

APPENDIX E
PUBLIC COMMENTS



Google Groups

F-35 Basing at BTV is deceptive, flawed, intolerable and dangerous

Daniel Albert <legionshome@gmail.com>

1

Nov 24, 2019 9:30 PM

Posted in group: **BTVsound**

1. I live just outside the target noise zone identified by the project's map. So, according to the map and the mitigation formula being proposed -- shoved down our throats -- we are not entitled to sound insulation, sale support, or any other form of relief. Yet when the F-35s fly, our conversations must stop because we can't hear each other above the incredibly intrusive noise. And that is with our windows closed and locked. We don't want to move but our quiet enjoyment of our premises is being directly compromised.

2. Our property values are being depleted, a taking without just compensation. We don't want to be displaced but our quiet enjoyment is being directly compromised.

3. As borne out by peer-reviewed research, the noise level of the F-35s is dangerous to children's hearing and brain development.

4. The definition of an accident is something unplanned, unexpected, that nevertheless occurs. The basing of the F-35s in a metropolitan area, as Burlington is defined under US census standards, amounts to an accident waiting to happen. Witness the fatal aircraft accidents and other fatal accidents involving large complex systems that pepper our recent history. An F-35 accident in the Burlington area is too abhorrent to contemplate, yet it must be contemplated in the interest of the health and safety of our community.

As I'm sure you've gleaned by now: count me as strongly opposed to the basing of the F-35s in Burlington-South Burlington. In fact, as my wife joins me in these sentiments, please count us as two.

Yours sincerely,
Daniel Albert
Attorney-at-Law
Vermont Supreme Court License #115

Google Groups

F-35 noise outside of noise contour

DEBORAH ALTEMUS <daltemus1@comcast.net>**2**

Nov 22, 2019 3:41 PM

Posted in group: **BTVsound**

Today 11/22/2019 @ 1:01 pm: F-35 jet noise, the loudest I've heard so far. The roar lasted 1 minute then tailed off. I couldn't tell if 1 or 2 planes took off as the roar was too loud to detect changes.

We're in Williston closer to the Winooski river than to Taft's Corner, and supposedly outside of the worst noise contours. Our house is very well insulated, with hurricane-level windows, and the whole house shook. I worry about folks inside the loudest noise contour. I called the Guard. Of course, no human picked up so I had to leave message.

Deb Altemus

Google Groups

BTV Noise Monitoring

jhn ms <jhn_ms@yahoo.com>

3

Nov 1, 2019 3:01 PM

Posted in group: **BTVsound**

My Public Comment for the record is as follows:

I understand that the FAA granted funds to Logan airport in Boston and Bradley Airport in Connecticut for noise monitoring and tracking. I also am aware that the 2008 Noise Compatibility Program included a recommendation for the Burlington Airport to do noise monitoring and tracking but the airport did not apply for the available FAA grant even though F-16 jets were taking off with afterburners blasting.

I strongly request that the airport immediately apply for FAA noise monitoring and tracking grants to measure F-35 noise on airport grounds and throughout the residential areas identified by the Air Force and the Noise Compatibility Program.

Please immediately install noise monitor and tracking equipment:

- On airport grounds where passengers, taxi drivers, and airport personnel may be outdoors, especially at several places in the parking garage and outdoors on both sides of the two terminal buildings.
- Outside all the schools and daycare centers in and near the noise danger zone.
- Throughout the Chamberlin School neighborhood of South Burlington.
- Throughout Winooski.
- Throughout the Chase Street, Grove Street, and Riverside Street neighborhoods of Burlington.
- Throughout the Williston neighborhoods in the flight path.
- On the St. Michael's College campus in Colchester.

Submitted by:

John Ames

4 High St., Winooski

802-324-0576

Google Groups

NCP comments

mmmvt1@aol.com <mmmvt1@aol.com>

4

Nov 25, 2019 5:00 PM

Posted in group: **BTVsound**

To Whom It May Concern:

For over 20 years now, the Burlington International Airport has ignored recommendations to develop a real estate noise disclosure form, and has refused to install permanent noise monitoring systems in the air traffic flight paths.

The current Airport Director is a real estate landlord, as well as the owner of a finance company. The fact that the Airport has refused to warn people when they are purchasing home that their new homes might be located in harmful, dangerous noise zones created by airport traffic is scandalous and possibly fraudulent. The fact that the current airport director is in charge of purchasing and demolishing affordable housing, while running businesses that supply housing and mortgage financing seems like a profound conflict of interest.

We know that the FAA will provide grants for permanent noise monitoring systems. What is the Airport's responsibility to provide these systems? How can the Airport repeatedly qualify for FAA funds when it does not fulfill the recommendations approved by the FAA to provide clear information to prospective homebuyers about the noise impact zones?

What liabilities does the Airport have in this matter, and what is the process to hold the Airport accountable for decades of fraudulent home purchases?

Sincerely,
Eileen Andreoli

Google Groups

Fwd: Winooski and the F-35s

Diana Arnell <dianavarnell@gmail.com>

5

Nov 25, 2019 12:35 PM

Posted in group: **BTVsound**

Attached please find a letter that 39 Winooski residents sent to Senator Sanders that I would like to be included in the public comments.

Thank you,

Diana Arnell
43 Hood Street
Winooski, VT 05404

----- Forwarded message -----

From: **Diana Arnell** <dianavarnell@gmail.com>

Date: Fri, Jun 7, 2019 at 6:02 AM

Subject: Winooski and the F-35s

To: Tim Ashe <timashe@burlingtontelecom.net>, <pbaruth@leg.state.vt.us>, <DIngram@leg.state.vt.us>, Virginia Lyons <vlyons@leg.state.vt.us>, <CPearson@leg.state.vt.us>, <msirotkin@leg.state.vt.us>, <hcolston@leg.state.vt.us>, <dgonzalez@leg.state.vt.us>

Dear Senator Ashe, Senator Baruth, Senator Ingram, Senator Lyons, Senator Pearson, Senator Sirotkin, Representative Colston, and Representative Gonzalez,

Thank you for all of your hard work this legislative session!

Attached please find a letter that Winooski residents sent to Senator Bernie Sanders today. I know that the F-35 program is mostly outside of your jurisdiction, but I am writing to you to ask you to use your political power and connections to press our federal delegation on this important issue. I attended both public meetings last week at the airport and in Winooski regarding the newly recently Noise Exposure Map. I am upset by the lack of answers regarding the potential risks to the health and safety of my community. I am a Winooski homeowner with a three-year-old child, and like half of Winooski, my family will be in the noise zone of more than 65 decibels.

Please take the time to read the attached letter and advocate for your constituents. Please feel free to contact me if you have any questions or would like any additional information.

Thank you!

Diana Arnell
43 Hood Street
Winooski, VT 05404
(802) 503-8339

Google Groups

Recent noise

Doris Bedinger <bedinger@sbcglobal.net>

6

Nov 22, 2019 3:05 PM

Posted in group: **BTVsound**

I was outside the hospital when two jets flew right overhead at 2 pm the other day. ,,Tuesday? or Wednesday. I thought they were not allowed to fly over the city and having that extremely loud noise right over the hospital where folks are hurting is just wrong

I dread the news that more planes are supposed to come if it's already this loud with just two. And if one out of every 20 flights might be with afterburners (we heard 5%) , how can this be justified? - certainly not to protect jobs. The guard could be employing many more with another mission

The basing is abuse of people whose lives will be forever worse. Doris B

Sent from my iPad

Google Groups

Cut off date is criminal

Doris Bedinger <bedinger@sbcglobal.net>

7

Nov 25, 2019 11:14 AM

Posted in group: **BTVsound**

To cease public comments before anyone in Vermont has heard the F35 in afterburner is nothing short of negligence. To cut off public input when there are only 2 planes at Burlington airport is suspicious. To have the public comment period in the cold weather when people have doors and windows closed is laughable. No wonder we mistrust the "government". To not have noise monitoring ongoing at BTV makes me wonder what is being covered up. What aren't we learning?

Responses to noise affecting our lives MUST include first hand experience of the afterburner which we've been told will happen 5% of the time. DCB

Sent from my iPad

Google Groups

Jet noise

RB <ron@lostvalleygardens.com>

8

Nov 24, 2019 6:04 PM

Posted in group: **BTVsound**

The new jets have a completely different sound profile with multiple frequencies with a physical rumbling sound wave. My wife complains of piercing ear pain. Plus, the aircraft do not fly a normal commercial approach over Williston. Their approach pathways should be pushed further out from dense residential areas. It feels like hot dogging and practice strafe-ing of a civilian population. A published training schedule would help us be prepared. The sound is so loud one cannot have a conversation or phone call for over thirty seconds times 2 or 4 approaches. The planes appear to be closer than 300 feet as they take tight banks directly over my home. This approach is closer than the condemned housing that once encroached with Randolph Air Base in San Antonio, TX. I cannot believe these jets are based here given such close set backs.

Ron Bomer

Google Groups

noise problems from F-35s

Terrill Bouricius <terrybour@gmail.com>

9

Nov 22, 2019 11:30 AM

Posted in group: **BTVsound**

Hello,

I was told I could give my experience and concerns about the F-35 noise problem at the airport by sending to this email address.

1. The noise evaluation report and maps i saw kept referring to the average day and night noise level. This seems designed to mask the true problem. The issue is not revealed by averaging in the times when the planes are not flying. The issue is the peak noise, which can cause permanent hearing loss and may harm children's cognitive development. This applies both to "regular take offs and also to after burner take offs Nowhere in the report does it discuss this peak noise problem. This obviously will impact people far beyond the 65 decibel area on the map. People at the airport itself (deplaning, or walking to their cars could be seriously harmed. The failure of airport management to take recommended actions to install noise measuring equipment sho2ws negligence. Future medical bills of civilian airline passengers, and the harm to the airline companies themselves from lost boardings and residential harm will likely result in lawsuits against both the airport and managers as individuals who didn't exercise appropriate diligence to protect the health and welfare of the public

2. I am a manager at the Pearson VUE testing center on Kimball Ave. near the airport. We administer certification tests for doctors, nurses, engineers and countless other professionals, who require reasonable quiet during their high stakes testing (some tests are ten hours in length). When the F35s first arrived and subsequently the noise has disrupted our testing candidates. We will be required to create a "case" and report each time their is a substantial noise disturbance. When more planes arrive, the noise problem will be unacceptable, and I will have to advise my regional manager that we will need to abandon South Burlington and move our operations to another town. This will put a substantial financial burden on my company..

3 It is unacceptable to impose military noise generators on a civilian population that is known to cause harm. It is also against international and military law to co-locate military targets, which these planes are, surrounded by civilians. these planes do not belong here and must be relocated to a more remote military base at the very least.

Terry Bouricius
Pearson Professional Center, 30 Kimball Ave., South Burlington, VT
802-864-8382

Google Groups

BTVsound website contact us "Renkin Dr"

BTVsound Website <cmurphy@jonespayne.com>

10

Oct 24, 2019 8:33 AM

Posted in group: **BTVsound**

From: Kristie Carr <kristiecarr@gmail.com>

Subject: Renkin Dr

Message Body:

I live in Colchester on Renkin Dr. I don't see that area as being in the noise map. However, I am in the direct flight path of the airport and the jets and planes fly directly over over my house. Why is that area not on the map?

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This e-mail was sent from a contact form on Burlington International Airport Sound Mitigation Program (<http://www.btvsound.com>)

Google Groups

F35s need to stay in the IFR flight path

Jim Carrier <jimcarrier@msn.com>

11

Nov 25, 2019 4:39 PM

Posted in group: **BTVsound**

I live in the New North End. F35s, like many commercial jets, are taking a shortcut when they land and take off on runway 15/33, by curving in from the lake, or, bearing west when taking off, across the New North End. In both instances, they are at a low level. Taking off they jets are particularly loud.

I would like to ask all planes, but especially the F35s, to follow the IFR take off and landing flight path, straight in, and out, which is roughly over the Winooski River. Even in VFR conditions.

This would vastly reduce the noise, and complaints.

Jim Carrier

41 Sky Drive

Burlington

802-497-0347

Google Groups

The F35

Shane Carruth <shatan8@msn.com>

12

Nov 22, 2019 11:05 AM

Posted in group: **BTVsound**

Please work to at least stop the F35 from taking off before the bare minimum of safety measures are in place for people's hearing and health. Please fight to implement the noise monitoring system(s) recommended in VTANG documents. Thanx, Shane Carruth

Get Outlook for iOS

Google Groups

F-35 Noise

Deb Chadwick <debzof@hotmail.com>

13

Nov 24, 2019 7:08 PM

Posted in group: **BTVsound**

I lived at Keen's Crossing in Winooski for several years and put up with the ever increasing number of F-16 planes, the noise and low flying maneuvers, which rattled my windows and shook the apartment complex. Often, I experienced the "hot dog" antics of the F-16 pilots during the day that felt they were coming right into my 6th floor apartment and especially when VTANG did their night training. My young grandsons would come to visit me in my apartment and put their hands over their ears when they flew.

I knew I did not want to continue living there when the F-35's were brought/snuck into Vermont by Sen. Leahy, Sanders, Welch (who ironically do not live in or around the affected areas) and Mayor Weinberger, even when it was and has been opposed by over 8,000 families that live in the area. Their big push was that it would save 1,000 VTANG positions and that if the F-35's were not housed in Burlington, the VTANG would close down, which we all found later on, was not the case. Sadly, these elected officials and the developers have turned a deaf ear to these thousands of voices and their legitimate concerns. Consequently, I moved out to North Avenue, thinking I would be safe from the noise and the low flying. Several times since the 2 F-35's have been stationed in Burlington, they have flown over North Avenue and the LOUD noise, the overhead rumbling, etc. was something that made the F-16's seem like a breeze! I am shuddering to think what an additional 18-20 more warplanes, that are slotted to arrive, may be.

Those that have expressed their concern, have been called anti-military. Let me assure you I am not. My father was a proud Marine who was at Iwo Jima. My son also served as a Marine. These F-35's should NEVER have made it to Burlington, an ill equipped airport, surrounded by neighborhoods, schools, churches, families with their noise and environmental hazardous impact. When people once again, expressed their concern as the F-35's have nuclear carrying capabilities, the VTANG "assured" us that they would not be carrying but that nuclear bombs would be housed elsewhere which did not make sense and therefore, another misleading and unbelievable statement issued to the news and the public. I heard that the noise impact precautions with extra insulation, and other noise deafening devices, will not be readily available for many years and also at personal cost. Regardless if this is true or not, this only supports the detrimental deafening noise that we have to guard ourselves and our children against.

I am a third generation Vermonter and love our State. It saddens me that our little state is now home to the huge, military F-35, when other suitable locations were more acceptable. It saddens me that our officials did not listen to the people that voted them into their position and still refuse to address the concerns and issues, instead ignore and avoid.

Thank you for listening and I hope a little bit of what I shared, would be listened to and considered....



COMMENT FORM

Noise Compatibility Program Public Hearing

October 24, 2019 5PM – 7PM

2nd Floor Mezzanine

Burlington International Airport

I / We wish to comment or inquire about the following aspects of this project:

Noise cancelling headphones

Because none of the programs address the effect of the planes on our outdoor life: decks, gardens, pet walking, or our enjoyment of the best part of being in Vermont.

How about a subsidy for headphones?

To submit comments online, please visit www.btvsound.com

Collie Chamber
20 Patrick St
SB

Please note that this comment card and any information provided on it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.

Google Groups

F-35 noise in Winooski

josee compton <josee_compton@yahoo.com>

15

Nov 21, 2019 6:28 PM

Posted in group: **BTVsound**

My husband and I just moved to one of the Redstone appartements in Winooski close to the river. The F-35 noise levels will make this beautiful area unlivable, sadly. We are in a new insulated townhouse and still have to wear ear protectors inside when they fly over us. I was once walking outside when they flew over and had to go hide in a restaurant because the sound was unbearable. These 20 jets will make living here unlivable and all type of complaints and protest will eventually stop this insanity. There is no way humans will accept to live with this noise.

Josee Compton, Winooski

Google Groups

BTV Noise

david cranmer <dcranmer@hotmail.com>

16

Nov 24, 2019 5:20 PM

Posted in group: **BTVsound**

Please add me to the list of citizens concerned with noise levels from the new Air Force jets at Burlington. We are in the flight path in Williston and the noise level is noticeably louder than other jets. I'm concerned about the health effects of the sudden roar flying over my home.

Thank you

David Cranmer
Williston

Google Groups

Comments Concerning the Air Force Noise Study and Basing of F-35s at Burlington International Airport

Richard Czaplinski <rczaplinski@madriver.com>

17

Nov 22, 2019 2:50 PM

Posted in group: **BTVsound**

Burlington International Airport Commission

Burlington International Airport
1200 Airport Drive
South Burlington, VT 05403

November 22, 2019

Dear Burlington International Airport Commissioners:

I am a Vietnam Era veteran having served the country for nearly six years in the US Navy. I live in Warren, Vermont. In the decades past I have seen and heard the F-16s flying overhead. Recently, I have seen and heard the two F-35s flying over in formation and heard them at night. It is a different and louder sound and new and different sounds wake me up until I get used to them being "normal."

I fully understand that it is necessary to have the means to defend the county from foreign powers that would do us harm. However, that defense should not result in injury to its citizens when it can be avoided, which I understand is the case at hand with the basing of the F-35s in Burlington. The Air Force says noise at the level of the F-35 can permanently injure the hearing and learning of children exposed to its intense noise.

Given that grave injury can result to the public, especially to children, from the F-35 operations, the Commission should ask the DoD, ANG and others responsible that no F-35 jets be permitted to take off from BTV until all members of the public on airport grounds and in the surrounding densely populated neighborhood are fully protected from the injuries identified by the US Air Force.

The Commission should also ask the DoD, ANG and others responsible to halt any additional F35 aircraft from coming to the Burlington International Airport. The Commission should further request that the F-35s be based at an alternative location where injury to the public can be avoided and that an alternative mission for the ANG in Burlington be found.

It is my understanding the action by the Air Force to base the F-35s is illegal in that that the Air Force has identified no military necessity to base the F-35 jets in a city and has not taken feasible precautions to protect civilians before launching military operations in a city.

Thank you for taking the right action to protect the public.

Richard Czaplinski, President

Will Miller Green Mountain Veterans For Peace, Chapter 57

P.O. Box 76A, 141 Brook Road

Warren, Vermont

802-496-3300

Google Groups

BTVsound website contact us "land inquired/bought by the airport"

BTVsound Website <cmurphy@jonespayne.com>

18

Nov 12, 2019 1:57 PM

Posted in group: **BTVsound**

From: Tina Daly <tdaly0116@gmail.com>
Subject: land inquired/bought by the airport

Message Body:

who would you contact if you/family member has a home very close to the airport to see if the property can/will be purchased if offered for the buyout. Street location is South Henry Court. There is only 7 houses left on Henry Ct.

