



# Appendix A

Public Involvement





# Appendix A Documents

## **Public Comment Materials**

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# A.1 Draft EIS Comments and Responses

This appendix contains all comments received during the public comment period for the *Draft Environmental Impact Statement (EIS) for T-7A Recapitalization at Joint Base San Antonio, Texas*. The Notice of Availability for the Draft EIS appeared in the *Federal Register* on October 25, 2021. This began a 45-day comment period. In accordance with the National Environmental Policy Act (NEPA), public and agency comments were reviewed and incorporated into the Final EIS. The comments and DAF responses are contained in the following table within this section. The original comments are contained in **Section A.2**. These public and agency comments will be taken into consideration by the DAF in its decision-making process.

Public comment was encouraged at the public hearings or through written submissions by newspaper display advertisements, press releases, and letters sent to agencies and interested parties announcing the availability of the Draft EIS document. While all comments submitted were assessed and considered by the USAF, only substantive comments are addressed either individually or collectively in the Final EIS. Substantive comments are those that identify issues and concerns related to the quality of the document in consideration of the accuracy of the facts, adequacy of analysis, precision of language, consistency of analysis or facts, justifications for conclusions, and/or the merits of other alternatives than those discussed. Non-substantive comments are those that only express a conclusion, an opinion, or a vote for or against the proposal itself, or that otherwise state a personal preference or opinion.



#	Name	Comment Categories	Comment	Response
1	Betty Blankenship	Noise	I am very concerned about how the noise level that the new jets and training will affect our neighborhood. We live in Deer Wood Circle in Seguin. We already have constant noise from training jets. It's impossible to be outside while they are flying.	<p>Thank you for your comment. The Air Force has provided modeled footprints of the projected T-7A aircraft noise in Section 3.2 of the EIS. Based on the projected significant increase in noise levels, the Air Force has developed mitigation strategies to reduce power settings that would substantially reduce the potential noise impacts in the affected areas near Seguin AAF. The mitigated projected noise impacts presented in Section 3.2.4.3 of the Final EIS are slightly greater than existing levels experienced with T-38C training operations. As the Air Force learns more about this new aircraft once it is incorporated into the training regime, they will continue to evaluate changes that could further reduce noise levels, as possible. Please note addition of footnote 8 on page 3-38 of a November 2021 Department of the Navy Report to Congress that addresses the accuracy of the NOISEMAP modeling results versus real-time aircraft sound monitoring.</p> <p>The biggest impact to communities will be the addition of nighttime training. This will be minimized to the greatest extent possible, but the fact that most nighttime activities are indoors allows the sound insulation inherent in homes to reduce the intrusion of individual flights.</p>
2	Betty Blankenship	Airspace/Airport Ops/Airfield Management	We have been annexed into the city and we feel like subdivisions in the city should not have to be so affected by Randolph.	Thank you for your comment. The sounds of training are distributed over the region without regard to political boundaries. The Air Force hopes to minimize any burden by sharing unavoidable impacts fairly.

#	Name	Comment Categories	Comment	Response
3	Betty Blankenship	Socioeconomics	Our property value is also affected because selling a house that is under this environmental disturbance is difficult to sell.	Thank you for your comment. There are numerous economic benefits to the presence of the installation, training activity, and the modernization of the aircraft used for training. These include increases in local, high-paying jobs; perpetuation of a relatively recession-resistant economic base; and a frequent turnover of personnel in need of housing and services from the local economy. These benefits should balance any perceived inconveniences.
4	Betty Blankenship	Noise, Air Quality	I also worry about the effect of the loud noise on our structures as well as what we might be breathing.	Thank you for your comment. The EIS addresses aircraft noise levels and associated impacts in Section 3.2 of the FEIS. As noted in Section 3.2.2.1.1 of the EIS, based on experimental data and models, noise and vibrations from subsonic aircraft overflights do not cause structural damage to buildings. Individual overflights at JBSA-Randolph and Seguin AAF are not supersonic and therefore have no potential to damage structures. The EIS addresses air quality and impacts due to aircraft emissions in Section 3.1. The Proposed Action and Alternatives 2 and 3 would all exceed the limits for nitrogen oxide (NOx) emissions allowed within Bexar County. Alternative 1 was developed to reduce NOx emissions to an allowed level by reducing the number of aircraft operations. The EIS proposes mitigated alternatives that reduce power settings and the use of afterburner for takeoffs in order to lessen the projected noise impacts upon the community. In Section 3.1.4, these mitigated alternatives are discussed in greater detail. Mitigated Alternative 1 (Option 1B) would reduce the NOx emissions to a satisfactory level, but the other mitigated alternatives would continue to have NOx emissions that exceed the allotted 100 tons per year emission.



#	Name	Comment Categories	Comment	Response
5	Betty Blankenship	Airspace/Airport Ops/Airfield Management	I believe that the flying pattern should definitely be changed since we are a part of the city. The east side of Seguin has been affected by the auxiliary field for years. Perhaps it's time to give Seguin a break.	Thank you for your comment. Seguin AAF is an essential part of the flight training program to support JBSA-Randolph. Due to the number of training flights conducted, JBSA-Randolph airfield does not have the capacity to host all training operations which makes the use of Seguin AAF necessary. Through the application of adaptive management, the Air Force will monitor operations, patterns, and noise levels and evaluate potential changes as feasible.

#	Name	Comment Categories	Comment	Response
6	Forrest M. Mims III	Noise, Cumulative	<p>Consider that in the past few months, more than 12,000 housing units are planned for the Seguin area. Already, nearly 400 new houses have been constructed and occupied directly under the north approach to the Seguin Auxiliary Airfield.</p> <p>Training pilots to fly the T-7A during night is a significant advance. However, conducting these flights from Randolph poses serious noise and safety issues for the inhabitants of nearby residences and hotels. Night flights cannot be conducted at Seguin Auxiliary Airfield due to the lack of landing lights and associated equipment. However, if such flights were conducted there some day, several thousand or more residents will be under the flight paths. Del Rio or other sites are much more rural than Bexar and Guadalupe Counties. What follows is summary of my concerns.</p>	<p>Thank you for your comment. Information regarding planned housing units by the City of Seguin has been obtained, including the City's prepared map from the website <a href="https://www.seguinedc.com/life-in-seguin/housing">https://www.seguinedc.com/life-in-seguin/housing</a>. Section 4.1 of the Final EIS has been updated to incorporate the information into the foreseeable actions discussion in the cumulative impacts analysis.</p> <p>Noise associated with the T-7A aircraft will be louder than current operations; however, the EIS includes a discussion of mitigation measures to control aircraft noise through the application of reduced power settings and reduced use of afterburners (Section 3.2.4 of the Final EIS). The factors of safety are based on established Clear Zone and Accident Potential Zones using Department of Defense planning criteria and will not differ due to a change in aircraft. These zones are noted in the Land Use Section of the EIS (Section 3.5).</p> <p>As noted in the EIS, there are no plans to do nighttime operations at Seguin AAF. Should a future action be proposed to conduct nighttime operations at Seguin, appropriate NEPA documentation will be required to analyze the potential impacts. Laughlin AFB, located in Del Rio, TX, is a site that will be evaluated for T-7A Recapitalization in future NEPA analysis as it is an existing T-38C training location.</p>

7	Forrest M. Mims III	Noise	<p>1. NOISE</p> <p>I have lived with aircraft noise all my life, especially for a year in Vietnam and 35 years at my present residence. But I need to point out that the noise profile models in the “Draft Environmental Impact Statement” are apparently erroneous. The DNL noise contours in Figure 4-2 (noise Contours for Seguin AAF – Existing Conditions (2017)) are highly misleading, for they show that the 80 dB contour is adjacent to the runway at Seguin AAF. T-38’s flying over and adjacent to my residence and field often produce a measured sound level of &gt;80 dB and occasionally &gt;90 dB. This occurs when the aircraft is in its tight turn toward final approach and the engines are pointed in my direction. The proposed noise contours in Figure 4-4 (Noise Contours for Seguin AAF – Proposed Action) are expanded, but they are also erroneous in view of the current noise level at my site.</p> <p>I will be glad to host a measurement site for noise recording instruments. They</p>	<p>Thank you for your comment. The noise contours are expressed as "DNL" which is the day-night average sound level and is defined as the average sound energy in a 24-hour period with an adjustment added to the nighttime levels. Individual event noise measurements are defined as SEL or sound exposure level. The SEL provides a measure of the net effect of a single acoustic event, but it does not directly represent the sound level at any given time. It is Air Force policy to use modeled sound profiles for environmental analyses. The calculation of DNL, with its penalty for nighttime operations, is one of several reasons for this. Calculation of sound through modeling is the most equitable way to compare the effects of a proposed action at several locations. Please note addition of footnote 8 on page 3-38 of a November 2021 Department of the Navy Report to Congress that addresses the accuracy of the NOISEMAP modeling results versus real-time aircraft sound monitoring. Additional information and definitions of noise levels is provided in Section 3.2 of the EIS.</p>
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#	Name	Comment Categories	Comment	Response
			can be installed within our front fenced field, which is protected by a locked gate every night.	

#	Name	Comment Categories	Comment	Response
8	Forrest M. Mims III	Airspace/Airport Ops/Airfield Management, Biological Resources	<p>2. FLIGHT ALTITUDE</p> <p>While the FAA requires a minimum altitude of 1,000 feet over my land, occasionally T-38s appear to be flying below 1,000 feet directly over my residence. In view of the recent series of T-38 crashes and the frequent appearance of vultures and the spring and fall migrations of waterfowl and broad-wing hawks, the altitude of the T-38s is a major concern. This assertion is based on 32 years of watching T-38's fly over or near my site during my daily sun and sky measurements. I've not observed a T-38 at helicopter altitude (typically 500 feet), but I have observed occasional T-38s only several hundred feet over the altitude of helicopters that often fly over my site.</p>	<p>Thank you for your comment. Section 3.3.3.1 of the Final EIS has been updated to discuss impacts to vultures, waterfowl, and hawks. Excerpts from the Bird/Wildlife Aircraft Strike Hazard (BASH) Plan have been added to the EIS to identify specific potential impacts within the vicinity of JBSA Randolph and Seguin AAF. This Section has also been updated to note that Appendix B of the JBSA BASH Plan established tasks and responsibilities which currently work to reduce strike hazards. Low-level flying below 1,000 feet for the T-38C and T-7A aircraft is only allowed in the vicinity of the airfield during periods when the aircraft are climbing to appropriate altitudes when departing from the airfield, or on approach to the airfield to conduct a landing or a touch and go operation. Other low-level flying may occur on designated training routes if designated as one that allows low-level flying to occur. The designated routes are shown in Figure 1-5 and a short description of each route is provided in Table 3-1. Should low-level flying of DAF aircraft be observed in instances other than those explained, the occurrences can be reported to the JBSA-Randolph Public Affairs Office at (210) 671- 2907 or via email at 502abw.paola.Inbox@us.af.mil.</p>

9	Forrest M. Mims III	Bio Resources, Airspace/Airport Ops/Airfield Management	<p>3. BIRD STRIKES</p> <p>Vultures commonly fly over my property at elevations from 30 feet to several thousand feet. They Several years ago Randolph AFB asked me to demonstrate drone flight for visiting ROTC students. On this occasion I met with the Bash team and discussed the problem with large flocks of doves in and around Randolph and vultures across the region. A few years ago, I sent Randolph AFB a photo of a vulture in very close proximity to a T-38 over IH10. Recently I wrote Randolph about a vulture taking evasive action very near my site when a T-38 that had passed directly overhead was turning south toward the runway. A vulture at what appeared to be the same altitude as the T-38 collapsed its wings and dove below the aircraft. It's possible the crew never saw this vulture.</p> <p>The Bash team is very aware of vultures, cara caras, bats and migratory broad wing hawks and waterfowl over Central Texas. The team is also aware of possible unlawful UAS flights in</p>	<p>Thank you for your comment. Section 3.3.3.1 of the Final EIS has been updated to note observations of vultures flying in the same airspace as T-38Cs and that it represents a potential impact to biological resources and pilot safety. Section 3. of the Final EIS has been updated to discuss the issue of unlawful UAS flights interfering with DAF training aircraft.</p>
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#	Name	Comment Categories	Comment	Response
			protected air space. Increasing population might be accompanied by occasional UAS flights in Randolph's air space.	

#	Name	Comment Categories	Comment	Response
10	Forrest M. Mims III	Bio Resources, Health and Safety	The increase in population poses an increased risk to people on the ground and their homes and vehicles should a Randolph aircraft experience a serious bird strike or mechanical failure.	Thank you for your comment. The Air Force will continue to provide local planning agencies with projected noise and safety footprints to allow local departments to develop appropriate land use plans. The Air Force has prepared an updated Air Installations Compatible Use Zones (AICUZ) Study in 2017 for JBSA-Randolph and Seguin AAF. The basic objective of the AICUZ program is to achieve compatible uses of public and private lands in the vicinity of military airfields. The AICUZ Study provides information necessary to maximize beneficial use of land surrounding JBSA-Randolph and Seguin AAF while minimizing the potential for degradation of public health and safety. Land use is addressed in Section 3.5 of the EIS. Although mishaps cannot be predicted in terms of when and where they will occur, the AICUZ Study does designate accident potential zones (APZs) where accidents would be most likely to occur in relation to airfield operations, if one were to occur. The land use recommendations for the APZs discourage any housing or residential units from being built within those zones to reduce the potential of safety risks to the community. Specific to potential bird strikes, the DAF has a Bird/Aircraft Strike Hazard that identifies hazards around and in the vicinity of the airfields. The purpose of this plan is to have strategies in place to avoid strike mishaps and reduce the threat to pilots and the community. In addition, pilot briefings include an exchange of information on local conditions, including observed bird activity, to provide awareness and exercise appropriate caution.



#	Name	Comment Categories	Comment	Response
11	Forrest M. Mims III	Airspace/Airport Ops/Airfield Management, Health and Safety	4. FLIGHT COORDINATION Two years ago, a local light plane pilot took me on a flight to 12,000 feet so I could make high-altitude photos of my land. He told me about an incident in which a T-38 suddenly flew directly in front of his aircraft. Apparently, he did not report this incident. Local pilots need to be fully informed about military aircraft operations.	Thank you for your comment. All incidents should be reported to the JBSA Public Affairs Office for investigation and determination. It is important to note that in addition to areas immediately around the airfields, special use airspace such as Military Operations Areas (MOAs) and Military Training Routes (MTRs) do exist within the region. Some of these designated areas do allow operations to occur at varying altitudes. The specific special use airspace associated with the proposed T-7A operations is noted in Section 3 of the EIS. These designated areas are included on existing aeronautical charts and defined by FAA. No changes to the size, shape, or configuration of the existing special use airspace is proposed as part of this action.
12	Forrest M. Mims III	Airspace/Airport Ops/Airfield Management	5. POSSIBLE NIGHT OPERATION AT SEGUIN AAF Night flights over my site would significantly affect twilight measurements of aerosol layers from the surface to 1,000 km directly overhead. Aircraft lights will cause false signals in the data when aircraft fly directly over the instruments.	Thank you for your comment. The Air Force has no plans to conduct night training at Seguin AAF. Should a future action be proposed to conduct nighttime operations at Seguin, appropriate NEPA documentation will be required to analyze the potential impacts.
13	Forrest M. Mims III	Noise, Health and Safety	Night flights will also pose safety issues and a significant noise problem for residents of my area and the new subdivisions being built directly under the current T-38 flight paths.	Thank you for your comment. Information regarding planned housing units by the City of Seguin has been obtained, including the City's prepared map from the website <a href="https://www.seguinedc.com/life-in-seguin/housing">https://www.seguinedc.com/life-in-seguin/housing</a> . Section 4.1 of the Final EIS has been updated to incorporate the information into the foreseeable actions discussion in the cumulative impacts analysis.

#	Name	Comment Categories	Comment	Response
14	Forrest M. Mims III	Cumulative	While I understand that Seguin AAF is not part of the proposal's night training flights, that may change. San Antonio's objections could be so strong that the Air Force might be willing to install the necessary landing lights at Seguin FAA.	Thank you for your comment. The Air Force has no plans to conduct night training at Seguin AAF. Should a future action be proposed to expand operations at Seguin, appropriate NEPA documentation will be required to analyze the potential effects.

## A.2 Copy of Public Comments

### **Received via website on 16 November 2021 at 7:27 p.m. CST**

Name:

Betty Blankenship

Comment:

I am very concerned about how the noise level that the new jets and training will affect our neighborhood.

We live in Deer Wood Circle in Seguin. We already have constant noise from training jets. It's impossible to be outside while they are flying.

We have been annexed into the city and we feel like subdivisions in the city should not have to be so affected by Randolph. We pay taxes and love our country but we deserve to be able to enjoy our time at home. Our property value is also affected because selling a house that is under this environmental disturbance is difficult to sell. I also worry about the effect of the loud noise on our structures as well as what we might be breathing.

I believe that the flying pattern should definitely be changed since we are a part of the city.

The east side of Seguin has been affected by the auxiliary field for years. Perhaps it's time to give Seguin a break.

### **Received via website on 28 November 2021 at 8:48 p.m. CST**

Name:

Forrest M. Mims III

Comment:

The "Draft Environmental Impact Statement" is a surprisingly thorough treatment of the complex environmental issues facing introduction of the T-7A. I have a high regard for Randolph and its history. In 1965 my family was present when my late father, Col. Forrest M. Mims Jr., assembled the Prime Beef team he commanded as he prepared to pilot their flight to Bien Hoa, Vietnam. Two years later, my father was the first officer I saluted on deplaning at Tan Son Nhut for a one-year tour in Vietnam as an air intelligence officer.

Before purchasing our acreage, residence and office near Seguin in 1985 (433 Twin Oak Road), I stayed at the site for hours watching T-38s conduct their flights. A deacon at our church once piloted T-38s at Seguin Auxiliary Airfield. In short, I very much admire and respect the instructor pilots and those they are training who frequently fly over my house and land.

**MOST T-7A TRAINING SHOULD BE MOVED TO A RURAL SITE** After reviewing the draft report and carefully examining the associated maps, I have reluctantly concluded that the significantly increased population of Bexar and Guadalupe Counties requires the Air Force to reconsider its plan to employ the T-7A at both Randolph and Seguin. Consider that in the past few months, more than 12,000 housing units are planned for the Seguin area. Already, nearly

400 new houses have been constructed and occupied directly under the north approach to the Seguin Auxiliary Airfield.

Training pilots to fly the T-7A during night is a significant advance. However, conducting these flights from Randolph poses serious noise and safety issues for the inhabitants of nearby residences and hotels. Night flights cannot be conducted at Seguin Auxiliary Airfield due to the lack of landing lights and associated equipment. However, if such flights were conducted there some day, several thousand or more residents will be under the flight paths. Del Rio or other sites are much more rural than Bexar and Guadalupe Counties. What follows is summary of my concerns.

### 1. NOISE

I have lived with aircraft noise all my life, especially for a year in Vietnam and 35 years at my present residence. But I need to point out that the noise profile models in the “Draft Environmental Impact Statement” are apparently erroneous. The DNL noise contours in Figure 4-2 (noise Contours for Seguin AAF – Existing Conditions (2017)) are highly misleading, for they show that the 80 dB contour is adjacent to the runway at Seguin AAF. T-38’s flying over and adjacent to my residence and field often produce a measured sound level of >80 dB and occasionally >90 dB. This occurs when the aircraft is in its tight turn toward final approach and the engines are pointed in my direction. The proposed noise contours in Figure 4-4 (Noise Contours for Seguin AAF – Proposed Action) are expanded, but they are also erroneous in view of the current noise level at my site.

I will be glad to host a measurement site for noise recording instruments. They can be installed within our front fenced field, which is protected by a locked gate every night.

### 2. FLIGHT ALTITUDE

While the FAA requires a minimum altitude of 1,000 feet over my land, occasionally T-38s appear to be flying below 1,000 feet directly over my residence. In view of the recent series of T-38 crashes and the frequent appearance of vultures and the spring and fall migrations of waterfowl and broad-wing hawks, the altitude of the T-38s is a major concern. This assertion is based on 32 years of watching T-38’s fly over or near my site during my daily sun and sky measurements. I’ve not observed a T-38 at helicopter altitude (typically 500 feet), but I have observed occasional T-38s only several hundred feet over the altitude of helicopters that often fly over my site.

### 3. BIRD STRIKES

Vultures commonly fly over my property at elevations from 30 feet to several thousand feet. They Several years ago Randolph AFB asked me to demonstrate drone flight for visiting ROTC students. On this occasion I met with the Bash team and discussed the problem with large flocks of doves in and around Randolph and vultures across the region. A few years ago, I sent Randolph AFB a photo of a vulture in very close proximity to a T-38 over IH10. Recently I wrote Randolph about a vulture taking evasive action very near my site when a T-38 that had passed directly overhead was turning south toward the runway. A vulture at what appeared to be the same altitude as the T-38 collapsed its wings and dove below the aircraft. It’s possible the crew never saw this vulture.

The Bash team is very aware of vultures, cara caras, bats and migratory broad wing hawks and waterfowl over Central Texas. The team is also aware of possible unlawful UAS flights in protected air space. Increasing population might be accompanied by occasional UAS flights in Randolph’s air space. The increase in population poses an increased risk to people on the

ground and their homes and vehicles should a Randolph aircraft experience a serious bird strike or mechanical failure.

#### 4. FLIGHT COORDINATION

Two years ago, a local light plane pilot took me on a flight to 12,000 feet so I could make high-altitude photos of my land. He told me about an incident in which a T-38 suddenly flew directly in front of his aircraft. Apparently, he did not report this incident. Local pilots need to be fully informed about military aircraft operations.

5. POSSIBLE NIGHT OPERATION AT SEGUIN AAF Night flights over my site would significantly affect twilight measurements of aerosol layers from the surface to 1,000 km directly overhead. Aircraft lights will cause false signals in the data when aircraft fly directly over the instruments. Night flights will also pose safety issues and a significant noise problem for residents of my area and the new subdivisions being built directly under the current T-38 flight paths. While I understand that Seguin AAF is not part of the proposal's night training flights, that may change. San Antonio's objections could be so strong that the Air Force might be willing to install the necessary landing lights at Seguin FAA.

My scientific observations of the atmosphere over my site began with measurements of solar UVB in May 1988. In 1990, I began measuring the ozone layer, the water vapor layer and the aerosol optical depth over my site. In December 2021, the Bulletin of the American Meteorological Society will publish my paper on the first 30 years of these measurements.

To better understand the aerosols, ozone and water vapor distribution over my site, since 2013 I have employed several new kinds of twilight photometers that I personally developed that measure the altitude of aerosols from the surface to 1,000 km), the ozone layer profile peaking at 22-25 km, and the water vapor column peaking at 60 km. These measurements have become a key aspect of my research, and the instruments have been calibrated multiple times at Hawaii's Mauna Loa Observatory. I am planning to add a lidar system to this work. The key measurements take place during clear sky conditions from sunset to 3 hours after sunset. My instruments detect meteor dust during meteor showers (70 km to 150 km) and both cosmic dust and spacecraft debris up to 1,000 km.

Additionally, on every evening (and sometimes morning) that I conduct twilight measurements, at sunset I fly a small UAS drone to 100 feet to photograph the horizon at sunset and then again 17 minutes after sunset to capture the sky over the sunset point during peak twilight glow. These brief flights fall well within the altitude limit over private land imposed by the Supreme Court (*United States v. Causby*, 1946) and meet FAA requirements for both small UAS aircraft and fixed towers. They are a key part of my twilight measurements, for they show the presence of clouds and aerosols.

**Received via email from U.S. Army Corps of Engineers**

**From:** Bartels, Brian C CIV USARMY CESWF (USA) <Brian.C.Bartels@usace.army.mil>  
**Sent:** Thursday, November 4, 2021 5:34 PM  
**To:** SWICK, NOLAN T GS-14 USAF AFMC AFCEC/CZN <nolan.swick@us.af.mil>  
**Subject:** USACE Review of T-7A Recapitalization at Joint Base San Antonio, Texas (SWF-2021-00477)

Mr. Swick, I was assigned the T-7A Recapitulation EIS review for the Fort Worth District's Regulatory Division. I have reviewed this project in accordance with Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. Under Section 404, the U. S. Army Corps of Engineers (USACE) regulates the discharge of dredged and fill material into waters of the United States (WOTUS), including wetlands. Our responsibility under Section 10 is to regulate any work in, or affecting, navigable waters of the United States. Any such discharge or work requires Department of the Army (DA) authorization in the form of a permit. I have reviewed the draft EIS and based on the information provided as well as referencing Figure 3.3, the discharge of dredged or fill material within WOTUS will not occur. Thus, a permit or permit authorization from USACE (i.e., DA) is not required. **We will issue a no-permit-required letter at your (i.e., the applicant) request.** Please let me know if you have any questions.

