Section 4.1 recognizes that medical flights typically are above 10,000 feet MSL. The MOA stratification is designed to permit IFR transit, including emergency flights.
SA-19	1008, 1011, 1043, 1063, 1094, 1096, 1106, 2073, 2074, 3008, 3020, 3026, 3049, 3056, 3068, 3070, 3074, 3075	Concern there isn't adequate communication capabilities when medical or other emergency flights are needed. How will they be given priority?	FEIS Section 2.3 explains that medical flights would continue to be given priority, as they are expedited currently in the existing Powder River MOAs. FEIS Section 4.1.3.1.4 notes that the Air Force currently immediately shift aircraft or end training in the airspace to accommodate emergencies. Also Section 2.3 identifies that MOA segments are designed to permit IFR transit, including for emergency flights. The stacked and additional MOAs are designed to provide for IFR access and would allow training aircraft temporary relocation out of a specific airspace to allow for IFR transit. FEIS Section 4.1.3.1.4 describes the lack of radio coverage and communication within the airspace. Section 2.5 describes the scheduling of the airspace.
SA-20	1072, 1109, 2077, 2140	What are the response measures if an aircraft crashes?	DEIS Section 3.3 described the response measures if an aircraft crashes.
SA-21	1008, 1011, 1094, 1106, 2072, 2077	Concern pipelines won't be checked frequently enough for leaks due to inability to access the airspace.	FEIS Section 2.5 presents the proposed schedule for training airspace activation. Pipeline checks could always be performed below 500 feet AGL or when training airspace was not scheduled. As with any temporary avoidance area, when informed of an activity, the Air Force would work with the entity to avoid the area and/or altitude.
SA-22	1082, 1105, 2080	Concern for increased heart and other health problems for those who live under a flight path.	There is no particular flight path for aircraft training within the airspace. DEIS Section 3.2 described the random nature of flight training activity throughout the airspace. FEIS Section 4.9 describes the calculated six to nine annual average number of overflights for any given location within the airspace, although specific locations could be overflown more or less frequently. Individuals overflown may be annoyed, but there would be no flight paths with individuals regularly overflown.
SA-23	2074	Concern for the sonic boom's effect on	FEIS Section 4.2 describes the overpressure from sonic booms.

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		pipelines.	All pipelines are constructed to withstand substantially greater pressures than could possibly be generated by a sonic boom.
SA-24	2084, 3049	Concern of increased risk and inability to avoid towers when training or overflight damage to wind machines.	DEIS Section 3.3 explained that towers are mapped and lighted. Training aircraft identify and avoid all towers during flight operations. Permanent avoidance areas are established for towers. No damage to tall structures or wind machine operations would occur (see Section 3.3.3.3).
SA-25	2096	Concern the additional time pilots will be in the air trying to get around an active MOA will increase safety risks.	Pilots can transit an active MOA using see-and-avoid or receive IFR priority to arrive or depart an airport under an active MOA. FEIS Section 4.3 explains that general aviation unable or unwilling to transit an active MOA using see-and-avoid, unable to communicate for IFR flights, and unwilling to exercise ground hold or reschedule during the time the MOA would not be active could potentially expend up to 4 hours of additional travel time either in ground delay and/or re-routing around an active MOA. If a pilot chose to re-route and fly the additional time, there would be no quantifiable safety effect associated with a non-quantifiable estimate of whether or not a pilot would elect to re-route, ground hold, fly IFR, or fly see-and-avoid. FEIS Section 4.1 also explains that communication capabilities would be available prior to training in a low MOA. VFR pilots unwilling to fly see-and-avoid, ground hold, or reschedule could see any additional flight time as an adverse impact.
SA-26	1046, 2109, 2121, 2084, 3052, 3064	Concern chaff and flare use will create airborne FOD hazards.	There has not been a recorded instance of chaff or flare plastic or paper residual materials damaging an aircraft, even in extensive use training ranges such as Nevada Test and Training Range or Utah Test and Training Range. Chaff fibers, thinner than a human hair, rapidly disperse in the air. Plastic and paper pieces (described in FEIS Appendices C and D) fall to the ground as described in FEIS Section 2.8.
SA-27	1003, 1050, 1058, 1086, 1098, 1104, 1108, 1113, 1117, 2020, 2036, 2084,	Concern for the impacts from Chaff and Flare use on the environment, air quality, and people below. Concern that additional study needs to	FEIS Section 2.8 describes the lifecycle of chaff and flares. Section 4.8 describes the chaff and flare impacts, including residual materials which fall to the ground. FEIS Section 4.6