--

This e-mail was sent from a contact form on Burlington International Airport Sound Mitigation Program (<http://www.btvsound.com>)

Google Groups

F-35 basing public comments and questions

Jennifer Decker <galloway.jennifer@gmail.com>

19

Nov 22, 2019 9:08 AM

Posted in group: **BTVsound**

At this week's airport commission meeting, Gene Richards guaranteed that all public comments and questions will receive an official response. I look forward to detailed answers to these questions:

Questions:

- 1) Does the City of Burlington think that the Federal Aviation Administration is wrong in stating that homes in the noise impact zone are now unfit for human habitation? If so, please share sources. If not, please detail the plan for demolishing homes, schools and businesses and helping those relocate to similar, suitable habitations. What is the timeline for such plans?
- 2) Will the City of Burlington demand full noise remediation prior to F-35's being allowed to continue to operate at Burlington International Airport? If not, what is the plan to compensate victims during the years, or even decades, prior to full remediation? Where can victims of damaging noise go for benefits? What will be the cost of compensating victims?
- 3) Has the City of Burlington been negligent in not following Health Department recommendations around noise monitoring? Who is responsible for the negligence?
- 4) When will sound monitoring be implemented? How can residents at various locations be assured of the accuracy of sound monitoring?
- 5) How can parents and guardians of children in local daycares, schools and homes be taught to look for signs of hearing loss and other developmental impacts in children who are preverbal?
- 6) What are the results of pre-testing for vulnerable populations on these health measures: stress-related disease, hearing, learning, development, and mental health measures. Which valid measures have been used for pre-testing scores? Where are the results of those studies that will help determine levels of harm among residents?

Thank you,
Jennifer Decker
South Burlington

Google Groups

F35's

Patricia Everts <pateverts@yahoo.com>

20

Nov 25, 2019 10:52 AM

Posted in group: **BTVsound**

I too want to register my concern about the negative effects of the F35's bring brought to this area.

I have lived in my home in Winooski for the last 46 years, and hope to stay here. I am concerned about not only health issues, but also my property value going down due to the F35's.

Why was it necessary to base those planes here in a very populated area?

There have been many conflicting reports, and I am wondering where the real truth lies?

I hope something can be done to remedy this situation.

Patricia A. Everts
a Winooski homeowner

Google Groups

Public Comment on Noise Compatibility Program Draft

Mary Fillmore <mfillmor@together.net>

21

Nov 24, 2019 8:06 PM

Posted in group: **BTVsound**

To whom it may concern:

These are my comments as a neighbor of the airport who lives almost exactly two miles from the runway, concerning the Draft Noise Compatibility Program at the Burlington, Vermont Airport.

An underlying flaw in the entire process is the focus on average noise levels rather than intensive incidents. The issue with the F-35 is the unimaginable (except to those who have heard and felt it) roar of takeoff, and the associated roar of landing. If the airport is to reduce the average to a level that is supposedly acceptable, will they do it by cutting down the commercial traffic which has caused our airport to be so successful? If not, how else will that goal be accomplished, particularly when we have ten times as many bombers as we do today?

The current Noise Compatibility Program has accomplished only one of its 15 goals fully: the acquisition of property around the airport at “fair market value” along with relocation assistance. Apart from that single accomplishment, one goal is in progress. Seven are listed as “not fully implemented,” and six as “not implemented.”

Faced with both well documented health effects in both children and adults, and the record of failure to implement the vast majority of the NCP action items, why should citizens have the slightest confidence that the new Plan will have better results than the old one? To whom can the public turn for accountability to whatever goals the NCP sets? Will the Airport again hand pick an item or two and neglect the rest? Now, the stakes are far higher, with thousands of homes in the unacceptable noise zone, not to mention the schools and day cares which will be affected. If the rate of implementation is as low as it has been thus far, the damage which will be done is much more serious. Moreover, this damage will have been done for many months before this Plan is implemented at all – *if* the FAA approves the Plan, *if* the airport applies for funding, and *if* it is granted and administered. At best, this will take many months.

On Page 7, in the notes for Table 1, the Plan notes that special measures need to be taken for school and residential uses when the community determines that they must be allowed in otherwise unacceptable noise zones, and that these measures “normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.” Year round closed windows are unimaginable in Vermont. Even the \$2.5 million the city proposes to spend at the Chamberlin School will not protect the students. Are we really prepared to require school children to stay indoors all day? What about adults? And what about the inevitable exposure when children are arriving and leaving school each day, given that the Air National Guard couldn't possibly publish a schedule because of “national security?”

Once the noise and all the hazards it brings are many times greater than ever before, the best the NCP offers current owners in the 65-75 dB DNL range is purchase or, in the lower range, noise “mitigation.” These 2627 units may be purchased and refurbished under the new NCP so that new owners can take on the risks and miseries of noise levels that the FAA defines as “normally unacceptable.” I can't imagine anything more calculated to create an underclass in our community – and surely it is no accident that the most diverse community in the state is the most affected. No one pretends that “soundproofing” will be effective in the most affected areas, not even the Air Force. Some residences will be deemed “not eligible” and the owners will be forced to sell up or do whatever they can without assistance. The best that the new NCP will offer is too little, too late, long after the 20 F-35s have been deployed. And of course no assistance is offered to those unlucky enough to be outside the noise map, who will nevertheless put up with the consequences of far greater noise than before. The commitment is to update the NEM only a full year after the “fully operational” invasion of 20 F-35s. This is far, far too late for any realistic idea of the hazards and their impacts. Baseline measurements should have been initiated long before the first F-35s arrived.

It appears that the NCP removes new construction from mitigation requirements, and states that such construction will not be eligible for mitigation funding. Can this possibly be the case? What is to prevent a developer from building structures which it would be dangerous for renters or buyers to inhabit?

Apart from all these concerns, where is the strategy to protect infants, children and adults who are simply arriving at the airport or leaving from it at a moment when the F-35 takes off? What is the additional protection offered to employees, particularly baggage handlers and others who are actually on the airfield?

Regarding the broad issue of health hazards and possible remedies, I wish to append my letter to the Vermont Department of Health Commissioner, Dr. Mark Levine, prepared with Lt. Col. Rosanne Greco of Save Our Skies and Jennifer Decker of People for Peace and Security. Please note that the recommendations of the Vermont Department of Health in its 2012 *Public Health Review* have been 100% ignored. No steps were taken prior to the F-35's arrival to mitigate its noise, no noise monitoring or health data have been collected, and there is no multi-agency committee working toward these ends.

Thank you.

Mary Fillmore

Copy of my November 6, 2019 Letter

Dr. Mark Levine

Commissioner of Health

Department of Health
108 Cherry Street
Burlington, VT 05402

Dear Dr. Levine:

We are writing to ask your Department's attention to a public health crisis in Chittenden County and beyond: the deployment of the F-35A despite internal Air Force documents showing that our area is too populated to be suitable for these aircraft. We now have two F-35A bombers, which will swell by a factor of ten to 20 bombers by spring 2020. This means 8 to 12 takeoffs per day blasting ears and bodies with 118 decibels for each takeoff, as well as unknown levels of potentially damaging infrasound (below the audible spectrum). Nor is the bombers' arrival noise and vibration innocuous by any means. While lower than their takeoff levels, the F-35s will still produce noise that will be close to four times louder than the F-16s arrival noise. The Air Force anticipates over 5,400 airfield operations would be conducted per year. The new Noise Exposure Map released in May 2019 is very concerning. According to *Vermont Digger*, "The total number of dwelling units exposed to average noise levels of more than 65 decibels will rise from 819 in 2015 to an estimated 2,640 in 2023, with the total population affected rising from 1,900 in 2015 to 6,125 in 2023." Five federal agencies including the Federal Aviation Administration, consider these levels "unsuitable for residential use."

There have been many new developments since the Department's careful 2012 *Public Health Review of the U.S. Air Force Operational Basing of the F-35A Environmental Impact Basing*. It summarized the health impacts of both chronic and acute exposure to noise (although it did not specifically address the additional issues of vibration), such as hearing loss, mental health and cognitive impacts, cardiovascular and other stress effects. It addressed in the abstract what is now a reality, the impact of crashes of airplanes coated with highly toxic stealth materials. In addition to an F-35 catching fire on the runway while taking off from a Florida base, at least two crashes have taken place (April 2019 in Japan due to pilot vertigo, September 2018 in South Carolina due to a faulty fuel tube). Fortunately neither was in a populated area like ours where the effects would be devastating. It isn't even clear how an F-35 fire could be contained.

We are writing to request that the 2012 *Public Health Review* be updated, that its recommendations be followed and amplified, and that some additional measures be taken to protect the health of Vermonters living near, working at, or passing through or near the airport. In keeping with the Department's commitment to health equity, an examination is needed of why the Vermonters who live in the noise danger zone should be subject to those hazards when others are not – and one cannot help but note that the most racially and ethnically diverse town in the state is located directly in the flight path. In addition, children are particularly vulnerable, as shown in studies such as “A follow-up study of effects of chronic aircraft noise exposure on child stress responses and cognition” before and after the Munich international airport was built (<https://academic.oup.com/ije/article/30/4/839/705932>).

Among a host of new data points, the airport's recently released (October 2019) *Noise Compatibility Program Update* is the best possible case for Health Department action. Even prior to the F-35A, the “existing program” consisted almost exclusively of buying land and tearing down affordable homes. The vast majority of the items in the “Existing Noise Compatibility Program” are listed as “not fully implemented.” In particular, the “voluntary minimization of F-16 multiple aircraft flights” was “not fully implemented” because “Most VTANG flights *require* [emphasis added] between two and four aircraft.” (Section 3.1.6)

One item is flatly stated as “not implemented” at all, namely “Voluntary Army Guard Helicopter Training Controls” (item 3.1.7) which recommended that “The National Guard helicopter training operations will be conducted away from the Airport when conditions permit. In terms of long range planning, the Guard should consider consolidating operations at Camp Johnson (2008 ROA Measure 7).” However, the status is “not implemented. The Vermont Army National Guard has continued training operations at BTV .”

There is no reason to suppose that the new “Noise Compatibility Program” will be implemented more fully than the last one. In fact, “All programs are recommended to be voluntary” in the new Program. *Moreover, it appears that there has been no actual monitoring of sound levels, nor does it appear that there is a plan to do so.* The Noise Exposure Maps on which everything else depends reflect only forecasts, not actual measurements.

The Airport plans to apply to the FAA for noise mitigation funding, which must be supplemented at 10% by local taxpayers. Even if this funding is granted, it will only be received by individuals after years of exposure. Not all homes are eligible to be insulated, and even then people must flee indoors whenever the F-35A approaches to protect their health and especially that of their children. Nine schools are located on the noise map, and an unknown number of day cares.

The Department's *Public Health Review* recommended three measures:

1. “Reduce noise and environmental impacts before the F-35s are deployed.
2. “Establish a sound monitoring system for the F-35 to validate the modeled noise levels, confirm the affected populations have been correctly identified, inform mitigation efforts, and ensure that thresholds are not exceeded as stated in the EIS (Volume I, 2-43, p93).
3. “Form a committee consisting of, but not limited to military personnel familiar with the literature and the health effects, sound experts, residents in the affected areas, air quality experts, and state and local officials. The goal of the committee would be to identify mitigation techniques to reduce potential environmental exposures. Techniques could include:

- Identify consistent flight time windows so Vermonters are not alarmed, and can take precautions to eliminate (sic) their exposure.
- Sound-proof schools and daycares.
- Minimize the number of flights per year.
- Vary flight paths to minimize the sound levels.

(Please note that there is no such thing as truly “sound proofing” the school which is nearest the runway, and consider the impracticability of herding children inside whenever a plane takes off or lands.)

Clearly, the time for option 1 has passed. We are writing to urge you to pursue your other two recommendations, with some amplification.

For “sound monitoring”, your second recommendation, we request:

1. Make real-time measurements of the actual F-35 peak noise levels on the airport grounds and at various locations and days, during differing weather and wind conditions within the noise danger zone, and in nearby areas where health effects may still be observed.
2. Conduct an ongoing health monitoring program to provide data on children and adults, including hearing, cardiovascular fitness, cognitive development, and other relevant parameters with re-testing done quarterly. Baseline data needs to be collected as soon as possible so there is a basis for comparison. This follows directly on your analysis of the risks on pages 2-3 of the 2012 document.

We suggest that the committee in your third 2012 recommendation be advisory to the Department of Health, informing but not determining a quarterly Department review of Burlington airport noise monitoring data, and the Department’s recommendations for further mitigation. The *Noise Compatibility Program Update* says “A standing Sound Committee meets quarterly throughout the year.” On the airport’s website, the “next meeting” is Wednesday, August 29, 2018 – 5:00 pm.

As the Department charged with protecting public health for all Vermonters, we also ask you to take action to:

1. Update the Department’s December 2012 *Public Health Review of the U.S. Air Force Operational Basing of the F-35A Environmental Impact Basing*, in light of the new noise maps, and latest research information about the damaging effects of noise and vibration on many aspects of human health.
2. Show the Department’s commitment to health equity by assessing the disproportionate adverse risk of the F-35 on communities of color and refugees, immigrants, asylum seekers, indigenous people, and low income people, who are underrepresented politically. These risks need to be assessed so action can be taken to protect the community equally and equitably.

3. Conduct an immediate public information campaign to warn residents, airport passengers, airport workers, commuters, and dog walkers that the F-35 noise is dangerous to their health. It can cause permanent, irreversible hearing damage, impair the learning of infants and children, and raise their stress hormones. Parents and teachers should be counseled to bring their children inside whenever the F-35A is heard. The facts about noise mitigation – what it can and cannot do – should be explained in the languages spoken by those in the most dangerous areas, as well as online.

4. Provide an annual Department report of Burlington airport noise danger and impacts, based on re-evaluation of the people in the baseline study, on the actual impact of the F-35A, the steps which have been taken to mitigate it, and the Department's recommendations. This would be informed by the Committee you recommend in the 2012 report.

5. Direct the Town Health Officers in the affected municipalities to issue Health Orders to stop further flights until monitoring is in place and the health hazard issues are addressed, given that thousands of people are at risk, including some particularly vulnerable ones; the source of harm is ongoing and expected to increase; no private remedies are available; and a broad geographic area is identified. Among other applicable laws and regulations, the Burlington Noise Ordinance prohibits "unreasonable noise."

Thank you. We appreciate your early reply.

Mary Fillmore in collaboration with Jennifer Decker, representing People for Peace and Security, and Col. Rosanne Greco, US Air Force (Retired), Save Our Skies

cc: Senator Patrick Leahy, Senator Bernie Sanders, Representative Peter Welch, Governor Phil Scott, Burlington Mayor Miro Weinberger, Winooski Mayor Kristine Lott, South Burlington City Council Chair Helen Riehle

Google Groups

public comment on F-35 presence

Zack Flaherty <Zachary.Flaherty@uvm.edu>

22

Nov 25, 2019 3:21 PM

Posted in group: **BTVsound**

To whom it may concern,

I would like to voice my concern regarding the wide ranging impacts of the F-35 jets presence at the Burlington airport. While I am gravely concerned of the detrimental effects it may have on my health and wellbeing as a resident of Burlington, I know there are others who face far greater harm than I.

Neighborhoods populated with primarily low-income families in Winooski are threatened with unsafe noise levels and declining property values. Exposing these marginalized communities to the unjust impacts of the jet will restrict these individuals ability to thrive in society.

I believe the 2019 Noise Compatibility Program does not do enough to protect residents of Chittenden county from the danger of these jets. Over 6600 people live within the noise danger zone outlined by the Air Force, thousands more travel through each day with little to no noise protection.

It would be irresponsible to continue forward with the implementation of these jets into our community without analyzing the toll their presence will enact on residents hearing. In their Environmental Impact Study the Air Force stated that repeated exposure to the takeoff sounds of the F-35 at normal operational capacity is enough to cause permanent hearing loss.

Stronger action must be taken to protect residents from the F-35's. Exposing Vermont's most populous region to the increased noise levels has the potential to have catastrophic results, I'm hopeful that steps will be taken to prevent this fate.

Thank you

Best Regards

Zack Flaherty

Google Groups

BTVsound website contact us "Noise Mitigation Options"

BTVsound Website <cmurphy@jonespayne.com>

23

Nov 24, 2019 11:52 AM

Posted in group: **BTVsound**

From: Roger E Forcier <opschief2@yahoo.com>

Subject: Noise Mitigation Options

Message Body:

I am writing on behalf of my mother in law, Dolores Korpos who residences at #27 Maryland Street in South Burlington (Just across from BTV) and according to the Noise Exposure Map, falls in the 70 DNL area. There has been so much information posted out there we seem to be inundated concerning the plan for homes within this area.

So, to cut right to the chase, considering the location of her residence and being the only house on the East side of Maryland street, would BTV be interested in purchasing her residence as FAA funding comes available? If not, what are the options open to her?

I do understand the complexity of the overall situation although she is now 88 and is starting to contemplate her future. I do appreciate anything you can share with me so I can advise her on her options.

Thank You,

Roger E Forcier

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This e-mail was sent from a contact form on Burlington International Airport Sound Mitigation Program (<http://www.btvsound.com>)

Google Groups

My Comment - Draft Noise Compatibility Program

Kai Mikkel Forlie <kaimikkelforlie@gmail.com>

24

Nov 1, 2019 2:59 PM

Posted in group: **BTVsound**

Gene,

I was recently made aware that the FAA granted funds to Logan Airport in Boston and Bradley Airport in Connecticut to pay for noise monitoring and tracking. It's also been brought to my attention that even though the 2008 Noise Compatibility Program contains a recommendation for KBTW to do noise monitoring and tracking, the airport never bothered to apply for the available FAA grant funds even though F-16 jets were regularly departing in afterburner.

Therefore, I urge you and your staff to immediately apply for FAA noise monitoring and tracking grants in order to measure F-35 noise on airport grounds and throughout the residential areas identified by the Air Force and the Noise Compatibility Program.

Accordingly, please immediately install noise monitor and tracking equipment in the following locations:

- On airport grounds where passengers, taxi drivers, airport personnel, etc., may be outdoors, especially at several places in the parking garage and outdoors on both sides of the two terminal buildings.
- Outside all the schools and daycare centers located in and near the noise danger zone.
- Throughout the Chamberlin School neighborhood of South Burlington.
- Throughout Winooski.
- Throughout the Chase Street, Grove Street, and Riverside Street neighborhoods of Burlington.
- Throughout the Williston neighborhoods in the departure and arrival flight paths.
- On the St. Michael's College campus in Colchester.

In all honesty, I am deeply disappointed that I have to make this request at all. After all this work should been accomplished years ago.

I look forward to your prompt response to my request.

Kai

*Kai Mikkel Førlie**27 Germain Street**Burlington, Vermont**802-318-4137*

Google Groups

Real-time, Independent, Third-party Noise Monitoring and Reporting

Kai Mikkel Førlie <kaimikkelforlie@gmail.com>

25

Nov 24, 2019 7:55 PM

Posted in group: **BTVsound**

I am writing again to demand that the airport do what has been suggested in multiple official noise-related documents over many years and a) contract with an independent, third-party business to set up real-time noise monitoring stations at the airport, all around the airport and at key sites in Winooski, Burlington, Colchester and South Burlington and b) make the results gathered by those stations freely available to the public 24/7 in real time on the world wide web.