Brian Bartels  
Regulatory Specialist, Regulatory Division—Evaluations Branch

U.S. Army Corps of Engineers (CESWF-RDE)  
819 Taylor Street, Rm. 3A37  
P.O. Box 17300  
Fort Worth, Texas 76102-00300  
M: 316-617-9534  
O: 817-886-1742  
[brian.c.bartels@usace.army.mil](mailto:brian.c.bartels@usace.army.mil)  
<http://www.swf.usace.army.mil/Missions/Regulatory.aspx>

Please refrain from sending hard-copy documents to the regulatory office unless specifically requested. Details regarding our electronic application submittal process may be viewed at:  
<https://www.swf.usace.army.mil/Portals/47/docs/regulatory/publicnotices/2020/PublicNoticeElectronicApplications.pdf?ver=2019-11-21-123723-627>

Please assist us in better serving you by completing the survey at:  
[http://corpsmapu.usace.army.mil/cm\\_apex/f?p=regulatory\\_survey](http://corpsmapu.usace.army.mil/cm_apex/f?p=regulatory_survey)

**Received via email from U.S. Environmental Protection Agency**



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**  
REGION 6  
1201 ELM STREET, SUITE 500  
DALLAS, TEXAS 75270-2102

November 22, 2021

Nolan Swick  
Attn: JBASA T-7A Recapitalization EIS  
HQ AETC Public Affairs  
100 H. East Street, Suite 4  
Randolph AFB, Texas 78150

Dear Mr. Swick:

The Region 6 office of the U.S. Environmental Protection Agency (EPA) has reviewed the U.S. Air Force (USAF) T-7A Recapitalization at Joint Base San Antonio (JBASA) - Randolph Draft Environmental Impact Statement (EIS) CEQ Number 20210153. The Draft EIS was reviewed pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality regulations (40 CFR Parts 1500 – 1508), and by our NEPA review authority under Section 309 of the Clean Air Act.

The USAF has determined that JBASA-Randolph as the preferred alternative and Columbus, Laughlin, Sheppard, and Vance Air Force Bases as reasonable alternatives for the T-7A. The Air Force will recapitalize the Air Education and Training Command T-38C aircraft fleet with the T-7A aircraft. Training with the older T-38C aircraft fails to prepare pilots for the technological advancements of fourth and fifth generation aircraft including nighttime flight training. Fifth generation aircraft are modern aircraft with advanced avionics developed in the early part of the 21st century such as the F-22 and F-35.

We appreciate the opportunity to review this Draft EIS. EPA has no comments on the proposed project. We look forward to reviewing the Final EIS related to this project. If you have any questions regarding our comments, please contact Gabe Gruta, the project review lead, at 214-665-2174 or [gruta.gabriel@epa.gov](mailto:gruta.gabriel@epa.gov).

Sincerely,

**ROBERT  
HOUSTON**

Digitally signed by ROBERT HOUSTON  
DN: cn=US, o=U.S. Government,  
ou=Environmental Protection Agency,  
ou=ROBERT HOUSTON,  
c=US, email=ROBERT.HOUSTON@epa.gov,  
Date: 2021.11.22 17:59:00 -0500

Robert Houston  
Staff Director  
Office of Communities, Tribes and  
Environmental assessment

## A.3 Virtual Public Hearing Transcript

JOINT BASE SAN ANTONIO-RANDOLPH  
T-7A RECAPITALIZATION  
DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)  
PUBLIC HEARING

via Webex

5:30 p.m.  
Tuesday,  
November 16, 2021

PRESIDING:

LT COL THOMAS SMITH

*ON THE RECORD REPORTING*  
*(512) 450-0342*



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P R O C E E D I N G S

LT COL SMITH: The time is 5:30 p.m., and we will now start the hearing. Thank you for attending this virtual public hearing tonight for the Joint Base San Antonio-Randolph T-7A Recapitalization Draft Environmental Impact Statement, which you will hear referred to as the T-7A Recapitalization DEIS, or Draft EIS.

I'm Lieutenant Colonel Thomas Smith. As an Air Force Judge, I've been detailed to be the hearing officer for tonight's proceedings. As the hearing officer, my role is ensure that we have a fair, orderly, and impartial hearing where you had an opportunity to make comments on the proposal.

I do not work for anyone at the Air Force Civil Engineer Center or the Air Education and Training Command. I'm not involved in any way with the development of this Draft EIS or the decision to be made regarding a T-7A Recapitalization, and I do not act as a legal advisor to the Air Force representatives working on this proposal.

The hearing is held in accordance with the provisions of the National Environmental Policy Act, or NEPA, in regulations published by the Council on Environmental Quality and the Air Force. The Air Force is holding this virtual public hearing, or the Draft EIS, and

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1 appreciates your participation in this virtual version of  
2 a public hearing.

3           We are here tonight to present information on  
4 the environmental impacts of the proposed T-7A  
5 Recapitalization at Joint Base San Antonio-Randolph, and  
6 to receive your comments on the Draft EIS. Tonight's  
7 hearing is just one of several opportunities for public  
8 comments.

9           The hearing is an opportunity for you to  
10 express your views and concerns about the alternatives  
11 studied in the Draft EIS, the adequacy of the  
12 environmental analysis contained in the Draft EIS, and any  
13 issues related to the NEPA process. This hearing is not a  
14 debate or a vote on the Draft EIS, and it is not a  
15 question and answer session. Comments about other  
16 unrelated issues will not assist in the decision-making  
17 process.

18           If you would like to make a verbal comment  
19 during tonight's hearing, we ask you to follow the prompts  
20 provided through the teleconference service following the  
21 presentation. Once you have indicated you would like to  
22 make a comment, your name and phone number will be entered  
23 into a queue, and comments will be heard in that order  
24 that you were registered to comment.

25           Others not wishing to submit an oral comment

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1 tonight are encouraged to provide your comments in  
2 writing. More information on providing written comments  
3 is provided on the project website and will be presented  
4 later in this hearing.

5 Please know that you can ask clarifying  
6 questions as part of your verbal comment, or by submitting  
7 them in writing to the address specified on all the  
8 notifications for this public comment process during the  
9 public comment period. The Air Force will respond in  
10 writing in the final environmental impact statement as  
11 part of responding to all substantive comments.

12 Please note that this virtual public hearing is  
13 supported by both phone and online components. So if you  
14 will take a moment to jot down the following phone number,  
15 meeting number, and web address, so that you can quickly  
16 call back and rejoin online if you get disconnected.

17 Audio for the hearing is provided by phone.  
18 You must be dialed in to hear the presented information  
19 and be able to make a comment during hearing. To rejoin  
20 if disconnected, call (408)418-9388.

21 Again, that number is (408)418-9388, and enter  
22 the event number, 24910417105#. Again, the event number  
23 is 24910417105#, and enter that event number when  
24 prompted. Online viewing of the public hearing  
25 presentation via the Webex link provided on the project

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1 website at jbsa.t-7anepadocuments.com is optional.

2 From the website, you can click on a "get  
3 involved" page where you can reenter the hearing  
4 presentation via Webex should you get disconnected.  
5 Again, the website is jbsa.t-7anepadocuments.com. For  
6 Webex troubleshooting assistance, please call  
7 (914)340-4408. Again, that phone number is (914)340-4408.

8 I would like to begin this hearing with a  
9 welcome message to attendees that was pre-recorded by  
10 Brigadier General Caroline Miller, 502nd Airbase Wing and  
11 Joint Base San Antonio Commander. After this message, I  
12 will introduce the NEPA team that is developing the EIS.

13 RECORDING: Good evening. I am Brigadier  
14 General Caroline Miller, Commander of 502nd Airbase Wing  
15 and Joint Base San Antonio. I would like to welcome you  
16 to today's virtual public hearing to discuss and receive  
17 comments on the Air Force's Draft Environmental Impact  
18 Study for the T7-A Recapitalization at JBSA-Randolph.

19 The T7-A program is vital to properly train our  
20 pilots to fly our growing fleet of fifth generation  
21 aircraft. Randolph Field was dedicated in 1930 as a  
22 flying training base and continues in this mission today.

23 The T7-A [inaudible] would maintain this great  
24 tradition and enhance our base's and community's key roles  
25 in supporting our national defense. We recognize that

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1 [inaudible] with support from our San Antonio [inaudible].

2 LT COL SMITH: Now I would like to introduce  
3 the NEPA team. Mr. Nolan Swick is an EIS Project Manager  
4 at the Air Force Civil Engineer Center. He's the  
5 project's lead for the T-7A Recapitalization EIS.

6 AETC T-7A Program Office is providing the  
7 aircraft and operations information to assist in preparing  
8 the EIS. The aircraft noise and air quality specialists  
9 at the Air Force Civil Engineer Center have a vital role  
10 in analyzing potential impacts through current modeling  
11 software.

12 JBSA personnel have provided detailed base  
13 information, which is critical for a thorough analysis of  
14 impacts in the Draft EIS. The HDR and LPES  
15 representatives are supporting the Air Force as the  
16 contractor team conducting the impacts analysis.

17 We also have a translator here to provide  
18 Spanish translations, if necessary. If you need  
19 translation help to understand the Air Force presentation  
20 content or would like to provide your comment in Spanish,  
21 please let the comment moderator know when they recognize  
22 you during the comment portion of tonight's meeting.

23 MR. FLORES: También tenemos un traductor aquí  
24 para proporcionar traducciones al Español si es  
25 necesario. Si necesita ayuda con la traducción para

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1 comprender el contenido de la presentación de la Fuerza  
2 Aérea, o si desea proporcionar su comentario en Español,  
3 informe al moderador de comentarios cuando lo reconozca  
4 durante la parte de comentarios de la reunión de esta  
5 noche.

6 LT COL SMITH: And finally, a court reporter is  
7 present and will transcribe tonight's hearing. As we end  
8 the welcome and introductions, we will transition to the  
9 Air Force's pre-recorded presentation, which should take  
10 about 45 minutes.

11 The presentation provides the details on the  
12 proposed action and alternative, an overview of the NEPA  
13 process, a summary of the potential environmental  
14 consequences of the proposal, and a discussion on the Air  
15 Force's plans and actions to mitigate and manage any  
16 adverse impacts.

17 After the pre-recorded presentation, we will  
18 take a brief three-minute break. Upon returning from the  
19 break, we will begin our verbal comment session, during  
20 which you can provide input on the proposed action, Draft  
21 EIS analysis, and the potential environmental impacts.

22 Your comments will become part of the official  
23 record of the final EIS. If you have items of concern  
24 about the analysis in the Draft EIS that you like to bring  
25 to the Air Force's attention, please do so during this

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1 hearing or in writing.

2 If you would like to provide written comments  
3 rather than speak here tonight, or if you would like to do  
4 both, you can download a blank comment sheet from the  
5 website to fill out and submit by mail or e-mail. You can  
6 also provide comments on the project website at  
7 [www.jbsa.t-7anepadocuments.com](http://www.jbsa.t-7anepadocuments.com).

8 If you intended to mail in comments, please  
9 send them to the address printed on the comment sheet.  
10 This is the same mailing address as was specified in the  
11 newspaper notifications of availability of the Draft EIS.

12 If you have not had a chance to review the  
13 Draft EIS, it is available on the website, or at the  
14 public locations listed on the website.

15 The Air Force welcomes comments in writing at  
16 any time during the EIS process. For your comments to  
17 receive timely consideration in the final EIS, please  
18 submit them by November 29, 2021.

19 Your comments will provide the decision maker  
20 with information to assist in making a decision regarding  
21 the proposed T-7A Recapitalization at Joint Base San  
22 Antonio-Randolph. Your comments during this process  
23 provide the benefit of your knowledge of the local area  
24 and your concerns about the environmental impacts or  
25 analysis.

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1           We will now move into the Air Force's pre-  
2 recorded presentation. For those of you on the phone who  
3 are viewing the downloaded presentation, please note that  
4 the presentation slide numbers are located in the bottom  
5 right corner. The Air Force's pre-recorded presentation  
6 begins at slide 7 with an overview of the proposed action  
7 and alternatives.

8           RECORDING: Joint Base San Antonio-Randolph, or  
9 JBSA-Randolph is home to the U.S. Air Force Air Education  
10 and Training Command, AETC. AETC's mission is to recruit,  
11 train, and educate exceptional airmen. An element of that  
12 training that is relevant to the project we are discussing  
13 tonight is pilot training.

14           At JBSA-Randolph, pilot training is completed  
15 for three different types of aircraft: the T-1A Jayhawk,  
16 the T-6A Texan, and the T-38C Talon. The T-38C aircraft  
17 has been in use for Air Force pilot training for about 50  
18 years.

19           In that time, the capabilities, performance,  
20 and use of aircraft have seen multiple generational  
21 advancements. However, the T-38C aircraft are approaching  
22 the end of their useful life, and student pilots need a  
23 technologically advanced aircraft with which to train.

24           In 2018, the Air Force received Congressional  
25 approval and funding to procure newer training aircraft to

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1 replace the aging T-38C fleet with greater capabilities  
2 that are more compatible with the more modern F-22, F-35,  
3 and other fourth and fifth generation U.S. Air Force  
4 aircraft.

5 In a memo dated February 16, 2018, the  
6 Secretary of the Air Force issued a strategic basing  
7 decision for advanced pilot training, announcing Joint  
8 Base San Antonio-Randolph as the preferred alternative to  
9 receive the T-X, now T-7A, aircraft. This was a planning  
10 decision, not an action decision, and whether to implement  
11 the action is still subject to the NEPA process.

12 Other bases noted as reasonable alternatives  
13 are Columbus, Laughlin, Sheppard, and Vance Air Force  
14 Bases. Each base was evaluated using criteria that  
15 included mission factors, infrastructure capacity, as well  
16 as potential environmental constraints and costs.

17 From a program level, the following findings  
18 were presented regarding the T-X recapitalization of the  
19 current T-38C pilot training fleet:

20 350 T-7A aircraft will replace the 422 T-  
21 38Cs. Delivery of aircraft will continue through 2034.  
22 T-7A aircraft will meet fifth-generation fighter training  
23 requirements.

24 Operational considerations limit the enterprise  
25 to the five current AETC T-38C installations. T-7A

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1 beddown end state requires approximately the same number  
2 of manpower authorizations as currently programmed,  
3 1,754. And total estimated military construction costs  
4 for all locations is \$450 million.

5 NEPA analysis is occurring now to make  
6 appropriate decisions in a timely manner and allow  
7 military construction of new T-7A facilities to occur and  
8 be ready to support the new aircraft as it is received and  
9 put into operation.

10 Secretary Wilson, in her 2018 memo, specified  
11 JBSA-Randolph as the preferred alternative for the T-7A  
12 recapitalization. Basing the first T-7A aircraft at JBSA-  
13 Randolph meets the AETC's objectives of optimizing total  
14 T-7A training.

15 Use of this site minimizes transition  
16 inefficiencies. Pilot instructor training occurs at JBSA  
17 Randolph with the largest throughput of instructor pilots.  
18 The base is also the primary introduction to fighter  
19 fundamentals location for non-Euro-NATO-Joint Jet Pilot  
20 Training.

21 The purpose of the proposed action is to  
22 implement the initial beddown of the T-7A aircraft and  
23 accomplish the recapitalization program at JBSA for T-7A  
24 pilot training while better preparing pilots to operate  
25 more technologically advanced aircraft.

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1           The proposed action is needed because the  
2           current training practices with the older T-38C aircraft  
3           fail to prepare pilots for the technological advancement  
4           of fourth and fifth-generation aircraft. Training systems  
5           provided with the newer T-7A aircraft allow for enhanced  
6           and improved flight and simulator training.

7           As a result, the T-7A recapitalization program  
8           will allow the Department of the Air Force to establish a  
9           T-7A pilot pipeline that provides more efficient and  
10          effective pilot training for operating fourth and  
11          fifth-generation aircraft.

12          The focus of the action occurs at  
13          JBSA-Randolph, which is located in the northeast portion  
14          of Bexar County. Because aircraft training operations are  
15          not limited to the immediate airfield, other nearby  
16          locations are also included in the environmental analysis,  
17          especially as it pertains to aircraft noise and emissions.

18          Other local airfields where T-7A operations  
19          would occur are Seguin Auxiliary Airfield, AAF, to the  
20          east of Randolph, and at Kelly Airfield at JBSA-Lackland  
21          on the southwest side of San Antonio. Aircraft would be  
22          operated in existing training airspace, which is composed  
23          of several military operating areas, military training  
24          routes, and restricted airspace over McMullen Range.

25          For those on the phone following along with the

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1 downloaded presentation, we are now at slide 13.

2 The Air Force has identified a proposed action  
3 as its preferred alternative. The proposed action is T-7A  
4 recapitalization at Joint Base San Antonio using 72 T-7A  
5 aircraft and sufficient operation to fully meet all T-7A  
6 training requirements. The T-7A aircraft would be  
7 assigned to JBSA-Randolph, where primary flight operations  
8 would occur.

9 Secondary flight operations would also occur at  
10 JBSA-Lackland, Seguin Auxiliary Airfield, and within the  
11 existing designated airspace where T-38C aircraft  
12 currently operate. The initial delivery and operation of  
13 T-7A aircraft would occur in 2023, and the last T-7A would  
14 arrive no later than 2028.

15 T-7A aircraft operations would be phased in  
16 with both T-38C and T-7A operations occurring  
17 simultaneously through 2031. All flight operations would  
18 take place within existing airspace. No additions or  
19 alterations of airspace would occur under the proposed  
20 action. T-7A training flights would expand beyond current  
21 sunrise to sunset hours, and occur in the evening,  
22 nighttime, and possibly early morning hours at  
23 JBSA-Randolph and JBSA-Lackland.

24 Facility construction and upgrades through six  
25 military construction and 13 facility sustainment,

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1 restoration, and modernization projects would be  
2 implemented and coordinated with T-7A aircraft arrival.

3 In the Draft EIS, the Air Force analyzed the  
4 environmental impacts of three action alternatives. The  
5 three alternatives are a variation of the number of  
6 training operations proposed for T-38C/T-7A transition,  
7 and a proposed steady state at full implementation with  
8 all T-38C aircraft phased out and only T-7A aircraft  
9 operating.

10 For each of the three alternatives, the T-7A  
11 would perform the same types of operations within the  
12 training region of JBSA-Randolph, JBSA-Lackland, and  
13 Seguin Auxiliary Airfield, as described for the proposed  
14 action. The following slides provide additional detail  
15 for each of the action alternatives.

16 Under Alternative 1, the Air Force would phase  
17 out T-38C and phase in T-7A aircraft at operational levels  
18 that would not exceed the air emission significance  
19 indicators for the criteria pollutants under the National  
20 Ambient Air Quality Standards.

21 The number of aircraft and intensity of  
22 operations under this alternative, if selected, would be  
23 adequate to meet training and basing requirements through  
24 2026. Beyond 2026, concurrent actions would need to occur  
25 to define the allowable level of future T-7A operation.

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1 JBSA-Randolph would receive up to 56 T-7A  
2 aircraft no later than 2028. The scope of military  
3 construction projects would be adjusted as necessary to  
4 accommodate the lesser complement of newer aircraft.

5 Under Alternative 2, like the proposed action,  
6 JBSA-Randolph would receive 72 T-7A aircraft with all  
7 aircraft arriving no later than 2028. T-7A operations  
8 would reach full capacity in 2032, and T-38C operations  
9 would conclude in 2031.

10 Beginning in 2024, T-7A aircraft would perform  
11 annual operations at JBSA-Randolph, JBSA-Lackland, and  
12 Seguin Auxiliary Airfield at an intensity that is  
13 approximately 15 percent greater than the proposed action.

14 Under Alternative 3, like the proposed action,  
15 JBSA-Randolph would receive 72 T-7A aircraft with all  
16 aircraft arriving no later 2028. T-7A operations would  
17 reach full capacity in 2032, and T-38C operations would  
18 conclude in 2031.

19 Beginning in 2024, T-7A aircraft would perform  
20 annual operations at JBSA-Randolph, JBSA-Lackland, and  
21 Seguin Auxiliary Airfield at an intensity that is  
22 approximately 25 percent greater than the proposed action.

23 The Air Force also considers a no action  
24 alternative in the Draft EIS. The no action alternative  
25 is required by NEPA regulations and was evaluated to

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1 provide a baseline for decision makers when evaluating the  
2 impacts of the proposed action.

3 The no action alternative analysis presents the  
4 environmental impacts of not implementing the proposed  
5 action. The T-7A program will be implemented whether or  
6 not the no action alternative is selected.

7 If the no action alternative is selected due to  
8 unresolvable issues, the Department of the Air Force would  
9 reevaluate their T-7A strategic basing decision and  
10 implement all or a portion of the basing requirements  
11 proposed for JBSA-Randolph at an undetermined  
12 location. Under the no action alternative, the Department  
13 of the Air Force would not implement T-7A recapitalization  
14 at Joint Base San Antonio.

15 We will now be discussing the impact analysis  
16 of the proposed action and alternatives, which have just  
17 been presented. For those on the phone following along  
18 with the downloaded presentation, we are now at slide 20.

19 The Draft EIS has been prepared in accordance  
20 with the requirements of NEPA and its regulations. NEPA  
21 requires federal agencies to analyze the potential  
22 environmental impacts of proposed actions, reasonable  
23 alternatives, and a no action alternative before any  
24 action is taken.

25 The goal of conducting an EIS is to support

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1 sound decisions through the assessment of potential  
2 environmental impacts, as well as involving the public in  
3 the process. The results of this analysis and other  
4 relevant factors will be considered before the Air Force  
5 makes a decision on this proposal.

6 Your input during the public scoping period  
7 earlier in the NEPA process and this public comment period  
8 will help the Air Force decision maker make the most  
9 informed decision possible on this proposal.

10 There are several key steps to the  
11 environmental impact analysis process. We are currently  
12 at the Draft EIS review stage, which began with the  
13 Federal Register publication of the notice of availability  
14 for the Draft EIS on October 15, 2021.

15 At that time, copies of the Draft EIS were  
16 mailed to local document repositories, federal and state  
17 representatives, and individuals who requested copies  
18 during the EIS scoping period. The review period required  
19 by NEPA is 45 days. Our date for completion for the  
20 public review period is November 29, 2021.

21 After the public review period closes, we will  
22 review all comments received at this public hearing,  
23 through the mail, or electronically on our website, and  
24 consider them in preparing the final EIS. Substantive  
25 comments will be reviewed and responded to in the final

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1 EIS.

2           The Air Force considers substantive comments to  
3 be those that offer information regarding the  
4 alternatives, or those that offer information relative to  
5 the assessment of impacts or the NEPA process. A yes or  
6 no vote, or information not directly related to the T-7A  
7 recapitalization at JBSA-Randolph or the NEPA process, are  
8 not considered substantive and would not require an Air  
9 Force response in the final EIS.

10           The final EIS is scheduled to be released in  
11 Spring 2022. After the final EIS notice of availability  
12 is published in the *Federal Register*, the Air Force must  
13 observe a waiting period of at least 30 days before  
14 signing the record of decision to document what actions  
15 the Air Force has selected to implement.

16           The Draft EIS presents information on potential  
17 environmental impacts associated with the proposed action  
18 and alternatives, along with the no action alternative.  
19 Resource areas analyzed in detail for potential  
20 environmental impacts include air quality, noise,  
21 biological resources, cultural resources, land use,  
22 hazardous materials and waste, infrastructure and  
23 transportation, safety, water resources, and environmental  
24 justice.

25           Other resources determined to have negligible

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1 effects and not analyzed in detail within the Draft EIS  
2 include airspace, geological resources, and  
3 socioeconomics. For a more detailed evaluation of the  
4 potential consequences, please refer to Chapter 3 of the  
5 Draft EIS.

6 The T-7A aircraft proposed to replace the T-38C  
7 aircraft at JBSA-Randolph is still in production mode and  
8 undergoing testing with the manufacturer. The Air Force  
9 has not taken possession of any T-7A aircraft and  
10 therefore has not had the opportunity to fly the aircraft  
11 in a mode as it would be used for normal training purposed  
12 in the San Antonio area and airways.

13 Because of this, much is still unknown about  
14 the precise settings that will be used for training with  
15 the new aircraft and will not be defined until the T-7A  
16 training is initiated in the local area. In order to  
17 proceed with the analysis and identification of potential  
18 environmental impacts, certain assumptions had to be made  
19 and applied so that modeling of aircraft noise and  
20 emissions could be completed.

21 These assumptions included that the same flight  
22 paths and patterns would be used for the T-7A as currently  
23 used by the T-38C. The same types of training operations  
24 would occur, although the alternatives propose differing  
25 tempos or numbers of operations.

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1           The same training airspace would be used with  
2 no change in size or altitudes. The same power settings  
3 currently applied by pilots for the T-38C would be used  
4 for the T-7A aircraft.

5           As more data on the T-7A aircraft is learned  
6 and applied, the Air Force will continue to collect input,  
7 revise assumptions, and apply an adaptive management  
8 strategy for the proposed action.