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	2092, 2101, 3056	be done to determine the effects of chaff on animals and humans. Will the Air Force provide chaff and flare education to fire investigators?	describes the extent of distribution of such residual materials. FEIS Appendix C explains that long-term studies to identify chaff have demonstrated that chaff breaks down quickly to particles of aluminum and silica, which are the most common elements in the soil. The degraded chaff particles are effectively indistinguishable from existing soil particles. FEIS Appendix D provides expanded details on flare type, usage, and impacts. As described in Section 2.8 and Section 4.3 of the FEIS, the Air Force will work with local fire departments under the proposed airspace to educate them on chaff and flare deployments and residual materials.
SA-28	1098, 2101	The analysis assumes chaff will be distributed evenly throughout the airspace, is this fact or will it be concentrated within routine training routes? Can the amount of chaff deployed be quantified?	FEIS EIS Section 2.8.5 describes the quantity of chaff deployed and chaff distribution. Chaff is not limited to any specific area. It is used in response to air- and/or ground-based threats. Winds at deployment altitude would disperse chaff fibers which are thinner and lighter than human hair. Aircraft training flights and chaff distribution would be random and not localized.
SO = Socioeconomics			
SO-1	1001, 1009, 1037, 1043, 1045, 1051, 1056, 1082, 1084, 1063, 1069, 1073, 1076, 1086, 1096, 1097, 1098, 1100, 1103, 1104, 1111, 1115, 1119, 2004, 2006, 2011, 2013, 2015, 2021, 2029, 2031, 2036, 2045, 2050, 2054, 2071, 2078, 2080, 2082, 2091, 2092, 2101, 2102, 2106, 2108, 2113, 2121, 3012, 3014, 3043, 3048, 3080	This will decrease home/ranch values. If the military is going to take our land, we should be compensated for it.	As described in FEIS Section 4.9, the presence or absence of training airspace over existing ranches and farms is not considered in land appraisal value within the ROI. (See also SO-19.)
SO-2	1005, 1008, 1011, 1068, 1073, 1083, 1094, 1096,	Spraying crops will be limited or impacted by low-altitude training overflights or wake	FEIS Sections 4.3.3 and 4.9 explains the safety elements associated with wake vortices and crop-spraying aircraft. Section

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
	1114, 2004, 2015, 2031, 2045, 2059, 2107, 3002, 3004, 3039, 3070	vortices which will have an economic impact on our crops. Would like mitigations during crop spraying months.	4.9 describes the average overflight of any given area. Potential safety risk to agricultural application aircraft is an unavoidable adverse impact. Economic concerns related to agricultural uses are addressed in FEIS Section 4.9.3.1.2; impacts to crop-dusting etc., are discussed in Section 4.8, Land Use.
SO-3	1073, 1082, 2004	Concern the tax base will go down when property tax goes down impacting the regional area.	As described in FEIS Section 4.9, the presence or absence of training airspace over existing ranches and farms is not considered in land appraisal value within the ROI.
SO-4	2006	The quiet and serene environment is part of the value of the land.	FEIS Section 4.2 explains noise consequences. FEIS Section 4.9 describes the estimated average number of times per year a location could experience low-level overflight. Section 4.1 explains that individuals under the existing Powder River A and B MOAs (proposed PR-2) have been startled by low-altitude training aircraft. During hearings, individuals expressed the concern that even infrequent low-altitude overflights, and the uncertainty of such overflights, would have an adverse impact; that impact would be unavoidable.
SO-5	1063, 1096, 1108, 1119, 2010, 2043, 2059, 2063, 2071, 2073, 2095, 3004, 3012, 3020, 3026, 3036, 3043, 3052, 3054, 3058, 3061, 3063, 3068	Concern for the economic impact to the areas that become off limits to pilots, including medical teams.	No areas under the proposed MOAs would become off-limits to civilian pilots. FEIS Section 4.9 explains that emergency flights will be given priority. Different MOA segments facilitate IFR flights through activating or deactivating different MOAs (See Section 4.1.) Section 2.5.1 explains the schedule for flight training. If a MOA or ATCAA were scheduled, civilian aircraft seeking to fly IFR in the airspace or change from VFR to IFR due to weather would contact ATC and the Air Force training aircraft would temporarily use a different MOA. To support IFR flights. Economic concerns about flying VFR through active MOAs are addressed in Section 4.9.3.1.2.
SO-6	1009, 1051, 1096, 2010, 2020, 2044, 2071, 2073, 2094, 2096, 2101, 2117, 3001, 3004, 3008, 3054, 3063, 3074, 3081	Concern for the economic impact to businesses, such as during LFEs, due to people not able to or want to fly to the area.	The Air Force and FAA would continue coordination to develop procedures to handle nonparticipants (i.e., aircraft not participating in MOA training) operating IFR entirely within the PRTC while simultaneously supporting the expeditious completion of the training flight and the return of the affected