As the E.I.S. exhaustively details, sound produced by the F-35 can permanently damage hearing. However, unless we know what sounds are being produced and where they are being experienced we will never be able to determine the extent of the harms perpetrated locally. To date, the airport and the City of Burlington have been derelict in their shared duties to protect the public. How many decades of harms have been exacted on those who live, work, attend school and pass through the airport area as a result of military jet operations? We don't know because neither party has ever bothered to set up noise monitoring equipment.

Shame on the current and previous airport directors and shame as well on every mayor and city councilor that have overseen this airport since the first military jet arrived on the premises and done nothing to push this obligation. This lack of the most basic public health safety equipment must be installed immediately and the data produced must be publicized in real time and freely on the internet.

Sincerely,

Kai Mikkel Førlie
Burlington, Vermont

Google Groups

BTV Noise Compatibility Plan

Ann Goering <anngoering7@gmail.com>

26

Nov 24, 2019 7:10 PM

Posted in group: **BTVsound**

I would not like the plan to stand as is.

There is no compatibility with the noise that is now coming and due to come in the future at our airport.

Noise is not a nuisance. It is a health issue. As a family physician working and living in the flight path I am aware of the impact on my health as fellas others.

Planes fly when people are outside. I was on my porch when 4 F-35's flew over in May 2019. I had hoped it was not as bad as the Air Force said- but it was WORSE. My ears hurt and rang for 2 hours after the sortie. The birds dove to the ground for protection A piece of art work vibrated off shelf and was destroyed.

We need studies that show the true impact of noise. Actual decibels, not averaged decibels.

In a world facing global warming the answer is not more energy consuming air conditioners.

In a country facing an obesity epidemic the answer is not to make it so people cannot be outside/exercise/grow their own food/ visit with their neighbors.

I am asking the current plan be considered flawed and not accepted.

Feel free to contact me with more questions or concerns.

Ann Goering, MD
94 Chase Street
Burlington VT
0540
802-660-8501

Google Groups

Draft Noise Compatibility Program

Nancy Hellen <nbhellen@gmail.com>

27

Nov 23, 2019 7:04 PM

Posted in group: **BTVsound**

Draft Noise Compatibility Program,

I am an educator, and have worked at Chamberlin school. My husband worked at Winooski high school. We both experienced the f-16s as their noise brought interruptions to conversation or quieter learning times. The significance of the noise disturbance is difficult to study. Children who are deregulated by loud noise are definitely effected and take time to get back to a baseline of regulation. Children who have experienced war zones can be traumatized over and over by loud noise especially planes.

The learning of all children needs to be at the forefront of the F35 debate with focus on noise intrusion and long term consequences.

I send this study from the JNeurosci April 10, 2019. Title: Children May Struggle More With a Noisy Classroom Than Adult

<https://jneurosci.org/content/39/15/2938>

I came across it from a posting in Edweek Inside, 11.12.19. It points out that children have more difficulty following conversation in classrooms due to noise. As adults might not be aware as they are not effected at the same degree, teachers may overlook this causality. This noise impacts learning. As a concerned citizen and a teacher, I submit this study as evidence against the F35s.

The plan calls for mitigating sound in the schools. Why spend this amount of money on a bandaid style solution. The communities most impacted are mostly marginalized communities. The government, including our legislators, are overlooking the inequities of basing the f-35s in Burlington. Vermont needs to support a healthy environment for all families and schools.

Thank you,
Nancy Hellen
South Burlington

Google Groups

F-35 noise really loud around 1:00 yesterday Nov. 22

Jane Hendley <jhendley@burlingtontelecom.net>

28

Nov 23, 2019 9:05 AM

Posted in group: **BTVsound**

Dear Jones Payne (if I don't have your name right I apologize)

I have heard them before not quite this bad. I was next to UVM's Davis Center and near a couple of smokers who had stopped chatting because you couldn't hear yourself speak. And I was taking a break myself.

This is not necessary. The Air Force can take steps to make these planes quieter and only fly one at a time. Climate change is an issue too.

There is not enough oversight of the military because of the vast sums of money involved. That is not right!

Sincerely,

Jane Hendley, Burlington resident
Sent from my iPad

Google Groups

F-35: Tweaks don't help; it should be elsewhere.

ROBERT HERENDEEN <raherendeen@yahoo.com>

29

Nov 24, 2019 6:15 PM

Posted in group: **BTVsound**

I live on Appletree Point and will not experience the extreme F-35 noise levels expected for Winooski and South Burlington. However I have noted a dramatic increase in noise from the few F-35 flights (probably takeoffs) I have heard in the my neighborhood. I can multiply in my head to imagine how oppressive it is in the loud zones nearer the airport.

I think it unfair, not to say outrageous, to offer sound-proofing to people for protection against admitted noise threats to health, hearing, and learning....instead of mitigating or removing the threat. The program is expensive (ca. \$50,000 per living unit), on a long time scale (what to do while waiting?), and acquiesces to forcing people indoors. The last is ironically wrong in green and healthy Vermont.

All the health issues are well documented. The record shows that other, more isolated locations could, and should, have been chosen. That is the critical and final argument for me. The F-35 should not be in Burlington.

Robert A. Herendeen

83 Nottingham Lane Burlington, VT 05408 802/862-5017 raherendeen@yahoo.com

Home where fall is flashing, winter is on the wind, and the northern spy apple makes me sweat under the eyes.

Google Groups

F-35 noise

Susan Hills <suezqinfla@icloud.com>

30

Nov 22, 2019 3:41 PM

Posted in group: **BTVsound**

I heard and saw the F35 flying overhead on Tuesday at 2:00 as I walked from my house to my car in East Burlington. I wanted to duck and take cover but unfortunately there was no immediate shelter around. The sound was super loud and menacing and felt like it lasted an eternity; I clocked it at two minutes. I held my ears for the duration but felt a ringing discomfort afterward that lingered for a while. My immediate concern was how to avoid another episode and how to protect myself from future assaults.

Susan Hills
30 East Village Drive
Burlington

Sent from my iPhone

Google Groups

F35 are immoral

jeanhopkins <jeanhopkins@burlingtotelecom.net>

31

Nov 25, 2019 7:00 AM

Posted in group: **BTVsound**

Thou shall not kill. The sound of the F35 jets reminds me of how horrible the military industrial complex has become. Capitalism breeds greed which encourages those in power to enslave and murder the rest of humanity. The deadly deafening rumble of jet bombers is a wake-up call to all of us who have been taught to Love One Another.

It's not just the deafening noise, but also the pollution of the fuel and the misdirected money into an economy that could be building homes instead of weapons.

Socialism is on the rise as people realize the disasters that capitalism has wrought on the human race and the planet earth.

Jean Hopkins, Burlington VT

Google Groups

Public Comment on F35 noise

Anya Hunter <anyaraven1919@gmail.com>

32

Nov 22, 2019 1:02 PM

Posted in group: **BTVsound**

TO WHOME IT MAY CONCERN:

I live in the Riverwatch Condos, off Riverside Avenue, in Burlington, on the flight path. My experience of the sound, sitting in my condo, was terror and horror. It was a penetrating roar. It felt and sounded like a warplane. I had flashes of people in bunkers during the bombings of World War II. I was terrified. I am a sensitive person, which makes me a good psychotherapist but vulnerable to warplanes zeroing in on my home. I was shaken and scared for two days. If I felt this way, as a grown woman, what would happen to a child hearing this? An infant? Pets? Other animals, birds? Refugees in Winooski? Veterans? How would this affect anyone with PTSD, anxiety, depression? The elderly, the sick?

Some internet research tells us:

- A 2017 study published in the New York Times reported that seven in 10 U.S. teens say mental health is a big issue among their peers. How will teens in Burlington and Winooski make sense of this warplane and its horrifying roar?
- Reasons for the "rising epidemic of anxiety in children and teens" presented in a 2016 article included post-9/11 anxiety, terrorism and perceived threats. How will seeing and hearing a warplane impact children and teens?

This plane is a horrifying choice for our city, our people, our children and our Guard.

Thank you, Anya Hunter

Anya Raven Hunter, MSW, LICSW

Integrative counseling, health coaching & clinical hypnosis

video-conferencing and in-office

802-233-6116

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Adjunct Professor, Integrative Health Minor

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Anya.Hunter@uvm.edu

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Google Groups

F-35

Genevieve Jacobs <genev8@gmail.com>

33

Nov 25, 2019 8:49 AM

Posted in group: **BTVsound**

I'm writing to beg for action by the FAA and USAF to protect local citizens and environment from the negative impacts of the burgeoning F-35 jet presence in metro Chittenden County VT.

I'm a born Vermonter, growing up a half mile from the Jericho ANG testing range during the 1960s and 1970s and accustomed to plenty of munition noise, including "sonic booms" that rattled our windows as a result. The F-35 is on another order of magnitude for disruption of health and quality of life that I already find unacceptable.

I've lived in a Burlington the past 30 years, where I have raised family and have deep ties to my community: moving away is not an option I would willingly consider at age 58.

I have a hereditary heart condition called SVT, Supra-ventricular tachycardia. It is an electrical "short" due to a physical structure which, when triggered by stressors, causes my heart rate to kick from normal 90 bpm to 180 plus in an instant. These spells last from a moment or minutes (during which I use Valsalver techniques to bring my heart rate down) to up to 8 hours requiring medical intervention, as has happened 3 times in past few years.

The first of these prolonged spells was triggered while I was watching the Blue Angel airshow and experienced a flyover at Battery Park. I am apprehensive that exposure to F-35 low frequency high decibel noise is life threatening hazard for me and others with SVT.

I've taught over 25 years in area colleges, one of which (CCV) is in the F35 flyover Winooski close to airport. I am not sure I will be able to continue my career as professor at this college (since 1996) when F-35 noise becomes a routine exposure there.

I urge you to reconsider the negative impacts of basing these planes in our State's most densely populated center, and take immediate preventative action on our behalf.

Thankyou for your consideration,
Genevieve Jacobs, MA
165 N Champlain St
Burlington VT
802-658-3995

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Genevieve Jacobs, M.A.
165 N. Champlain St. Burlington, VT 05401
(802) 658-3995 genev8@gmail.com
www.wateranddreams.com

Google Groups

F35

Gordon Jacobs <gordonsword@gmail.com>

34

Nov 23, 2019 8:58 AM

Posted in group: **BTVsound**

I'm a Burlington North End resident. I have been awakened or startled by the thunderous sounds of the F35. This noise is loud enough to drown out any communication or quiet that I'm attending to or enjoying. I will never understand the logic of basing this war machine in urban areas- yes, even Vermont can talk about having an urban area. I fear that what I've personally experienced is unbearable for those, especially children, living or trying to live even closer to BIA. I understand that the current number of F35s is only a small fraction of the proposed basing level, therefore-

I WANT TO KNOW THE SCHEDULE OF ARRIVALS AND TOTAL NUMBER OF THESE PLANES THAT WE CAN ANTICIPATE (AND REGRET OR FIGHT.)
I'D ALSO LIKE TO UNDERSTAND WHY AN URBAN BASING WAS EVER CONSIDERED.

Sent from my iPhone

Google Groups

2019 Draft Noise Compatibility Program

kirk jones <joneskirk99@hotmail.com>

35

Nov 22, 2019 6:25 PM

Posted in group: **BTVsound**

Hello,

I am a Burlington resident and business owner and do not support the basing of the f-35s or the f-16s in Burlington, or anywhere else.

The excessive noise is damaging to the physical, mental, and emotional bodies of the people inside and outside of the planes. It directly disrupts me and my clients in my vibrational sound therapy business. It is dangerous to children, workers, neighbors, cyclists, pedestrians, and the public at large as is apparent from reading the faa and air force's own documents.

Basing jetfighters in south Burlington is completely unnecessary. In fact war is completely unnecessary when we collectively shift our fears to love. It's not complicated or difficult. The US can lead by example and put down their guns first. It's a sign of strength and maturity. All of the time, money, and energy focused on 'defense' can be easily directed to rebuilding and nurturing society and healing the toxic burden on the earth for ourselves, our communities, the global community, our children, and our children's children's children.

Once we stop acting like children, we can actually start to be good parents and be responsible, caring stewards of the earth and humanity.

Kirk Jones, MS

Evolvlove Sound Therapy, owner

KDSJ Environmental, owner

Google Groups

Re F-35

annie jordan <info@anniejordan.com>

36

Nov 25, 2019 4:05 PM

Posted in group: **BTVsound**

I'm writing to beg for action by the FAA and USAF to protect local citizens and environment from the negative impacts of the burgeoning F-35 jet presence in metro Chittenden County VT.

I've lived in the Burlington/Winooski/Colchester area since 1996 and became accustomed to the F-16's daily disruptions. The noise emitted was not pleasant to me or the animals in my care. The F-35 is on another order of magnitude for disruption of health and quality of life that I already find unacceptable.

Since I have lived here for more than 20 years and I have deep ties to my community: moving away is not an option I would willingly consider at my age of 41 and especially as i recover from cancer. I have worked with people at the margins of dominant society for over 25 years and as has been noted many times before, the people who have been and will be most negatively impacted by these jets are of lower income and can not move or do not have access to affordable sound proofing or ear guards and even if they were moved by the state, the disruption to community cohesion is another detriment to the health and longevity of our community members and citizenry as research has shown that separating community members and isolating people and families by moving them to new locations adds greatly to the decline of ones' health.

I am apprehensive that exposure to F-35 low frequency high decibel noise is life threatening hazard for many people with various health concerns in the area.

I urge you to reconsider the negative impacts of basing these planes in our State's most densely populated center, and take immediate preventative action on our behalf.

Thankyou for your consideration,
Annie Jordan, M.A. Depth Psychology

Google Groups

Public comment re Draft NCP and the Burlington proposal to modify the existing NCP

Kahn, Janet <Janet.Kahn2@uvmhealth.org>

37

Nov 25, 2019 4:23 PM

Posted in group: **BTVsound**

Attached and below, please find my public comment regarding the Draft NCP.

Public comment re Draft NCP and the Burlington proposal to modify the existing NCP

This is a public comment regarding the 2019 Draft Noise Compatibility Program and the Burlington proposal to modify the existing NCP.

The NCP states that “The City of Burlington, Vermont is proposing to modify its existing Noise Compatibility Program to reflect the consensus among the affected jurisdictions of the impacts of aircraft operations at BTV and the desire to preserve the residential areas located near the airport and ensure the communities remain stable and continue to provide a source of affordable housing for the region. **Yet, the FAA states the obvious fact that** “the best way to protect the people in the noise danger zone is to move them out and demolish the homes because sound insulation does not work when windows are open or people go outside.”

-

In addition, I call your attention to the fact that the F-35 planes have already arrived and are already flying, despite the fact that no sound remediation has yet taken place, leaving the homes unsafe. And according to the schedule, the sound remediation of the identified neighborhoods would not be complete for approximately two years.

I have the following questions:

QUESTION 1: How did the NCP conclude that the consensus of the affected jurisdictions is to move forward with a noise reduction remediation when the referenda passed by the citizens of each of the three most highly affected towns was for the F-35's not to be placed at BTV?

QUESTION 2a: What is the algorithm used by which the NCP or Burlington officials have concluded that rendering residents' homes sufficiently soundproofed by remediation which works only if people never open their windows and do not let their children play in their own yards, fits within the concept of a fair remediation? How does this still allow one to see the homes as affordable housing when we must assume that reasonable people would not buy a home that rendered their children captive?

QUESTION 2b: Can you show us the results of real estate assessments based on experience rather than computer modeling that have shown such homes to have continuing value comparable to their value before noise endangerment and remediation?

If the city continues to fail to provide an explanation, though expressly required by the FAA, and though officially requested in this and other public comments, I suggest that the FAA, which is concerned about public safety should reject the flawed draft NCP.

I am a healthcare practitioner, who served for 3 years on President Obama's National Advisory Board on Prevention, Health Promotion and Integrative and Public Health. It is easier to prevent illness than to cure it, or remedy it. Please protect our children.

Thank you very much,

Janet Kahn, PhD, LMT

Burlington VT

Janet R. Kahn, PhD, LMT

Dept of Psychiatry

Larner College of Medicine

&

Dept Rehab & Movement Science

College of Nursing & Health Sciences

University of Vermont

Janet.Kahn@uvm.edu

(802)578-2990

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Google Groups

BTVsound website contact us "2x exposure - work & home would be ruined"

BTVsound Website <cmurphy@jonespayne.com>

38

Oct 31, 2019 10:38 AM

Posted in group: **BTVsound**

From: Theresa Keller <t.keller@godelta.com>

Subject: 2x exposure - work & home would be ruined

Message Body:

I'm one of the few who lives and works within the 65 DNL range. My residence is a rented apartment at the corner of North St and W Spring, and my office is located on Ethan Allen Dr.

I don't think this program is necessary for our city or the base, and it will end up driving more people away from the area as opposed to opening up any opportunities.

I also can't even imagine trying to carry on a phone conversation in my office or from my home office with this insane amount of noise, and I don't think the plans account for that. Business HAS to be able to continue for the people who live and work here, and bringing the F35s might be the reason I leave the state.

I don't think anyone can reasonably assure anyone working from anywhere within the range of sound mitigation that it will be "enjoyable", and as someone who was raised going to airshows all over the country as my father is a pilot, I know firsthand that the noise is not meant to be endured regularly by civilians - not as they sleep, walk their dogs, raise their kids, and certainly not as they try to have business meetings or hold sales calls with clients and customers all over the world.

--

This e-mail was sent from a contact form on Burlington International Airport Sound Mitigation Program (<http://www.btvsound.com>)

Draft Noise Compatibility Program

Maureen Labenski <maureenlabenski@gmail.com>

39

Nov 24, 2019 9:59 AM

Posted in group: **BTVsound**

To Whom It May Concern:

I live in downtown Burlington and have not experienced any untoward affects from the new jets. When I'm inside my house I hear them, but the sound is not objectionable. When I'm walking on the waterfront or the downtown shopping area the noise from the jets is loud, but not problematic. It is of short duration and I recognize the sound as part of what comes with maintaining a capable protective force.

Maureen Labenski
40 College St.
Burlington, VT 05401

Google Groups

Public comment (NCP)

Alexis Lathem <alexislathem@gmail.com>

40

Nov 25, 2019 4:47 PM

Posted in group: **BTVsound**

RE: 2019 Draft Noise Compatibility Program (NCP)

To Whom it May Concern;

I am writing about the noise of the F35 fighter jets over Burlington, Winooski, Williston, and Richmond and the region.

I teach at the Community College of Vermont in Winooski. Walking to the building from the waterfront one afternoon, I was overflown by two low flying F35 jets. They flew so low over my head that I experienced a kind of traumatic shock. I did cover my ears, but I felt its impact on my heart – something I have never felt before. This kind of experience should not be expected unless one is in a war zone. It is completely incompatible with civilized existence.

For many years I have experienced the disruption of F16 flying over our building. It required us to stop what we were doing and wait until the planes had passed, because the noise was too great for anyone to talk or listen. I have not yet been in the classroom when the F35s have passed, but I do know how much louder these are.