9           Realizing that the potential impacts reported  
10 for air quality and noise are significant, the Air Force  
11 has determined that through an adaptive management  
12 strategy, the magnitude of impacts may be refined, if  
13 substantially different from the current best available  
14 information, once the T-7A aircraft is received into the  
15 Air Force inventory and engaged in the training  
16 curriculum. The adaptive management program will  
17 incorporate the following kinds of adaptive management  
18 approaches:

19           Noise models that have been developed, or will  
20 be developed in the future, will be used to reveal and  
21 understand the potential effects of policies, activities,  
22 or practices that are being considered for implementation  
23 in the T-7A aircraft ramp up to final operation  
24 capability. Management and oversight activities reveal,  
25 through monitoring and evaluation of results, the accuracy

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1 or completeness of the earlier predictions. Adaptations  
2 can be developed to eliminate or reduce effects.

3 The proposed construction or renovation of  
4 facilities at JBSA-Randolph is not anticipated to have  
5 significant impacts on any of the resources analyzed in  
6 the Draft EIS. Aircraft operations for the T-7A would  
7 have significant impacts on air quality under the proposed  
8 action and Alternatives 2 and 3.

9 Noise impacts associated with T-7A aircraft  
10 flight operations would be significant under the proposed  
11 action, as well as Alternatives 1, 2, and 3, as currently  
12 projected. The Department of the Air Force will continue  
13 to explore additional adaptive management strategies and  
14 mitigation measures to reduce aircraft noise impacts.

15 Ozone levels in Bexar County have been  
16 measured to exceed EPA and state of Texas air quality  
17 standards. This has placed the county in a non-attainment  
18 status, and new actions are required to demonstrate that  
19 their proposed construction and operations will not  
20 introduce nitrogen oxides and volatile organic compounds  
21 into the atmosphere that exceed allowable levels.

22 Although JBSA-Randolph emissions are a small  
23 fraction of the total emissions in the county,  
24 JBSA-Randolph is required to limit increases in emissions  
25 through the Federal Clean Air Act conformity process.

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1           The T-7A aircraft engine emissions below the  
2           3,000-foot altitude for mixing levels would result in a  
3           nitrogen oxide level greater than the significance  
4           indicator of 100 tons per year. The volatile organic  
5           compound emissions for the T-7A have been calculated to be  
6           less than 100 tons per year.

7           Based on the number of T-7A operations, the  
8           significance indicator of 100 tons per year for nitrous  
9           oxides would be exceeded for proposed action and  
10          Alternatives 2 and 3 beginning in year 2027. Alternative  
11          1 has been developed with aircraft operation numbers that  
12          would keep the emissions below the 100 ton per year limit  
13          and would not have a significant impact on air quality.

14          For the proposed action and all alternatives,  
15          the majority of aircraft operations within the local  
16          training airspace of military operating areas and military  
17          training routes occurs above the 3,000-foot altitude. The  
18          number of operations below 3,000 feet would not be enough  
19          to significantly affect the air quality of the counties  
20          over which those operations would occur, excluding Bexar  
21          County.

22          The preferred alternative of the Air Force is  
23          the proposed action. However, as noted on the previous  
24          slide, the emission for nitrous oxides exceeds the  
25          significance indicator.

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1           Therefore, the Air Force is developing a  
2 multi-option strategy to mitigate the significant direct  
3 impact due to emissions from the aircraft operations. The  
4 first approach is to evaluate the feasibility of obtaining  
5 early emission reduction credits, referred to as early  
6 ERCs.

7           These are state-approved credits earned from a  
8 specific federal facility for emission reduction efforts  
9 that are both legally enforceable and permanent, and can  
10 be used to offset action-related emissions. Early ERCs  
11 are banked and are only used by the federal facility that  
12 earned them.

13           Joint Base San Antonio is implementing an  
14 energy savings performance contract involving emission  
15 reductions with approximately 27 tons of early ERC  
16 credits. If applied and approved, this would allow a  
17 greater number of operations to occur than currently shown  
18 in Alternative 1.

19           The second approach is to further develop an  
20 adaptive management plan to further analyze if and how air  
21 quality impacts could be decreased in alteration of  
22 aircraft performance. As noted earlier, current  
23 calculations are based on a T-38C syllabus, power  
24 settings, and flight profile.

25           As the Air Force brings the new aircraft into

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1 the inventory and begins to fly specific training  
2 operations at JBSA-Randolph, new information about  
3 aircraft performance may be learned and applied for  
4 additional analysis and refinement of approximated  
5 impacts.

6 Noise levels would be expected to increase due  
7 to operation of construction equipment during construction  
8 of the proposed facilities. However, increases in noise  
9 would be temporary, and would be focused mostly within the  
10 interior of the JBSA-Randolph industrial area.

11 Aircraft noise levels within the local  
12 community over which training occurs would increase each  
13 year between the years 2023 and 2032. At full  
14 implementation of the proposed action or Alternative 1, 2,  
15 or 3, aircraft noise contours surrounding JBSA-Randolph  
16 and Seguin Auxiliary Airfield would be much greater in  
17 size and intensity than current noise levels based on the  
18 model input and predictions.

19 The EIS and website display figures of the  
20 modeled footprints for each alternative and provides  
21 additional model results regarding speech interference,  
22 sleep disturbance, and classroom interruption.

23 The current aircraft noise footprint  
24 surrounding Randolph within the 65-decibel day/night  
25 average, expressed as DNL, includes an area of

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1 approximately 5,148 acres. At full implementation, the  
2 proposed action would have a noise footprint for 65 DNL  
3 and above of approximately 48,861 acres. Likewise, the  
4 comparative footprint for JBSA-Randolph for Alternative 1  
5 would be 37,497 acres, Alternative 2 would be 51,775  
6 acres, and Alternative 3 would be 58,065 acres.

7 The population within the existing noise  
8 contours of 65 DNL and higher surrounding JBSA-Randolph is  
9 calculated as currently being 5,936. The proposed action  
10 expanded footprint would affect an estimated 61,930  
11 people. Alternative 1 would affect 49,768 people,  
12 Alternative 2 would affect 64,788 people, and Alternative  
13 3 would affect 66,637 people.

14 The current aircraft noise footprint  
15 surrounding Seguin Auxiliary Airfield within the  
16 65-decibel DNL encompasses approximately 2,826 acres. The  
17 proposed action would have a footprint of about 11,940  
18 acres. Alternative 1 would have a footprint of  
19 approximately 10,626 acres, Alternative 2 would be 12,938  
20 acres, and Alternative 3 would be 13,481 acres.

21 The population within the existing noise  
22 contours of 65 DNL and higher surrounding Seguin Auxiliary  
23 Airfield is calculated as currently being 587 people. The  
24 proposed action expanded footprint would affect an  
25 estimated 2,862 people. Alternative 1 would affect 2,229

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1 people, Alternative 2 would affect 3,261 people, and  
2 Alternative 3 would affect 3,329 people.

3 Mitigation through adaptive management. The  
4 mitigation for controlling or decreasing aircraft noise  
5 includes specific changes in the flight patterns, power  
6 settings, altitudes, adjustment of operating hours, or  
7 changes in training components.

8 As noted earlier, the Department of the Air  
9 Force still has a lot of unknowns about the operation of  
10 the new T-7A, and will learn more about the aircraft and  
11 how it most efficiently operates in a training scenario  
12 once the Department of the Air Force receives the aircraft  
13 into its inventory and begins to use the aircraft at  
14 JBSA-Randolph.

15 Reduced afterburner on takeoff would  
16 dramatically reduce noise. As a potential mitigation  
17 scenario to test the theory of shrinking the modeled  
18 footprint, the Department of the Air Force modeled a  
19 hypothetical scenario to see what effect on aircraft noise  
20 would occur if the use of afterburners were dramatically  
21 reduced to five percent.

22 The area affected by aircraft noise in the  
23 65-decibel DNL and higher contours calculates at 15,103  
24 acres, which is about one-third of the acres of the  
25 proposed action using 100 percent afterburner. This is an

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1 example of adaptive management and mitigation measures the  
2 Department of the Air Force will be exploring to further  
3 reduce aircraft noise impacts.

4 For those folks following along using the  
5 downloaded presentation, we are now viewing slide 34.  
6 Shown on the slide are two figures. The figure on the  
7 left shows the aircraft noise footprint representing  
8 current operations with the T-38C at JBSA-Randolph.

9 The figure on the right shows the resultant  
10 noise footprint of the proposed action. The noise contour  
11 figures for the proposed action and for each alternative  
12 are available in the Draft EIS in Section 3.2.

13 Slide 35 shows two figures. The figure on the  
14 left shows the aircraft noise footprint associated with  
15 the proposed action. The figure on the right shows the  
16 resultant noise footprint if the use of afterburners were  
17 reduced from 100 percent to 5 percent for the same number  
18 of aircraft operations.

19 The Department of the Air Force has reviewed  
20 appropriate local conditions and has determined that T-7A  
21 operations with a limit of 5 percent use of afterburners  
22 for takeoffs would be successful at JBSA-Randolph, and can  
23 be implemented as a mitigation measure to reduce the noise  
24 footprints for the proposed action and/or any of the  
25 alternatives.

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1 Slide 36 provides you with the visual  
2 difference of noise contours between the current  
3 operations shown as existing conditions, and the footprint  
4 resulting from 5 percent use of afterburner. The slide  
5 shows two figures.

6 The figure on the left shows the aircraft noise  
7 footprint associated with the existing conditions, and the  
8 figure on the right shows the noise footprint after  
9 reducing afterburners from 100 percent to 5 percent for  
10 the same number of aircraft operations modeled for the  
11 proposed action. The reduced afterburner results produce  
12 a slightly larger footprint than currently experienced  
13 within the community.

14 The biological resource impacts are evaluated  
15 with a specific look at vegetation, wildlife, and special  
16 status species. The proposed action and three  
17 alternatives would have the same level of impacts on  
18 vegetation.

19 This would involve the temporary or permanent  
20 removal of some vegetation for construction of new  
21 facilities. The planned facilities would be located in a  
22 highly urban or industrial area on JBSA-Randolph, and many  
23 of the sites are already impervious surfaces, paved  
24 aircraft or vehicle parking areas.

25 Two of the facilities, the maintenance training

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1 systems building and the ground-based training system  
2 building, would be constructed on a previously disturbed  
3 area that now supports a ball field and tennis courts, and  
4 the impacts would be negligible. Impacts on wildlife due  
5 to construction would also be negligible for these  
6 reasons.

7           The long-term impacts on wildlife from the  
8 increased aircraft operations, including the expanded  
9 hours of flying to include evening and nighttime  
10 operations, would increase the potential for bird or  
11 wildlife strikes with aircraft. Based on historical data,  
12 there would be a potential for an increase in bat strikes  
13 due to the evening and nighttime flights. This would hold  
14 true for the proposed action and all three action  
15 alternatives.

16           The proposed action and the three action  
17 alternatives would have no effect on all 44 of the  
18 federally listed species on JBSA-Randolph, JBSA-Lackland,  
19 Seguin Auxiliary Airfield, and the airspace areas.

20           Architectural surveys have resulted in the  
21 identification of several historic properties, including  
22 the Randolph Field National Historic Landmark District, or  
23 NHLD. Ten military construction and renovation projects  
24 have the potential to impact cultural resources because  
25 they are located within the Randolph Field NHLD.

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1           Of those 10 projects, six would occur within  
2 the building interiors, with no impact on  
3 character-defining interior features, and would have no  
4 effect on contributing resources within the district, or  
5 within the NHLD itself. The remaining four projects would  
6 include exterior alteration to one NHLD contributing  
7 hangar, repainting of the taxi lanes, and construction of  
8 the ground base training system and maintenance training  
9 system facilities.

10           The Air Force has determined that all of these  
11 projects would have no adverse effect or no effect, and  
12 has submitted their findings to the Texas State Historic  
13 Preservation Office and the National Park Service for  
14 concurrence.

15           Twelve federally recognized tribes have  
16 expressed potential interest in cultural resources at  
17 Joint Base San Antonio and the airspace areas. The Air  
18 Force consults with tribes on issues related to cultural  
19 resources management, the unanticipated discovery of human  
20 remains and cultural items under the Native American  
21 Graves Protection and Repatriation Act, and on  
22 project-specific effects under Section 106 of the National  
23 Historic Preservation Act.

24           To date, the tribes have not identified any  
25 sacred sites or traditional cultural properties relevant

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1 to the Air Force. The Air Force has invited these tribes  
2 to consult on the proposed action and alternatives.

3 The proposed action and alternatives would  
4 include construction and renovation projects at  
5 JBSA-Randolph. All of these projects would be compatible  
6 with existing land uses at the installation.

7 The proposed action and alternatives include no  
8 changes to the airspace in which T-7A training would occur  
9 and therefore, would have no impacts on airspace. Noise  
10 contours associated with the aircraft operations for the  
11 proposed action and alternatives have been predicted for  
12 noise zones above 65 DNL.

13 Aircraft noise above 65 DNL is considered  
14 incompatible with residential land use, and sound  
15 suppression for homes is encouraged to decrease the sound  
16 expose within homes. Under the proposed action, an  
17 additional 28,910 off-base acres would be within the 65 to  
18 70 DNL contour, and 9,638 off-base acres would be within  
19 the 70 to 75 DNL contour for JBSA-Randolph. At Seguin  
20 Auxiliary Airfield, an additional 5,810 off-base acres  
21 would be within the 65 to 70 DNL contour, and 3,190 off-  
22 base acres would be within the 70 to 75 DNL contour.

23 Adoption of the mitigation measure discussed  
24 previously to reduce the use of afterburner from 100  
25 percent to 5 percent would greatly reduce the noise

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1 contours. However, there would still be additional  
2 residential acreage exposed to noise levels above 65 DNL  
3 resulting in land use incompatibility in those areas.

4 The Department of the Air Force would continue  
5 to apply adaptive management strategies and evaluate  
6 mitigation measures that may further reduce the noise  
7 impacts and, in turn, reduce any land use  
8 incompatibilities.

9 Other resources that were analyzed in detail  
10 include hazardous materials and waste, infrastructure and  
11 transportation, safety, and water resources. All of the  
12 resources were determined to have no significant effects  
13 under the proposed action or alternatives 1, 2, or 3.

14 To ensure that the proposed action or  
15 implementation of any of the alternatives would not  
16 disproportionately affect low-income, minority, or youth  
17 populations, the Air Force examined the population  
18 characteristics of the census blocks where significant  
19 noise impacts would likely occur based on the previously  
20 described noise footprints.

21 The Air Force determined that although the  
22 impacts from noise would occur throughout the specified  
23 area, the impacts would not disproportionately affect any  
24 specific portion of the population as determined by  
25 income, race, or age.

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1                   This concludes the Air Force's pre-recorded  
2 presentation. Thank you for your attention.

3                   LT COL SMITH: This is Lieutenant Colonel  
4 Thomas Smith, the hearing officer for tonight's  
5 proceedings. Now that the Air Force's pre-recorded  
6 presentation has concluded, we're going to take a brief  
7 three-minute break.

8                   At the end of the break, I will review the  
9 public hearing procedures and comment options when we  
10 return. Then, we will begin the public comment portion of  
11 the hearing.

12                   It looks like the time right now is 6:20 p.m.  
13 We'll take a three-minute break and resume at 6:23 p.m.

14                   (Whereupon, a brief recess was taken.)

15                   LT COL SMITH: This is Lieutenant Colonel  
16 Thomas Smith, the hearing officer. It is now 6:23 p.m.,  
17 and I will reconvene the hearing.

18                   I'd like to take a moment to reiterate that if  
19 you have questions on the project or would like to request  
20 clarification on the analysis in the Draft EIS, you can  
21 submit your questions as part of your verbal comment or in  
22 writing to the mailing address specified for this  
23 project's public comment process.

24                   The Air Force will respond in writing in the  
25 final environmental impact statement as part of responding

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1 to all substantive comments. We will now move into the  
2 public comment portion of tonight's proceedings.

3 To make a comment, you need to virtually raise  
4 your hand. The process for doing so varies based on what  
5 method you used to connect to this hearing.

6 If you connected to the Webex presentation  
7 using your personal computer or laptop, you can select the  
8 menu icon, which looks like a circle with three dots.  
9 Then, select "raise hand" from the menu that will open.

10 If you connected to the presentation using your  
11 smartphone or tablet, you can select the participants  
12 icon, which looks like a stick figure with three lines.  
13 Then, click the hand icon by your attendee ID to virtually  
14 raise your hand.

15 If you only joined the audio portion of the  
16 call with a telephone, either your landline telephone or a  
17 smartphone, you can raise your hand by dialing "\*3" on  
18 your phone keypad.

19 Whether you are participating by phone only or  
20 are online, if you choose to virtually raise your hand,  
21 you will be afforded an opportunity to make your comment  
22 in the order that your hand was raised.

23 When it is time to make your comment, you will  
24 hear a beep and you will be unmuted. Following the  
25 conclusion of your comment, please follow the same

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1 procedure to virtually lower your hand.

2 For folks on personal computers, select the  
3 menu icon again and click "lower hand". Those using  
4 smartphones or tablets will select the participants icon  
5 and click on the hand icon to lower it. Folks on the  
6 phone call dial "\*3" to lower your hand. Please wait  
7 until you have completed making your comment to virtually  
8 lower your hand.

9 At this time, the hearing moderator will  
10 announce the names or phone numbers of the first person,  
11 and then the next person behind them who wish to make a  
12 comment in order. He will go through the queue one  
13 commenter at a time.

14 You will hear a beep when the moderator unmutes  
15 your line whether on the phone or online, and you'll be  
16 given three minutes to provide your comment. To help our  
17 court reporter transcribing tonight's hearing, please  
18 begin by stating your name and the name of the  
19 organization, if any, that you represent.

20 It will also help if you spell your name.  
21 Please state your address if you want to be notified of  
22 the availability of the final EIS. You can also provide  
23 your address in the comment form on the project website.

24 Again, your comments will be recorded  
25 verbatim. They will become part of the transcript and

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1 permanent record of this meeting, and will be published in  
2 the final EIS. Your name will be included along with your  
3 comments. Personal home addresses and phone numbers will  
4 not be published in the final EIS.

5 The procedure allows for three minutes for each  
6 speaker, but you do not have to speak for the full three  
7 minutes. We have a timekeeper to help you keep track of  
8 the time, and you will be given notice through a verbal  
9 cue when you have about 30 seconds left. And then the  
10 moderator will state when your three minutes are up.

11 At that time, please conclude your comments so  
12 I can call on the next person. You don't need to yield  
13 any remaining time to someone else. The moderator will  
14 just move on to the next speaker when you've finished.

15 Also, in the interest of time, we ask that you  
16 submit any individual recordings or presentations as  
17 written comments. Tonight's hearing is set to end at 8:00  
18 p.m. or sooner if I determine there are no more comments  
19 to be heard.

20 If everyone who signed up to speak has had a  
21 chance to do so before that time, I will ask if any  
22 speaker would like another three minutes to expand on  
23 their comments. If you want to do that, please again  
24 follow the teleconference prompt to register to comment.  
25 Then we will call on you from the queue and put another

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1 three minutes back on the clock for you.

2 If you want to add something later to your  
3 verbal comments or if you would rather not speak here  
4 tonight, you can submit written comments. There is no  
5 page limit on written comments, and the Air Force gives  
6 equal weight to oral and written comments. Both become  
7 part of the official record and are included in the final  
8 EIS.

9 Just a few reminders before we get started:  
10 first, please limit your comments to the Draft EIS that is  
11 the subject of this public review and comment period.  
12 Second, if you agree with the previous speaker on  
13 something, you can certainly say that, but you do not need  
14 to use up your time repeating it since it already in the  
15 record.

16 Third, as I mentioned earlier, the public  
17 comment portion of the hearing is not a question and  
18 answer session. It is an opportunity for you to put on  
19 the record your views and concerns about the proposal that  
20 you want the decision makers to consider.

21 Finally, any questions that you pose during  
22 your comments will become part of the record and will be  
23 considered in developing the final EIS and making a  
24 decision on the proposals. The Air Force will respond in  
25 writing in the final EIS as part of responding to all

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1 substantive comments.

2 The Air Force will remain available for the  
3 duration of the public hearing as long as there's active  
4 public participation. However, if a wait period of 15  
5 minutes elapses with no participation or indication of  
6 further interest in making a public comment, we will  
7 adjourn to 8:00 p.m.

8 Moderator, at this time, will you please  
9 identify if we have anybody who wants to ask a question or  
10 make a comment?

11 MS. STOPPELMANN: Thank you. Currently, we  
12 have nobody listed to make a public comment.

13 Again, to make a public comment, you'll need to  
14 virtually raise your hand. From your laptop, tablets,  
15 smartphone, select the participant icon you'll see at the  
16 bottom of your screen. Then, click the hand icon to raise  
17 hand.

18 If you are joining by phone, please dial "\*3"  
19 to raise your hand. At the conclusion of your comment,  
20 please follow the same steps to virtually lower your hand  
21 from our queue. Again, I don't have anyone currently in  
22 the queue to speak.

23 LT COL SMITH: I've just refreshed the list of  
24 attendees. I also do not see anyone with their hand  
25 raised. I will start the 15 minute clock now at 6:31. If

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1 we don't have anybody raise their hand before 15 minutes  
2 has elapsed, then we will conclude this hearing early.

3 (Pause.)

4 LT COL SMITH: This is Lieutenant Colonel  
5 Thomas Smith, the hearing officer. At this time, we are  
6 waiting to see if anyone would like to make a comment. If  
7 you would like to make a comment, you'll need to virtually  
8 raise your hand.

9 From your laptop, tablet, or smartphone, select  
10 the participants icon you'll see at the bottom of your  
11 screen and click the hand icon to raise hand. If only  
12 participating by phone, dial "\*3" to raise your hand. At  
13 the conclusion of your comment, please follow the same  
14 steps to virtually lower your hand.

15 If we do not receive any comments before 6:46  
16 p.m., we will conclude this hearing early.

17 (Pause.)

18 LT COL SMITH: This is Lieutenant Colonel  
19 Thomas Smith. I'm the hearing moderator. If you just  
20 joined us a few moments ago, we are waiting at this time  
21 to see if anybody would like to make a comment.

22 To make a comment, you will need to virtually  
23 raise your hand. From your laptop, tablet, or smartphone,  
24 select the participants icon that you will find at the  
25 bottom of your screen. Then, click the hand icon to raise

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1 your hand.

2 If you're only participating by phone, please  
3 dial "\*3" to raise your hand, and at the conclusion of  
4 your comment, please follow the same steps to virtually  
5 lower your hand.

6 This hearing is scheduled to end at 8 o'clock  
7 p.m. However, if we continue without a comment until 6:46  
8 p.m., then we will end the hearing early.

9 (Pause.)

10 LT COL SMITH: This is Lieutenant Colonel  
11 Thomas Smith. I'm the hearing moderator. At this time,  
12 we are simply waiting to see if anybody would like to make  
13 a comment. If you are interested in making a comment,  
14 you'll need to virtually raise your hand.

15 From your laptop, tablet, or smartphone, select  
16 the participants icon you'll see at the bottom of your  
17 screen. And then, click the hand icon to raise your  
18 hand. If you're only participating by phone, please dial  
19 "\*3" to raise your hand. At the conclusion of your  
20 comment, please follow the steps to virtually lower your  
21 hand.

22 This hearing is scheduled to end at 8:00 p.m.  
23 However, if we do not receive a comment before 6:45 p.m.,  
24 we will conclude the hearing early.

25 (Pause.)

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1           LT COL SMITH: This is Lieutenant Colonel  
2 Thomas Smith. I'm the hearing moderator for tonight's  
3 proceedings. We've been waiting for approximately 15  
4 minutes to see if anybody is interested in making a  
5 comment.

6           To make a comment, you have to virtually raise  
7 your hand. From your laptop, tablet, or smartphone, you  
8 need to select the participants icon, which you'll find at  
9 the bottom of your screen, and you'll click the hand icon  
10 to raise your hand.

11           If you're only participating by phone, please  
12 dial "\*3" to raise your hand. At the conclusion of your  
13 comment, you'll follow the same step to virtually lower  
14 your hand. I'm going to refresh the participants list one  
15 more time to see if we have anybody with their hand  
16 raised.

17           Moderator, please let me know if I miss anyone.

18           All right. At this time, it's 6:46. I think I  
19 said that we would wait until 6:45 or 6:46, which would be  
20 approximately 15 minutes from when we started the comment  
21 portion of the proceedings, to see if anybody wished to  
22 make a comment.

23           Seeing no one, we will be concluding the  
24 hearing earlier than the planned 8:00 p.m. conclusion.  
25 Thank you for your time and interest in the T-7A

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1 Recapitalization at JBSA-Randolph Draft EIS. Tonight is  
2 not the end of your opportunity to participate in the  
3 environmental review process.