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			airspace to the NAS. The Air Force does not propose to schedule PRTC during weekends or holidays, which are high GA use. Increased civil aircraft flights at times, such as the beginning of hunting season, would function as described for IFR and VFR flights (see Section 4.1.3.1 for review of IFR and VFR civil flights). Section 2.5 describes the LFE activity and hours when LFE operations would occur. As described in Section 4.1, civil aviation could schedule around the quarterly LFEs conducted 1 to 3 days a quarter, for not more than 10 days per year. During an LFE there could be a period of 2 to 4 hours per day of training. This would not be expected to have a significant impact upon businesses in the area. Hunting and other forms of recreation coexist with military training under the existing Powder River MOAs. Normal flights could occur during LFE days when the airspace was not active. AM-1 addresses the overall need for communication and coordination. For noise effects on hunting see Section 4.9.2. Effects to reservations are discussed in the Cultural (Section 4.7) and Environmental Justice (Section 4.10) sections.
SO-7	1005, 1037, 1046, 1047, 1051, 1056, 1060, 1101, 1107, 1114, 1116, 2004, 2007, 2062, 2071, 2072, 2073, 2094, 2095, 2096, 2108, 2109, 2122, 3005, 3010, 3025, 3026, 3028, 3033, 3037, 3043, 3048, 3050, 3051, 3052, 3054, 3059, 3061, 3063, 3064, 3065, 3073, 3078, 3081	This will increase fuel consumption, increasing costs to private pilots and commercial airlines when they have to fly around the active MOAs. GPS and NexGen radar make Victor airways obsolete.	Civil aircraft flights above FL260 would not be affected by the proposed PRTC. FEIS Section 4.1 explains that there could be increased fuel consumption for civil aviation if a pilot did not schedule around the times of the NOTAM-announced activated airspace, chose not to fly see-and-avoid, could not fly in an inactive MOA segment, or decided to fly IFR around an active MOA. If a pilot chose not to do any of the above actions, an up-to-4-hour delay or re-routing could be seen by civil aviation pilots as an adverse impact (see also response to SO-6 and SO-9). When training airspace was not activated, a pilot’s use of GPS for direct VFR flights would not be affected.
SO-8	1006, 1037, 1096, 2004, 3005, 3014, 3020, 3022,	This will cause long delays which will increase costs to civil aviation.	FEIS Section 4.9 explains the extent of delay which could be anticipated if GA elected to not fly see-and-avoid during the

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
	3026, 3036, 3050, 3052, 3054, 3064, 3068		time period when a MOA was scheduled, were unable to fly IFR, or were unwilling to fly IFR under ATC direction, Table 3.1-7 presents the estimated daily civil operations within the airspace during proposed scheduled training hours. Delays of 2 to 4 hours for those who elected not to fly VFR see-and-avoid and could not fly IFR could be seen as an adverse impact.
SO-9	1009, 1037, 1045, 1056, 1065, 1108, 2014, 2015, 2071, 2082, 2105, 2107, 2108, 2113, 3023, 3026, 3043, 3064, 3065, 3070, 3080	Concern tourism, including hunting and recreation, will decrease when MOAs are in use.	FEIS Section 4.8 explains that hunting and recreation regularly occur under the existing Powder River A and B MOAs (proposed PR-2). MOA activation is not expected to impact tourism, hunting, or recreation, as described in Section 4.8. The mitigations described in FEIS Section 2.3.1 explain avoidance elements of the Little Bighorn Battlefield National Monument. The frequency of low level overflight (2,000 feet AGL or below) is estimated to average 6 to 9 times per year at any given location. In the unlikely event that a hunter or game was startled, the EIS notes that the hunter would likely be annoyed. (See FEIS Section 4.8.) FEIS Section 4.9 describes the potential GA flight delays which could occur as a result of GA pilot decisions when a MOA was scheduled. Air Force training operations would be temporarily adjusted to allow IFR arrival and departures to/from airports beneath PRTC (see FEIS Section 4.1).
SO-10	1006, 1058, 1060, 1063, 1068, 1081, 1095, 2014, 2040, 2059, 2072, 2073, 2074, 2090, 2099, 2117, 3001, 3003, 3005, 3012, 3020, 3023, 3036, 3045, 3052, 3054, 3057, 3061, 3064, 3079, 3080	Concern for the economic impact on regional airports, including future development of airports/airstrips.	FEIS Section 2.3.1 describes military training exclusion areas for public airports under the proposed airspace, which generally are a three-nautical mile circle with an altitude of 1500 feet. FEIS Section 4.3 explains that public airports and private airfields dependent on transient air traffic could be impacted. As a consequence, if an individual chooses not to, or is unable to, fly when the MOA is active, local airport users could experience delays of up to 4 hours. Pilots unable to fly IFR and unable or unwilling to fly VFR in an active MOA could experience an up-to-4-hour delay (see FEIS Section 4.1.3.1.3). The Air Force and FAA would continue coordination to develop procedures to handle those nonparticipants (i.e., aircraft not participating in MOA training) operating IFR entirely within the