There are no mitigation plans for people who are outside. It will be impossible for anyone to use the beautiful waterfront park in Winooski – as this is where the F35s not only fly over but fly low. We will not be able to use the outdoor sitting areas, and pedestrians will be harmed repeatedly.

I have also been hearing the planes from my home in Richmond. We do not normally hear any plane noise here. We have enjoyed a quiet place to live but no longer. I was not aware that Richmond would be affected.

This means that the entire area between Richmond and Burlington will be affected – where I spend a good deal of time outdoors, often on a bicycle. I do not know that I will be able to do this in the future.

The F35s are not just noise. They completely change the nature of living here. I am afraid that this part of Vermont will no longer be a desirable place to live – or a place where we can protect our health and our children's health.

Sincerely,

Alexis Lathem

Richmond, Vermont

Google Groups

FW: FAA Grants are available for aircraft noise monitoring

Nicolas Longo <nlongo@btv.aero>

41

Oct 31, 2019 4:13 PM

Posted in group: **BTVsound**

Can you make sure this email is added to the public comments. Thanks Diane.

**Nicolas Longo, C.M. | Deputy Director of Aviation**

1200 Airport Drive, #1 South Burlington, VT 05403

nlongo@btv.aero | www.btv.aero

p: 802-863-2874 ext. 236 | m: 802-503-7368

From: Gene Richards <grichards@btv.aero>**Sent:** Thursday, October 31, 2019 4:11 PM**To:** James Marc Leas <jolly39@gmail.com>**Cc:** Kurt Wright <kwright@burlingtonvt.gov>; Tracy, Maxwell K. <maxwell.k.tracy@gmail.com>; Perri Freeman <pfreeman@burlingtonvt.gov>; Jack Hanson <jhanson@burlingtonvt.gov>; Sharon Bushor <sbushor@burlingtonvt.gov>; Brian Pine <bpine@burlingtonvt.gov>; Chip Mason <cmason@burlingtonvt.gov>; Karen Paul <kpaul@burlingtonvt.gov>; Ali Dieng <adieng@burlingtonvt.gov>; Adam Roof <ARoof@burlingtonvt.gov>; Joan Shannon <jshannon@burlingtonvt.gov>; Mayor's Office <mayor@burlingtonvt.gov>; Brian Lowe <brian@burlingtonvt.gov>; helenriehle@gmail.com; Meaghan Emery <meaghanee@yahoo.com>; Tim Barritt <timbobo3@yahoo.com>; Tim Barritt <tbarritt@sburl.com>; Tom Chittenden <tchittenden@sburl.com>; Dave Kaufman <dkaufman@sburl.com>; Seth Leonard <sleonard@winooskivt.org>; Nicole Mace <nmace@winooskivt.org>; Eric Covey <ecovey@winooskivt.org>; Kristine Lott <klott@winooskivt.org>; Hal Colston <hcolston@winooskivt.org>; James Duncan <jduncan@winooskivt.gov>; Amy Lafayette <alafayette@winooskivt.gov>; Michael Myers <mmyers@winooskivt.gov>; Williston School <wsinformation@cvsdvt.org>; Jeff Munger <jeffmunger@burlingtontelecom.net>; Bill Keogh <bkeoghsr@yahoo.com>; jeffrey.schulman@uvm.edu; Helen Riehle 3 <hriehle@sburl.com>; Tim George <tgeorge@burlingtonvt.gov>; Richard Doucette <richard.doucette@faa.gov>; Jordan Redell <jredell@burlingtonvt.gov>; Diane Carter <dcarter@jonespayne.com>; Nicolas Longo <nlongo@btv.aero>**Subject:** Re: FAA Grants are available for aircraft noise monitoring

Thank you, Mr. Leas. We will accept this email as public comment as part of the NCP process.

Best,

Gene



Gene Richards | Director of Aviation

1200 Airport Drive, #1 South Burlington, VT 05403
 grichards@btv.aero | www.btv.aero
 p: 802-863-2874 | m: 802-343-9909

"There is always a way to do it better .. Find it "

-Thomas Edison

From: James Marc Leas <jolly39@gmail.com>
Sent: Thursday, October 31, 2019 3:16 PM
To: Gene Richards <grichards@btv.aero>
Cc: Kurt Wright <kwright@burlingtonvt.gov>; Tracy, Maxwell K. <maxwell.k.tracy@gmail.com>; Perri Freeman <pfreeman@burlingtonvt.gov>; Jack Hanson <jhanson@burlingtonvt.gov>; Sharon Bushor <sbushor@burlingtonvt.gov>; Brian Pine <bpine@burlingtonvt.gov>; Chip Mason <cmason@burlingtonvt.gov>; Karen Paul <kpaul@burlingtonvt.gov>; Ali Dieng <adieng@burlingtonvt.gov>; Adam Roof <ARoof@burlingtonvt.gov>; Joan Shannon <jshannon@burlingtonvt.gov>; Mayor's Office <mayor@burlingtonvt.gov>; Brian Lowe <brian@burlingtonvt.gov>; helenriehle@gmail.com <helenriehle@gmail.com>; Meaghan Emery <meaghanee@yahoo.com>; Tim Barritt <timbobo3@yahoo.com>; Tim Barritt <tbarritt@sburl.com>; Tom Chittenden <tchittenden@sburl.com>; Dave Kaufman <dkaufman@sburl.com>; Seth Leonard <sleonard@winooskivt.org>; Nicole Mace <nmace@winooskivt.org>; Eric Covey <ecovey@winooskivt.org>; Kristine Lott <klott@winooskivt.org>; Hal Colston <hcolston@winooskivt.org>; James Duncan <jduncan@winooskivt.gov>; Amy Lafayette <alafayette@winooskivt.gov>; Michael Myers <mmyers@winooskivt.gov>; Williston School <wsinformation@cvsdvt.org>; Jeff Munger <jeffmunger@burlingtontelecom.net>; Bill Keogh <bkeoghsr@yahoo.com>; jeffrey.schulman@uvm.edu <jeffrey.schulman@uvm.edu>; Helen Riehle 3 <hriehle@sburl.com>; Tim George <tgeorge@burlingtonvt.gov>; Richard Doucette <richard.doucette@faa.gov>; Jordan Redell <jredell@burlingtonvt.gov>; Diane Carter <dcarter@jonespayne.com>; Nicolas Longo <nlongo@btv.aero>
Subject: Re: FAA Grants are available for aircraft noise monitoring

[WARNING]: External Message

Dear Gene,

I am confused. Would you please let me know what is the significance of the recommendation in the latest Draft Noise Compatibility Plan for noise monitoring and tracking in view of the fact that **noise monitoring and flight tracking also were recommended in the 2008 Noise Compatibility Program Update**? On pages 14 and 15 of that 2008 program update you will see the noise monitoring and tracking recommendations.

The fact that the 2008 recommendations were "not fully implemented" is expressly noted in the 2019 draft on page 15 and in the section of the report you reference, section 4.1 on page 17.

In view of the noise monitoring and tracking recommendation already being in the 2008 program update, what prevented you from applying for the FAA grant between then and now? Especially in view of the F-16 using its afterburner, and the obvious learning and hearing injury it posed to children, adults, homes, and schools it seems odd that the noise monitor and tracking recommendations were not fully implemented by the airport. What was the reason the airport decided the public should not have the F-16 afterburner noise information? Is a further recommendation in the latest draft actually needed? Will the recommendation be followed this time?

Will you, as airport director, commit to applying for the available FAA grant for monitoring and tracking the F-35 noise? Or do you prefer to leave it merely as a recommendation that will again not be fully implemented?

Thank you very much

James Marc Leas

On 10/31/2019 12:38 PM, Gene Richards wrote:

Mr. Leas,

Thank you for including me on the email chain. I wanted to point you in the direction of the Draft Noise Compatibility Plan published on our website www.btvsound.com, which was also discussed in much detail at our October 24th event. Within this document are recommended noise compatibility program revisions, specifically outlined in Chapter 4. As you may be aware, the Technical Advisory Committee spent a great deal of time discussing each one of these items and recommended this to be moved forward to public comment, inclusive of a flight tracking and noise monitoring system. Specifically, Section 4.1 outlines a recommendation to purchase a permanent noise monitoring system. Additionally, Section 4.2 outlines recommendations to utilize an outside firm to perform flight track analysis of radar data. Both of these systems are important to operate simultaneously as the noise monitoring system alone would be picking up all ambient noise like vehicle traffic, etc. By combining, we can associate noise using radar data specific to aircraft operations. Your technical recommendations for placement and specs will be discussed in future conversations with the FAA, Airport Consultants and the Airport administration to ensure all regulatory requirements are met as well as funding requirements. Further, conversations with all local municipal leadership will continue to discuss prioritization of each of the recommended Noise Compatibility Programs, including noise and radar monitoring.

As you can see, these are both recommendations within the NCP draft currently, which as you may know is the first step to apply for federal grants. As Richard recommended, we are accepting comments on this draft which can be electronically submitted at btvsound@jonespayne.com

Again, thank you for your email and please do not hesitate to contact me if you have further questions.

Best,

Gene



Gene Richards | Director of Aviation

1200 Airport Drive, #1 South Burlington, VT 05403

grichards@btv.aero | www.btv.aero

p: 802-863-2874 | **m:** 802-343-9909

"There is always a way to do it better .. Find it "

-Thomas Edison

From: James Marc Leas <jolly39@gmail.com>
Sent: Thursday, October 31, 2019 11:31 AM
To: Gene Richards <grichards@btv.aero>
Subject: Fwd: FAA Grants are available for aircraft noise monitoring

[WARNING]: External Message

Hi Gene,
My apologies for mistakenly omitting you in this email. I hope you will take advantage of the availability of FAA grants for noise monitoring to promptly submit an application for a noise monitoring grant. I will be happy to help. Please let me know your decision. Thank you for considering this.
Best regards,
Jimmy

----- Forwarded Message -----

Subject: FAA Grants are available for aircraft noise monitoring

Date: Thu, 31 Oct 2019 11:23:02 -0400

From: James Marc Leas <jolly39@gmail.com>

To: Doucette, Richard (FAA) <richard.doucette@faa.gov>

CC: Kurt Wright <kwright@burlingtonvt.gov>, Tracy, Maxwell K. <maxwell.k.tracy@gmail.com>, Perri Anne <pfreeman@burlingtonvt.gov>, Jack Hanson city <jhanson@burlingtonvt.gov>, Sharon Foley Bushor <sbushor@burlingtonvt.gov>, Brian Pine <bpine@burlingtonvt.gov>, William "Chip" Mason <cmason@burlingtonvt.gov>, Karen Paul <kpaul@burlingtonvt.gov>, Ali Dieng <adieng@burlingtonvt.gov>, Adam Roof <arroof@burlingtonvt.gov>, Joan Shannon <jshannon@burlingtonvt.gov>, Miro Weinberger 2 <mayor@burlingtonvt.gov>, Brian Lowe Miro chief of staff <brian@burlingtonvt.gov>, helenriehle@gmail.com <helenriehle@gmail.com>, Meaghan Emery <meaghanee@yahoo.com>, Tim Barritt <timbobo3@yahoo.com>, Tim Barritt <tbarritt@sburl.com>, Tom Chittenden <tchittenden@sburl.com>, Dave Kaufman <dkaufman@sburl.com>, Seth Leonard <slleonard@winooskivt.org>, Nicole Mace <nmace@winooskivt.org>, Eric Covey <ecovey@winooskivt.org>, Kristine Lott <klott@winooskivt.org>, Hal Colston <hcolston@winooskivt.org>, James Duncan <jduncan@winooskivt.gov>, Amy Lafayette

<alafayette@winooski.vt.gov>, Michael Myers <mmyers@winooski.vt.gov>, Williston School <wsinformation@cvsdvt.org>, Jeff Munger <jeffmunger@burlingtontelecom.net>, Bill Keogh <bkeoghsr@yahoo.com>, jeffrey.schulman@uvm.edu <jeffrey.schulman@uvm.edu>, Helen Riehle 3 <hriehle@sburl.com>, Tim George <tgeorge@burlingtonvt.gov>

Richard Doucette, FAA Administration

Hi Richard,

Thank you for your responses below. I am adding responsible Burlington, South Burlington, and Winooski elected officials and the airport commission members to this communication so they are aware of the availability of FAA noise monitoring grants and can lend their ideas and resources, if needed.

Just to get city elected officials up to date: Last Thursday at the public meeting at the airport you told me that the FAA does provide grants for the purpose of aircraft noise monitoring. You also said that the FAA provided such grants for noise monitoring at Logan Airport in Boston and Bradley Airport in Connecticut. You also said that the noise monitoring systems purchased with those grants are in place and working at those airports now and that the noise monitoring data is open to the public. In your email below you stated the amounts of money the FAA provided for the noise monitoring systems at those two airports.

Gene Richards, our airport director, has proven quite adept at applying for FAA grants. I hope he will agree to submit an application for an FAA grant to install internet linked noise monitoring sensors so F-35 noise levels will be measured and will be available for all to see. And so decisions about F-35 basing and/or mitigation for nearby residents, passengers, and workers at our civilian airport in a densely populated city location can be based on facts.

My suggestion is that the grant request funds for noise monitoring sensors and recording devices to measure and record actual airport noise levels at all frequencies, including the low frequency sound that is emitted by F-35 jets. In view of the possibility of F-35 afterburner use, the noise sensors should also be accurate and sensitive to at least 130 decibels, the level the Air Force said can cause "immediate and permanent hearing damage." The data should be recorded as a function of time so members of the public can see the sound curves, including the peak sound level and the time for the F-35 event at each location. As to locations, I recommend that sound sensors be located:

- where passengers may be standing outside to board or disembark from airplanes on the runway side of the airline and general aviation terminal buildings.
- where passengers and taxi drivers may be standing outside on the street side of the airline and general aviation terminal buildings.
- where passengers and rental car workers may be located inside the parking garage where a worker reported particularly loud reverberating F-35 noise on takeoff.
- where pedestrians and bicyclists may be on public roads adjacent airport property when the F-35 takes off.
- where pedestrians, children, and bicyclists may be outdoors in neighborhoods on each side of airport property and along the F-35 flight path when taking off in both directions.

The fact that the FAA offered substantial grants to Logan and Bradley for noise monitoring is particularly important news for the Burlington area in view of the much higher noise levels for the F-35 admitted by the United States Air Force in its Environmental Impact Statement, as described and linked to yellow highlighted pages below, and in view of the Air Force reports of cognitive impairment and hearing loss from high aircraft noise levels in those pages. Here is our chance to get the facts about noise level where children and adults will be located in the 5 cities and towns most affected.

Thank you very much.

Best regards,

James Marc Leas

On 10/31/2019 10:45 AM, Doucette, Richard (FAA) wrote:

Boston has received many noise grants, going back to the early 80s. At least one of those funded noise monitoring equipment: \$564,000 in 2003.

Bradley received approximately \$390,000 for noise monitoring equipment in 2007.

Richard P. Doucette

Federal Aviation Administration

1200 District Avenue

Burlington MA 01803

781-238-7613

From: James Marc Leas <jolly39@gmail.com>
Sent: Thursday, October 31, 2019 10:16 AM
To: Doucette, Richard (FAA) <richard.doucette@faa.gov>
Subject: Re: Air Force admissions

Hi Richard,
What was the amount of money granted by the FAA for the noise monitoring system at Logan Airport? At Bradley Airport?
Thank you.
Best regards,
Jimmy

On 10/31/2019 8:41 AM, Doucette, Richard (FAA) wrote:

No one will argue that noise can affect learning, and very high noise can result in hearing loss. The DOD EIS has survived various legal challenges, and it is not the role of the FAA to relitigate these issues. All we can do is provide some mitigation options. That is all we have at our disposal.

Individuals do not apply for noise monitoring grants. Only qualified "airport sponsors" (i.e. airport owners/operators) are eligible to receive FAA grants. You should recommend to the City of Burlington that they install noise monitoring as part of their Noise Compatibility Program. Public comments on the draft Plan (attached) are being solicited through November 25. They may be submitted electronically to:
btvsound@jonespayne.com

Richard P. Doucette

Federal Aviation Administration

1200 District Avenue

Burlington MA 01803

781-238-7613

From: James Marc Leas <jolly39@gmail.com>
Sent: Wednesday, October 30, 2019 9:59 PM
To: Doucette, Richard (FAA) <richard.doucette@faa.gov>
Subject: Air Force admissions

Hi Richard,

1. Here is a link to highlighted pages of Volume II of the F-35 Final EIS in which the Air Force admits to permanent hearing loss and cognitive impairment of children. EIS Volume II noise Appendix C yellow highlighted

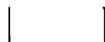
2. Here is a link to highlighted pages of Volume I of the EIS in which the Air Force admits to very high F-35 noise levels, including 115 decibels with afterburner off at 1000 foot elevation. Volume I Noise highlighted pages

3. Please let me know how to apply for a grant for noise monitoring as was done at Logan Airport and at Bradley Airport.

Thank you very much.

Best regards,

Jimmy

 Virus-free. www.avast.com

Please note that this communication and any response to it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.

Google Groups

Public comment to Draft NCP and the Burlington proposal to modify the existing NCP

James Marc Leas <jolly39@gmail.com>

42

Nov 20, 2019 1:23 PM

Posted in group: **BTVsound**

This is a public comment to 2019 Draft Noise Compatibility Program and the Burlington proposal to modify the existing NCP.

The NCP states:

The City of Burlington, Vermont is proposing to modify its existing Noise Compatibility Program to reflect the consensus among the affected jurisdictions of the impacts of aircraft operations at BTV and the desire to preserve the residential areas located near the airport and ensure the communities remain stable and continue to provide a source of affordable housing for the region.

The FAA says the best way to protect the people in the noise danger zone is to move them out and demolish the homes because sound insulation does not work when windows are open or people go outside.

Will the modification to the existing Noise Compatibility Program protect children whose homes are in the noise danger zone when they go outside to play?

If the modification to the existing Noise Compatibility Program does not protect children whose homes are in the noise danger zone when they go outside to play will the airport prohibit takeoff of any F-35 jet during times when children ages 0-18 may be outside playing?

If the modification to the existing Noise Compatibility Program does not protect children whose homes are in the noise danger zone when they go outside to play and the airport does not prohibit takeoff of any F-35 jet during times when children ages 0-18 may be outside, will the airport issue a warning before allowing a flight of an F-35 jet?

Will the modification to the existing Noise Compatibility Program protect people whose homes are in the noise danger zone when they go outside to garden or walk their dogs?

Will the modification to the existing Noise Compatibility Program protect people whose homes are in the noise danger zone when windows are open in hot weather?

What will the modification to the existing Noise Compatibility Program do to protect people whose homes are in the noise danger zone in hot weather when windows are open?

If the modification to the existing Noise Compatibility Program does not protect people whose homes are in the noise danger zone in hot weather when windows are open will the airport prohibit flights of F-35 jets during those times?

If the modification to the existing Noise Compatibility Program does not protect people whose homes are in the noise danger zone in hot weather when windows are open and if the airport does not prohibit flights of F-35 jets in hot weather when windows are open what will the airport do to protect people in hot weather when windows are open and F-35 jets are permitted to take off?