4 Comment sheets are available on the project  
5 website for electronic submittal, or you can print and  
6 mail your comments in. The comment sheet is pre-addressed  
7 with the mailing address printed on the back of the  
8 sheet. Comments are also accepted on the project website  
9 at [www.jbsa.t-7anepadocuments.com](http://www.jbsa.t-7anepadocuments.com).

10 If you would like a copy of the final EIS on  
11 compact disc, please reach out to the project website or  
12 by mail asking for your own copy so you can be added to  
13 the distribution list. The Air Force will send a copy of  
14 the final EIS on compact disc to you.

15 Since we have no speakers in the queue and have  
16 had none for at least 15 minutes, this virtual public  
17 hearing is adjourned. Thank you for participating.

18 (Whereupon, at 6:48 p.m., the hearing was  
19 adjourned.)

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C E R T I F I C A T E

1  
2  
3 MEETING FOR: T-7A Recapitalization Draft EIS  
4 LOCATION: via Webex  
5 DATE: November 16, 2021

6 I do hereby certify that the foregoing pages,  
7 numbers 1 through 43, inclusive, are the true, accurate,  
8 and complete transcript prepared from the verbal recording  
9 made by electronic recording by Latrice Porter before  
10 Joint Base San Antonio-Randolph.

11 DATE: November 23, 2021  
12  
13  
14  
15

16  
17 /s/ Anna Marie Reyes  
18 (Transcriber)  
19

20 On the Record Reporting &  
21 Transcription, Inc.  
22 7703 N. Lamar Blvd., Ste 515  
23 Austin, Texas 78752  
24  
25

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# A.4 Federal Register Notice of Availability



received by scheduled appointment only.

If you submit an electronic comment, EPA recommends that you include your name, mailing address, and an email address or other contact information in the body of your comment. This ensures that you can be identified as the submitter of the comment and allows EPA to contact you in case EPA cannot read your comment due to technical difficulties or needs further information on the substance of your comment. Any identifying or contact information provided in the body of a comment will be included as part of the comment that is placed in the official public docket and made available in EPA's electronic public docket. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment.

Use of the <https://www.regulations.gov> website to submit comments to EPA electronically is EPA's preferred method for receiving comments. The electronic public docket system is an "anonymous access" system, which means EPA will not know your identity, email address, or other contact information unless you provide it in the body of your comment.

Please ensure that your comments are submitted within the specified comment period. Comments received after the close of the comment period will be marked "late." EPA is not required to consider these late comments.

**Gautam Srinivasan,**

*Associate General Counsel.*

[FR Doc. 2021-22519 Filed 10-14-21; 8:45 am]

BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-9058-8]

### Environmental Impact Statements; Notice of Availability

*Responsible Agency:* Office of Federal Activities, General Information 202-564-5632 or <https://www.epa.gov/nepa>. Weekly receipt of Environmental Impact Statements (EIS) Filed October 4, 2021 10 a.m. EST Through October 8, 2021 10 a.m. EST Pursuant to 40 CFR 1506.9.

#### Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters on EISs are available at: <https://>

[cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search](https://cdxnodengn.epa.gov/cdx-enepa-public/action/eis/search).

*EIS No. 20210151, Final, FERC, PA, Marcus Hook Electric Compression Project, Review Period Ends: 11/15/2021, Contact: Office of External Affairs 866-208-3372.*

*EIS No. 20210152, Draft Supplement, FHWA, IL, U.S. Route 34—Henderson County, Illinois, Comment Period Ends: 11/29/2021, Contact: Darien Siddall 217-492-4615.*

*EIS No. 20210153, Draft, USAF, TX, T-7A Recapitalization at Joint Base San Antonio, Texas, Comment Period Ends: 11/29/2021, Contact: Nolan Swick 210-925-3392.*

*EIS No. 20210154, Final, FERC, LA, Evangeline Pass Expansion Project, Review Period Ends: 11/15/2021, Contact: Office of External Affairs 866-208-3372.*

Dated: October 8, 2021.

**Cindy S. Barger,**

*Director, NEPA Compliance Division, Office of Federal Activities.*

[FR Doc. 2021-22501 Filed 10-14-21; 8:45 am]

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## EQUAL EMPLOYMENT OPPORTUNITY COMMISSION

### Sunshine Act Meetings

**TIME AND DATE:** Thursday, October 21, 2021, 1:00 p.m. Eastern Time

**PLACE:** The meeting will be closed to the public. Note: Because of the COVID-19 pandemic, the meeting will be held as a video conference. The public may not observe/listen to the conference.

**STATUS:** The meeting will be closed to the public.

**MATTERS TO BE CONSIDERED:** The following item will be considered at the meeting: Pending Litigation Recommendations and a proposed Subpoena Determination.

*Note:* The Legal Counsel has certified that, in her opinion, the Commission meeting scheduled for October 21, 2021 (and any portions of any subsequent meetings within the following 30 days to which those same matters may be carried over) concerning pending litigation recommendations and a proposed subpoena determination may properly be closed under the 3rd, 7th, and 10th exemptions to the Government in the Sunshine Act, 5 U.S.C. 552b(c)(3), (7), and (10), and Commission regulations at 29 CFR 1612.4(c), (g), and (j).

In accordance with the Sunshine Act, because this meeting is closed, the public will not be able to observe/listen

to the Commission's deliberations and voting. (In addition to publishing notices on EEOC Commission meetings in the **Federal Register**, the Commission also provides information about Commission meetings on its website, [www.eeoc.gov](http://www.eeoc.gov), and provides a recorded announcement a week in advance on future Commission sessions.)

Please telephone (202) 921-2750 (voice) or email [commissionmeetingcomments@eeoc.gov](mailto:commissionmeetingcomments@eeoc.gov) at any time for information on this meeting.

**CONTACT PERSON FOR MORE INFORMATION:** Shelley E. Kahn, Acting Executive Officer, (202) 921-3061.

Date: October 13, 2021.

**Shelley E. Kahn,**

*Acting Executive Officer, Executive Secretariat.*

[FR Doc. 2021-22679 Filed 10-13-21; 4:15 pm]

BILLING CODE 6570-01-P

## FEDERAL ELECTION COMMISSION

### Sunshine Act Meetings

**TIME AND DATE:** Thursday, October 14, 2021 at 10:00 a.m.

**PLACE:** Virtual meeting. Note: Because of the COVID-19 pandemic, we will conduct the open meeting virtually. If you would like to access the meeting, see the instructions below.

**STATUS:** The October 14, 2021 Open Meeting has been canceled.

**CONTACT PERSON FOR MORE INFORMATION:** Judith Ingram, Press Officer, Telephone: (202) 694-1220.

*Authority:* Government in the Sunshine Act, 5 U.S.C. 552b.

**Laura E. Sinram,**

*Acting Secretary and Clerk of the Commission.*

[FR Doc. 2021-22618 Filed 10-13-21; 11:15 am]

BILLING CODE 6715-01-P

## FEDERAL TRADE COMMISSION

### Agency Information Collection Activities; Proposed Collection; Comment Request; Extension

**AGENCY:** Federal Trade Commission.

**ACTION:** Notice.

**SUMMARY:** In accordance with the Paperwork Reduction Act of 1995 (PRA), the Federal Trade Commission (FTC or Commission) is seeking public comment on its proposal to extend for an additional three years the Office of Management and Budget (OMB) clearance for information collection

A 4 | Friday, October 15, 2021 | ExpressNews.com | San Antonio Express-News

**METRO**

## Court rules HUD must help tenants relocate

By R.A. Schuets  
STAFF WRITER

The Department of Housing and Urban Development must provide families living in substandard subsidized housing with vouchers that will allow them to move elsewhere, according to a 5th Circuit Court ruling.

The decision has paved the way for tenants with HUD vouchers tied to a specific property to use for a relocation voucher if the property fails inspection and is not remediated.

HUD issues vouchers that use subsidies to keep rent payments affordable for tenants, but while some vouchers allow tenants to choose where to live, other vouchers

are tied to a specific property. As tenants in both Coppertree Village apartments in Houston and Sandpiper Cove apartments in Galveston have learned, the latter arrangement can trap families in unhealthy living conditions because they'll lose the vouchers that keep their housing affordable if they move elsewhere.

When Reba Jeffery moved into Coppertree Village in Houston four years ago, she said she was greeted by an apartment filled with mold.

Even though the building has failed two HUD inspections and the department directed the landlord to bring the building up to par, she says her ceiling still

leaks; in May, she was awoken by a bullet that crashed through her window and chipped her lamp. Though shaken, she could not afford to move if her voucher could not move with her.

"All I'm asking is that the courts would allow me to get my voucher and get out," Jeffery said. "I'm not asking anything else. I just want to get out and move." She said she was praying that the 5th Circuit ruling would pave the way for that to happen.

In the decision, Judges Jacques Wiener and James Dennis said a HUD rule about relocating families that HUD had interpreted as optional was in fact mandatory.

The rule, which relates to

housing subsidized by HUD's project-based vouchers, reads, "If HUD notifies the owner that he/she has failed to maintain a dwelling unit in decent, safe, and sanitary condition, and the owner fails to take corrective action within the time prescribed in the notice ... (and) the family wishes to be rehoused in another dwelling unit, HUD shall provide assistance in finding such a unit for the family."

In a dissenting opinion, Judge Stuart Kyle Duncan said Wiener and Dennis had misread the regulation and in doing so had created "a regime under which Section 8 tenants can, for the first time, sue landlords to force them to issue relocation

vouchers. ... This mistaken view will seriously disrupt the Section 8 program." Section 8 refers to HUD's voucher program, which is made possible by section 8 of the United States Housing Act, a law authorizing the government to pay rental housing assistance to private landlords on behalf of low-income families.

The 5th Circuit's ruling means that a suit brought against HUD by residents of Coppertree Village in 2018 — dismissed by district court, which decided it did not have jurisdiction — now has the grounds to be heard. The case will now go back to district court.

"This is great news," said Kimberly Brown, a lawyer at

the nonprofit Lone Star Legal Aid representing the residents. "But this doesn't mean that (tenants will) have a voucher in hand tomorrow."

"It's a very important decision," said John Hennessee, co-director of the advocacy group Texas Housers. "Because it gets at what has long been a major problem with severely distressed HUD-subsidized housing: that tenants end up getting trapped in places that are really not fit to live while HUD tries to get the landlord to fix the place up" — a process that could take years, he said.

rebecca.schuets@chron.com  
twitter.com/raschuets

## As GOP foes attack, Abbott targets O'Rourke

By Jeremy Wallace  
AUSTIN BUREAU

While Gov. Greg Abbott's Republican primary opponents are aiming at him, his campaign is trying to change the topic to Democrat Beto O'Rourke, who still hasn't decided if he is even running for governor.

Abbott's campaign put out a low-production, 30-second animated ad that tries to make the case that O'Rourke is wrong for Texas because of his past comments opposing the border wall and supporting gun



Abbott O'Rourke

control, along with Green New Deal energy policies. O'Rourke has said he is considering running for governor but has not said when he will make a decision.

Still, that isn't stopping Abbott from going after the former El Paso congress-

man. "The ad uses Beto O'Rourke's own words to show why the policies he supports are both out-of-touch and dangerous to Texas," said a statement from Texans for Greg Abbott.

The campaign did not say if the ad is running on television.

The ad comes as Abbott faces increasing pressure from his GOP primary opponents, who say the two-term governor isn't conservative enough for Texas. Former state Sen. Don

Huffines and former Texas Republican Party Chairman Allen West have both done national interviews on Fox News and have called out Abbott on social media for not doing enough to fight against vaccine mandates and fix the border crisis.

Just last weekend, Huffines ran ads during the University of Texas football game in 15 different television markets that slammed Abbott for not doing enough to secure the Texas border.

O'Rourke, meanwhile,

has been offering his own criticism of Abbott on social media, targeting the governor's attempts to stop vaccine mandates from employers.

"68,000 Texas have died from COVID on Abbott's watch," O'Rourke wrote on Twitter. "More will die as he prevents employers from protecting customers and employees. Abbott is killing the people of Texas."

Abbott's new ad does not address COVID-19.

The Lincoln Project, a group of anti-Trump Republicans, has also jumped

into the fight, putting out ads criticizing Abbott's handling of COVID-19.

The 2022 elections are shaping up to be the most difficult cycle of Abbott's political career. Since first running for the Texas Supreme Court in 1996, Abbott has never faced a serious GOP primary. And if O'Rourke does run against him, Abbott would be facing a Democrat who came within 3 percentage points of knocking off U.S. Sen. Ted Cruz in 2018.

jeremy.wallace@chron.com

## A doggone good reason for luggage to be overweight: pair's stowaway pooch

By Natalie B. Compton  
WASHINGTON POST

For the first time in history, travelers had a reason to applaud checked baggage fees.

Late last month, Kristi and Jared Owens were checking their luggage at the Lubbock Preston Smith International Airport in Texas for a trip to Las Vegas when Southwest gate agent Cathy Cook said the bag was overweight. They could check it as is for a fee or move some stuff into their carry-ons.

Like most people, the Owenses wanted to avoid the fee, so they opened up their suitcase to rearrange their belongings. That's when they discovered Icky, their 5-pound rescue Chihuahua, hiding inside one of Jared's cowboy boots.

"Just coming out of the boot is Icky's little bitty head bobbing up and down with her tongue out," Jared said. "I wish there would have been a picture of our faces when

we opened that up and saw that."

The couple, naturally, was stunned.

"It was just surreal," Kristi said. "Are we really seeing our dog in our suitcase right now? Is this happening?"

The Owenses were mortified, and they were worried that airline staff would think they hid their dog on purpose.

"We were just looking for a little romantic getaway, a little escape," Kristi said. "We've got a really busy house. We've got two children, three dogs, a rabbit, a lot of fish."

So how did it happen? Kristi packed the night before the trip, and Jared added his belongings to the suitcase the morning of the flight.

"And the last things I packed were those boots," Jared said.

Somewhere between Jared packing the boots and zipping up the suitcase, Icky sneaked inside, they believe. The couple

says Icky likes to burrow; she has a habit of sneaking under blankets and inside their laundry. Their "little old lady" wasn't known for coming out of hiding when they call her name, either, so it was no surprise that the Chihuahua stayed silent the entire drive to the airport.

"She didn't make a peep," Kristi said.

Instead of being suspicious, Cook couldn't have been nicer about the situation, the Owenses said. A 24½-year veteran with Southwest, Cook even offered to watch the dog while they continued on their journey. Instead, the couple arranged to have Jared's uncle race to the airport and take Icky home to Kristi's mother, who was watching the kids and other pets.

"(Southwest employees) were great about it. They helped us do everything we could to get our bags checked," Jared said. "We went outside to make phone calls, and Cathy even came back outside a

couple of times to check on us."

When Jared's uncle arrived at the airport, the Owenses handed off Icky through the window and scrambled to make their flight. They ultimately made it to Vegas and saw the Icky incident as a good omen.

"We won money, so..." Jared said.

Icky was lucky to be found. Pulling off the stowaway attempt could have been fatal for the dog.

If she does want to travel with her owners on a future flight, Icky can do so legitimately. For a \$95 fee each way on Southwest, the Owenses could let Icky burrow in a pet carrier underneath an airplane seat.

"Southwest allows small dogs and cats to travel in-cabin," said Southwest spokesperson Alyssa Foster, who added that she has never heard of a situation like Icky's happen in her decade working at the airline.



Southwest Airlines employee Cathy Cook holds Icky, who sneaked into a boot packed by owners Kristi and Jared Owens, at the Lubbock International Airport.

Kristi originally found the dog on the side of a road in Texas five years ago. Because she was "all skin and bones" and dirty, her kids called the dog "Icky" and the name stuck. Now that they're

back at home, the Owenses say they're doting on the twice-rescued Icky. "We're super grateful," Kristi said. "She's super spoiled now — not that she wasn't before, but it's a little extra now."

**NOTICE OF AVAILABILITY: DRAFT ENVIRONMENTAL IMPACT STATEMENT**  
**NOTICE OF PUBLIC HEARING**  
DEPARTMENT OF THE AIR FORCE

The Department of the Air Force invites you to review the Draft Environmental Impact Statement and attend a Virtual Public Hearing for the Proposed T-7A Reacquisition at Joint Base San Antonio - Randolph, San Antonio, Texas.

**PROPOSED ACTION AND ALTERNATIVES CONSIDERED:** Pursuant to the National Environmental Policy Act, the Department of the Air Force has prepared a Draft Environmental Impact Statement (EIS) for public review that analyzes the potential environmental consequences associated with the proposed T-7A Reacquisition. The proposed action includes constructing supporting infrastructure and providing a program manager at JBSA-Randolph, as well as conducting associated T-7A aircraft training operations at Seguin Auxiliary Airfield, JBSA-Lackland, and designated airspace for military operating areas, military training routes, and ranges in the San Antonio, Texas vicinity.

The Air Force's Preferred Alternative is to replace all current operating T-38 aircraft at JBSA-Randolph with up to 72 T-7A aircraft. Varying levels of numbers of aircraft and aircraft operations are defined as reasonable alternatives. Along with the No Action Alternative, the Preferred Alternative and 3 action alternatives are evaluated in the Draft EIS.

**OBTAIN AND REVIEW THE DRAFT EIS:** The Draft EIS is available for download at [www.jbsa.t7a.mil/epa/epa-comments](http://www.jbsa.t7a.mil/epa/epa-comments) and may be viewed at the following libraries:

San Antonio Public Library 600 Soledad Street, San Antonio, Texas 78205-1200  
Schertz Public Library 736 Schertz Parkway, Schertz, Texas, 78154-1911  
Seguin Public Library 313 West Nite Street, Seguin, Texas, 78155  
Universal City Public Library 102 Northview Drive Parkway, Universal City, Texas, 78149-4150

**VIRTUAL PUBLIC HEARING - PLEASE ATTEND:** The Air Force requests comments from interested local, state, and federal agencies; federally recognized tribes; and interested members of the public. In light of recent federal guidance on COVID-19 and public gatherings, the Air Force is holding a virtual public hearing to provide the public with the opportunity to learn more about the proposal and provide input on November 16, 2021. Information regarding the impact assessment will be accessible via the project website ([www.jbsa.t7a.mil/epa/epa-comments](http://www.jbsa.t7a.mil/epa/epa-comments)), and a pre-recorded public hearing presentation will be available to access and listen to on the day of the virtual public hearing. A link to the on-line virtual public hearing will be provided on the project website allowing interested parties to electronically participate in the public hearing and phone numbers will be provided for those without internet access. The virtual public hearing will open at 10:00 a.m. Central Time and begin with the Air Force giving a brief presentation about the proposal. Formal public testimony will begin at approximately 6 p.m. The hearing venue will close at 8 p.m. The hearing may end before 8:00 p.m. upon or after verification that all participants who desire to speak have been heard and there are no more registered speakers. All members of the public are invited and encouraged to attend. Verbal comments will be accepted at the hearing; your input is valuable and assists the Air Force in making more informed decisions.

To request a CD of the hearing presentation, or if you need to request accommodation to access the printed or audio portion of the presentation or need additional accommodation to make a telephone comment, please contact the project website ([www.jbsa.t7a.mil/epa/epa-comments](http://www.jbsa.t7a.mil/epa/epa-comments)) or call (210) 345-3346 no later than one week prior to the hearing date.

**PUBLIC COMMENT:** Comments on the Draft EIS can be submitted verbally at the virtual public hearing. A Spanish-speaking interpreter will be available at the virtual public hearing to assist with translation of verbal comments. An English-to-Spanish interpreter will be available at the hearing. Comments may be submitted electronically at [www.jbsa.t7a.mil/epa/epa-comments](http://www.jbsa.t7a.mil/epa/epa-comments) or via postal mail at the address below. For further information, please contact:

Mr. Nolan Swick, AFE/EA2N  
Attn: JBSA T-7A Reacquisition EIS  
Headquarters Air Education and Training Command Public Affairs  
100 II East Street, Suite 4, Randolph AFB, TX 78160

We will accept comment at any time during the environmental process. Written and oral comments will be given equal weight; however, to ensure the Air Force has sufficient time to consider public input in preparation of the Final EIS please submit comments by November 22, 2021.

## LUCY

From page A3

early hominid skeleton, will explore the asteroids with cameras and instruments mounted on it, from about 1,000 kilometers away. Nothing will be returned to Earth.

Howett is in charge of the most complicated instrument on the mission — something called the L'Oréal, a combination of an infrared spectrometer, the Linear Etalon Imaging Spectral Array (LEISA), and a visible-light color camera (MVIC), which was built in San Antonio.

The temperature on the asteroid ranges from minus 225 degrees to minus 333 degrees.

Known as the Trojan asteroids, the objects are "the leftovers from the early days of our solar system, effectively fossils of the planet formation process," said SWRI's Harold Levison, the principal investigator for the mission. "They hold vital clues to deciphering the history of our solar system. Lucy, like the human ancestor fossil for which it is named,



Lucy's mission will be the first to explore a population of small bodies known as the Trojan asteroids.

will revolutionize the understanding of our origins."

With so many asteroids needing attention, one of Lucy's scientists decided some of the smaller ones should carry on the tradition of Trojan heroes and be named for modern-day Olympic and Paralympic athletes.

So one asteroid — 39285 Kipkeino — is named for the Kenyan distance runner and a two-time Olympic gold medalist Kipchoge Keino. Lucy team members have spent nearly two months at Kennedy Space Center preparing the spacecraft for flight. Engi-

neers have tested the spacecraft's mechanical, electrical and thermal systems, and they have practiced executing the launch sequence from the mission's operations centers at Kennedy and at Lockheed Martin Space in Littleton, Colo.

"The past 18 months, with all the bearing up and coping with the pandemic, have been very hard on everyone," Howett said. "Being able to work with this group, the Lucy team, has been like a ray of hope, literally the light at the end of the tunnel."

bseilraig@express-news.net

FROM THE COVER

COFFEE

From page A1

the McDonald's at 11038 Potranco Road on the far West Side.

The suit says the lid was not firmly secured to the coffee cup.

"The employee at the drive-through was handing Ms. Chaires a dangerously hot cup of coffee when the cup fell on Ms. Chaires' lap," the complaint says. She suffered "serious and permanent injuries and damages."

The complaint gives no details on her injuries, though they were unrelated to her death. LeeAnn De La Garza, a San Antonio attorney for the plaintiff, said the litigation is in the process of being resolved but that she could not comment further because of a confidentiality agreement.

The suit says McDonald's and Acosta were negligent because of their "failure to warn that the coffee would become a lethal instrument, causing death or permanent and disabling injury should the contents fall and spill on the consumer."

The plaintiff seeks \$250,000, or statutory or punitive damages and penalties, along with attorney fees and costs.

On Monday, San Antonio resident Martha Acevedo-Quezada, 55, sued McDonald's and Acosta for more than \$1 million in compensatory and punitive damages. Her claims are for lost wages, medical bills, mental anguish, and physical impairment and disfigurement.

Her alleged injuries occurred Sept. 18, 2020, at the McDonald's at 6350 Pearlsall Road on the Southwest Side.

Just like the Chaires lawsuit, Acevedo-Quezada's complaint says the lid on the coffee cup handed to her by a McDonald's employee wasn't properly secured.

The coffee fell in her lap, resulting in second-degree

**"Even though hot coffee has become kind of a lynchpin to incite people about frivolous litigation, the Liebeck (lawsuit) was not frivolous and this case is not frivolous."**

Felicia Hubert, attorney for Martha Acevedo-Quezada

burns, the suit says. She sought medical attention but did not require surgery or skin grafts, though she suffered scarring and dislocation, according to her lawyer, Felicia Hubert of Houston.

McDonald's and Acosta were negligent for "failing to maintain liquids at a temperature that would protect consumers from suffering burns," the lawsuit says.

Hubert couldn't say what would be an "appropriate temperature" for McDonald's to serve coffee at, adding she would leave that to an expert she has retained.

"Coffee's got to be hot, but not necessarily so hot that if you take an immediate sip it's going to burn your mouth, or if it's dropped on you, it's going to cause second-degree burns," Hubert said. In this instance, she added, the coffee was "inappropriately hot."

Both San Antonio cases harken back to the one brought against McDonald's in 1992 by then-79-year-old Albuquerque widow Stella Liebeck. She was burned after spilling an 8-ounce cup of coffee on herself while holding it between her knees to lift the lid. The car she was a passenger in had no cup holders.

The liquid spilled into her lap and her car seat. Liebeck suffered horrific burns over 16 percent of her body, 6 percent were third-degree burns, including to her groin, daughter Judy Allen told the New York Times' Retro Report in 2013.

Liebeck wrote McDonald's, asking it to re-evaluate the temperature of its coffee, which her lawyer said

was "unreasonably hot" and therefore "unreasonably dangerous." She also requested that it reimburse her for \$10,000 in medical bills. McDonald's offered \$800, Allen said.

Liebeck sued and the case went to trial in 1994. A jury awarded her \$160,000 in compensatory damages and \$2.7 million in punitive damages — amounting to two days' worth of coffee sales for McDonald's.