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			PRTC while simultaneously supporting the expeditious completion of the training flight and the return of the affected airspace to the NAS.
SO-11	1005, 1008, 1011, 1058, 1086, 1094, 2017, 2021, 2078, 3054	Concern for the economic impact this will create on ranchers checking on their animals by plane.	FEIS Section 4.9 describes the average extent of overflight, and Section 2.10 describes the average time when military aircraft would be at altitudes 2,000 feet or below. FEIS Section 2.3 explains that the Air Force would provide for reasonable temporary avoidance when provided information of a ranching activity such as weaning and branding. Ranchers could access NOTAMs to determine when an airspace was active. Individuals who chose not to fly see-and-avoid during the period of a low-level scheduled MOA and could not delay or reschedule their flights to check on animals during the time when the MOA would not be scheduled, see the additional limitation as an adverse impact; that impact is unavoidable.
SO-12	1001, 1083, 1094, 1101, 1104, 2015, 2031, 2048, 2049, 2116, 3002, 3064, 3070	Who do we contact for damage claims? Will claims be handled locally? Ellsworth AFB does not respond to calls.	FEIS Section 4.3 explains that, for example, penned range cattle could be spooked by sudden noise or low-level overflight. FEIS Section 2.12 explains that the Air Force will work with ranchers to establish reasonable avoidance areas. The section also includes the damage claims process which begins by contacting Ellsworth AFB Public Affairs. (See also GE-8.)
SO-13	1001, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1035, 1043, 1055, 1063, 1084, 1096, 1097, 1098, 1099, 1103, 1106, 1109, 1111, 1117, 2015, 2031, 2048, 2071, 2078, 2085, 2086, 2091, 3002, 3035, 3041, 3043,	Concern for the economic impact of animals getting spooked and hurting themselves or others, taking out a fence, reduced fertility, etc. How will we be compensated? Would like mitigation measures in place to avoid round up, birthing areas, finishing enterprises, etc.	FEIS Section 4.3 describes the potential impact to animals and explains that the Air Force will work with ranchers under a variety of circumstances, particularly when provided timely notification, to identify sensitive times and locations to avoid scheduling low-altitude overflight during those times. (See also BI-2.) FEIS Section 4.9 describes the average number of low-level overflight at any given location under the airspace. Low-level overflight is seen as an unavoidable adverse impact without mitigations. FEIS Section 2.12 describes how damage claims would be handled. Mitigations described in FEIS Section 2.3.1 include: “Temporary avoidance areas would be coordinated with ranches to reduce the potential for impact during concentration of range animals for branding, calving,