If the modification to the existing Noise Compatibility Program does not protect children whose homes are in the noise danger zone playing outside, people whose homes are in the noise danger zone gardening or walking dogs, and people inside their homes in the noise danger zone in hot weather when windows are open, and if the airport does not prohibit flights of F-35 jets in hot weather when windows are open, and if the airport has no plan to protect people in hot weather when windows are open, and if F-35 jets are permitted to take off in any of these situations, is the modification to the existing Noise Compatibility Program flawed?

If the modification to the existing Noise Compatibility Program does not protect children whose homes are in the noise danger zone playing outside, people gardening or walking dogs, and people inside their homes in hot weather when windows are open, and if the airport does not prohibit flights of F-35 jets in hot weather when windows are open, and if the airport has no plan to protect people whose homes are in the noise danger zone in hot weather when windows are open, and if F-35 jets are permitted to take off in any of these situations, should the airport apply for a grant to continue with the existing FAA plan that is the preferred FAA plan that the FAA says is the only way to actually protect children and adults: to purchase all 2,600 F-35-noise-damaged homes in the noise danger zone, move the people out, and demolish the homes?

What is (a) the danger to the public and what is (b) the cost of each of the following alternatives to the proposed modification to the existing Noise Compatibility Program?

1. Build a new 8300 foot runway away from a populated area in Vermont, where no people live in the oval shaped region around the runway identified in the Noise Exposure Map that is about 1 mile wide and 6 miles long?
2. Use an existing runway at one of the 17 airports in Vermont that is already located away from a populated area?
3. Cancel the F-35 basing in the City of South Burlington and taking off over Burlington, Winooski, Williston, and Colchester, and instead provide a mission for the Vermont Air National Guard that is compatible with its present location in a densely populated city?

Will the City of Burlington strongly advocate for at least one of these remedies? If not, why not?

Google Groups

Public comment to the 2019 Draft NCP: Noise monitoring & tracking and noise disclosure

jimmy.vermontpatentlawyer.com <jimmy@vermontpatentlawyer.com>

Nov 21, 2019 11:33 AM

Posted in group: **BTVsound**

43

This is a public comment to the 2019 Draft Noise Compatibility Program (NCP). This public comment regards required explanation missing from the NCP. Three examples are given: Noise monitoring, flight track monitoring, and real estate disclosure.

The 2019 Draft NCP states:

The NCP documentation must recount the development of the program, including a description of all measures considered, the reasons that individual measures were accepted or rejected, how measures will be implemented and funded, and the predicted effectiveness of individual measures and the overall program.

However, the NCP fails to "recount the reasons that individual measures were accepted or rejected" for numerous measures that were not implemented in the 11 years since the 2008 NCP was issued. Following are three examples of why the 2019 NCP is flawed for failing to provide the reasons and should be rejected by the FAA if full and complete explanations are not provided.

1. The 2019 Draft NCP states in section 3.2.1, "**Ongoing Monitoring** and Review of Noise Exposure Map (NEM) and Noise:"

This measure provides for revision of the NEM and NCP, citing three examples: changes in airport layout, unanticipated changes in the level of airport activity, and non-compliance with the NCP. (2008 ROA Measure 8). Status: Not fully implemented. The City of Burlington, Vermont updated the BTV NEM in 1997, 2006 and 2015. This documentation represents the second NCP update. The City updated the NCP in 2008. A standing Sound Committee meets quarterly throughout the year.

However, the 2008 NCP and the 2008 ROA measure 8 both state, "...This measure also included the recommendation of the Technical Advisory Committee as a Noise Abatement Committee and **purchase of a permanent noise monitoring system. Status: Not implemented.**"

a) No explanation is given in the 2019 Draft NCP as to why mention is omitted in the 2019 Draft NCP of the recommendation of the Technical Advisory Committee to purchase a permanent noise monitoring system--even though this was expressly included in the 2008 ROA.

b) Nor is any reason given as to why this part of 2008 ROA measure 8 was not implemented or not fully implemented by 2019 in the 2019 NCP. As stated above, "The NCP documentation must recount . . . the reasons that individual measures were accepted or rejected." The 2019 NCP provides words that do not amount to reasons for failure to implement.

For both of the above reasons the 2019 NCP is flawed.

2. The 2019 Draft NCP states in section 3.2.2, "**Flight Track Monitoring**, Utilization of an outside firm to perform flight track analysis of radar data on a temporal sampling basis (2008 ROA Measure 9). Status: **Not fully implemented**. The City is moving forward with prospective companies that analyze flight track data."

The 2008 NCP states, "Utilization of an outside firm to perform flight track analysis of radar data on a temporal sampling basis (ROA Section II.B.9)."

The 2008 ROA measure 9 is nearly identical: utilize an outside firm to perform flight track analysis of radar data on a temporal sampling basis. Status: Not implemented."

But the 2019 NCP provides **words that do not amount to reasons** for failure to implement the flight tracking. No reason that 2008 ROA measure 9 was not implemented or not fully implemented by 2019 is given in the 2019 NCP. As stated above, "The NCP documentation must recount . . . the reasons that individual measures were accepted or

rejected." Thus, the 2019 NCP is flawed.

3. The 2019 Draft NCP states in section 3.3.6, "**Real Estate Disclosure:**"

A real estate disclosure policy would be developed for land uses within the 65 dB DNL contour, and implemented through revisions to zoning ordinances (2008 ROA Measure 15). Status: Not implemented. The Airport has not actively encouraged the use of Real Estate Disclosures for properties within the 65 dB DNL contour but will be working with the City of South Burlington and the City of Winooski in that regard.

The 2008 NCP states: "A real estate disclosure policy would be developed for land uses within the 65 dB DNL contour, and implemented through revisions to zoning ordinances (ROA Section II.C.15). Status: Not implemented. The Airport has not actively encouraged the use of Real Estate Disclosures for properties within the 65 dB DNL contour but will be working with the City of South Burlington and the City of Winooski in that regard."

The 2008 ROA measure 15 is nearly identical: "A real estate disclosure policy would be developed for land uses within the 65 dB DNL contour, and implemented through revisions to zoning ordinances. Status: Not implemented. The Airport has not actively encouraged the use of Real Estate Disclosures for properties within the 65 dB DNL contour but will be working with the City of South Burlington and the City of Winooski in that regard."

But the 2019 NCP provides words that do not amount to reasons for failure to implement the real estate disclosure policy. No reason that 2008 ROA measure 15 was not implemented by 2019 is given in the 2019 NCP. As stated above, "The NCP documentation must recount . . . the reasons that individual measures were accepted or rejected." Thus, the 2019 NCP is flawed.

**Please revise the 2019 NCP to provide the missing information and explanations in full.
Here is my comment regarding the above facts:**

While Logan Airport in Boston and Bradley Airport in Connecticut both applied for and received FAA grants for noise monitoring and tracking, and while the FAA regional director, Richard Doucette, told me that Burlington would also be able to apply for such FAA grants to implement noise monitoring a tracking, the Burlington Airport never applied even though doing so was included in the 2008 NCP.

Absent a full and clear explanation of why Burlington failed to apply for the available FAA noise monitoring and tracking grants for these past 11 years, notwithstanding the extreme noise of the F-16 afterburner and the even louder F-35, the public is entitled to conclude that the Mayor of the City of Burlington, the city's Airport Director, and the Airport Commission do not want the public to know the actual noise received by passengers and nearby residents exposed to these military jets. And that these public officials do not want prospective buyers to be told that the property they are considering buying is in an area designated by the Air Force and by the FAA as "unsuitable for residential use."

Such noise monitoring and tracking would likely not be needed if the military jets were properly located away from a populated area. But that explanation is not available here because the runway for the military jets is located in the most densely populated part of Vermont in a city and immediately adjacent 2 other cities and 2 of Vermont's largest towns.

If the city continues to fail to provide an explanation, though expressly required by the FAA, and though officially requested in this public comment, an FAA that is concerned about public safety should reject the flawed draft NCP.

Thank you very much.
Best regards,
James Marc Leas

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Google Groups

Public comment: The 2019 Draft NCP is fundamentally flawed and should be rejected by the FAA

jimmy.vermontpatentlawyer.com <jimmy@vermontpatentlawyer.com>

Nov 23, 2019 8:44 AM

Posted in group: **BTVsound**

44

The 2019 Draft NCP is fundamentally flawed and should be rejected by the FAA

The 2019 Draft NCP is fundamentally flawed for failing to provide accurate information about the injury to children and adults from F-35 takeoffs and landings. Without an accurate diagnosis of such injuries, the 2019 Draft NCP fails to provide proper remedies. Those responsible for its preparation should be dismissed from any further input or influence regarding safety, including regarding the Noise Compatibility Program.

The NCP states:

These Part 150 guidelines represent compilation of extensive scientific research into noise-related activity interference and attitudinal response. However, reviewers should recognize the highly subjective nature of response to noise, and that special circumstances can affect individuals' tolerance. For example, high non-aircraft noise levels can reduce the significance of aircraft noise, such as in areas exposed to relatively high levels of traffic noise. Alternatively, residents of areas with unusually low background levels may find relatively low levels of aircraft noise annoying.

This is the only statement regarding ill effects of noise in the 2019 Draft NCP. Noteworthy is that this paragraph is identical to a paragraph in the 2008 NCP. The 2019 Draft NCP thus failed to update the supposed "compilation of extensive scientific research" on which it implies that it relied. Nothing in the 2019 Draft NCP demonstrates that a review of the recent scientific literature was conducted. Or even that its authors reviewed the United States Air Force F-35 Final Environmental Impact Statement published in 2013. The 2019 Draft NCP thus reveals itself to be grossly inaccurate.

Let's consider the above quoted paragraph in view of facts presented by the United States Air Force. In the 2013 F-35 Final Environmental Impact Statement, the US Air Force stated that high aircraft noise levels can permanently damage hearing and impair the learning of children. Thus, the Air Force admitted that high aircraft noise levels, such as produced by the F-35, can injure ears and brain. By contrast, the 2019 Draft NCP only recognizes "noise-related activity interference and attitudinal response" as the issue. It says that high aircraft noise is a matter of "individuals' tolerance." It defines the issue as whether high aircraft noise is "annoying." No mention of hearing loss. No mention of degraded reading, memory, attention, or problem solving, as admitted by the US Air Force. No mention of vascular disease as also disclosed by the Air Force.

The NCP is deeply flawed for failing to give the facts beyond the possibility of aircraft noise being annoying. It omits mention of the vital health and safety issues. It also omits mention of the fact that the nearly 3000 homes degraded or demolished because of the F-35 takeoffs are a large part of the area's affordable housing stock and that the impact of the degradation or loss of this housing will have on homelessness and the area's economy. It also omits mention of the "disproportionate impact on low income and minority populations," admitted by the United States Air Force in the 2013 EIS. It omits any discussion of or remedy for such a blatant racist assault by a government agency. It also omits description of or remedy to prevent injury to the people in the most dangerous part of the noise danger zone: the 3,400 civilian airport passengers who fly into or out of the Burlington airport every day, the airline crew, the airport workers, and the pedestrians and bicyclists going to school or commuting on nearby roads.

Regarding the FAA, to its credit, the 2019 Draft NCP acknowledges that "The FAA has ultimate review authority over the NCP submitted under Part 150. The FAA's review of the NCP encompasses the details of technical documentation as well as broader issues of safety and constitutionality of recommended noise abatement alternatives."

Thus, the NCP recognizes that the FAA's review includes "broader issues of safety." With its broad responsibility for safety, the FAA should reject the 2019 Draft NCP for failing to disclose and provide remedies

for the actual safety issues mentioned above, most of them admitted by the United States Air Force itself. The FAA should also reject the 2019 Draft NCP for pretending that the only noise-related issues are “noise-related activity interference and attitudinal response,” a matter of “individuals' tolerance,” and the noise being merely “annoying.”

With regard to the most important mission of the FAA—safety—the agency should recognize that the personnel involved in the 2019 Draft NCP failed to include the safety issues that the Air Force had identified for them 6 years ago. The FAA should highlight the flawed work and provide a severe consequence to protect public safety.

In view of the detailed description of hearing loss and learning impairment given by the US Air Force in its 2013 EIS and omitted from the 2019 Draft NCP, those responsible for the 2019 Draft NCP should be removed from any further responsibility. Funds provided to the contractors should be immediately refunded. No further contracts with any level of government should be provided to these contractors.

The FAA has awesome responsibility for public safety. Any deviation by the FAA from total commitment to safety cannot be tolerated, as evidenced when the FAA delegated software review to Boeing: two crashes of Boeing Max 737 jets. The people who in the 2019 Draft NCP falsely implied that the document included review of scientific studies must not be allowed to command the FAA's Noise Compatibility Program in Burlington. These people cannot be trusted to protect anyone. They must be removed at once from any responsibility regarding public safety. The effects of high aircraft noise levels on children and adults cannot be left in the hands of people who failed to recognize the injuries that had been admitted by the US Air Force. They cannot be left in charge of providing remedies to prevent injuries to thousands of Vermont children and adults.

Specifically, I request that the FAA announce that it requires that the public officials responsible for preparing or approving this draft NCP for public comment, including the Airport Director, the members of the Airport Commission, the Mayor of Burlington, and the consultants they hired, be dismissed from any further input or influence regarding safety, particularly regarding the Noise Compatibility Program. And that a new NCP be prepared by people with a demonstrated commitment to public safety who will review the latest scientific research on the effects of high aircraft noise levels, including military jets, on children and adults. The 2019 Draft NCP remedies are fundamentally flawed, and it should be rejected by the FAA.

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Public comment: The NCP failed to mention learning impairment of children as described by the World Health Organization

jimmy.vermontpatentlawyer.com <jimmy@vermontpatentlawyer.com>

Nov 24, 2019 6:27 PM

Posted in group: **BTVsound**

45

2019 Draft NCP public comment—

The NCP failed to mention learning impairment of children, as described by the World Health Organization

Research findings presented in the 2011 World Health Organization (WHO) report, *Burden of disease from environmental noises* are summarized in a graph that indicates that: 20% of children are cognitively impaired when day/night average noise level is between 55 and 65 decibels, 45 to 50% of children are cognitively impaired when day/night average noise level is between 65 and 75 decibels and 70 to 85% of children are cognitively impaired when day/night average noise level is between 75 and 85 decibels (see pages 48 to 52).

Does the City of Burlington acknowledge that the World Health Organization made the above statements in its above-named report?

Does the City agree that the injury to the brains of children described in the WHO report is a problem in addition to the problem of “annoyance” that is already identified as a problem in the 2019 Draft NCP (in fact, the only problem identified in the 2019 Draft NCP)?

Does the City of Burlington have any basis to dispute the above statements by the WHO?

If the City of Burlington disputes any of the WHO statements, does the City of Burlington have in its possession any scientific evidence supporting its position?

If the City of Burlington disputes any of the WHO statements, will the City present the scientific evidence supporting its disagreement in its response?

If the City has no basis to disagree with the WHO, will the City include the statements by the WHO in the 2019 Draft NCP in order to better identify the problem for children of high aircraft noise levels in a city location?

Will the City state the number of children anticipated to have learning impaired or brain development injured by the F-35 basing at the Burlington airport in the densely populated area?

If the percentages given by the WHO are correct, how many Vermont children will be injured with cognitive impairment by the high aircraft noise anticipated by the City?

Will the 2019 Draft NCP be modified to add consideration of the Air Force EIS and WHO findings? Will the 2019 Draft NCP base some of its action items on these findings?

Will the 2019 Draft NCP be modified to include consideration of more up to date research findings about the effect of high noise levels on children?

In view of the information provided by the US Air Force and the WHO, how does the operator of the airport, which is the City of Burlington, respond to the question, would the injury to the cognitive development of children be knowing, willful, or intentional if the City allows its tenant, the Vermont Air National Guard, a Vermont state agency, to operate F-35 jets at its airport in a densely populated area? If the answer to this question is no, what is the evidence?

Thank you very much.

Best regards,

James Marc Leas

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12/2/2019

Public comment: The NCP failed to mention learning impairment of children as described by the World Health Organization - Google Gro...

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Public comment: The NCP failed to mention learning impairment of children as described by the US Air Force

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Nov 24, 2019 5:04 PM

Posted in group: **BTVsound**

46

2019 Draft Noise Compatibility Program (NCP) public comment—

The NCP failed to mention learning impairment of children, as described by the United States Air Force

In [Volume II of the 2013 United States Air Force F-35 Environmental Impact Statement](#) (EIS) the United States Air Force admitted that high aircraft noise levels can impair the cognitive development of children. The Air Force EIS states that “tasks involving central processing and language comprehension (such as reading, attention, problem solving, and memory) appear to be the most affected by noise.”

The Air Force describes two separate ways children’s learning is degraded: (1) chronic direct blasting of ears and brains of children with the high aircraft noise over homes and schools thousands of times a year; and (2) multiple daily classroom speech interruptions in their schools.

In [Volume I of that EIS](#) the US Air Force specifically named 7 schools near the Burlington airport that will be hit with the blasting noise of F-35 takeoffs and landings. The Air Force even said how many times per hour children in each of these schools will have their classroom speech interrupted. In Volume I of the EIS, the Air Force says 6,663 people live in 2,963 homes in the 65 decibel day night average noise level (DNL) danger zone. In Volume I of the EIS, the Air Force provides numbers showing that the F-35 jets based at the Burlington airport will take off 2,249 times per year, blasting homes and schools adjacent the runway and in the flight path. The F-35 will land at the airport an equal number of times each year and will do “pattern work in the vicinity of the airport” 987 times each year. Thus, Volume I of the Air Force EIS admits the F-35 will be direct blasting thousands of families in a densely populated area thousands of times each year.

In the 2019 Draft NCP and NEM the City of Burlington admits that that the positioning of F-35 jets in the Chamberlin School neighborhood of South Burlington is so close to densely populated areas as to put approximately 2,627 residential units within the anticipated F-35 65 and 70 DNL contours. But in the 2019 Draft NCP the City of Burlington does not state how many residential units are in a contour that exceeds 75 decibels DNL. Nor does the City’s 2019 Draft NCP state how many adults and children are living in those 2,627 homes or in higher noise-level homes. Nor does the City’s 2019 Draft NCP state how many adults and children will be located on airport grounds as airport passengers. Thus, the magnitude of the problem for children and adults is not provided by the City’s 2019 Draft NCP. This deficiency in identifying the problem for children and adults makes impossible determining whether the solutions offered in the in the 2019 Draft NCP are adequate.

Until adequate protective measures are in place, does the City of Burlington disagree with any of the following statements of the problem for children provided by the United States Air Force in Volume II of the US Air Force EIS?:

Research on the impacts of aircraft noise, and noise in general, on the cognitive abilities of school-aged children has received more attention in the last 20 years. Several studies suggest that aircraft noise can affect the academic performance of schoolchildren. Although many factors could contribute to learning deficits in school-aged children (e.g., socioeconomic level, home environment, diet, sleep patterns), evidence exists that suggests that **chronic exposure to high aircraft noise levels can impair learning**. Specifically, elementary school children attending schools near New York City’s two airports demonstrated **lower reading scores** than children living farther away from the flight paths (Green *et al.* 1982). Researchers have found that tasks involving central processing and language comprehension (such as **reading, attention, problem solving, and memory**) appear to be the most affected by noise (Evans and Lepore 1993, Hygge 1994, and Evans *et al.* 1998). It has been demonstrated that chronic exposure of first- and second-grade children to aircraft noise can result in **reading deficits and impaired speech perception** (i.e., the ability to hear common, low-frequency [vowel] sounds but not high frequencies [consonants] in speech) (Evans and Maxwell 1997).