The trial's outcome set off a deluge of news stories and pointed commentaries worldwide. Some lawmakers, in pushing for legal reforms, made the case the poster child for out-of-control juries. Liebeck was made the "villain," Allen said.

The judge overseeing the case reduced the punitive damages to \$650,000. The case ultimately was settled out of court for less than \$500,000, a source told Retro Report.

Liebeck's case was the subject of the 2011 documentary "Hot Coffee," which also cited other cases to highlight the consequences of legal reforms that cap damage awards.

"Even though hot coffee has become kind of a lynchpin to incite people about frivolous litigation, the Liebeck (lawsuit) was not frivolous and this case is not frivolous," Hubert said of Acevedo-Quezada's lawsuit.

Another outcome of the Liebeck case: McDonald's franchisee handbooks stated that coffee should be served at 170 to 180 degrees, or 10 degrees lower than before the Liebeck case, according to Retro Report.

pdan.ner@express-news.net



Dreamstime / Tribune News Service

Separate lawsuits filed this month allege that two San Antonio women were seriously injured when hot coffee from McDonald's fell on them in drive-thrus.

**NOTICE OF AVAILABILITY: DRAFT ENVIRONMENTAL IMPACT STATEMENT**  
**NOTICE OF PUBLIC HEARING**  
DEPARTMENT OF THE AIR FORCE

The Department of the Air Force invites you to review the Draft Environmental Impact Statement and attend a Virtual Public Hearing for the Proposed T-7A Recapt/Refuel at Joint Base San Antonio - Randolph, San Antonio, Texas.

**PURPOSE, ACTION AND ALTERNATIVES CONSIDERED.** Pursuant to the National Environmental Policy Act, the Department of the Air Force (Air Force) has prepared a Draft Environmental Impact Statement (EIS) for public review that analyzes the potential environmental consequences associated with the proposal to replace T-38C Tutor aircraft with T-7A Red Hawk aircraft at Joint Base San Antonio (JBSA)-Randolph. The proposal includes constructing supporting infrastructure and providing appropriate manpower at JBSA-Randolph, as well as conducting associated T-7A aircraft training operations at Seguin Auxiliary Airfield, JBSA-Lackland, and designated airspace for military operating areas, military training routes, and range in the San Antonio, Texas vicinity.

The Air Force's Preferred Alternative is to replace all currently operating T-38C aircraft at JBSA-Randolph with up to 12 T-7A aircraft. Varying levels of numbers of aircraft and aircraft operations are defined as reasonable alternatives. Along with the No Action Alternative, the Preferred Alternative and 3 action alternatives are evaluated in the Draft EIS.

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Universal City Public Library: 100 Northview Drive Parkway, Universal City, Texas, 78148-4150

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To request a CD of the hearing presentation, or if you need to request accommodation to access the printed or audio portion of the presentation or need additional accommodation to make a telephone comment per the Americans with Disabilities Act, please submit your request at the project website ([www.jbsa.t7aneprb.com/docs](http://www.jbsa.t7aneprb.com/docs)) or call 01210 955-3392 no later than one week prior to the hearing date.

**PUBLIC COMMENT.** Comments on the Draft EIS can be submitted verbally at the virtual public hearing. A Spanish-speaking interpreter will be available at the virtual public hearing to assist with translation of verbal comments. *Un intérprete de español está disponible para ayudar con la traducción de los comentarios al español.* Additionally, written comments on the Draft EIS can be submitted electronically at [www.jbsa.t7aneprb.com/docs](http://www.jbsa.t7aneprb.com/docs), or via postal mail at the address below. For further information, please contact:

Mr. Nolan Swick, AFCE012N  
Attn: JBSA T7A Recapt/Refuel EIS  
Headquarters: Air Education and Training Command Public Affairs  
100B East Street, Suite 4, Randolph AFB, TX 78150

We will accept comments at any time during the environmental process. Written and oral comments will be given equal weight. However, to ensure the Air Force has sufficient time to consider public input in preparation of the Final EIS, please submit comments by November 24, 2021.

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Obtain the Property Report required by Federal Law and read it before signing anything. No Federal Agency has judged the merits or value, if any of this property.

# Vehicle evolution, communication tools of earlier times

**Editor's note:** This is the third column in a series of four.

Weatherman Jim Dawson didn't have today's electronic equipment so he drew the weather on a blackboard, then he would flip it over and present a comic drawing depicting some event that day. Saturday afternoon TV was soon filled with sports events covering college and professional basketball and football games.



Floyd McKee  
Snapshots  
of Seguin  
History

Most young people today have never heard of rabbit ears and would wonder what are those things sticking up on top of the TV. Sometimes the rabbit ears had to be moved or "adjusted" to get a better signal. Later, every house had the big TV antennas at the highest point of the roof. Many people today would not know what those things are but they would know what cable TV is.

Toward the end of WWII, many of our relatives were returning home. Another friend, Syd Bauer, brother-in-law to the Bruns boys, was on duty in Tokyo and on Sundays he attended services at the Anglican Church, along with Mrs. Douglas MacArthur, but her husband never attended.

The year 1953 was the era of the

two-door hardtop with dual exhausts through the rear bumper, and its beautiful horns. A hot car was the new Ford Crown Victoria. When I was a sophomore in high school, I bought my first car, a 1941 four-door Plymouth for \$212. It was shiny black without a scratch on it. It had no radio, no air-conditioning, no automatic transmission, but a very strong heater that worked both summer and winter because there was no way of turning it off. It was sometimes difficult getting dates in the summer if they knew they would be going in my car.

I think Mark Williams' father bought one of the first air-conditioned cars in Seguin, a 1952 Cadillac. The air vents came out over the back seat and blew toward the front. Cold on the back of the neck but nice. On the NEW highway to San Marcos, Mark once got the Cadillac up to 65 mph before we got nervous and asked him to slow down. Pretty daring.

Joe and Tom's parents had a 1952 Ford (with the gear shift on the steering column) four-door that was very nice. It had a radio but it wasn't air-conditioned. There were several kids that drove their Model A cars to school. It was also the era of Hollywood mufflers. At the end of the school day, the student parking lot would roar with the loud engines and deep-throated mufflers.

Today, we have great communication equipment. We can hold in our

hands better communication equipment than I had in my aircraft. And how many young people would know what a party line is, a pay phone, a bag phone, or jukeboxes? How much did it cost to play a record on that jukebox? What did the word juke mean? What was a juke joint? This was a word left over from the late 1940s meaning rowdy or disorderly.

Jeans were rolled up to present a 4- or 5-inch cuff. Some old movies with Roy Rogers show the large cuff on the pants legs. It was also an era of T-shirts and some would roll the sleeves up to show muscles or sometimes the lack of muscle. Occasionally we would see an "extreme" who would roll up a pack of cigarettes in the fold. Very few of my classmates smoked. The smokers were the "wild bunch" who would go to the parking lot at noon and smoke, making sure everyone could see them. At that time we didn't know the health risk of smoking and listened to the ad, "Nine out of 10 doctors recommend Pall Mall Cigarettes." Also, maybe there weren't many smokers in high school because of the 25 cent cost per pack, now about \$9 per pack.

To be continued ...

Floyd McKee is a native of Seguin. He is a retired Air Force Colonel and eight of his ancestors were among the 33 Rangers that organized and developed Walnut Springs and Seguin.

## Snapshots of Seguin History

Floyd McKee's book "Snapshots of Seguin and Guadalupe County" Vol. 1 is available at Parker's Pharmacy drive-through window, Seguin Area Chamber of Commerce, Keepers Interiors, Court Street Coffee Shop and Gift and Gourmet for \$25. Make checks payable to "The Affiliation." For more information, call Study Bruns at 830-305-4379.

## Today in History

### Today's Highlight

#### In History:

On Oct. 17, 1777, British forces under Gen. John Burgoyne surrendered to American troops in Saratoga, New York, in a turning point of the Revolutionary War.

#### On this date:

In 1931, mobster Al Capone was convicted in Chicago of income tax evasion.

In 1933, Albert Einstein arrived in the United States as a refugee from Nazi Germany.

In 1957, the movie "Jailhouse Rock" starring Elvis Presley, had its world premiere in Memphis, Tennessee.

In 1966, 12 New York City firefighters were killed while battling a blaze in lower Manhattan.

In 1967, Puyi (poo-ye),

the last emperor of China, died in Beijing at age 61.

In 1973, Arab oil-producing nations announced they would begin cutting back oil exports to Western nations and Japan; the result was a total embargo that lasted until March 1974.

In 1978, President Carter signed a bill restoring U.S. citizenship to Confederate President Jefferson Davis.

In 1979, Mother Teresa of India was awarded the Nobel Peace Prize.

In 1989, an earthquake measuring 6.9 in magnitude struck northern California, killing 63 people and causing \$6 billion worth of damage.

In 2014, the World Health Organization acknowledged it had botched attempts to stop the Ebola outbreak in West Africa, blaming factors including incompetent staff, lack of information and budget cuts.

## ROBERTS

From page 4

parliament, where there's virtually no negotiation or even conversation across partisan lines. And the rigidity is getting worse.

"Of the country's 435 congressional districts, Trump or President Biden won just 50 of them by 5 or less percentage points," reports The Washington Post. "Those swing districts could be reduced by at least a third after redistricting, experts estimate."

In Texas, Democrats were eyeing two districts with growing Latino populations as possible takeovers, but Republicans drafted new maps that probably puts them out of reach. In Ohio, Republican governor Mike DeWine signed off on a new

plan and admitted, "This committee could have come up with a bill that was much more clearly, clearly constitutional, and I'm sorry we did not do that."

Republicans shoulder most of the blame, but only because they control more state legislatures and governorships. When they have the chance, Democrats can be equally perfidious. In Oregon, for instance, the legislature made two swing districts more heavily blue. In Maryland, Democrats are contemplating a map that would eliminate the only remaining Republican congressman in a state that has a Republican governor and almost 1 million Trump voters.

In Illinois and New York, Democratic mapmakers could eliminate districts represented by Adam Kinzinger and John Katko -- two of the 10 Republicans who

stood up to President Trump and backed his impeachment.

"Right now, Democrats in Illinois are picking their own voters behind closed doors -- using their power to make sure their party stays in power," Kinzinger said in press statement. "We see this on both sides of the aisle, and this adherence to party politics will only further the divide we have in this country. Tribalism is absolutely ruining politics, and it's leaving many to feel politically homeless as a result."

Jason Altmire, a moderate Democrat who was gerrymandered out of his seat near Pittsburgh a decade ago, told the Post, "If you're representing a district where you have to listen to both sides, you hear both points of view, and then you go to Washington and you find most everyone else comes from a dis-

trict where they only hear one viewpoint."

In today's Congress, the extremes prevail: the tea party on the right and the Sanderistas on the left. "If you draw a district that's safe, the party no longer cares about recruiting a broadly appealing candidate," David Wasserman, an election analyst for the Cook Political Report, observed in the Post. "This is a vicious cycle in that the decline of competitive seats leads to a more extreme and dysfunctional Congress."

For many years, voting rights advocates hoped the Supreme Court would step in and rule that radical gerrymandering violates the Constitution. But in 2019, five justices nominated by Republicans threw up their hands and said redistricting was a political issue, not a legal one.

Justice Elena Kagan warned in an angry dissent: "The practices challenged in these cases imperil our system of government."

Ten states now use some form of independent commission to draw district lines, and Congress should pass a long-stalled bill that would mandate those panels for all states. As Iowa demonstrates, commissions can be subverted by partisan warriors, but they are far preferable to a system dominated by raw political power.

A legislature without centrists will only continue the "vicious cycle" that makes Congress increasingly "extreme and dysfunctional."

Steven Roberts teaches politics and journalism at George Washington University. He can be contacted by email at [stevecookie@gmail.com](mailto:stevecookie@gmail.com).

## HAILE

From page 3

attack on the federal arsenal at Harper's Ferry forced him to accept the inevitability of the North-South split with all its consequences.

With the breakup of the Union a certainty following the election of Lincoln, Reagan resigned his seat in Congress and returned to Texas in time to attend the secession convention and await further developments.

After Texas officially withdrew from the Union and joined the Confederacy, Reagan offered his services in whatever capacity the southern president saw fit. He patiently waited his turn as Jefferson Davis filled his cabinet with lesser men whose qualifications did not hold a candle to the Texan's.

Davis finally offered Reagan the one remaining and least desirable position -- postmaster general. He accepted without a word of complaint and within months had the smoothest functioning department in the entire government.

When Davis fled Richmond at the end of the war, only Texas Gov. Francis R. Lubbock and Reagan cast their lots with the fugitive president. Union pursuers caught up with them in Georgia and sent Reagan to a military prison in Boston Harbor.

Articles and editorials in the northern press opened the captive's eyes to the bitter and vindictive hostility of the winning side. In an August 1865 open letter to his fellow Texans, he counseled calm and cooperation

and argued against continued resistance.

Upon his return a few months later, Reagan was shocked and disappointed by the reaction to his appeal. Most Texans condemned his wise advice as cowardly appeasement driving him into seclusion on his Palestine farm.

The post-war occupation and Reconstruction rule changed public opinion in the outcast's favor. Hailed as the "Old Roman," a tribute to his wisdom, Reagan was elected to his old seat in Congress and in 1887 to the Senate. At

the behest of Gov. Jim Hogg, he resigned halfway through his term to establish and chair the railroad commission.

John Reagan had just finished his epic autobiography when he died of pneumonia in 1905 at the age of 85. Historian Ben Procter ranked him as one of "the four greatest Texans of the 19th century" along

with Houston, Austin and Hogg.

Bartee Haile writes This Week In Texas History which appears every Sunday. He welcomes your comments and questions [barteehaile@gmail.com](mailto:barteehaile@gmail.com) or P.O. Box 130011, Spring, TX 77393 and invites you to visit his website at [barteehaile.com](http://barteehaile.com).

## LETTER

From page 4

numbers to manipulate. They were real people with families and friends. There are over 700,000 dead in the U.S. and the number is still increasing. And over 68,000 dead (and increasing) in Texas. That does not

count those that have lives altered, directly or indirectly, by the virus. Perspective is useless to those that have lost friends and loved ones.

It's time I start reading "From the Left." If it is as bad as the other two, this page could be eliminated from the paper.

Stephen Beisser, Marion



### NOTICE OF AVAILABILITY: DRAFT ENVIRONMENTAL IMPACT STATEMENT NOTICE OF PUBLIC HEARING DEPARTMENT OF THE AIR FORCE

The Department of the Air Force invites you to review the Draft Environmental Impact Statement and attend a Virtual Public Hearing for the Proposed T-7A Recapitalization at Joint Base San Antonio - Randolph, San Antonio, Texas

**PROPOSED ACTION AND ALTERNATIVES CONSIDERED.** Pursuant to the National Environmental Policy Act, the Department of the Air Force (Air Force), has prepared a Draft Environmental Impact Statement (EIS) for public review that analyzes the potential environmental consequences associated with the proposal to replace T-38C Talon aircraft with T-7A Red Hawk aircraft at Joint Base San Antonio (JBSA)-Randolph. The proposal includes constructing supporting infrastructure and providing appropriate manpower at JBSA-Randolph, as well as conducting associated T-7A aircraft training operations at Seguin Auxiliary Airfield, JBSA-Lackland, and designated airspace for military operating areas, military training routes, and ranges in the San Antonio, Texas vicinity.

The Air Force's Preferred Alternative is to replace all currently operating T-38C aircraft at JBSA-Randolph with up to 72 T-7A aircraft. Varying levels of numbers of aircraft and aircraft operations are defined as reasonable alternatives. Along with the No Action Alternative, the Preferred Alternative and 3 action alternatives are evaluated in the Draft EIS.

**OBTAIN AND REVIEW THE DRAFT EIS.** The Draft EIS is available for download at [www.jbsa.t7anepadocuments.com](http://www.jbsa.t7anepadocuments.com) and may be viewed at the following libraries:

San Antonio Public Library: 600 Soledad Street, San Antonio, Texas 78205-1200

Schertz Public Library: 798 Schertz Parkway, Schertz, Texas, 78154-1911

Seguin Public Library: 313 West Nolte Street, Seguin, Texas, 78155

Universal City Public Library: 100 Northview Drive Parkway, Universal City, Texas, 78148-4150

**VIRTUAL PUBLIC HEARING - PLEASE ATTEND.** The Air Force requests comments from interested local, state, and federal agencies; federally recognized tribes; and interested members of the public. In light of recent federal guidance on COVID-19 and public gatherings, the Air Force is holding a virtual public hearing to provide the public with the opportunity to learn more about the proposal and provide input on November 18, 2021. Information regarding the impact assessment will be accessible via the project website ([www.jbsa.t7anepadocuments.com](http://www.jbsa.t7anepadocuments.com)), and a pre-recorded public hearing presentation will be available to access and listen to on the day of the virtual public hearing. A link to the on-line virtual public hearing will be provided on the project website allowing interested parties to electronically participate in the public hearing and phone number will be provided for those without internet access. The virtual public hearing will open at 5:30 p.m. Central Time and begin with the Air Force giving a brief presentation about the proposal. Formal public testimony will begin at approximately 6 p.m. The hearing venue will close at 8 p.m. The hearing may adjourn before 8:00 p.m. upon or after verification that all participants who desire to speak have been heard and there are no more registered speakers. All members of the public are invited and encouraged to attend. Verbal comments will be accepted at the hearing; your input is valuable and assists the Air Force in making more informed decisions.

To request a CD of the hearing presentation, or if you need to request accommodation to access the printed or audio portion of the presentation or need additional accommodation to make a telephone comment (per the Americans with Disabilities Act), please submit your request at the project website ([www.jbsa.t7anepadocuments.com](http://www.jbsa.t7anepadocuments.com)) or call (210) 925-3392 no later than one week prior to the hearing date.

#### PUBLIC COMMENT.

Comments on the Draft EIS can be submitted verbally at the virtual public hearing. A Spanish-speaking interpreter will be available at the virtual public hearing to assist with translation of verbal comments. *Un intérprete de español está disponible para ayudar con la traducción de los comentarios al inglés.* Additionally, written comments on the Draft EIS can be submitted electronically at [www.jbsa.t7anepadocuments.com](http://www.jbsa.t7anepadocuments.com); or via postal mail at the address below. For further information, please contact:

Mr. Nolan Swick, AFCEC/CZN  
Attn: JBSA T-7A Recapitalization EIS  
Headquarters Air Education and Training Command Public Affairs  
100 H. East Street, Suite 4; Randolph AFB, TX 78150.

We will accept comments at any time during the environmental process. Written and oral comments will be given equal weight; however, to ensure the Air Force has sufficient time to consider public input in preparation of the Final EIS, please submit comments by November 29, 2021.



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## El Departamento De La Fuerza Aérea Emite Un Aviso De Disponibilidad Para El Borrador De La Declaración De Impacto Ambiental Para La Recapitalización Del T-7a, Base Conjunta De San Antonio, Texas

Por Nolan Swick

El Departamento de la Fuerza Aérea (DAF) llevará a cabo una audiencia pública virtual para invitar a comentar sobre el Borrador de la Declaración de Impacto Ambiental (EIS) para la Recapitalización del T-7A en la Base Conjunta de San Antonio, Texas. El DAF ha preparado el Borrador de EIS para revisión pública que analiza las posibles consecuencias ambientales asociadas con la propuesta de reemplazar los aviones T-38C con aviones T-7A en la Base Conjunta San Antonio JBSA-Randolph. El DAF está solicitando comentarios sobre el Borrador de EIS

de los miembros interesados del público, así como de las agencias federales, estatales y locales; y otras partes interesadas. La opinión pública es vital para apoyar al DAF en tomar decisiones informadas, y no se tomará ninguna medida hasta después de que se publique un EIS final y se firme un Registro de Decisión.

El borrador de EIS está disponible en: [www.jbsa.T-7ANEPADocuments.com](http://www.jbsa.T-7ANEPADocuments.com).

La audiencia pública virtual está programada para el martes 16 de noviembre de 2021 de 5:30 a 8 p.m. (hora central). Se proveerá un enlace a la audiencia pública virtual en [www.jbsa.T-7ANEPADocuments.com](http://www.jbsa.T-7ANEPADocuments.com),

permitiendo que las partes interesadas participen electrónicamente en la audiencia pública. Se proveerá un número de teléfono para permitir a los participantes a escuchar la presentación de DAF, escuchar comentarios públicos y proporcionar un comentario verbal. Un intérprete hispanohablante estará disponible en la audiencia pública virtual para ayudar con la traducción de los comentarios verbales. La audiencia puede suspenderse antes de las 8 p.m. una vez o después de verificar que todos los participantes que desean hablar hayan sido escuchados

y que no haya más oradores registrados.

Para solicitar una copia del Borrador de EIS o presentación de audiencia, o si necesita adaptación para acceder a la presentación o para hacer un comentario telefónico (por el Americanos con Discapacidades Actuar), envíe su solicitud a: [www.jbsa.T-7ANEPADocuments.com](http://www.jbsa.T-7ANEPADocuments.com) o llame al (210) 925-3392 a más tardar una semana antes de la audiencia fecha.

Los comentarios o preguntas sobre el borrador del EIS se pueden enviar verbalmente en la audiencia pública virtual, electrónicamente en [www.jbsa.T-7ANEPADocuments.com](http://www.jbsa.T-7ANEPADocuments.com) o por correo a la siguiente dirección:

Mr. Nolan Swick, AFCEC/CZN  
Attn: JBSA T-7A Recapitalization EIS  
Headquarters Air Education and Training Command  
Public Affairs  
100 H. East Street., Suite 4  
Randolph AFB, TX 78150

Los comentarios escritos y verbales tendrán el mismo peso. Para garantizar la consideración en el EIS final, los comentarios públicos deben recibirse o tener matasellados antes del 29 de noviembre de 2021.

**AVISO DE DISPONIBILIDAD:**

**BORRADOR DE DECLARACIÓN DE IMPACTO AMBIENTAL  
AVISO DE AUDIENCIA PÚBLICA  
DEPARTAMENTO DE LA FUERZA AÉREA**

El Departamento de la Fuerza Aérea lo invita a revisar el Borrador de la Declaración de Impacto Ambiental y asistir a una audiencia pública virtual para la Recapitalización Propuesta del T-7A en la Base Conjunta San Antonio – Randolph, San Antonio, Texas

El Departamento de la Fuerza Aérea (DAF) llevará a cabo una audiencia pública virtual para invitar a comentar sobre el Borrador de la Declaración de Impacto Ambiental (EIS) para la Recapitalización del T-7A en la Base Conjunta de San Antonio, Texas. El DAF ha preparado el Borrador de EIS para revisión pública que analiza las posibles consecuencias ambientales asociadas con la propuesta de reemplazar los aviones T-38C con aviones T-7A en la Base Conjunta San Antonio (JBSA)-Randolph. El DAF está solicitando comentarios sobre el Borrador de EIS de miembros interesados del público, así como de las agencias federales, estatales y locales interesadas. La opinión pública es vital para apoyar al DAF en tomar decisiones informadas, y no se tomará ninguna medida hasta después de que se publique un EIS final y se firme un Registro de Decisión.

El borrador de EIS está disponible en: [www.jbsa.T-7ANEPADocuments.com](http://www.jbsa.T-7ANEPADocuments.com).

La audiencia pública virtual está programada para el martes 16 de noviembre de 2021 de 5:30 a 8:00 p.m. (hora central). Se proveerá un enlace a la audiencia pública virtual en [www.jbsa.T-7ANEPADocuments.com](http://www.jbsa.T-7ANEPADocuments.com), permitiendo a las partes interesadas a participar electrónicamente en la audiencia pública. Se proveerá un número de teléfono para permitir a los participantes a escuchar la presentación de DAF, escuchar comentarios públicos y proporcionar un comentario verbal. Un intérprete hispanohablante estará disponible en la audiencia pública virtual para ayudar con la traducción de los comentarios verbales. La audiencia puede suspenderse antes de las 8:00 p.m. una vez o después de verificar que todos los participantes que desean hablar hayan sido escuchados y que no haya más oradores registrados.

Para solicitar una copia del Borrador de EIS o presentación de audiencia, o si necesita adaptación para acceder a la presentación o para hacer un comentario telefónico (según la Ley de Estadounidenses con Discapacidades), envíe su solicitud a: [www.jbsa.T-7ANEPADocuments.com](http://www.jbsa.T-7ANEPADocuments.com) o llame al (210) 925-3392 a más tardar una semana antes de la fecha de la audiencia.

Los comentarios o preguntas sobre el proyecto de EIS pueden enviarse verbalmente en la audiencia pública virtual, electrónicamente a [www.jbsa.T-7ANEPADocuments.com](http://www.jbsa.T-7ANEPADocuments.com); o por correo a la siguiente dirección:

Mr. Nolan Swick, AFCEC/CZN  
Attn: JBSA T-7A Recapitalization EIS  
Headquarters Air Education and Training Command Public Affairs  
100 H. East Street., Suite 4; Randolph AFB, TX 78150.