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
	3064		weaning, and/or other ranch operation.”
SO-14	1004, 1058, 1063, 1101, 2020, 2086, 2101, 2116, 3073	This project is too costly. Who pays for it? How is it a fuel savings for the Air Force if transient aircraft train in the airspace from other bases?	As explained in FEIS Section 2.10, the PRTC airspace provides for substantially improved training with available fuel resources.
SO-15	1005, 1008, 1011, 1094, 1100, 1119, 2025, 2026, 2030, 2061, 2081, 2116, 3039, 3043, 3070	Concern for the economic impact from the inability to perform predator control.	FEIS Section 4.9 describes the average extent of overflight, and Section 2.5 describes the average time when military aircraft would be at altitudes 2,000 feet or below. FEIS Section 2.3 explains that the Air Force coordinate with ranches to identify temporary avoidance areas to reduce the potential for impact during concentration of range animals for branding, calving, weaning, and/or other ranch operation. Ranchers could access NOTAMs to determine when an airspace was active. Individuals who chose not to fly see-and-avoid during the period of a low-level scheduled MOA and could not delay or reschedule their flights during a time when the MOA would not be scheduled, may see the additional limitation as an adverse impact.
SO-16	1008, 1038, 1043, 1063, 1096, 1100, 1113, 2027, 2071, 2078, 2081, 2091	Concern for the economic impact on wool value from chaff or chaff and flare materials.	FEIS Section 2.8 and Appendix C explain that chaff fibers rapidly break down and become the equivalent of soil. Wool processing procedures include methods for cleaning the wool for soil, burrs, or other materials. Chaff particles are indistinguishable from soil, so, in the unlikely event that a chaff particle alighted on a sheep, such particles would be removed along with other materials in the wool cleaning. There is no basis for believing that chaff or flare inert plastic or paper pieces would become attached to sheep or to any other animal. (See FEIS Appendices C and D for relative sizes of the plastic pieces.) The normal procedures for cleaning the wool would clean out any extremely unlikely pieces of chaff or flare residual materials.
SO-17	1005, 1082, 1096, 2035, 2038, 2045, 2059, 2064, 2072, 2074, 2079, 2101, 2116, 3004, 3007, 3008, 3010, 3014, 3029, 3030,	Concern for the impact of future wind farms, oil and gas development, or communications towers.	FEIS Section 4.9 explains that the Air Force would not oppose the development of wind farms which would not impact military readiness or training. Future wind farms approved by FAA would be mapped for flight avoidance. FEIS Section 4.8 explains that the proposed action would not inhibit wind farm development

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	3033, 3044, 3048, 3049, 3054, 3070		under the airspace. Sections 4.9 and 5.0 explain that no impacts to oil and gas development or other surface development would occur from aircraft overflights. Section 2.3 explains that an adopted mitigation would be the avoidance of known blasting operations (see Sections 4.9 and 5.0). Communications towers are designed to withstand wind forces substantially in excess of aircraft wake vortices. Towers are mapped and avoided. (See Section 3.3.) The proposed action does not include any Air Force construction projects under the airspace.
SO-18	2044, 2057, 2080, 2100	Concern that low-level or supersonic flights will damage houses or household items or disrupt lives and sleep.	FEIS Section 4.8 explains that vibration from infrequent sonic booms or an average of 6 to 9 low-level flights per year could vibrate bric-a-brac. Section 2.12 describes the Air Force procedure for damage claims. Sudden overflight or sonic booms during LFEs 1 to 3 days once a quarter for up to 10 days per year could be seen as an adverse impact.
SO-19	2045	More analysis needs to be done on impacts on property values. The document only uses appraisers in Montana.	FEIS Section 4.9 explains that MT, ND, SD, and WY state laws were reviewed to determine the appraisal process for property valuation, and appraisers were interviewed in MT. There are no property appraisal procedures or laws that would affect appraisal processes in any location under the proposed MOA (see Section 4.9.3.1.1). MT was used in the example because much of the existing Powder River A and B MOAs overlie MT.
SO-20	2045	Feedlots/CAFOs have not been adequately identified or considered in economic impacts.	FEIS Section 2.3.1 explains that the Air Force will work with ranchers and farmers to identify noise-sensitive locations and establish reasonable avoidance areas around those locations when they are in use.
SO-21	2045	EIS should explain how landowners and residents have been affected by past training.	FEIS Section 4.8 explains that B-1 training has occurred in Powder River A and B MOAs (proposed PR-2) for decades. Section 4.9 explains that ranch and farm activities as well as recreational activities, including hunting, all occur under the existing MOAs. Impacts have been avoided when seasonal avoidance areas were identified, for example, by ranchers. There is no quantifiable difference among the economic