The Evans and Maxwell (1997) study found that chronic exposure to aircraft noise resulted in reading deficits and impaired speech perception for first- and second-grade children. Other studies found that children residing near the Los Angeles International Airport had more **difficulty solving cognitive problems** and did not perform as well as children from quieter schools in **puzzle-solving and attentiveness** (Bronzaft 1997, Cohen *et al.* 1980). Children attending elementary schools in high aircraft noise areas near London’s Heathrow Airport demonstrated **poorer reading comprehension and selective cognitive impairments** (Haines *et al.* 2001a,b).

Similarly, a 1994 study found that students exposed to aircraft noise of approximately 76 dBA scored **20 percent lower on recall ability tests** than students exposed to ambient noise of 42-44 dBA (Hygge 1994). Similar studies involving the testing of **attention, memory, and reading comprehension** of school children located near airports showed that their tests exhibited reduced performance results compared to those of similar groups of children who were located in quieter environments (Evans *et al.* 1998, Haines *et al.* 1998). The Haines and Stansfeld study indicated that there may be **some long-term effects** associated with exposure, as one-year follow-up testing still demonstrated lowered scores for children in higher noise schools (Haines *et al.* 2001a,b). In contrast, a 2002 study found that although **children living near the old Munich airport scored lower in standardized reading and long-term memory tests** than a control group, their performance on the same tests were **equal** to that of the control group **once the airport was closed** (Hygge *et al.* 2002).

Finally, although it is recognized that there are many factors that could contribute to learning deficits in school-aged children, there is increasing awareness that chronic exposure to high aircraft noise levels may impair learning. This awareness has led the WHO and a North Atlantic Treaty Organization (NATO) working group to conclude that daycare centers and schools should not be located near major sources of noise, such as highways, airports, and industrial sites (WHO 2000, NATO 2000).

Does the City of Burlington acknowledge that the United States Air Force made the above statements in Volume II of the United States Air Force EIS?

If the city does not dispute any of the Air Force statements, will the City include these statements or this problem in the 2019 Draft NCP in order to better identify the problem of high aircraft noise levels in a city location, including the injury to the brain development of children, a problem that is in addition to the problem of "annoyance" that is already identified as a problem in the 2019 Draft NCP (in fact, annoyance is the only problem identified in the 2019 Draft NCP—a severe defect of that document).

If the City of Burlington disputes any of the above statements of the United States Air Force made in Volume II of the United States Air Force EIS, does the City of Burlington have in its possession any scientific evidence to support its position or to contradict the US Air Force?

If the City of Burlington disputes any of the above statements of the United States Air Force made in Volume II of the United States Air Force EIS, will the City present the scientific evidence supporting its disagreement in its response?

How many children attend each school where classroom speech is expected to be interrupted at least once per school day by the F-35?

(a) How many adults and (b) how many children are anticipated to be living within the 65 to 70 decibel DNL noise contour when the 18 F-35 jets are taking off and landing at BTV?

(a) How many adults and (b) how many children are anticipated to be living within the 70 to 75 decibel DNL noise contour when the 18 F-35 jets are taking off and landing at BTV?

(a) How many adults and (b) how many children are anticipated to be living within the 75 to 80 decibel DNL noise contour when the 18 F-35 jets are taking off and landing at BTV?

Assuming a young child plays outdoors every day within the day night average noise danger zone of 65 decibels, including during all the times the F-35 takes off, how many times per year will that child be struck by the noise of the F-35?

What will be the peak sound level that child will be exposed to if the child is located at the 65 decibel DNL noise contour line?

What will be the peak sound level that child will be exposed to if the child is located at the 70 decibel DNL noise contour line?

What will be the peak sound level that child will be exposed to if the child is located at the 75 decibel DNL noise contour line?

What will be the peak sound level that child will be exposed to if the child is located at the 80 decibel DNL noise contour line as a passenger on airport property?

What will be the peak sound level that child will be exposed to if the child is located at the 85 decibel DNL noise contour line as a passenger on airport property?

How will the City protect the children through the NCP program when they are playing outdoors or walking to or from

school? How will the City protect the children through the NCP program when they are at recess at the Chamberlin School?

How will the City protect children from multiple classroom speech interruptions each day they are in school through the NCP program? What actions will be taken to protect children from classroom speech interruption?

How will the NCP program protect children from the learning impairment described by the United States Air Force?

Thank you very much.

Best regards,

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Google Groups

Public comment: Permanent hearing damage, as described by the US Air Force and by the WHO

jimmy.vermontpatentlawyer.com <jimmy@vermontpatentlawyer.com>

Nov 24, 2019 9:41 PM

Posted in group: **BTVsound**

47

2019 Draft Noise Compatibility Program (NCP) public comment—

Permanent hearing damage, as described by the US Air Force and by the WHO

In a presentation to train health care professionals entitled “Children and Noise,” (go to the 18th slide) the World Health Organization (WHO) included microscope photographs showing normal and noise-damaged hair cells of the cochlea. Cochlea hair cells are the hearing sensors in the ear that vibrate with sounds. The hair cell vibration is converted to an electrical signal that passes through nerves to the brain. When the hair cells are damaged sufficiently, the hearing loss is permanent. The visible noise damage to the hair cells in the photograph explains better than any words how exposure to high noise levels, such as produced by F-35 jets, causes hearing loss.

In Volume II of the US Air Force Environmental Impact Statement (EIS) the Air Force describes some peak noise levels:

For comparison purposes, normal conversation (at a distance of 3 feet) is approximately 60 dB, loud speech is approximately 70 dB, and the sound of a train approaching a subway platform is approximately 90 dB. At approximately 120 dB, sound can be intense enough to induce pain, while **at 130 dB, immediate and permanent hearing damage can result** (National Park Service [NPS] 1997). (page C4 in Volume II of the EIS).

Thus, the Air Force admits that a **single exposure** to sound with a peak A weighted noise level of 130 dB can cause **immediate and permanent hearing damage**.

From the noise modeling program used in the NCP and NEM can the peak noise level at various locations be extracted?

If so, does the F-35 reach this 130 decibel level anywhere on airport grounds where civilians may be located when the F-35 takes off with afterburner? On streets adjacent the airport? Under normal military power?

Based on the recommendations included in the 2008, but not implemented, and 2019 NCP will the airport commit to apply for an FAA grant to implement noise monitoring and tracking? Will the grant request include noise monitoring and tracking so peak noise data is available online in real time at various locations on airport grounds and in each of the neighboring cities and towns at various distances? And will the data be stored for further review?

Later in Volume II of the EIS the Air Force further admits:

In another study of 115 test subjects between 18 and 50 years old in 1999, temporary threshold shifts were measured after laboratory exposure to military low-altitude flight noise (Ising et al. 1999). According to the authors, the results indicate that **repeated exposure** to military low-altitude flight noise with **Lmax greater than 114 dB**, especially if the noise level increases rapidly, may have **the potential to cause noise induced hearing loss in humans**. (page C25 in Volume II of the EIS).

Thus, the Air Force admits that **repeated** exposure to military jets at low altitude with a peak A weighted maximum sound level of 114 dB can cause **permanent hearing damage**.

In Volume I of the EIS, the Air Force admits that on takeoff under military power at 1000 feet elevation a person on the ground below will be exposed to a peak A weighted sound level of 115 dB. Thus, the Air Force expressly admits in Volume I that people may be exposed to a bit more than the sound level that the Air Force says in Volume II can cause permanent hearing damage from repeated exposure. And in Volume I the Air Force further admitted that people will be repeatedly exposed to F-35 takeoffs 2,249 every year. Thus, civilians may receive thousands of exposures to the hearing damaging F-35 noise.

But the 2019 Draft NCP does not mention hearing loss. The only adverse effect mentioned in the 2019 Draft NCP is annoyance. Thus, the 2019 Draft NCP avoids mention of injury to civilians, including injury to bodily organs.

Why does the 2019 Draft NCP omit mention of hearing loss as a problem to be solved with the noise compatibility program?

Can peak noise level be extracted from the noise modelling computer program used to calculate average noise level? If so, what is the peak noise level anywhere on or off airport grounds where civilians may be located when the F-35 takes off with afterburner?

The F-35 emits a large part of its sound at low frequency. Will the NCP state whether the grant application will include a request for equipment that measures and records the low frequency sound (infrasound)?

Will the 2019 NCP include citations to scientific studies of how low frequency sound penetrates walls and insulation and can injure children and adults even in well insulated homes and schools?

Will the 2019 NCP include measures to protect children and adults from the low frequency sound?

Will the City include description of hearing loss and include photographs of noise induced hearing damage to cochlear hair cells to highlight the problem of permanent noise induced hearing loss that was described by the Air Force and by the World Health Organization to show that the problem is much more than mere annoyance and includes injury to a bodily organ? If not, why not?

Recognizing that the only mitigation that works is adequate separation between F-35 jets and populated areas, will the City of Burlington continue to allow its airport in the midst of a densely populated area to continue to be used by F-35 jets? Will the City of Burlington refuse to allow basing of F-35 jets at its City-owned airport? Will the City prohibit take off and land so close to children that the children are exposed to such high noise levels as to damage their hearing and impair their learning? Will the City advocate for relocation of thousands of families and demolition of thousands of homes? Will the City continue to put forth an NCP that omits mention of the hearing loss problem and simply allow the hearing of Vermont children and adults to be injured?

Thank you very much.

Best regards,

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Public comment: On notice from the VA: The City of Burlington is bringing mass hearing loss to Vermonters

jimmy vermontpatentlawyer.com <jimmy@vermontpatentlawyer.com>

Nov 25, 2019 11:34 AM

Posted in group: **BTVsound**

48

2019 Draft Noise Compatibility Program (NCP) public comment—

On notice from the VA: The City of Burlington is bringing mass hearing loss to Vermonters

In view of the facts below from the Veterans Administration (VA), what will the City of Burlington do to protect airport passengers and nearby residents from the hearing loss the Air Force says they can get from repeated exposure to F-35 jet noise?

Here is what the VA says about hearing loss among soldiers, airmen, sailors, and marines:

“Hearing problems—including tinnitus, which is a ringing, buzzing, or other type of noise that originates in the head—are by far the most prevalent service-connected disability among American Veterans.”

“As of the close of fiscal year 2014, more than 933,000 Veterans were receiving disability compensation for hearing loss, and nearly 1.3 million received compensation for tinnitus.”

Thus, the US military has failed to adequately protect even its own members from hearing loss.

Fortunately for Vermont airmen, they are required to wear two layers of hearing protection. Not so civilians that the Air Force admits are now being hit with similar levels of hearing-damaging F-35 noise as hearing-protection-wearing airmen because the City of Burlington is allowing F-35 basing at its civilian airport located in the densely populated Chamberlin School neighborhood of the City of South Burlington. By basing the F-35 jets in a city, where few civilians routinely wear the approved hearing protection that airmen wear, the City of Burlington is bringing mass hearing loss to airport passengers and to Vermonters in five of Vermont's largest cities and towns that surround the runway: South Burlington, Winooski, Burlington, Williston, and Colchester.

The Air Force says in Volume II of the Environmental Impact Statement that repeated exposure to noise at the level of the F-35 on takeoff in ordinary military power (115 decibels) can cause permanent hearing loss. The Air Force also says in that volume of the EIS that the afterburner is even louder, and even a single exposure to noise at 130 decibels can cause immediate and permanent hearing loss.

By allowing basing of F-35 jets at a civilian airport in a city the City of Burlington is effectively targeting:

- 3,400 airport passengers each day: the Air Force says the F-35 noise is loudest on airport grounds. During moments they are outside, on either side of the terminal buildings, nothing protects passengers from the hearing damaging F-35 noise on takeoff. In the airport parking garage the reverberating F-35 noise is especially ear damaging.
- Residents, bicyclists, walkers, and motorists: The Air Force says 6,663 people live in the oval-shaped noise danger zone identified by the Air Force. Most in danger are children as they play outdoors or walk to school; walkers, bikers, and motorists, as they pass near the airport, nearby gardeners and dog walkers, and the 2,963 families identified by the Air Force when they are inside their homes with their windows open. The 2019 NCP and Noise Exposure Map confirmed a similar number of families in the noise danger zone.

The 2019 Draft NCP is fundamentally flawed for:

- Failing to mention the mass permanent hearing loss the City of Burlington is inflicting on thousands of people by allowing the basing of the F-35 jets at a civilian airport in a densely populated area.
- Failing to mention or provide any protection to airport passengers, nearby residents, and commuters as they work, travel, or play outdoors.

- Failing to mention the need for and the posting of warnings to airport passengers during the moments they are outdoors on airport grounds.
- Failing to mention any special need to protect children who live or go to school nearby when they are outdoors.
- Failing to request funding for hearing aids and hearing surgery for thousands of people who will suffer permanent hearing damage from repeated exposure to the F-35 noise.

The FAA's primary job is safety. The City of Burlington is the owner of the airport and is responsible for the injuries if it continues to allow its tenant to base F-35 jets at the city-owned airport. Its tenant is a state agency, the Vermont National Guard. If the City of Burlington continues to allow the basing of F-35 jets at its Burlington Airport, to meet its safety responsibility the FAA must require the City of Burlington to provide effective measures to protect the hearing of airport passengers when they are outside on airport grounds or require closure of the airport to civilians. The FAA must also require the City of Burlington to provide effective measures to protect the hearing of children and adults when they are outside and when windows are open or require demolition of the 2,963 homes and a cordoning off of streets near the airport to walkers, bicyclists and motorists. No half measures that leave civilians vulnerable to injury to bodily organs, including hearing, should be approved by the FAA.

Thanks very much for considering this.

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Comments on noise from F35 war planes

Melinda Lee <nmllee50@gmail.com>

49

Nov 25, 2019 4:10 PM

Posted in group: **BTVsound**

Dear BTV sound,

I have found the sound of the F35 planes very disturbing. When they take off - and I live on East Avenue in Burlington - the sound makes it difficult to converse with other people and I can't hear the sound from the TV or computer. I am wondering if I will have to purchase soundproofing ear phones to wear, in order to walk safely in the streets of Burlington, not causing damage to my hearing.

Most particularly, I am concerned about the effect on children's hearing - that the sound of 20 F35s taking off several times a week, will damage them and make learning difficult. I fear for the health of the children who go to Chamberlin school, close to the airport and my grandchildren who are growing up in South Burlington. I am also concerned about the effect on property values and the quality of living in Burlington. I already know of one couple who has moved out of the area due to the arrival of F35s and their noise and nuclear capability.

Thank you for receiving my comments.

Sincerely,

Melinda Lee

Burlington resident since 1982.

Google Groups

Noise Mitigation Plan

Anne Linton <annelinton@mac.com>

50

Oct 28, 2019 12:52 PM

Posted in group: **BTVsound**

I am writing in opposition to the F35s being brought to Burlington, Vermont.

Where is the sense in bringing the F35 jets here, then spending millions to mitigate the noise pollution with soundproofing and assistance selling homes. These jets should have been located at Hill Air Force base, as the Air Force originally recommended.

I am dismayed at our political leadership, (Leahy, Sanders, Welch) who have approved this move. There's been some underhanded maneuvering and I am disappointed that our representatives are all going along with Senator Leahy's strong-arming.

Disagreement with this choice is not connected to patriotism. It's common sense. Who puts jets in place flying directly over a vulnerable population (or ANY population, really). Keep jets flying in areas that are set up for that. Not here.

Sincerely,
Anne

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Google Groups

noise monitoring

Lloyd Robin <robinlloyd8@gmail.com>

51

Nov 1, 2019 10:19 PM

Posted in group: **BTVsound**

Hello Mr. Richards:

To resolve the question about the impact of F35 noise upon takeoff and landing, on the Winooski and Williston communities, I request that the airport immediately apply for FAA noise monitoring and tracking grants to measure F-35 noise on airport grounds and throughout the residential areas identified by the Air Force and the Noise Compatibility Program.

Please advise me when this will be implemented.

Sincerely,

Robin Lloyd
802-355-3256

Google Groups

To the Noise Compatibility Program:

Lloyd Robin <robinlloyd8@gmail.com>

52

Nov 25, 2019 2:41 PM

Posted in group: **BTVsound**

To the Noise Compatibility Program:

I am an elderly person not in the noise danger zone but not far from the Burlington International Airport.

I have heard the two F35s pass overhead. They have caused me to tremble in my boots as their vibrations seem to take over my body.

As a gardener, in my retirement, I am fearful of even planting a garden next spring when the full component of 20 F35 bombers will be

occupying our sound and psychic space day in and day out.

These bombers are an assault against us as citizens.

Shame on our elected officers for permitting this violation to happen to us.

I urge you to cancel the F35 basing in our city and instead provide a mission for the Guard that is compatible with its location

in a densely populated area.

Robin Lloyd
Maple Street.
Burlington
802-355-3256

Google Groups

Burlington VT F-35 Sound Comment

Jim Lockridge <jim@bigheavyworld.com>

53

Nov 24, 2019 10:51 AM

Posted in group: **BTVsound**

Hello —

I'm writing to provide a comment about F-35 noise in Burlington, VT.

I've been surprised at how intrusive and uncomfortably loud the F-35s are. Their sound rumbles through the buildings I've been in and has interrupted business and family time, with conversations switching their topics into acknowledgements of the volume of the jets.

Thanks for welcoming public comment.

--

JAMES LOCKRIDGE

Executive Director, [Big Heavy World](#) | WOMM-LP 105.9FM The Radiator

Chittenden Zone Agent, [Vermont Creative Network](#)

Brigade Co-Captain, [Code for BTV](#)

Google Groups

BTVsound website contact us "Noise too much for my daughter"

BTVsound Website <cmurphy@jonespayne.com>

54

Nov 20, 2019 11:14 AM

Posted in group: **BTVsound**

From: Semir Mahmutovic <malimahmutovic@gmail.com>

Subject: Noise too much for my daughter

Message Body:

Hi my name is Semir. I live at 504 North Brownell rd Williston. F35 goes over my house The noise is so loud that my daughter gets scared and starts to cry every time. It wasn't like this with the old plains. Im really not sure what to do. We would love to get the house sound proofed Can someone please reach out to me.

My number is (802)249-4766

Thank you so much

--

This e-mail was sent from a contact form on Burlington International Airport Sound Mitigation Program (<http://www.btvsound.com>)

Google Groups

Noise from the F-35s

Charlie Messing <charliemessing@gmail.com>

55

Nov 24, 2019 10:02 PM

Posted in group: **BTVsound**

The noise-level of the F-35s is unsuitable for a densely-populated environment. It is so loud with its afterburners that one exposure to this level of sound can damage your hearing. If there are 20 of these jets at the Burlington Airport, they'll be harming the health of thousands of people in three towns: South Burlington, Winooski, and Colchester.