Los comentarios escritos y verbales tendrán el mismo peso. Para garantizar la consideración en el EIS final, los comentarios públicos deben recibirse o tener matasellados antes del 29 de noviembre de 2021.

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A6 | Sunday, November 14, 2021 | ExpressNews.com | San Antonio Express-News

METRO

MCDONALD

From page A5

He had been in the jail since his arrest July 13, 2019, two days after his wife's remains were discovered in the far North Side field. His attorney, John Convery, said Friday that although McDonald is charged with a serious offense, he has demonstrated the ability to be out on bond. "It's not a gift that anybody gave him. It's a constitutional right you were born with," Convery said. "He made bail before in this same investigation and he just didn't have any problems." McDonald was initially arrested and accused of tampering with evidence in March 2019, prior to the discovery of his wife's remains.

Convery cited an affidavit filed by the bondsman from his previous release, saying McDonald was wherever he needed to be at all times and that he called in when he was required to. He was arrested a second time and charged with murder in July 2019. Since then, his court cases have been pending throughout the COVID-19 pandemic. The trial was scheduled to be held in October, Convery said, but prosecutors were still gathering evidence. "He spent the entire COVID pandemic in the Bexar County Jail," Convery said. The state has since filed a motion for continuance, pushing court hearings to a later date. jbeltran@express-news.net

WURSTFEST

From page A5

and tends to be more like home cooking than carnival fare. So it's important to come hungry. "It's just a great atmosphere. ... There's something for everyone," Herbelin said. "If some people in the group want to shop and other people just want to have a cold beer and people watch or listen to entertainment, they can do it all right here." Bouncing back By Wednesday, roughly midway more than 120,000 people had attended, Herbelin said. That was up about 3 percent over 2019's attendance at that time. Overall, 2019 ended

"I think our members take great pride in being able to produce this event that their friends and family come to enjoy with them."

Suzanne Herbelin, executive director of the Wursthfest Association

up Wursthfest's best year, with more than 233,000 visitors, she said. Although the Wursthfest Association has a long-term agreement with the city of New Braunfels to lease out space for the festival, Herbelin said she hopes that attendance continues on its upward track since the as-



Judah Owens holds up his son, Knox, on Nov. 5 at the opening ceremony of Wursthfest in New Braunfels.

sociation carries the full burden of paying for the \$12 million rebuild of the Marktplatz and repairs to Wursthalle. Before the second weekend, Herbelin said it was too early to know how much profit this year's event would bring in. But if attendance kept on track, she said, this year would be a "good first step" in the year-long journey toward paying off the repair costs from the fire. Bringing Wursthfest back after last year's hiatus is something that benefits many nonprofits. Herbelin pointed out that most of the vendors at the event are local nonprofits that depend heavily on the money they make at the festival. But canceling last year's event affected others outside of the New Braunfels community as well, Herbelin said, since there are suppliers from across the country who always expect large orders to come in from Wursthfest. Although the Wursthfest Association and the Greater New Braunfels Chamber of Commerce don't have data on the exact economic impact that Wursthfest has locally, chamber President and CEO Jonathan Packer said hospitality in New Braunfels is substantial. The community saw a 20 percent drop in revenues generated for the city and other local taxing districts in 2020 because of event cancellations, closures and other factors. "This is economic impact considered broadly: jobs, hotel stays, and indirect benefit to local businesses," Packer said in an e-mail. So a triumphant return for the festival is welcome news. "So far in 2021, the indicators are showing economic impact greater than 2019," Packer said. "By all accounts, Wursthfest is experiencing a record year itself, heading toward record economic impact for busi-

nesses, nonprofits, and the community in general." "Wonderful time" What is now a massive, 60-year-old tradition had humble beginnings, with some of the earliest celebrations taking place in a National Guard Armory and even a basement of a burnt-up store, according to the Wursthfest website and an article by historical author Myra Lee Adams Goff. Today, visitors may notice a bronze statue at the base of the tower at the southern end of the Wursthalle. It's a new addition to the grounds that Herbelin said marks the 60th anniversary of the festival. The figure is of the Wursthfest trademark "Opa," which means grandpa in German. It's also what the Wursthfest Association calls its members. Herbelin said the statue is meant to reflect what members look like in costume. You don't have to be a member to leave your mark on the tradition, though. There is a brick donation program in place this year to celebrate the anniversary and raise money for Wursthfest. Bricks can be purchased on the Wursthfest website. Once carved with the name of the donor, they will be placed on a walkway by the Marktplatz. There was no admission fee to enter Monday through Thursday, Friday and Saturday, you could go for \$20. And today, there is a buy-one-get-one-free coupon until 3 p.m., after which entry is free. Today's hours run from 11 a.m. to 10 p.m. "It's a wonderful time of the year here in New Braunfels," Herbelin said. "I think our members take great pride in being able to produce this event that their friends and family come to enjoy with them."

megan.rodriguez@express-news.net

NOTICE OF AVAILABILITY: DRAFT ENVIRONMENTAL IMPACT STATEMENT NOTICE OF PUBLIC HEARING DEPARTMENT OF THE AIR FORCE The Department of the Air Force invites you to review the Draft Environmental Impact Statement and attend a Virtual Public Hearing for the Proposed T7A Recapitalization at Joint Base San Antonio - Randolph, San Antonio, Texas. PROPOSED ACTION AND ALTERNATIVES CONSIDERED. Pursuant to the National Environmental Policy Act, the Department of the Air Force (Air Force) has prepared a Draft Environmental Impact Statement (EIS) for public review that analyzes the potential environmental consequences associated with the proposal to recapitalize T-38C aircraft with T7A Red Hawk aircraft at Joint Base San Antonio (JBSA-Randolph). The proposal includes constructing supporting infrastructure and providing appropriate manpower at JBSA-Randolph, as well as conducting associated T7A aircraft training operations at Seguin Auxiliary Airfield, JBSA-Lackland, and designated airspace for military operating areas, military training routes, and ranges in the San Antonio, Texas vicinity. The Air Force's preferred alternative is to replace all currently operating T-38C aircraft at JBSA-Randolph with up to 72 T7A aircraft. Varying levels of numbers of aircraft and aircraft operations are defined as reasonable alternatives. Along with the No Action Alternative, the Preferred Alternative and 3 action alternatives are evaluated in the Draft EIS. OBTAIN AND REVIEW THE DRAFT EIS. The Draft EIS is available for download at www.jbsa.t7aneraf.dod.mil and may be viewed at the following libraries: • San Antonio Public Library: 600 Sokedad Street, San Antonio, Texas 78205-1200 • Soltzert Public Library: 796 Soltzert Parkway, Soltzert, Texas 78154-1911 • Seguin Public Library: 313 West Nole Street, Seguin, Texas 78155 • Universal City Public Library: 100 Northview Drive Parkway, Universal City, Texas 78148-4130 VIRTUAL PUBLIC HEARING - PLEASE ATTEND. The Air Force requests comments from interested local, state, and federal agencies; federally recognized tribes; and interested members of the public. In light of recent federal guidance on COVID-19 and public gatherings, the Air Force is holding a virtual public hearing to provide the public with the opportunity to learn more about the proposal and provide input on November 16, 2021. A link to the on-line virtual public hearing has been provided on the project website (www.jbsa.t7aneraf.dod.mil) allowing interested parties to register to attend the public hearing. Individuals without internet access may call 410-410-3388 and use the passcode 2481 (ext. 7105) to attend. The virtual public hearing will open at 5:30 p.m. Central Time and begin with the Air Force giving a brief presentation about the proposal. Formal public testimony will begin at approximately 6 p.m. The hearing venue will close at 8 p.m. The hearing will adjourn before 8:00 p.m. upon or after verification that all participants who desire to speak have been heard and there is no more registered speakers. All members of the public are invited and encouraged to attend. Verbal comments will be accepted at the hearing; your input is valuable and assists the Air Force in making more informed decisions. Information regarding the impact assessment is accessible via the project website (www.jbsa.t7aneraf.dod.mil) and a pre-recorded public hearing presentation will be available to access and listen to on the day of the virtual public hearing. To request a CD of the hearing presentation, or if you need request accommodation to access the printed or audio portion of the presentation or need additional accommodation to make a telephone comment per the Americans with Disabilities Act, please submit your request at the project website or call (210) 925-3392 no later than one week prior to the hearing date. El Departamento de la Fuerza Aérea (DAF) llevará a cabo una audiencia pública virtual para invitara comentar sobre el Borrador de la Declaración de Impacto Ambiental (EIS) para la Recapitalización del T7A en la Base Conjunta de San Antonio, Texas. El DAF ha preparado el Borrador de EIS para revisión pública que analiza las posibles consecuencias ambientales asociadas con la propuesta de reemplazar los aviones T-38C con aviones T7A en la Base Conjunta San Antonio JBSA-Randolph. El DAF está solicitando comentarios sobre el Borrador de EIS de los miembros interesados del público, así como de las agencias federales, estatales y locales, y otras partes interesadas que apoyan al DAF en sus decisiones informadas, y no se tomará ninguna medida hasta después de que se publique en EIS final y se firme un Registro de Decisión. El borrador de EIS está disponible en www.jbsa.t7aneraf.dod.mil. PUBLIC COMMENT. Comments on the Draft EIS can be submitted verbally at the virtual public hearing. A Spanish-speaking interpreter will be available at the virtual public hearing to assist with translation of verbal comments. Un intérprete de español está disponible para ayudar con la traducción de los comentarios al inglés. Additionally, written comments on the Draft EIS can be submitted electronically at www.jbsa.t7aneraf.dod.mil; or via postal mail at the address below. For further information, please contact: Mr. Nolan Swick, AFDC2ZN Attn: JBSA T7A Recapitalization EIS Headquarters Air Education and Training Command Public Affairs 100 H. East Street, Suite 4, Randolph AFB, TX 78150. We will accept comments at any time during the environmental process. Written and oral comments will be given equal weight; however, to ensure the Air Force has sufficient time to consider public input in preparation of the Final EIS, please submit comments by November 29, 2021.

MATTRESS SALES EVENT STEARNS & FOSTER 175th 1846-2021 MATTRESS SALES EVENT Save up to \$800 on select adjustable mattress sets Stearns & Foster Pollock Cushion Firm Medium Queen Ergo Ext. Smart Set Reg. \$5,098, Sale \$4,898 Dillard's \$200 PLUS EARN A \$200 DILLARD'S GIFT CARD! TEMPUR-PEDIC MATTRESS SALES EVENT SAVE UP TO \$500 ON ADJUSTABLE MATTRESS SETS PLUS EARN A \$300 DILLARD'S GIFT CARD! PRO-breeze Medium Queen Ergo Ext. Smart Set. Reg. \$6,698, Sale \$6,198 Sealy SAVE \$200 TO \$350 ON SEALY MATTRESSES Twin Mattress Reg. \$899, Sale \$699 Full Mattress Reg. \$999, Sale \$799 Queen Mattress Reg. \$1049, Sale \$799 King Mattress Reg. \$1399, Sale \$1049 MALDEN SOFT OR MEDIUM EURO PILLOW TOP QUEEN MATTRESS REGULARLY \$1049 NOW ONLY \$799 SAVINGS OF \$250 0% FINANCING PLUS FREE DELIVERY FOR 12 OR 24 MONTHS\* (OVER \$799) Available at Dillard's North Star Mall and Rolling Oaks Mall. Selection varies by store. Call 1-800-345-5273 to find a Dillard's store near you. 0% APR FOR 12 OR 24 MONTHS WITH EQUAL PAYMENTS ON QUALIFYING IN-STORE FURNITURE PURCHASES. The APR for non-qualifying purchases is 24.99%.

FUNDING

From page A5

posed increases. The authors, however, said other taxes could fill in the projected budget hole. They suggested expanding the sales tax or opening the state up to gambling or recreational marijuana and heavily taxing those industries. For example, the study noted, the current statewide sales tax of 6.25 percent generated about \$34 billion in revenue in 2020, which equates to about \$5.4 billion for each percentage point of sales tax. The authors wrote that increasing the sales tax rate by 1 percentage point would nearly offset the annual worst-case scenario of lost oil revenue by 2050. If the state taxed marijuana sales as Colorado does, researchers said, Tex-

as could raise billions for education as well. The authors said if the state copied Colorado's tax scheme and had the same demand, about \$2.2 billion a year could be generated. The authors stopped short of endorsing any method to offset potential revenue losses from diminishing oil and gas production. "We are not advocating for any single option, and we recognize that there are many other options available to fill the projected shortfalls, such as more fundamental reforms of the franchise tax or increasing excise tax rates," the authors wrote. "More research on the economic effects of the various options is needed and will help policymakers determine the most efficient and equitable policy response."

shelby.webb@chron.com



6 - SUNDAY, NOVEMBER 14, 2021 · THE SEGUIN GAZETTE

**HAILE**

From page 3

Meanwhile, Kenneth Towery, managing editor of the Cuero Record, picked up the scent and started an investigation of his own. A private conference with Wiley Cheatham disclosed the shocking scope of the statewide scandal. Brimming with confidence, Commissioner Giles granted the journalist an interview. The discussion seemed to go nowhere until Towery asked about his recent conversation with legislator Cheatham. The unexpected question flustered Giles, who foolishly denied the meeting ever

took place. Towery did not relish the prospect of taking on a powerful figure in state politics. The tables might be turned, and the battle could ruin his career. But the 33-year-old survivor of the Bataan death march and three years in a Japanese prisoner-of-war camp refused to back down. As Towery wrote, "One surrender in a lifetime is one too many."

With the steadfast support of his publisher, Towery broke the sensational story in the Nov. 14, 1954, edition of The Record. Giles' ridiculous fabrication regarding the run-in with Cheatham served as the centerpiece for the bombshell article.

On the eve of his ninth consecutive term in January 1955, Giles announced his resignation as land commissioner. Either a bad case of the jitters or pressure from Gov. Allan Shivers convinced him to call it quits.

Everybody and his brother rushed to put the Veterans' Land Program under the microscope. Besides the on-going investigations by the DPS and state auditor, a blue-ribbon senate committee and grand juries in 22 counties all conducted separate inquiries.

Phony land deals worth

almost \$10 million were found in DeWitt, Dimmitt, Uvalde, Bexar, Zavala, Lavaca and Victoria counties. Three hundred indictments were returned against a long list of defendants headed by Giles and Congressman John J. Bell.

Prosecutors stood in line to get a piece of the retired land commissioner, and he was ultimately sentenced to a grand total of 75 years on 13 charges. The first state official in Texas history imprisoned for crimes committed while in office, he spent three years in Huntsville. Following his release, Giles moved to

Florida, where he died in a car crash in 1993 at the age of 92.

Editor Kenneth Towery, who passed away in 2016 at 92, was awarded a Pulitzer Prize, and a crooked politician went up the river for tapping the public till. For once, justice truly prevailed.

*Bartee Haile writes This Week In Texas History which appears every Sunday. He welcomes your comments and questions barteehaile@gmail.com or P.O. Box 130011, Spring, TX 77393 and invites you to visit his website at barteehaile.com.*

**PUBLISHER**

From page 4

Best of the Best Awards in Seguin and Guadalupe County, just as you have done all the years before. Good luck to all of the nominees and stay tuned for more announcements in the very near future!

*Elizabeth Engelhardt is the publisher for the Seguin Gazette. Her column runs every other week. You can e-mail her at elizabeth.engelhardt@seguin gazette.com.*

**ABBY**

From page 3

tell Norm's parents or siblings about it. Initially, I supported their decision because, after my biological father made it clear he wanted nothing to do with me, it made sense to leave it alone. But now, with my grandparents in failing health, I feel they should know. I just don't know if it would do more harm than good at this point. Please advise. — **Thrown In Kansas**

**Dear Thrown:** What do you think you will accom-

plish by telling Norm's parents at this point? You have been their grandchild for four decades. Because their health is precarious, they may not need to hear anything that would upset them. I vote for keeping this "news" private, as Norm and your mother have requested.

*Dear Abby is written by Abigail Van Buren, also known as Jeanne Phillips, and was founded by her mother, Pauline Phillips. Contact Dear Abby at www.DearAbby.com or P.O. Box 69440, Los Angeles, CA 90069.*

**PROSAPIO**

From page 3

woman over 80, Grammy is the lady on the other side of the window.

Bottom line: Rosie's got a long way to go before she's ready to enter polite society. She still thinks her mouth is a hand although she's getting better about

it. She's also figured out that if someone is lying on the floor taping together the chewed-up recliner wires YOU BETTER NOT POUNCE ON HER, BUCKO.

So it's progress. Sort of.

*Winter Prosapio is a writer, a wife, and a working mom of two girls, two cats, and one ridiculously enthusiastic terrier mix.*



**NOTICE OF AVAILABILITY: DRAFT ENVIRONMENTAL IMPACT STATEMENT  
NOTICE OF PUBLIC HEARING  
DEPARTMENT OF THE AIR FORCE**

The Department of the Air Force invites you to review the Draft Environmental Impact Statement and attend a Virtual Public Hearing for the Proposed T-7A Recapitalization at Joint Base San Antonio - Randolph, San Antonio, Texas

**PROPOSED ACTION AND ALTERNATIVES CONSIDERED.** Pursuant to the National Environmental Policy Act, the Department of the Air Force (Air Force), has prepared a Draft Environmental Impact Statement (EIS) for public review that analyzes the potential environmental consequences associated with the proposal to replace T-38C Talon aircraft with T-7A Red Hawk aircraft at Joint Base San Antonio (JBSA)-Randolph. The proposal includes constructing supporting infrastructure and providing appropriate manpower at JBSA-Randolph, as well as conducting associated T-7A aircraft training operations at Seguin Auxiliary Airfield, JBSA-Lackland, and designated airspace for military operating areas, military training routes, and ranges in the San Antonio, Texas vicinity. The Air Force's Preferred Alternative is to replace all currently operating T-38C aircraft at JBSA-Randolph with up to 72 T-7A aircraft. Varying levels of numbers of aircraft and aircraft operations are defined as reasonable alternatives. Along with the No Action Alternative, the Preferred Alternative and 3 action alternatives are evaluated in the Draft EIS.

**OBTAIN AND REVIEW THE DRAFT EIS.** The Draft EIS is available for download at [www.jbsa.t7anepadocuments.com](http://www.jbsa.t7anepadocuments.com) and may be viewed at the following libraries:

- San Antonio Public Library: 600 Soledad Street, San Antonio, Texas 78205-1200
- Schertz Public Library: 798 Schertz Parkway, Schertz, Texas, 78154-1911
- Seguin Public Library: 313 West Nolte Street, Seguin, Texas, 78155
- Universal City Public Library: 100 Northview Drive Parkway, Universal City, Texas, 78148-4150

**VIRTUAL PUBLIC HEARING - PLEASE ATTEND.** The Air Force requests comments from interested local, state, and federal agencies; federally recognized tribes; and interested members of the public. In light of recent federal guidance on COVID-19 and public gatherings, the Air Force is holding a virtual public hearing to provide the public with the opportunity to learn more about the proposal and provide input on November 16, 2021. A link to the on-line virtual public hearing has been provided on the project website ([www.jbsa.t7anepadocuments.com](http://www.jbsa.t7anepadocuments.com)) allowing interested parties to register to attend the public hearing. Individuals without internet access may call 408-418-9388 and use the passcode 2491 041 7105 to attend. The virtual public hearing will open at 5:30 p.m. Central Time and begin with the Air Force giving a brief presentation about the proposal. Formal public testimony will begin at approximately 6 p.m. The hearing venue will close at 8 p.m. The hearing may adjourn before 8:00 p.m. upon or after verification that all participants who desire to speak have been heard and there are no more registered speakers. All members of the public are invited and encouraged to attend. **Verbal comments will be accepted at the hearing; your input is valuable and assists the Air Force in making more informed decisions.**

Information regarding the impact assessment is accessible via the project website ([www.jbsa.t7anepadocuments.com](http://www.jbsa.t7anepadocuments.com)), and a pre-recorded public hearing presentation will be available to access and listen to on the day of the virtual public hearing. To request a CD of the hearing presentation, or if you need to request accommodation to access the printed or audio portion of the presentation or need additional accommodation to make a telephone comment (per the Americans with Disabilities Act), please submit your request at the project website or call (210) 925-3392 **no later than one week prior to the hearing date.**

El Departamento de la Fuerza Aérea (DAF) llevará a cabo una audiencia pública virtual para invitar a comentar sobre el Borrador de la Declaración de Impacto Ambiental (EIS) para la Recapitalización del T-7A en la Base Conjunta de San Antonio, Texas. El DAF ha preparado el Borrador de EIS para revisión pública que analiza las posibles consecuencias ambientales asociadas con la propuesta de reemplazar los aviones T-38C con aviones T-7A en la Base Conjunta San Antonio JBSA-Randolph. El DAF está solicitando comentarios sobre el Borrador de EIS de los miembros interesados del público, así como de las agencias federadas, estatales y locales; y otras partes interesadas. La opinión pública es vital para apoyar al DAF en tomar decisiones informadas, y no se tomará ninguna medida hasta después de que se publique un EIS final y se firme un Registro de Decisión. El borrador de EIS está disponible en: [www.jbsa.t7anepadocuments.com](http://www.jbsa.t7anepadocuments.com).

**PUBLIC COMMENT.** Comments on the Draft EIS can be submitted verbally at the virtual public hearing. A Spanish-speaking interpreter will be available at the virtual public hearing to assist with translation of verbal comments. *Un intérprete de español está disponible para ayudar con la traducción de los comentarios al inglés.* Additionally, written comments on the Draft EIS can be submitted electronically at [www.jbsa.t7anepadocuments.com](http://www.jbsa.t7anepadocuments.com), or via postal mail at the address below. For further information, please contact:

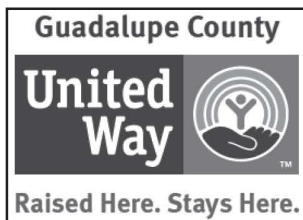
Mr. Nolan Swick, AFCEC/CZN  
Attn: JBSA T-7A Recapitalization EIS  
Headquarters Air Education and Training Command Public Affairs  
105 H. East Street, Suite 4, Randolph AFB, TX 78150

*We will accept comments at any time during the environmental process. Written and oral comments will be given equal weight; however, to ensure the Air Force has sufficient time to consider public input in preparation of the Final EIS, please submit comments by November 29, 2021.*

**GUADALUPE COUNTY UNITED WAY 2022 CAMPAIGN**

**Our CAMPAIGN. Our COMMUNITY.  
Raised HERE. Stays HERE.**

AT UNITED WAY, we strive to make our community a better place to live, work and raise a family.



**But we need YOUR help!**  
When you give the Guadalupe County United Way:

- Your donation stays in your community!
- Your donation ensures that children in your community have access to educational programs and enrichment opportunities!
- Your donation supports agencies whose programs strengthen families, improve mental and physical health, and assist the under served in your community!

Your donation to Guadalupe County United Way helps to fund these agencies:

- Any Baby Can
- Big Brothers/Big Sisters
- Boy Scouts, Alamo Area Council
- Camino Real Early Childhood Intervention
- C.A.S.A. of Central Texas
- Centro Esperanza Community Center
- Comal County Senior Citizen Foundation
- Communities In Schools
- Connections Individual & Family Services
- Disabled American Veterans Auxiliary
- Family Life Center
- Girl Scouts of Southwest Texas
- Greater Randolph Area Services Program
- GRMF Prescription Assistance Program
- Guadalupe County Child Welfare Board
- Guadalupe County 4-H Council
- Guadalupe County Children's Advocacy Center
- Guadalupe County MH-MR Agency
- Guadalupe Valley Christian Counseling Center
- Guadalupe Valley Family Violence Shelter
- Guadalupe Valley Habitat For Humanity
- NAMI Guadalupe County
- Precious Life Crusade Teen Suicide Prevention
- R.O.A.D. Foundation
- R.S.V.P.
- Salvation Army
- San Antonio Food Bank
- San Marcos Consolidated ISD School-Age Pregnant & Parenting Program
- Seguin-Guadalupe County Heritage Museum
- Seguin Area Youth Leadership Academy
- Seguin Art League
- Seguin LULAC Foundation
- Seguin Main Street Program
- Seguin Youth Services
- Silver Center
- South Texas Pregnancy Care Center
- Stephen & Mary Birch Texas Theatre
- Sunrise Rotary Dream Scholarship Foundation
- Teatro de Artes de Juan Seguin
- Texas Agricultural Education and Heritage Center
- TLU/MTS Community Music Academy

**YOUR GIFT HAS THE POWER TO CHANGE LIVES.**

**How to Give**

Enclosed is my contribution of \$: \_\_\_\_\_

I pledge \$ \_\_\_\_\_ and will pay in \_\_\_\_\_ installments of \$ \_\_\_\_\_ each

Donor Name: \_\_\_\_\_

Address: \_\_\_\_\_

E-mail: \_\_\_\_\_

Credit card donations can be made at [www.guadalupeunitedway.org](http://www.guadalupeunitedway.org), click on "How to Give!"