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<i>Code</i>	<i>Letter/Transcript Number</i>	<i>Description</i>	<i>Response</i>
			activities under the existing airspace or the proposed airspace, except that the percentages of ranching and agricultural land uses are somewhat different, and there are no designated urban or tribal areas under the existing airspace. Altitudes and avoidance areas proposed in the Modified Alternatives are designed to reduce effects on these areas. FEIS Section 5.0 describes past, present, and foreseeable actions and discusses cumulative effects.
SO-22	1060, 1105, 1108, 2045, 2059, 3008, 3012, 3023, 3024, 3025, 3033, 3036, 3037, 3051, 3061, 3064, 3078	The EIS does not adequately or accurately discuss regional or national economic impacts.	FEIS Section 4.8 explains that B-1 training has occurred in Powder River A and B MOAs (proposed PR-2) for decades. Section 4.9 explains that ranch and farm activities as well as recreational activities all occur under the MOAs. Public airports and private airfields, as well as energy development, are located under the existing training airspace. There is no substantial difference between the ranching and agricultural land uses under the existing airspace and under the proposed airspace, with the exception that the percentages of ranching and agricultural land uses differ somewhat. (See Section 3.8). The differences between the existing airspace and the proposed airspace are that there are no designated urban or tribal areas under the existing airspace. FEIS Section 4.1.3.1.3 explains that since the vast majority of the commercial jet route traffic is above FL260 and could have been significantly impacted by the higher altitude ATCAA flight training activities, proposed ATCAAs above FL260 were removed from the PRTC proposal.
SO-23	2071	Would like property values of homes in metropolitan areas near airports compared to those outside of flight path.	There are no areas under existing or proposed MOAs where noise levels approach those in metropolitan areas near airports. There are no proposed flight paths over any locations. FEIS Section 4.9 explains the random nature of flight activities within the existing and proposed MOAs. FEIS Section 4.2 explains that there are no areas under the proposed airspace where day-night (DNL) noise levels would approach the noise levels where property values are identified as being affected in metropolitan

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			areas.
SO-24	1058, 1106, 1116, 1118, 2071, 2095, 2098, 2102, 2106, 2107, 2113, 2117, 3065	The economic benefits go to South Dakota and North Dakota but not Montana or Wyoming.	Direct economic benefits from a military installation are primarily experienced by the community or communities nearest the installation. In this case, Ellsworth AFB is located in the northwest part of South Dakota. The existing electronic capabilities are located in South Dakota, Wyoming, and Montana. National defense training requirements, not the distribution of economic benefits, drives the physical configuration and location of the proposed action. FEIS Section 1.0 describes the driving forces behind the purpose and need for the Proposed Action.
SO-25	1003, 1106, 2072, 2124	Concerns about base closure.	The potential for base closure is beyond the scope of this action.
SO-26	2073, 3004, 3012, 3043, 3052	Concern that flight instruction schools will be economically impacted.	FEIS Section 4.9 describes how regional airports would be avoided during B-1 flight training by a three-nautical mile by 1,500-foot avoidance area. If the avoidance areas do not permit flight instruction, students would not be expected to fly see-and-avoid in an active MOA. MOA scheduling information and announcement by NOTAM of MOA activation would help with planning for flight instruction. If the mitigations in FEIS Section 2.3.1 were deemed to be inadequate for flight instruction, operators could see the random low altitude flights as an adverse impact.
SO-27	1119, 2100	Concern if the Sage Grouse is listed as endangered, thousands of people will be put out of business.	DEIS Section 3.6 explained that the greater sage grouse is currently a candidate species. FEIS Section 4.6 explains that human surface activity has been shown to disturb sage grouse leks. Infrequent random overflights or rare sonic booms during LFEs would not be the type of noise that has been demonstrated to affect sage grouse leks.
SO-28	2041, 3006, 3043, 3075	Concern for the economic impact to cloud seeding operations as well as flight safety for VFR and IFR air operations for private and commercial purposes; affecting weather	DEIS Section 3.1 recognized that weather modification flights have to respond rapidly to meteorological conditions. FEIS Section 4.1 explains the mitigation measures for potential impacts to other airspace users. These measures would require

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		modification operations (cloud seeding), crop spraying, and fire suppression throughout the region	increased communication between weather modification entities and the Air Force during scheduled MOA periods. Scheduling of airspace, announcement by NOTAM of activation, and effective communication should reduce impacts to cloud seeding operation, crop spraying, and fire suppression. (See FEIS Sections 4.1, 4.8, and 4.9.)
SO-29	1041	Few problems under airspace. One phone call establishes temporary no-fly zone for ranching operations.	DEIS Section 4.8 explained that aircraft have overflown what is effectively the proposed PR-2 for decades. FEIS Section 2.3.1 explains that the Air Force will continue to work with ranchers to establish avoidance areas.
SO-30	2059	Acreage listed in the agricultural table does not seem accurate.	Values in a Section 3.9 table in the DEIS were misaligned by one row. Table has been corrected in the FEIS.