I used to live in Colchester, and the F-18s were quite loud, passing at 1000 ft. above. The F-35s, however, make four times as much noise, and also generate low frequencies which are harmful to the body, and impair learning. If you were exposed to 130 or 140 db personally, you would know exactly what I mean. It's going to make a well-populated area uninhabitable – not safely habitable, that is.

The noise at the airport, and the noise in the skies, must be measured to see if the National Guard is actually harming the populace. You will never stop hearing complaints, because this is a situation that can never stand as it is. Those who made the decision to base the plane here did not have our interests in mind.

Please do what you can to keep us safe. Measure the noise levels, and act upon the results. We need to keep all our people safe, and the F-35 is a true threat. It belongs in another place.

Thank you for taking our input
and have a good holiday,

Charlie Messing
Burlington, VT

Google Groups

NCP comment

Cara Montague <stringbean75@gmail.com>

56

Nov 22, 2019 9:40 AM

Posted in group: **BTVsound**

This is my public comment to the Draft Noise Compatibility Program prepared by the Jones Payne Group.

I have great concern that the Noise Mitigation Program will not provide adequate protection to children, grown ups or animals who live in the 65 db zone and higher. The time frame for grant applications and awards leaves many hundreds of people vulnerable for years while they are waiting for work to be done. There is also no planned protection for those of us who are outside of our homes when the planes fly overhead. I work as a gardener, often in Williston, Winooski and South Burlington, and will be exposed routinely to the sound of the F-35s. It seems that if Burlington wants to preserve low income housing in the area they need to push harder to get the F-35s out of the airport. The only way to keep us safe from the noise of the planes is to remove them.

I would also like there to be continued on-site monitoring of the sound levels of the planes, especially at the Chamberlin School in South Burlington and the Winooski School in Winooski.

Sincerely,

Cara Montague
68 West St
Winooski, VT

Google Groups

F-35

Andrea <andrea_um03@yahoo.com>

57

Nov 24, 2019 6:29 PM

Posted in group: **BTVsound**

I wanted to wait until the F-35s were here to judge. Well, now that they've been night-flying I certainly can! They F-35s are much louder than the F-16s and absolutely have an impact. I was home this week in the evening when they buzzed past my house. The walls shook, the sound penetrated my home even with all windows and doors locked up tight. This was never the case with the F-16s. Even my dog was affected- he never notices the commercial planes, but put his ears all the ways back during the F-35 flights. I'm not at home during the day, but I can now imagine what it is like for people who are. These machines should not be in populated areas. They should not be in an area like Chittenden County where housing is already hard to find. I've owned my home on Forest St for 4 years and the occasional plane doesn't bother me. The F-35s certainly do.

Andrea Nicoletta

Google Groups

Fwd: Public Comment to Draft NCP and the Burlington Proposal to Modify the Existing NCP

Novak <kavon95@gmavt.net>

58

Nov 23, 2019 2:32 PM

Posted in group: **BTVsound**

Dear Sir:

My thoughts on the modification of the current Noise Compatibility Program by the City of Burlington follow.

1. The 2019 Draft NCP states in section 3.2.1, "Ongoing Monitoring and Review of Noise Exposure Map (NEM) and Noise:"

This measure provides for revision of the NEM and NCP, citing three examples: changes in airport layout, unanticipated changes in the level of airport activity, and non-compliance with the NCP. (2008 ROA Measure 8). Status: Not fully implemented. The City of Burlington, Vermont updated the BTV NEM in 1997, 2006 and 2015. This documentation represents the second NCP update. The City updated the NCP in 2008. A standing Sound Committee meets quarterly throughout the year.

However, the 2008 NCP and the 2008 ROA measure 8 both state, "...This measure also included the recommendation of the Technical Advisory Committee as a Noise Abatement Committee and purchase of a permanent noise monitoring system. Status: Not implemented."

a) No explanation is given in the 2019 Draft NCP as to why mention is omitted in the 2019 Draft NCP of the recommendation of the Technical Advisory Committee to purchase a permanent noise monitoring system--even though this was expressly included in the 2008 ROA.

b) Nor is any reason given as to why this part of the 2008 ROA measure 8 was not implemented or not fully implemented by 2019 in the 2019 NCP. As stated above, "The NCP documentation must recount...the reasons that individual measures were accepted or rejected." The 2019 NCP provides words that do not amount to reasons for failure to implement.

For both of the above reasons, the 2019 NCP is flawed.

The 2019 Draft NCP also lacks details on how many monitors are required, where they will be placed, how often readings will be recorded and public accessibility to all data. The cities/towns of South Burlington, Winooski, Williston and Richmond must

all be included in the placement and reporting details. I have included Richmond based on a report from a resident that she experienced a substantial vibration while taking a shower when an F-35 passed over her house. It is in the public interest that such details be included. Additionally, there is a need for stating who or what part of the Government is responsible for implementation of all the tasks. It is in the best interest of the public that the F-35 flights be curtailed until the sound monitoring program has been fully implemented.

2. The NCP focuses on the residential population but omits addressing the 3,400 passengers a day who enter or leave the airport grounds, along with the employees associated with the commercial activities/operations at the airport. This is a major omission. I request that the NCP address F-35 noise on the airport grounds and immediately implement both warning and protective actions as civilians walk to and from their ground transportation and between their aircraft and the terminal building.

3. The NCP lists the substantial expenditures that are expected in order to implement some of the actions reported in the Draft. I request that wording be included that would request a much more compatible location for basing the F-35 sufficiently removed from populated areas so that no one who is living or going to school in the 1-mile wide and 6-mile long oval shaped area identified by the Air Force can be injured by routine F-35 operation.

I will appreciate receiving a confirmation of receipt of my comments and a statement on what recommendations will be included in the revised NCP.

Thank you for reading my thoughts.

Karl J. Novak

Hinesburg, Vermont

Google Groups

NOISE BEYOND REALITY

obrienrly <obrienrly@aol.com>

59

Nov 25, 2019 4:05 PM

Posted in group: **BTVsound**

THE NOISE AND VIBRATION GENERATED BY THE F 35 IS BEYOND MY COMPREHENSION. IT IS AN ASSULT ON MY PHYSICAL AND MENTAL SENSORY RECEPTORS! THIS WEAPON, CREATES A NOISE THAT SHAKES YOU TO YOUR CORE.

The F 35 weapon does not belong in the most populated urban community in our state. **The noise is beyond anything a civilian population should be subjected to.** THE NOISE IS SIMPLY SHOCKING. To base this weapon in this community is nothing short of insanity.

The noise and vibration that is produced by this weapon is an assault on our schools, homes, hospitals, parks and the people in our neighborhoods. Thousands and thousands of families are affected.

There is no where to hide when these weapons are operated on the ground, in a fly by, take off and landing. Our representatives, from the political the military and the defense contractors that perpetuated talking points to diminish the impact this would have on our community, should be ashamed. From the absence of facts concerning health and safety, the noise, the length of the runway and so much more.

We know there are bases all around the country much better suited to house these weapons.
THIS MISSION MUST BE ABORTED.

M. O'Brien
Taft Corners
Williston, VT

Google Groups

F-35 sound levels

Lois Price <tooter21@myfairpoint.net>

60

Nov 23, 2019 4:44 PM

Posted in group: **BTVsound**

I'm concerned about the method used to measure sound levels of the F-35s. Using a day/night average is misleading, as it includes times when the planes are not even flying. The main concern about sound level is the damage that can be done to people's hearing when the planes are operating. This is what should be measured and evaluated.

Lois Price
Colchester, VT

Google Groups

Public input

Sheila Quenneville <sheila3640@aol.com>

61

Nov 18, 2019 8:02 PM

Posted in group: **BTVsound**

To Whom It May Concern,

I live at 364 White Street, just past Pump Drive. My main concern is for my children in my child care program I've operated for over 30 years. In particular, the concern is when we are playing outside. It can be annoying inside, especially during nap time. Some children, especially toddlers can be scared. I naturally worry about the possibility of negative affects on cognitive development.

Most of the time we don't notice the commercial jets. We certainly notice the helicopters and small aircraft. I have just recently, the past week or so, noticed how much louder the F35s are. Perhaps it is because the leaves have fallen, but it wasn't too bad the first two months.

I hope insulation and better windows could help, but I simply don't know what to do about outside. I have considered asking the Air Guard about issuing me noise canceling headphones I could bring outdoors to use with the children in case the planes took off.

My children are grown and it's just my husband and I. The jets are bearable for us. I personally am more annoyed with airplanes sitting with their engines on the runway as that can keep me awake at night.

Thank you.

Sheila Quenneville
Sent from my iPad

Google Groups

Further Comment on NCP Update October 2019

Joanna Rankin <Joanna.Rankin@uvm.edu>

62

Nov 24, 2019 8:48 PM

Posted in group: **BTVsound**

In my earlier comment I noted the flagrant inaction on the part of Burlington Airport in obtaining and installing a suitable noise monitoring facility (see below). A noise monitoring facility is a first step toward documenting the actual effects of the F-35 aircraft on the surrounding community and taking informed steps to address them.

Therefore, I demand that the City of Burlington take steps to immediately install and operate such a system that monitors aircraft noise and infrasound on the airport property and in the adjacent communities at appropriate points (e.g. Chamberlin School, downtown Winooski, St. Michael's College, UVM, etc.). I demand that this installation not wait for FAA funding as a part of the NCP because an additional wait of a year or three is far too long and simply intolerable.

It is the basic duty of government to protect its citizens, and so far negligible steps have been taken by the City of Burlington and its airport administration to do so in terms of dangerous sound energy levels from the VTANG F-35s.

Joanna Rankin
Dept. of Physics emerita
University of Vermont

Especially interesting is Section 4.2 **Noise Monitoring and Flight Track Monitoring**. Noise monitoring is the only means by which we can know just how serious to health the F-35s are. The expected cost is relatively cheap at \$500,000 to \$1,000,000. Installation of this equipment was recommended in earlier NCP drafts as well as the 2012 VT Dept. of Health study. No action has so far been taken despite potential funding from FAA grants. Many completely commercial airports of comparable size to BTV have installed noise monitoring systems (e.g., Westchester County Airport). So there seems no excuse for the inaction here on the part of the City of Burlington and the BTV administration. From the record it appears that these authorities really do not want to know how much noise BTV aircraft are generating. However, it is their duty to protect the public.

Google Groups

Comment on NCP Update October 2019

Joanna Rankin <Joanna.Rankin@uvm.edu>

63

Nov 24, 2019 7:22 PM

Posted in group: **BTVsound**

Two F-35 aircraft are now operating at Burlington Airport, and people living in the surrounding area are beginning to experience what it could actually mean were the proposed fleet of 20 to be operated on a daily basis. So far there are only 2-3 F-35s and they do not operate every day—and so far they seem never to have used their afterburners. When they fly, the F-35 noise is deafening, protracted and frightening—and we live just outside of the most severe part of the noise zone. We had become reluctantly used to the VTANG F-16 noise, but the F-35s are much worse. They are both louder and their noise is at lower frequencies that include intense, highly disturbing infrasound that cannot be heard but shakes one's body. Even without afterburners the F-35s are unacceptable and incompatible with life in a densely populated urban area.

The draft NCP is shocking to read in terms of its protracted discussion of the at-most partially effective and painfully late-coming measures in consideration. *Maybe the barn door will be closed next year if still standing after the conflagration from which the horses have just escaped!*

The NCP seriously discusses programs costing 10s or 100s of millions of dollars that would put only band-aids on the exposure of surrounding communities to the invasion of F-35 sound energy. Residences can be insulated, but this does nothing in summer or when people/children work/play outside. Would we really accept the children of Chamberlin School being held captive inside all day in all weather? And what of their coming and going? Can we accept BTV passengers risking hearing loss while parking their cars? Can we accept a cessation of bicycle traffic in areas around the airport because riders need hearing to navigate in traffic?

Especially interesting is Section 4.2 **Noise Monitoring and Flight Track Monitoring**. Noise monitoring is the only means by which we can know just how serious to health the F-35s are. The expected cost is relatively cheap at \$500,000 to \$1,000,000. Installation of this equipment was recommended in earlier NCP drafts as well as the 2012 VT Dept. of Health study. No action has so far been taken despite potential funding from FAA grants. Many completely commercial airports of comparable size to BTV have installed noise monitoring systems (e.g., Westchester County Airport). So there seems no excuse for the inaction here on the part of the City of Burlington and the BTV administration. From the record it appears that these authorities really do not want to know how much noise BTV aircraft are generating. However, it is their duty to protect the public.

Exposure to intense sound energy is dangerous to health and civil society. Any number of references attest to this including a 2012 study by the VT Dept. of Health, as well as studies by the CDC and the Air Force itself. The theoretical noise model behind the NEMs in the NCP are flawed and completely inadequate both because they deal only with average sound power levels not the intervals of most intense exposure and because the infrasound is not included. A single exposure to peak F-35 noise can permanently degrade hearing or divert attention leading to serious accidents. The NCP does not consider the infrasound component of the F-35 sound energy below the 20-Hz threshold of hearing that is known to compromise attention and learning ability in children and cause increased blood pressure and insomnia

in adults.

Finally, I strongly object to the current deadline for submitting comments on this current NCP. We surely now know that the F-35s are terrible, but we have not yet experienced just how terrible they could be. So far only a small part of the fleet has arrived, and so far their flights have been irregular. So far, there has been no use of the F-35 afterburners. How can it be that we are contained to comment on the NCP at a time when we are experiencing only a terrible "F-35 lite"? Were an entire fleet of 20 based at BTV and flying, the utter inadequacies of the NCP would be even more apparent to a much larger part of the Chittenden County population.

In summary, sound energy is only one of the reasons that the F-35s are unacceptable at Burlington Airport: others are pollution, cost to taxpayers, crash risk, fuel dumping, environmental degradation, nuclear capability. In short, the F-35 deployment at BTV should be cancelled immediately!

Joanna Rankin
Prof. of Physics, Emerta
University of Vermont

Google Groups

Airplane noise

Wiley Reading <w.f.reading@gmail.com>

64

Nov 25, 2019 12:29 PM

Posted in group: **BTVsound**

I'm writing to share my thoughts on the airport noise. I live near the winooski border in Burlington and the planes are incredibly loud. I have hearing loss and am concerned that they will make it worse.

I also work with refugee families, and am heartbroken to see their reactions to having military jets screaming through the sky regularly. This is not a welcoming community for our new neighbors if we activate their PTSD with unnecessary war planes.

Please at least conduct a noise study so we can get out ahead of the public health problems this unwise decision will certainly cause.

Sincerely,
Wiley Reading

--

Wiley Reading
802 503 2911

Google Groups

Why No Grant Money for BTV?

TONY Redington <tonyrvt99@gmail.com>

65

Nov 2, 2019 4:39 PM

Posted in group: **BTVsound**

Good Day Gene:

I understand that the FAA granted funds to Logan airport in Boston and Bradley Airport in Connecticut for noise monitoring and tracking. I also am aware that the 2008 Noise Compatibility Program included a recommendation for the Burlington Airport to do noise monitoring and tracking but the airport did not apply for the available FAA grant even though F-16 jets were taking off with afterburners blasting.

I strongly request that the airport immediately apply for FAA noise monitoring and tracking grants to measure F-35 noise on airport grounds and throughout the residential areas identified by the Air Force and the Noise Compatibility Program.

Please immediately install noise monitor and tracking equipment:

- On airport grounds where passengers, taxi drivers, and airport personnel may be outdoors, especially at several places in the parking garage and outdoors on both sides of the two terminal buildings.
- Outside all the schools and daycare centers in and near the noise danger zone.
- Throughout the Chamberlin School neighborhood of South Burlington.
- Throughout Winooski.
- Throughout the Chase Street, Grove Street, and Riverside Street neighborhoods of Burlington.
- Throughout the Williston neighborhoods in the flight path.
- On the St. Michael's College campus in Colchester.

Yours truly,

Tony Redington
20 N. Winooski Ave Apt 2
Burlington

PS My son and daughter-in-law last year moved from Winooski in part because BTV noise.

--

Stop and Re-design a Safe Champlain Parkway! - Sign

Petition: <https://www.ipetitions.com/petition/re-design-champlain-parkway-for-safety-climate> Websites: **SafeStreetsBurlington.com**

<https://www.facebook.com/SSBPineStreetNOW/>

Google Groups

Comment on draft NCP update for BTV

John Reuwer <jfreuwer@yahoo.com>

66

Nov 21, 2019 9:40 PM

Posted in group: **BTVsound**

As someone who commutes on Lime Kiln Road past the airport, I have been subjected to surprise takeoffs by F-16s on numerous occasions in the past. One in August 2018 left me with permanent ringing in my ears. Now I may be subjected to a plane the Air Force says is 18 decibels noisier.

I see nothing in your plans to protect me from further injury, nor to protect thousands of people the FAA says should not live in the 65 DNL zone who are being forced to do so by politicians who don't live near the airport. Expensive insulation that is months to years away from helping is of no use now and in the future will protect no one who wants to enjoy the Vermont outdoors or even leave their windows open.

I ask the city of Burlington and BTV management to remind VTANG that their job is to protect and not injure Vermonters, and they should request a mission that actually does that. If you continue to support the basing of these harmful monstrosities at BTV, at least do something to provide more immediate protection to your citizens.

Some form of warning signal before the F-35s take off, that would alert us to duck and cover our ears would be an inexpensive start. While we don't want a warning siren that would contribute more noise, some sort of bell, beep, or light system sounds like the least expensive solution.

John Reuwer
South Burlington

Google Groups

Request you apply for FAA grant for noise monitoring and tracking system

N. Rice <hope247@sover.net>

67

Nov 3, 2019 10:16 AM

Posted in group: **BTVsound**

Dear Mr. Richardson,

As head of the Burlington Airport, would you please commit to finally submitting an application for an FAA grant for a noise monitoring and tracking system at Burlington Airport? I understand that that recommendation has been made twice in recent years, but to no avail. My understanding is that there is FAA funding for such a system, so I am wondering what is your apparent reluctance for not acting on this?

Please explain.

We, the public, would like to know what the noise effects are especially on the children at Chamberlin School, but also on the people of Winooski and South Burlington, as well as on passengers at the airport, especially once the full contingent of F-35's are based at the airport, and afterburners are used more. I have in the past flown out of Burlington Airport, but this issue may influence me to look farther afield.

I personally was extremely disappointed that Burlington Airport was designated as the airport receiving the F-35's when we know from information in Environmental Impact Statements that there were at least two other airports more suited for such planes as those others are in less populated areas. That part, of course, is not your fault, but if you care about the health impacts on children and other people in the immediate area of the airport due to excessive noise levels, I feel that the least you can do is to apply for an FAA grant to get a noise monitoring and tracking system so that we will know exactly what the noise levels are. With such a system, if the noise levels are indeed below damaging levels, then you can feel good that you provided a means for the public to be reassured of that.

Will you please apply for an FAA grant for this equipment to help assure the people living in the area and the general public (who is also concerned about this issue) that you are doing all you can to make the needed information available to us?

Thank you.

Sincerely,

Nancy Rice

Randolph Center, VT

Scanned by McAfee and confirmed virus-free.