**Your donations supports area agencies whose programs:**

- Strengthen families
- Provides children access to educational programs, enrichment opportunities, and mentors
- Improve mental and physical health
- Help the disabled and elderly
- Improve the quality of life in Guadalupe County

## A.6 Draft EIS Distribution List

The following list identifies the officials, agencies, interest groups, and federally recognized tribes that received notification of the Draft EIS.

### **Federal Agencies and Officials**

Region 6 Regional Administrator  
U.S. Environmental Protection Agency, Region 6  
1201 Elm Street, Suite 500  
Dallas, TX 75270

Field Supervisor  
U.S. Fish and Wildlife Service  
10711 Burnet Road, Suite 200  
Austin, TX 78758

Stephen Brooks  
U.S. Army Corps of Engineers  
Regulatory Branch, Permit Section  
Attn: CESWF-PER-R  
819 Taylor Street, Room 3A37  
Fort Worth, TX 76102

The Honorable John Cornyn  
United States Senate  
517 Hart Senate Office Building  
Washington, DC 20510

The Honorable Ted Cruz  
United States Senate  
404 Russell Senate Office Building  
Washington, DC 20510

The Honorable Henry Cuellar  
(Representative for Texas's 28<sup>th</sup> Congressional District)  
United States House of Representatives  
Rayburn House Office Building  
Washington, DC 20515

The Honorable Chip Roy  
(Representative for Texas's 21<sup>st</sup> Congressional District)  
United States House of Representatives  
1005 Longworth HOB  
Washington, DC 20515

The Honorable Lloyd Doggett  
(Representative for Texas's 35th Congressional District)  
United States House of Representatives  
2307 Rayburn House Office Building  
Washington, DC 20515

The Honorable Vicente Gonzalez  
(Representative for Texas's 15th Congressional District)  
United States House of Representatives  
113 Cannon House Office Building  
Washington, DC 20515

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### **State Agencies and Officials**

Toby Baker, Executive Director  
Office of Permits and Registrations  
Texas Commission on Environmental Quality  
MC 122, P.O. Box 13087  
Austin, TX 78711-3087

Texas Parks and Wildlife Department  
Wildlife Division: Wildlife Habitat Assessment Program  
4200 Smith School Road  
Austin, TX 78744-3291

NFIP State Coordinator  
Texas Water Development Board  
1700 Congress Avenue  
Austin, TX 78701

NEPA Coordinator  
Texas Commission on Environmental Quality  
P.O. Box 13087  
Austin, TX 78711-3087

Mark Wolfe  
State Historic Preservation Officer  
Texas Historical Commission  
1511 Colorado Street  
Austin, TX 78701

The Honorable Greg Abbott  
Governor of Texas  
P.O. Box 12428  
Austin, TX 78711-2428

The Honorable Dan Patrick  
Lieutenant Governor of Texas  
P. O. Box 12068  
Austin, TX 78711

The Honorable Roland Gutierrez  
Senator of State of Texas, District 19  
3175 Sidney Brooks, Bldg 470  
San Antonio, TX 78235

The Honorable Elizabeth Campos  
Representative of State of Texas, District 119  
3124 Sidney Brooks, Ste A  
San Antonio, TX 78235

The Honorable Barbara Gervin-Hawkins  
Representative of State of Texas, District 120  
3503 N.E. Parkway  
San Antonio, TX 78218

The Honorable Phil Cortez  
Representative of State of Texas, District 117  
2600 SW Military Dr., Suite 211  
San Antonio, TX 78224

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**Local Agencies and Officials**

External Affairs and Communications  
Alamo Area Council of Governments  
2700 NE Interstate Loop, Suite 101  
San Antonio, TX 78217

John E. Cantu  
Environmental Manager  
City of San Antonio  
Municipal Plaza Building  
114 W. Commerce, 2nd Floor  
P.O. Box 839966  
San Antonio, TX 78283-3966

Robert Brach  
Bexar County Floodplain Administrator and Development Services Manager  
1948 Probandt St.  
San Antonio, TX 78214

Patrice Melancon  
Manager, Watershed Engineering Department  
San Antonio River Authority  
100 East Guenther Street  
San Antonio, TX 78204

MAJ. GEN. Juan G. Ayala, USMC (Retired)  
Director of Military & Veteran Affairs  
City of San Antonio  
P.O. Box 839966  
San Antonio, TX 78283-3966

The Honorable Ralph Gutierrez  
Mayor of City of Schertz  
1400 Schertz Parkway  
Schertz, TX 78154-1634

Mark Browne  
City Manager  
City of Schertz  
1400 Schertz Parkway  
Schertz, TX 78154-1634

The Honorable Dan Reese  
Mayor of City of Windcrest  
8601 Midcrown  
Windcrest, TX 78239-2516

The Honorable Thomas Daly  
Mayor of City of Selma  
9375 Corporate Drive  
Selma, TX 78154-1250

The Honorable Mary Dennis  
Mayor of City of Live Oak  
8001 Shin Oak Drive  
Live Oak, TX 78233-2414

The Honorable Robb Erickson  
Mayor of City of Garden Ridge  
9400 Municipal Parkway  
Garden Ridge, TX 78266

The Honorable Stosh Boyle  
Mayor of City of Cibolo  
200 South Main Street  
Cibolo, TX 78108-3512

The Honorable Donna Dodgen  
Mayor of City of Seguin  
205 N River Street  
Seguin, TX 78155

The Honorable Al Suarez  
Mayor of City of Converse  
406 S. Seguin  
Converse, TX 78109

The Honorable John Williams  
Mayor of City of Universal City  
2150 Universal City Blvd  
Universal City, TX 78148-3443

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**Tribal Government Contacts**

Mr. William Nelson, Sr., Chairman  
Comanche Nation  
PO Box 908  
Lawton, OK 73502

Mr. Arthur Blazer, President  
Mescalero Apache Tribe of the Mescalero Reservation  
P.O. Box 227  
Mescalero, NM 88340

Terri Parton, President  
Wichita and Affiliated Tribes  
PO Box 729  
Andarko, OK 73005

Mr. Russell Martin, President  
Tonkawa Tribe of Indians of Oklahoma  
1 Rush Buffalo Road  
Tonkawa, OK 74653-4449

Mr. Geoffrey Standing Bear, Principal Chief  
Osage Nation  
PO Box 779  
Pawhuska, OK 74056

Ms. Deborah Dotson, President  
Delaware Nation  
PO Box 825  
Anadarko, OK 73005

Mr. John Johnson, Governor  
Absentee-Shawnee Tribe of Indians of Oklahoma  
2025 South Gordon Cooper Drive  
Shawnee, OK 74801

Ms. Nita Battise, Chairperson  
Alabama-Coushatta Tribe of Texas  
571 State Park Road 56  
Livingston, TX 77351

Mr. Tarpie Yargee, Town King  
Alabama-Quassarte Tribal Town  
PO Box 187  
Wetumka, OK 74883

Mr. Bobby Komardley, Chairman  
Apache Tribe of Oklahoma  
PO Box 1330  
Anadarko, OK 73005

Mr. Bobby Gonzalez, Chairman  
Caddo Nation of Oklahoma  
PO Box 487  
Binger, OK 73009

Mr. David Sickey, Chairman  
Coushatta Tribe of Louisiana  
PO Box 818  
Elton, LA 70532

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**Members of Public (Requested project mailings during scoping)**

Ian Burden

Cheryl Maxwell

# A.7 Draft EIS Distribution Letter



**DEPARTMENT OF THE AIR FORCE**  
**AIR FORCE CIVIL ENGINEER CENTER**  
**JOINT BASE SAN ANTONIO LACKLAND TEXAS**

08 October 2021

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

FROM: AFCEC/CZN  
2261 Hughes Ave, Suite 155  
JBSA Lackland, TX 78236-9853

We are pleased to provide you with notice of availability of the Draft Environmental Impact Statement (EIS) for the T-7A Recapitalization at Joint Base San Antonio. This document is provided in accordance with the National Environmental Policy Act (NEPA) and is available online at [www.jbsa.T-7ANEPAdocuments.com](http://www.jbsa.T-7ANEPAdocuments.com).

Notification of the availability of the Draft EIS will appear in the Federal Register on October 15, 2021. The Draft EIS analyzes alternative actions for the Department of the Air Force's (DAF) proposal to replace T-38C Talon aircraft with T-7A Red Hawk aircraft, construct supporting infrastructure, provide appropriate manpower, and conduct T-7A flight operations in support of the pilot training mission.

The DAF will hold a virtual public hearing on the Draft EIS on November 16, 2021, from 5:30-8:00 p.m. Central Time, via internet/phone. The purpose of the hearing is to receive input on the proposed action and alternatives and the Draft EIS analysis. The hearing will also be announced through local media. Instructions for participating in the virtual public hearing are provided on the project website, [www.jbsa.T-7ANEPAdocuments.com](http://www.jbsa.T-7ANEPAdocuments.com). A link to the on-line virtual public hearing will be provided on the project website allowing interested parties to electronically participate in the public hearing, and a phone number will be provided for those without internet access. A Spanish-speaking interpreter will be available at the virtual public hearing to assist with translation of verbal comments. *Un intérprete de español está disponible para ayudar con la traducción de los comentarios al inglés.*

Public, agency, and stakeholder substantive comments provided at the hearing and through written comments received via postal mail and the project website will be considered in the preparation of the Final EIS. To ensure we have sufficient time to consider your input in the Final EIS, please submit comments by November 29, 2021.

Additional information can be found on the project website listed above. Questions or comments can be submitted to the Air Force Civil Engineer Center (AFCEC) project point-of-contact Mr. Nolan Swick, AFCEC/CZN, Attn: JBSA T-7A Recapitalization EIS, Headquarters Air Education and Training Command Public Affairs, 100 H. East St, Ste 4, Randolph AFB, Texas 78150.

Sincerely,

SWICK.NOLAN.T.1386410530  
.T.1386410530

Digitally signed by  
SWICK.NOLAN.T.1386410530  
Date: 2021.10.06 11:52:51  
-05'00'

Nolan Swick, DAFC  
Project Manager  
Air Force Civil Engineer Center, NEPA Division



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# Appendix B

Draft Agreement  
Between the Department  
of the Air Force and the  
State of Texas





# **AGREEMENT TO ESTABLISH THE JOINT BASE SAN ANTONIO EARLY EMISSION REDUCTION CREDIT PROGRAM**

## **PURPOSE:**

This Agreement provides for the creation and implementation of the Joint Base San Antonio (JBSA) Early Emission Reduction Credit (Early ERC) Program in accordance with the requirements at 40 Code of Federal Regulations (CFR) §93.165. Implementation of this program does not affect or change federal Clean Air Act (FCAA) provisions or implementing regulations.

## **AUTHORITY:**

The authority to create an Early ERC Program and to subsequently use Early ERCs for conformity evaluations comes from 40 CFR §93.165(a).

## **BACKGROUND:**

The FCAA, §176(c) provides that a federal agency may not take an action in a nonattainment or maintenance area that would increase emissions in violation of the state implementation plan (SIP). General conformity implementing regulations are provided at 40 CFR Part 93, Subpart B.

The general conformity provisions at 40 CFR §93.165(a) allow a federal agency to implement a program to generate emission credits from emission reduction strategies undertaken at a federal facility. Emission reductions generated under an early emission reduction credit program may be used as credits for future general conformity evaluations to meet general conformity requirements.

## **EARLY ERC GENERATION:**

The JBSA Early ERC Program will generate emission credits in accordance with 40 CFR §93.165(b).

Prior to credit generation under the JBSA Early ERC Program, the JBSA will provide to the Texas Commission on Environmental Quality (TCEQ), for review and concurrence, a full description of the proposed early ERC strategy. This will include a full description of the measure(s), a quantified emissions analysis, and a demonstration of compliance with 40 CFR §93.165(b) requirements. This review and concurrence step allows the TCEQ to ensure the strategy meets federal requirements prior to credit generation and future use for general conformity purposes.

Once a proposed strategy is approved for credit generation under the JBSA Early ERC Program, JBSA will keep records to ensure the strategy is implemented consistent with the proposed strategy provided to the TCEQ for review and concurrence. If the implemented strategy differs from the proposed strategy in a way that would alter the emission reductions achieved by the strategy, then the JBSA will provide to the TCEQ, for review and concurrence, a full description of the early ERC strategy as implemented. TCEQ concurrence is required prior to credit generation under the JBSA Early ERC Program.

## **EARLY ERC USE:**

The JBSA Early ERC Program will use generated emission credits in accordance with 40 CFR §93.165(c).

Prior to using credits generated under the JBSA Early ERC Program for general conformity purposes, the JBSA will provide to the TCEQ, for review and concurrence, a full accounting of the early ERCs proposed for use. This will include a full description of the measure(s), a current quantified emissions analysis for the credit generation year(s) proposed for use, and a demonstration of compliance with 40 CFR §93.165(c) requirements. This review and concurrence step allows the TCEQ to verify credit amount(s) and to verify that the credits were generated in accordance with the agreed upon strategy.

The JBSA will keep records of early ERCs used under the JBSA Early ERC Program for general conformity purposes to ensure continued compliance with 40 CFR §93.165 requirements. This includes conducting an annual accounting of the early ERCs used for general conformity purposes that demonstrates the credits were generated in the same year they were used and how they were used for general conformity, i.e., for general conformity applicability analysis or as offsets to comply with an approved general conformity demonstration. Records will be made available to the TCEQ upon request.

By signing this Agreement, the TCEQ indicates its approval of the establishment of the JBSA Early ERC Program, including the TCEQ's role in the processes of early ERC generation and early ERC use for general conformity purposes.

(Deputy Division Director)  
Texas Commission on Environmental Quality

\_\_\_\_\_  
Date

\_\_\_\_\_  
502d ABW/CC

\_\_\_\_\_  
Date



# Appendix C

Noise Supporting  
Documentation

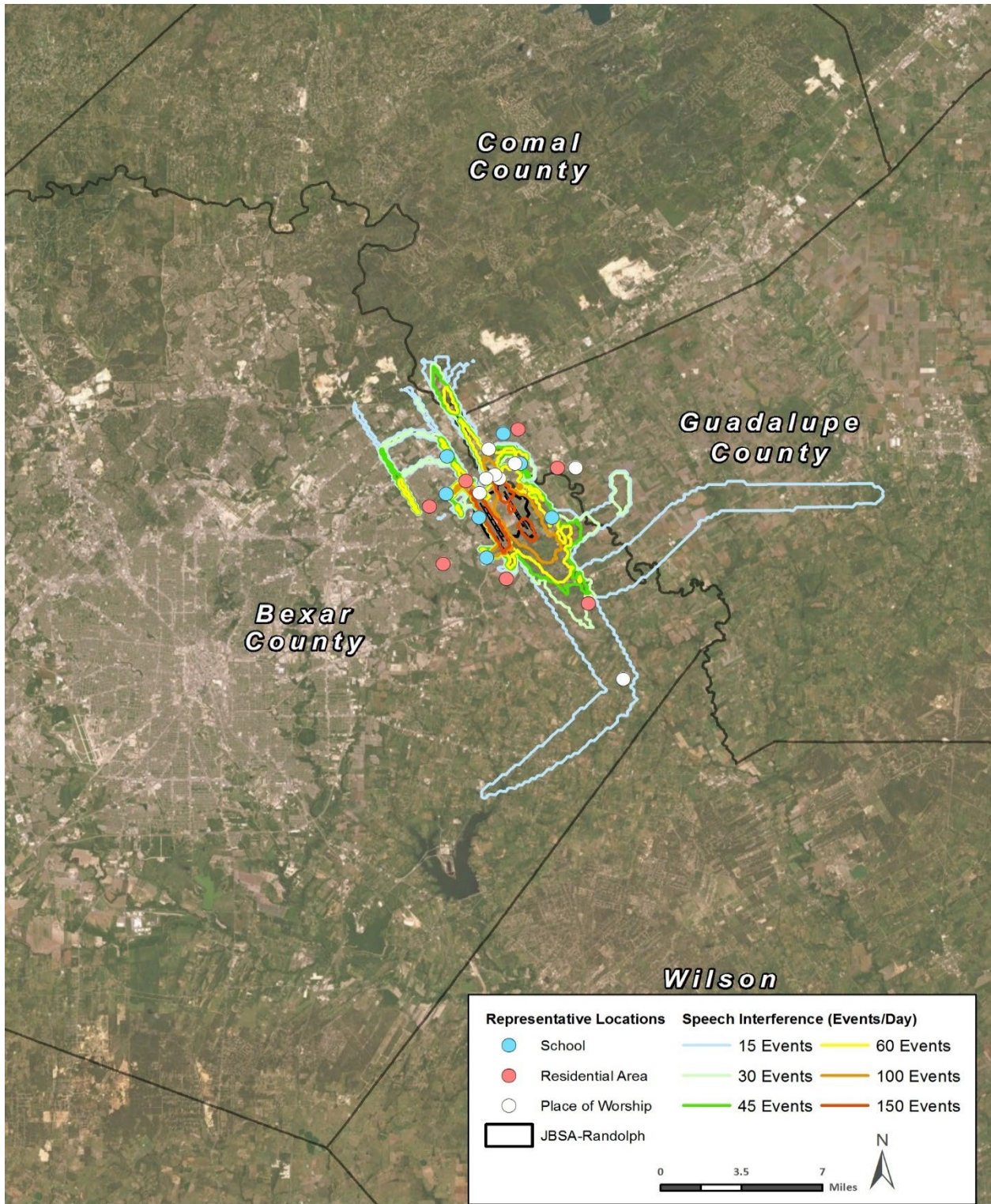




## Supplemental Noise Metric Figures

The data used to model the Proposed Action and action alternatives and produce potential noise footprints presented in this section were based on the best available information at the time of data collection and analysis. The results shown in the following figures may not represent the actual noise contours that will be experienced once the T-7A is placed into operation at JBSA-Randolph or Seguin AAF. The T-7A aircraft has not yet been accepted into the inventory of DAF. The aircraft is still undergoing testing by the manufacturer and much is still unknown about the aircraft's operating features by DAF. The aircraft testing being performed by the manufacturer does not represent the training location, settings, speeds, or patterns that will occur at the proposed training locations. While many of the features of the aircraft are known which will influence the resultant noise footprints, the precise manner in which the aircraft will be operated is not yet defined; therefore, the model results presented herein represent the best estimation of impacts at this time. Because much of the information regarding T-7A operations will not be known until the aircraft is delivered and operated in the local area, many assumptions were made to input data into the noise modeling process. As such, DAF has assumed that the initial T-7A operations, flight patterns, throttle settings, altitudes, use of afterburners, and other relevant flight parameters will be the same as those currently defined and used for T-38C operations. Therefore, DAF has acknowledged the need to incorporate a strategy of adaptive management as detailed in Appendix D to learn, record, model, confirm, and adopt the appropriate flight parameters for the T-7A. These changes will likely change the predicted noise footprints, and DAF will continue to investigate and update the data and results for potential noise impacts.

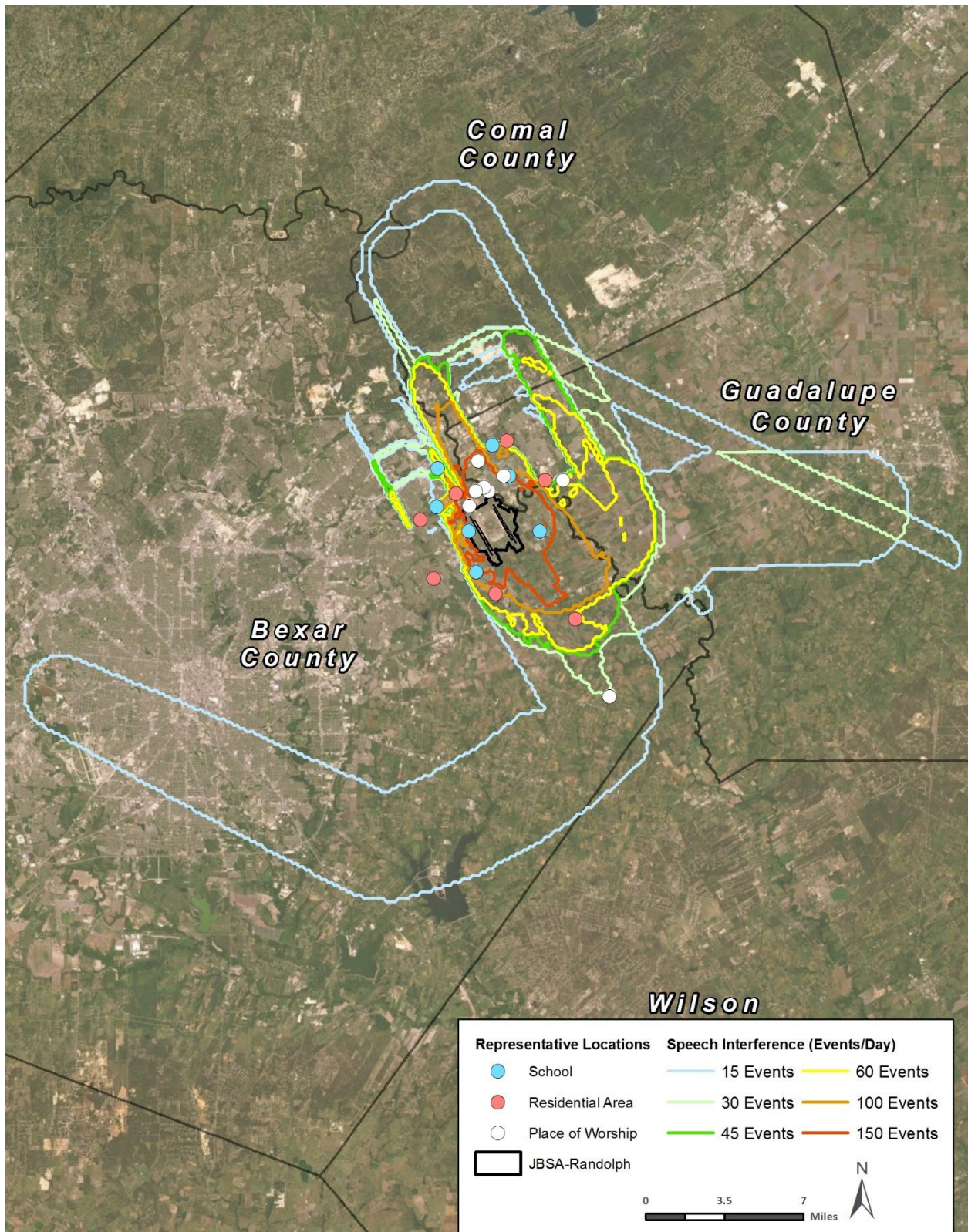




Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

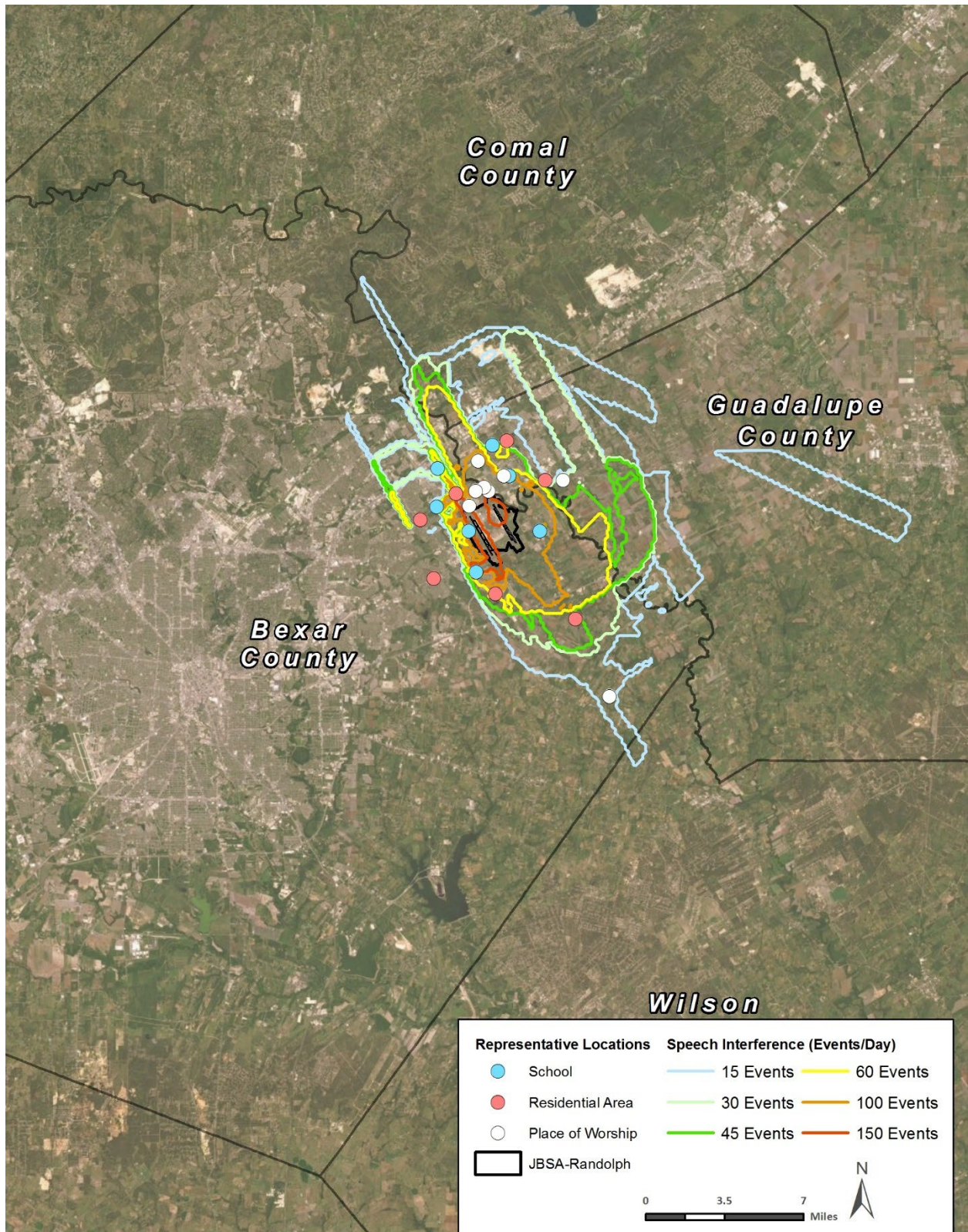
**Figure C-1. Speech Interference at JBSA-Randolph – Existing Conditions**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