12/2/2019

Request you apply for FAA grant for noise monitoring and tracking system - Google Groups



Google Groups

Concern about the f35s

Jess Yepeth Perla Rubin <yepeth@gmail.com>

68

Nov 25, 2019 4:19 PM

Posted in group: **BTVsound**

To whom it may concern,

Please do not allow these plans to invade our community with their noise, increased traffic and threat of nuclear weapons. This is in the most economically and racially diverse neighborhood so please also prevent this form of environmental racism.

Sincerely

Jess Rubin

Burlington resident, teacher, scientist, ecological restorationist

Google Groups

Noise at Burlington, VT airport

Peter Schubart <pbs@together.net>

69

Nov 21, 2019 6:04 PM

Posted in group: **BTVsound**

Hello,

Please consider my comments with regard to airplane noise at Burlington International Airport.

Mitigation

The noise mitigation plan in place is totally insufficient with regard to the military jet noise at Burlington International Airport. The noise will be affecting the civilian population (per the USAF EIS drafted in connection with the F-35 basing) by next year, as the mitigation is a grant based process that will take many years to be fully implemented, with there still being some dispute about who will pay for a portion of the cost and the overall effectiveness of noise mitigation, the process and result will be totally ineffective and insufficient for the noise impacts of the F-35 jet.

Sound Monitoring

It is a travesty that the monitoring recommended by the FAA in 2008 has yet to be implemented by the City of Burlington. I want to see that the peak levels of military and civilian airport noise monitored are monitored as is being done at Logan Airport and Bradley Airport. Please see that the recommended monitoring is implemented in Burlington, VT ASAP.

The basing of the F-35 in a densely populated civilian area is a human rights violation being perpetuated against the local citizenry. The City of Burlington, the landlord, in a short sighted and misguided vision of "economic development," is going against the wishes of the majority of the population by supporting the F-35. They don't want to know about the peak noise levels and impacts, but they should be monitored, per FAA recommendation.

Thank you.

Peter Schubart

Sent from Mail for Windows 10

Google Groups

Noise

Daniel Shearer <drshearer@gmail.com>

70

Nov 23, 2019 8:48 PM

Posted in group: **BTVsound**

During the whole campaign against the F35, I wondered how it could possibly be as loud as they say it is.

It is. The first time I heard it, sitting in my living room with my new three week old, I felt it in my gut and chest. And immediately thought of her, growing up with this 30 second long mechanical thunder. The many times it's happened since, I can't ignore it. It's unnerving. Unsettling. And, I want it to stop.

Thanks.

Daniel Shearer, 27 East Village Dr, Burlington

--

We must get under 350ppm. Learn more: www.350.org

Google Groups

Public comment to the 2019 Draft Noise Compatibility Program (NCP):

Ian Stokes <istokes@gmavt.net>

71

Nov 22, 2019 2:02 PM

Posted in group: **BTVsound**

To whom it may concern:

Public comment to the 2019 Draft Noise Compatibility Program (NCP):

This comment was prompted by a recent experience, as well as the prospect of things getting even worse as more F-35 planes replace the F-16s.

I travel by bicycle along Route 2/Williston Road and recently I was subjected to two F-35 planes taking off right above me near the airport. Although I had my hearing aids set to suppress wind noise it was awful and it distracted seriously from my ability to focus and be aware of traffic conditions. People walking or traveling on bikes on roads near the runway really have no ways to protect themselves - we can't even roll up the windows! It would be unsafe (probably illegal?) to wear hearing protection such as ear-muffs when using the highway.

A large recent infrastructure investment on Route 2 was intended to encourage active transportation, and it's working, helping to make Chittenden County a more livable place. However, increased aircraft noise creates safety concerns including distracted attention, and health and hearing damage too. For pedestrians and bicyclist there are really no alternative routes into Burlington from the east. I note that on the '14 CFR Part 150 Noise Compatibility Program Update, Page 15, section 3.3 Land Use Measures' there is no reference to other safety concerns including highway safety or distracted driving.

This issue is compounded by the inappropriate use of the DNL noise measure, designed for very different circumstances (sustained or frequent aircraft noise conditions). In the case of unprotected road users close to the airport, peak noise is the critical measure of damage, rather than average (DNL) noise. Please include peak noise measures in the impact assessments.

The previous military aircraft planes would often take off sequentially in swarms and during heavy commuting hours - is that going to happen as more F35s arrive and thereby make the noise and safety problems even worse?

I refer to:

- Page 14: "Voluntary Minimization of F-16 Multiple Aircraft Flights. Military personnel will schedule as many single-aircraft, as opposed to multiple-aircraft, flights as possible (2008 ROA Measure 6). Status: Not fully implemented. Most VTANG flights require between 2 and 4 aircraft, depending on mission and tactical scenario."

- Page 27: "Both the NEM and the USAF EIS assume the same number of annual operations for the F-35A aircraft."

It seems that the basing decision was woefully ignorant of many real costs and dangers of using BTV for these F-35 planes. It would cost less, be safer and be more compatible with VTANG mission to move the basing to a runway in as low-inhabited area as possible.

I urge the City of Burlington and The Jones Payne Group to examine all aspects of noise compatibility at BTV, including the implications and impact of noise levels on people walking or traveling on bikes on roads near the runway. In this case, peak noise levels should be the primary measure when identifying outdoor noise exposure and its impact on safety of pedestrians, bicyclists and other highway travelers. If it is possible, please recommend changes and actions to make the basing of F-35 planes compatible with living, traveling and working in Chittenden County. Without substantial changes, I can't see how the basing at BTV can be acceptable to people who live, work and travel any place near the airport.

Ian Stokes
694 Johnnie Brook Road,

12/2/2019

Public comment to the 2019 Draft Noise Compatibility Program (NCP): - Google Groups

Richmond, VT

Google Groups

BTVsound website contact us "Notifications"

BTVsound Website <cmurphy@jonespayne.com>

72

Oct 25, 2019 11:12 AM

Posted in group: **BTVsound**

From: Joan Swan <joaneswan@gmail.com>

Subject: Notifications

Message Body:

I own property inside the 2023 70 db DNL zone. Please send me notifications of all future public meetings & presentations. And information on how to submit application to the various voluntary programs, ie, Sound Insulation.

Thank you.

--

This e-mail was sent from a contact form on Burlington International Airport Sound Mitigation Program (<http://www.btvsound.com>)

Google Groups

BTVsound website contact us "Eligibility Requirements for Sound Insulation"

BTVsound Website <cmurphy@jonespayne.com>

73

Oct 25, 2019 11:44 AM

Posted in group: **BTVsound**

From: Joan Swan <joaneswan@gmail.com>

Subject: Eligibility Requirements for Sound Insulation

Message Body:

Where to I find the eligibility requirements for the Sound Insulation program?

Thanks you.

--

This e-mail was sent from a contact form on Burlington International Airport Sound Mitigation Program
(<http://www.btvsound.com>)

Google Groups

F35

Stefani Us <stefani.us@gmail.com>

74

Nov 24, 2019 4:29 PM

Posted in group: **BTVsound**

I have been complaining for years and now more so and the BTV nore the VTANG will record my complaints so you say NOBODY IS COMPLAINING. THIS WEEK WAS INTOLERABLE. TWO F35 I BELIEVE CAUSed havoc sspontaneiou fires at airport and WCAX tower fire....they will c as use more damage.

BTV is responsible for the damage to my. Health and quality of life any you now have no responsibility for noise mitigation??

We all know the truth about the corruption and the VTANG abuse of power r as pe and pedophiles not dealt with.

I am a senior citizen and have the right to a peaceful quiet life in my home. You have the responsibility to insure the airport is not complicit in corrupt govt activities and putting citizens in danger.

I demand accountability and restitution for damage already inflicted on me when even one of those jets rattles my windows and you think 18 more will not give me a heart attack? Leahy, Sanders and Miro have colluded with the VTANG in misrepresenting reports to allow this to happen...in the end one will crash and noone will live. The runway is not sufficient and p l'll lots not properly trained in software to know what plane is capable ofyou have harmed citizens her by thrusting this hazard on us.

S.Us

Google Groups

Stefani Us <stefani.us@gmail.com>
Posted in group: **BTVsound**

75

Nov 25, 2019 9:46 AM

Block 3F software

GREGORY EPLER WOOD

369 South Union Street
Burlington, Vermont 05401
802.860.6473
Greg@BurlingtonTelecom.Net

To: BTV Airport Director Gene Richards
Jones Payne Group

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November 25, 2019

RE: Public comment to Draft NCP and the Burlington proposal to modify the existing NCP

Dear Mr Richards/Jones Payne Group

In summary, the purpose of my comments below is to point out that Part 150 (14 CFR) of the Federal Aviation Regulations (Airport Noise Compatibility Planning) uses outdated, outmoded and harmful metrics in the way it has asked the City of Burlington (CoB) and the Burlington Airport (BTV) to determine impacts of the noise produced by the F-35s. For that reason, another analysis should be done that takes into account (1) low frequency and infrasound emitted by the F-35 in takeoffs and flyovers, (2) how those sounds are perceived by humans of all ages, and (3) what effects those have on the health of humans, and habitable structures and their contents.

Technically speaking, the scaling algorithm of “A-weighted sound” and the DNL method of averaging sound over time are, in many researchers’ opinions, being used to justify and minimize the impacts of noise, as well as to marginalize and negate legitimate complaints and ailments that people within the F-35’s noise footprint will be subject to.

Sadly, of those people living, working and going to school in the F-35’s flight path, only a small fraction will publicly report their problems; another fraction will only complain privately to friends, family and neighbors; and another fraction will not reveal their concerns to anyone. It is therefore incumbent upon those responsible for these noise impact studies to use “real world” metrics, and reject those currently used in this study – metrics that are under serious scrutiny at many airports around the U.S., and have already been rejected by a growing number of international bodies. BTV and CoB should not hide behind and solely use these current standards, but rather use them as a starting point and exceed them, using the most modern methodologies.

Two Problems Explored

There are two things working against the public with the criteria used to measure aircraft noise, DNL and A-weighted dB. Let’s take DNL first.

This noise criterion only considers noise that each individual aircraft makes and then averages that sound from each singular aircraft over the course of a year. So each aircraft flyover creates a level of measured noise that is then normalized (this means that all planes of a certain manufacture make “X” amount of noise when they pass over) and then the flyover is further calculated into a “total unit of average sound over one second.” As you can imagine, when no planes fly overhead, then the aircraft noise is ZERO for that second. So each second is uniquely counted as a plane event or no event and then the noise every second is then averaged across an entire year so it actually takes a lot of planes to meet the threshold. Fewer very loud planes (such as the F35’s) would get to the threshold sooner than many quieter planes.

The second problem is the A-weighting method. The instrument specified to measure A-weighted sound DOES NOT measure the noise that people complain about. People complain about the deep rumbling sound that comes from aircraft and this sound is essentially not being measured by the sound meter. That sound being complained about is also capable of traveling through walls, and experiments done by Bryan Johnson in his graduate work at Harvard¹ showed that this sound frequency is typically below 50 Hz.

¹ <https://dash.harvard.edu/bitstream/handle/1/37945140/JOHNSON-DOCUMENT-2018.pdf?sequence=1&isAllowed=y>

A closer look at how this infrasound is created is necessary. An aircraft engine rotates at a very high frequency and the noise the engine produces from “spinning” attenuates (sound energy is being absorbed) fairly quickly in the open air. So in effect, the public in a wider geographic area would not readily hear this noise that the engines are making because that part of the aircraft noise is pretty much gone by the time its sound reaches the sound meter. The instrumentation that is used to measure the sound is a big part of this problem.

The virtual sound meter used here uses the A-weighted scale to determine how much aircraft noise is present, but not all the sound being produced is being measured. In fact, Johnson’s work indicated that most of the sound energy being heard or felt by people is not being measured at all. The scaling algorithm of “A-weighted sound” is the reason for this as the scale focuses/records only on the middle of the overall range that people can hear (it is focused at about 1000-6000 Hz and people can hear from 20-20,000 Hz). The rationale given is that people aren’t as sensitive to low and high frequency sound so that sound shouldn’t be measured the same way as the sound in the middle of the hearing range. The A-weighted scale subtracts out a significant amount of the sound when that sound is outside of the 1000-6000 Hz. ... and the further the frequency departs from this range, the greater the subtraction.

Low frequency (less than 1000 Hz) and infrasound (sound less than 20 Hz) travels great distances in the air and is not readily attenuated by its contact with the air. This sound can readily travel or pass through house walls and causes vibrations that people object to, for example the plates in the cabinet chattering or doors rattling. The extent of the sound subtractions being made as a consequence of the A-weighted scale and comparison of this sound scale to actual aircraft noise is detailed in Figure 25 of Johnson’s thesis.

The source of the actual noise that people complain about is created by the displacement of air as it passes around the plane and the air that passes through the turbine and is expelled out the back end. Air from both of these sources is extremely turbulent and as it slows, it collapses and creates the rumbling noise.... This noise travels at frequencies much lower than 1000 Hz and as stated earlier, that type of noise isn’t being measured by the sound meters that are used to determine sound impact to the public.

One could almost compare this to a shell game. When complaints come in and sound measurements to reassure the public are made, the sound being generated by the plane is first averaged away over the course of a year so the singular event can’t really be “objectionable noise,” and therefore not considered as a nuisance, because it would be less than the criteria. So in an area/locale with only a few F-35 flights, the public would have “more capacity” to absorb more average aircraft noise before an “average DNL 65” threshold is met, and therefore considered as objectionable. The second half of the shell game is that the noise people are actually objecting to isn’t being measured by the meter (A-weighted sound) to make the determination of public impact.

As all of this is actually quite complex, the public doesn’t have a chance, in part because the criteria to determine health or physical impacts doesn’t align with what people feel or complain about.

I don’t expect the metrics that the FAA or other agencies use to measure noise to be changed any time soon. However, if the leadership of the CoB, BTV and our congressional delegation truly care about children and adults in Chittenden County, they will take the concerns that I have outlined to heart.

Sincerely,



Cc: BTV Management
Mayor of Burlington
Senator Patrick Leahy
Senator Bernie Sanders
Representative Peter Welch

Google Groups

Comment on 2019 Draft Noise Compatibility Program (NCP)

Judith Yarnall <yarnallj@gmail.com>

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Nov 25, 2019 4:32 PM

Posted in group: **BTVsound**

To those who run the BTV Airport for the City of Burlington:

As I citizen of Burlington, I want to inquire why changes you said you would make in the NCPs of earlier years have not been implemented. In particular I am concerned with your failure to implement noise monitoring and flight track monitoring. I understand Burlington could have applied for FAA grants to help fund this monitoring, but did not bother to apply.

I am also concerned with failure to implement stated, desired changes to better sound insulate homes.

As Burlington's 2018 referendum indicated, the majority of its citizens did not want F35's to come to Burlington. I suspect, now that these planes' nuclear capability has been disclosed, along with the airport's consequent danger of becoming a nuclear target, the percentage of the city's population opposing the basing would now be considerably higher. We have heard the roar of F35s and feel that our will has been disregarded and that our auditory health is not taken seriously.

Please do what you said you were going to do and implement much-needed changes. Noise monitoring machines and effective sound insulation can no longer be delayed if Burlington is to remain a pleasant place to live.

Sincerely,

Judith Yarnall
131 Cumberland Rd.
Burlington

Google Groups

Noise compatibility

Terry Zigmund <terry@burlingtonglass.net>

78

Nov 25, 2019 10:24 AM

Posted in group: **BTVsound**

Greetings,

I am writing to add my comments to the proposed noise compatibility program. I do not believe that the airport has done a thorough study to determine the impacts of the F-35 on the neighboring communities. The document clearly states that the study is based on noise from the F-16. While I understand that computer models were used to determine anticipated noise levels, as a taxpayer, homeowner and long time resident of Winooski, I do not feel that this is sufficient. I have been inside of my Winooski home (that is just a few blocks outside of the 65dbL zone) when the F-35 has flown over, it still rattles my home and makes conversation inaudible. I have been outside walking when the F-35 has flown over, the noise is deafening. I have been in my Burlington workplace and heard the noise from the jets as they have flown over. It is unconscionable that BTV was selected for this military jet.

My home is excluded from the sound mitigation program based on its location but I will still be subjected to the noise from the military jets. Additionally, sound proofing my home does nothing to help me when I am outside enjoying my yard, if I have my windows open or if I am enjoying a walk in the woods.

Please include my comments in the public document.

Respectfully,

Terry Zigmund
West St.
Winooski



COMMENT FORM

Noise Compatibility Program Public Hearing

October 24, 2019 5PM – 7PM

2nd Floor Mezzanine

Burlington International Airport

I / We wish to comment or inquire about the following aspects of this project:

Thank you for this info session.

Thanks for not tearing down anyone's homes.

To submit comments online, please visit www.btvsound.com

Please note that this comment card and any information provided on it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.



COMMENT FORM

Noise Compatibility Program Public Hearing

October 24, 2019 5PM – 7PM

2nd Floor Mezzanine

Burlington International Airport

I / We wish to comment or inquire about the following aspects of this project:

I'D LIKE MORE INFORMATION PERTAINING TO
TIMELINE OF SELLING MY HOME.
& INFORMATION ON HOW THE FMV IS
ASSESSED & IF THE AIRPORT WILL
WORK WITH REALTORS.

To submit comments online, please visit www.btvsound.com

Please note that this comment card and any information provided on it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.



COMMENT FORM

Noise Compatibility Program Public Hearing

October 24, 2019 5PM – 7PM

2nd Floor Mezzanine

Burlington International Airport

I / We wish to comment or inquire about the following aspects of this project:

Please provide a sign-up for information/news to be sent via email. Include status updates, how to sign-up for sound mitigation, etc.

To submit comments online, please visit www.btvsound.com

Please note that this comment card and any information provided on it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.



COMMENT FORM

Noise Compatibility Program Public Hearing

October 24, 2019 5PM – 7PM

2nd Floor Mezzanine

Burlington International Airport

I / We wish to comment or inquire about the following aspects of this project:

The noise is poisoning children -
we can not measure the exposure
or reverse it.
Think of lead exposure

These plans continue to prey on the
poor -
Now with sound mitigation - our children
will also need to be locked ~~outside~~ inside -
the antithesis to the healthy normal
children.

To submit comments online, please visit www.btvsound.com

Please note that this comment card and any information provided on it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.



COMMENT FORM

Noise Compatibility Program Public Hearing

October 24, 2019 5PM – 7PM

2nd Floor Mezzanine

Burlington International Airport

I / We wish to comment or inquire about the following aspects of this project:

Too bad that none of the airport officials came to the part of the meeting that actually had questions for you. Not a democratic meeting at all.

To submit comments online, please visit www.btvsound.com

Please note that this comment card and any information provided on it will be maintained as a public record and may be subject to disclosure under the Vermont Public Records Act.

Google Groups

F-35 sound

amac841@aol.com <amac841@aol.com>

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Nov 24, 2019 5:29 PM

Posted in group: **BTVsound**

I think it is non-existent and the people that are whining to you about it are anti-military, nothing to do with the noise.
Keep up the good work !!!