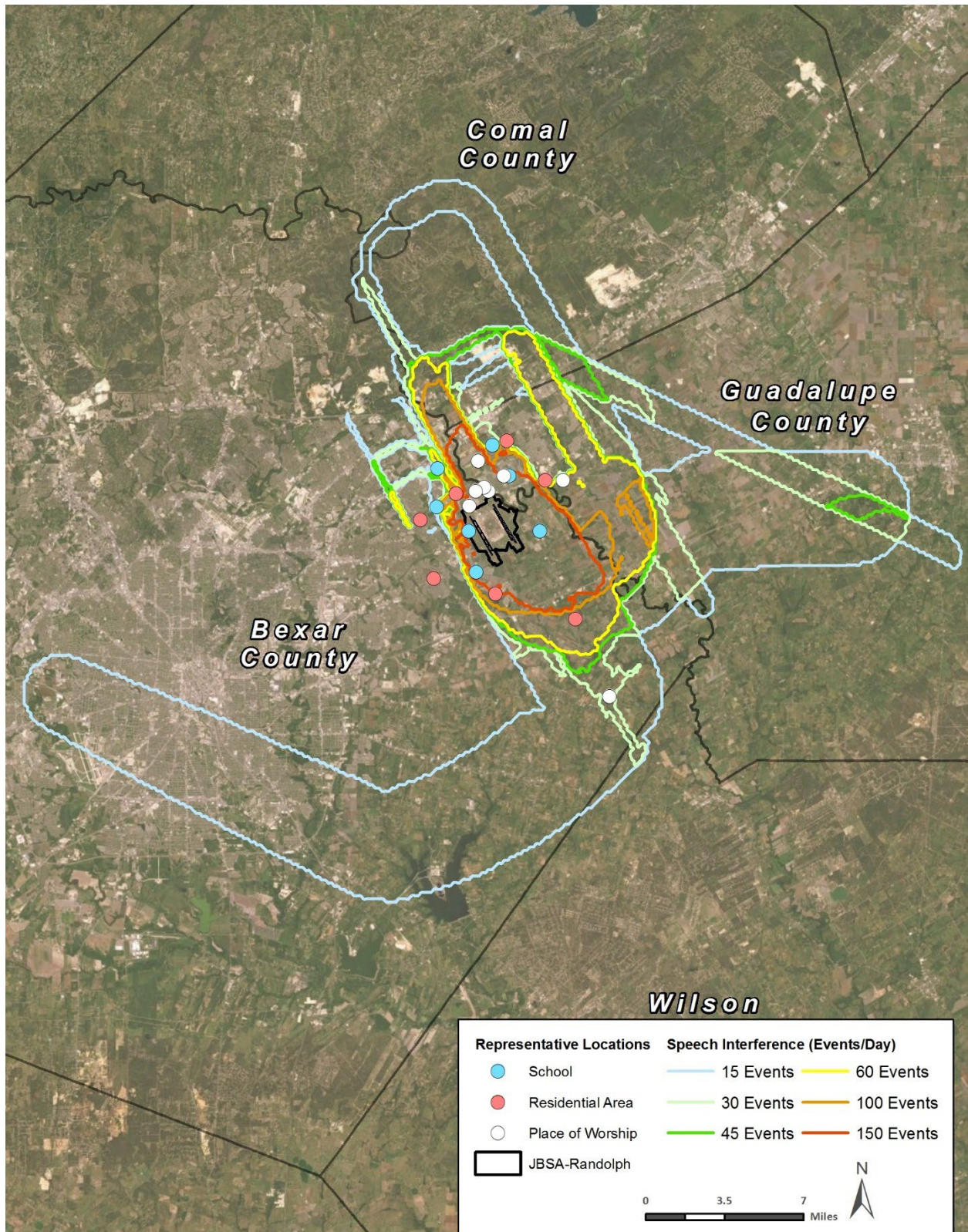
**Figure C-2. Speech Interference at JBSA-Randolph – Proposed Action**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

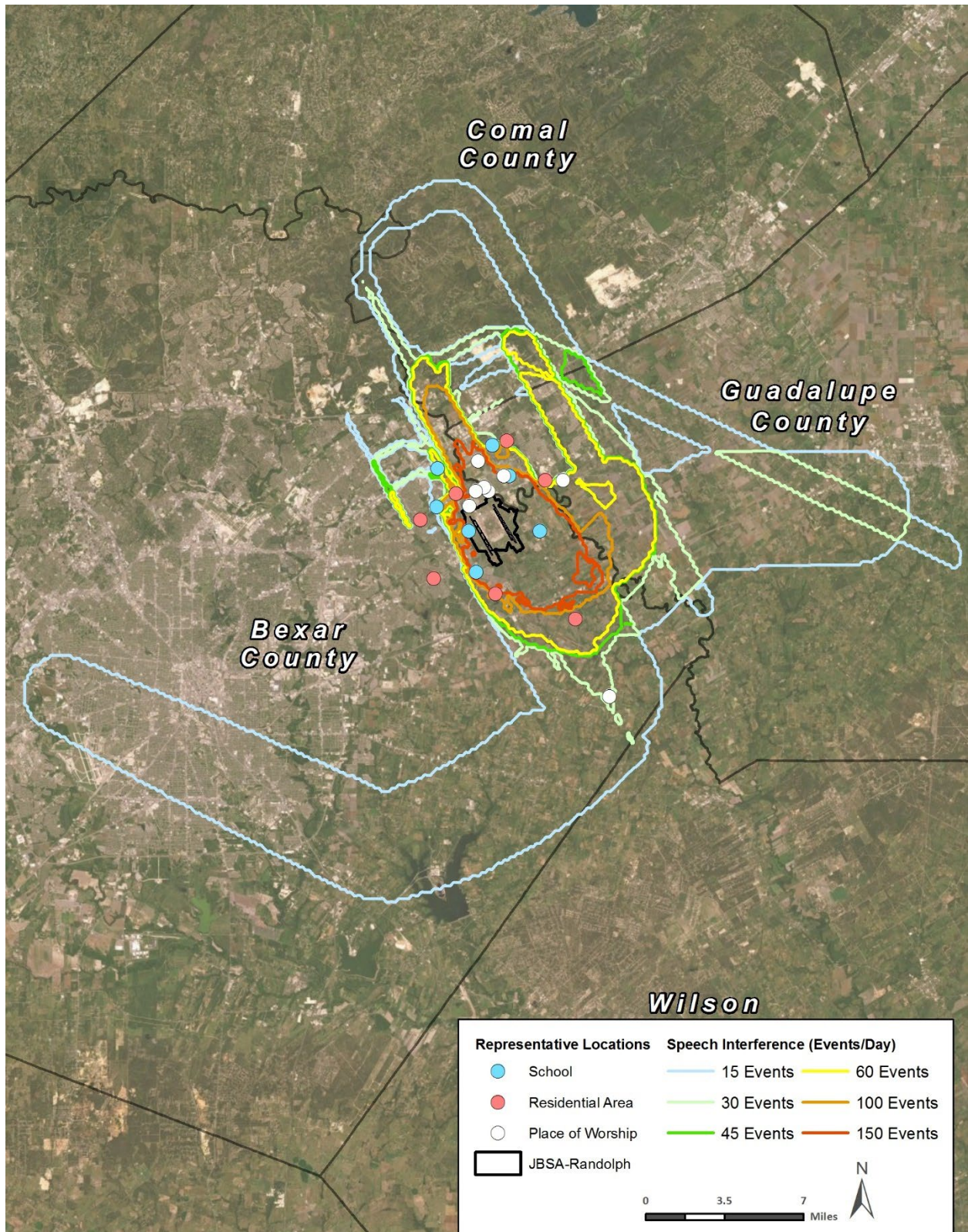
**Figure C-3. Speech Interference at JBSA-Randolph – Alternative 1**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

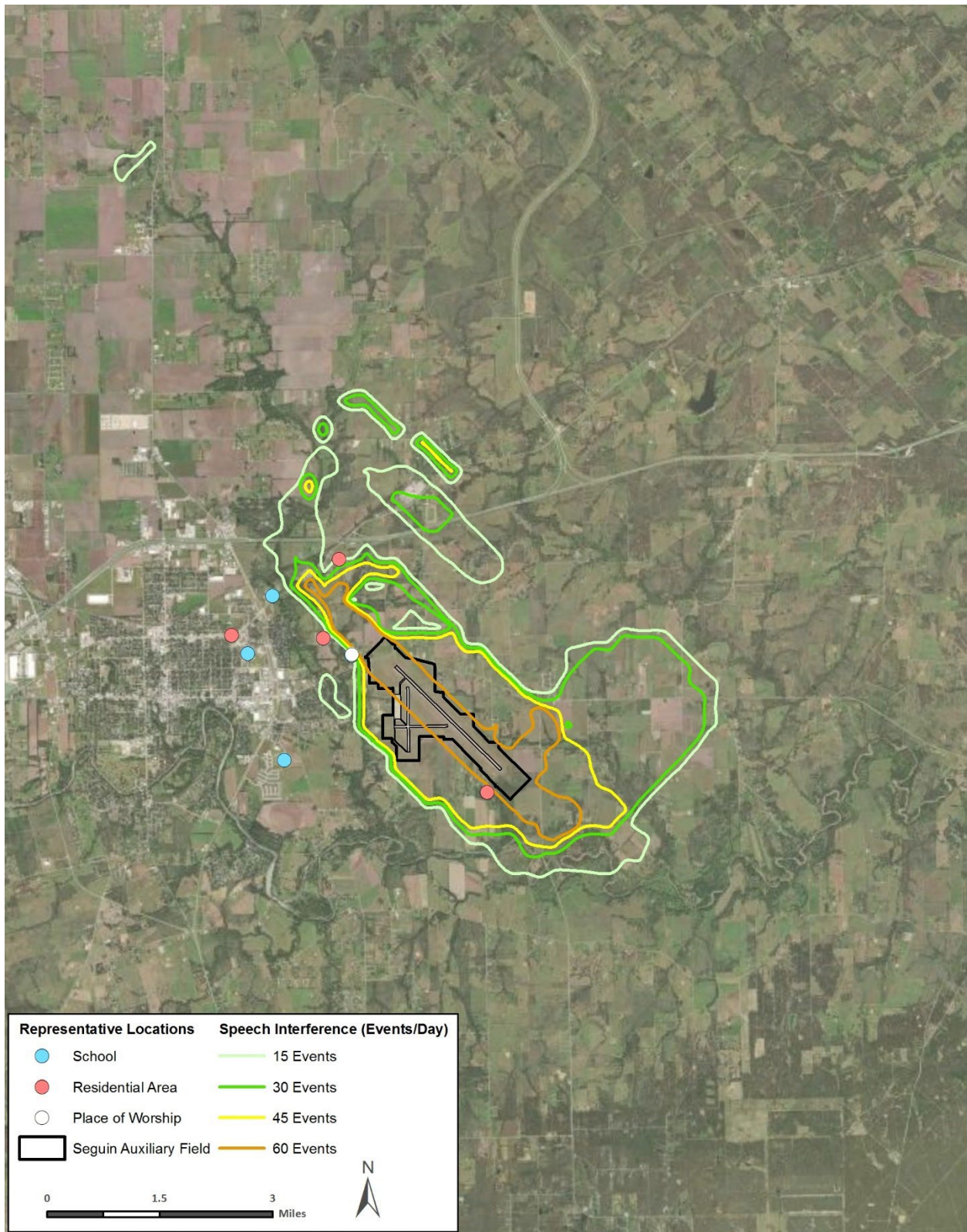
**Figure C-4. Speech Interference at JBSA-Randolph – Alternative 2**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

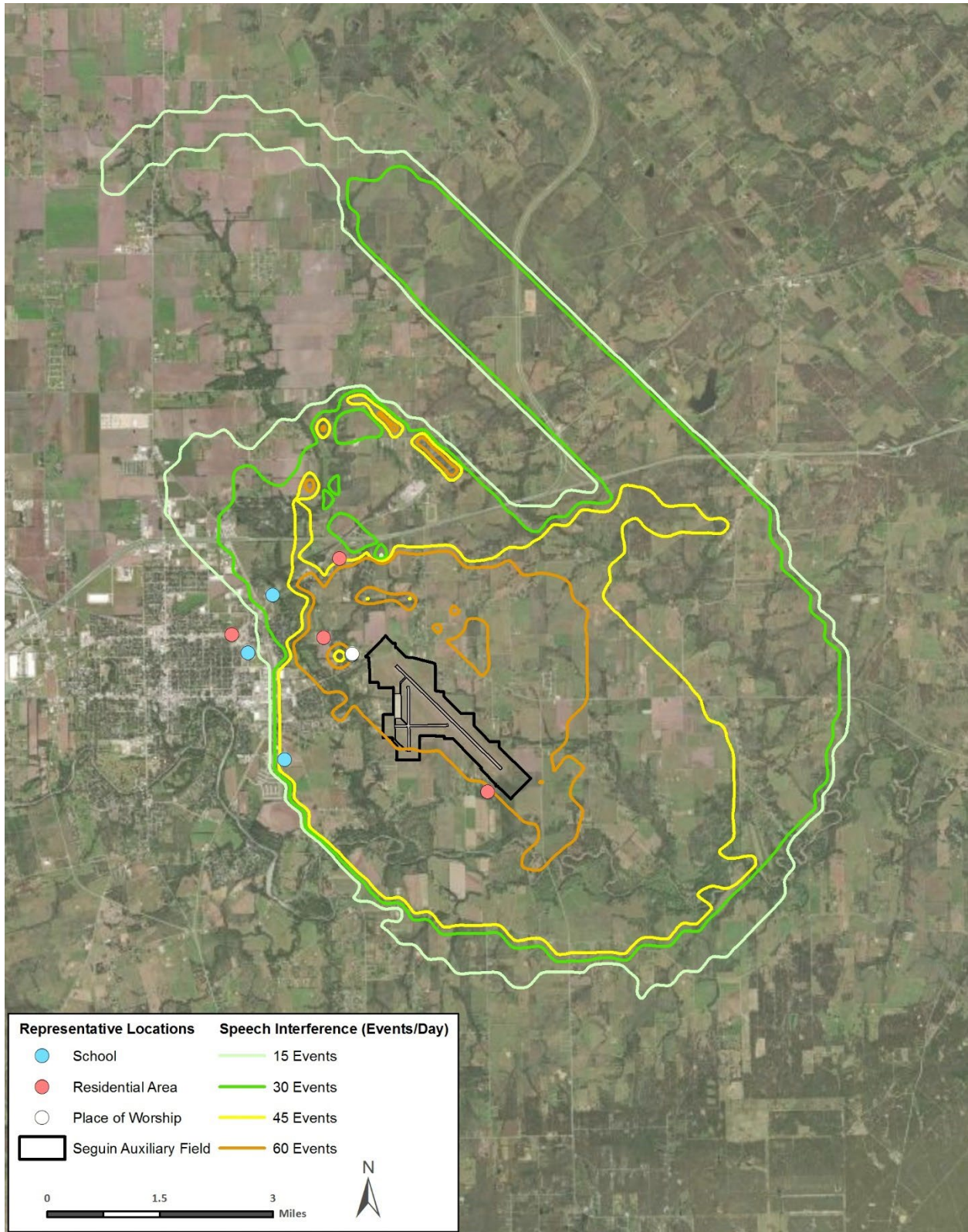
**Figure C-5. Speech Interference at JBSA-Randolph – Alternative 3**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

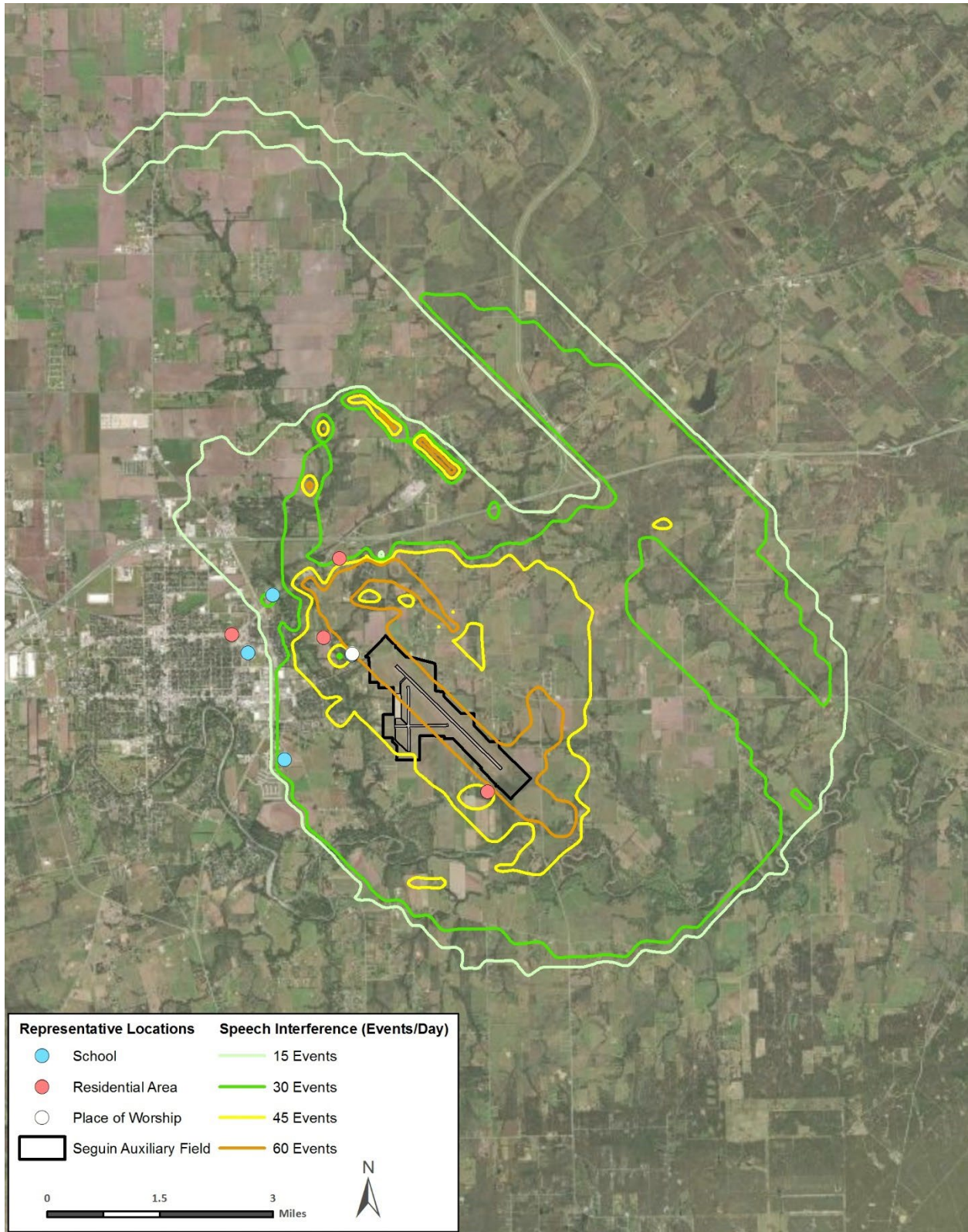
**Figure C-6. Speech Interference at Seguin AAF – Existing Conditions**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

**Figure C-7. Speech Interference at Seguin AAF – Proposed Action**

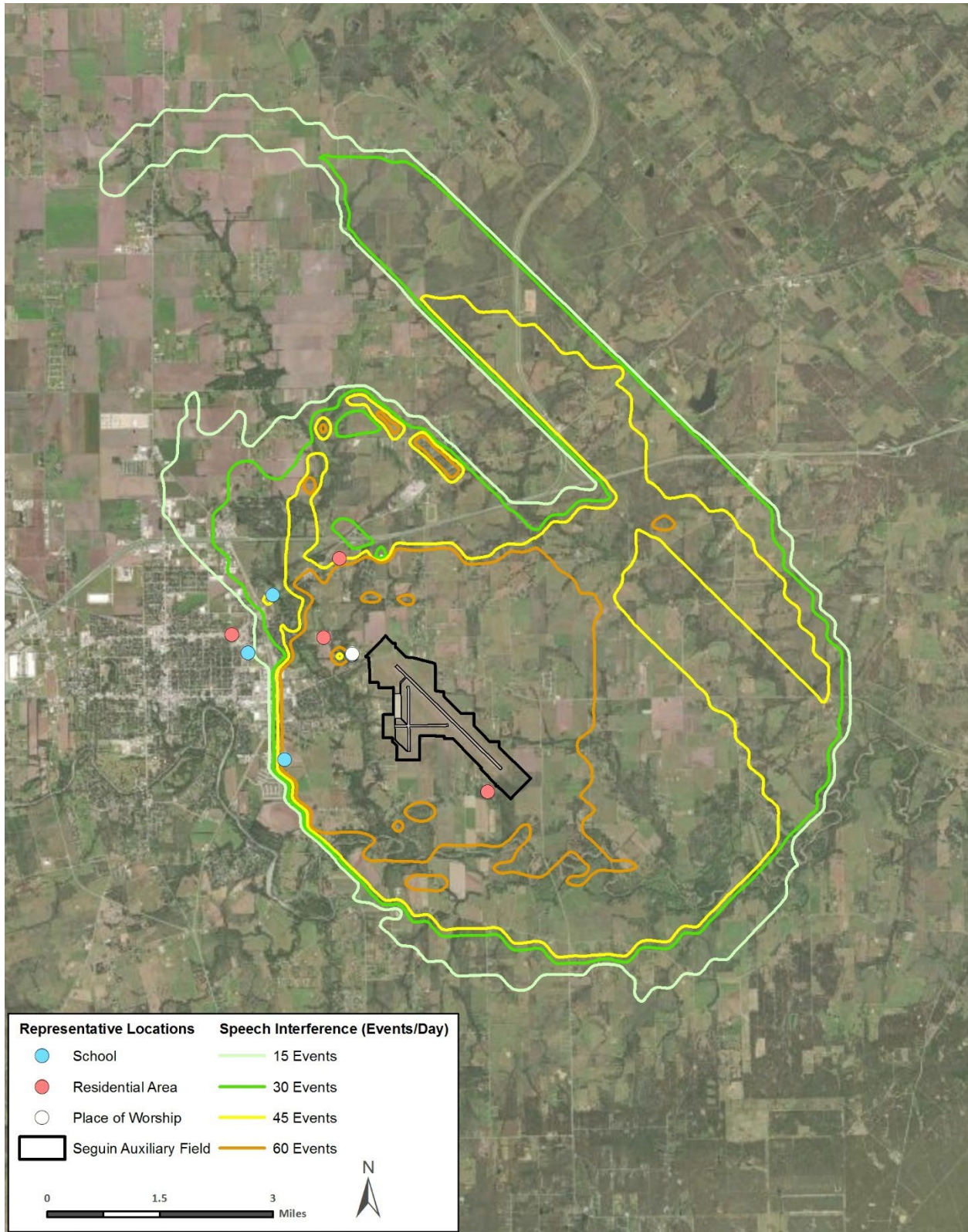


Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

**Figure C-8. Speech Interference at Seguin AAF – Alternative 1**

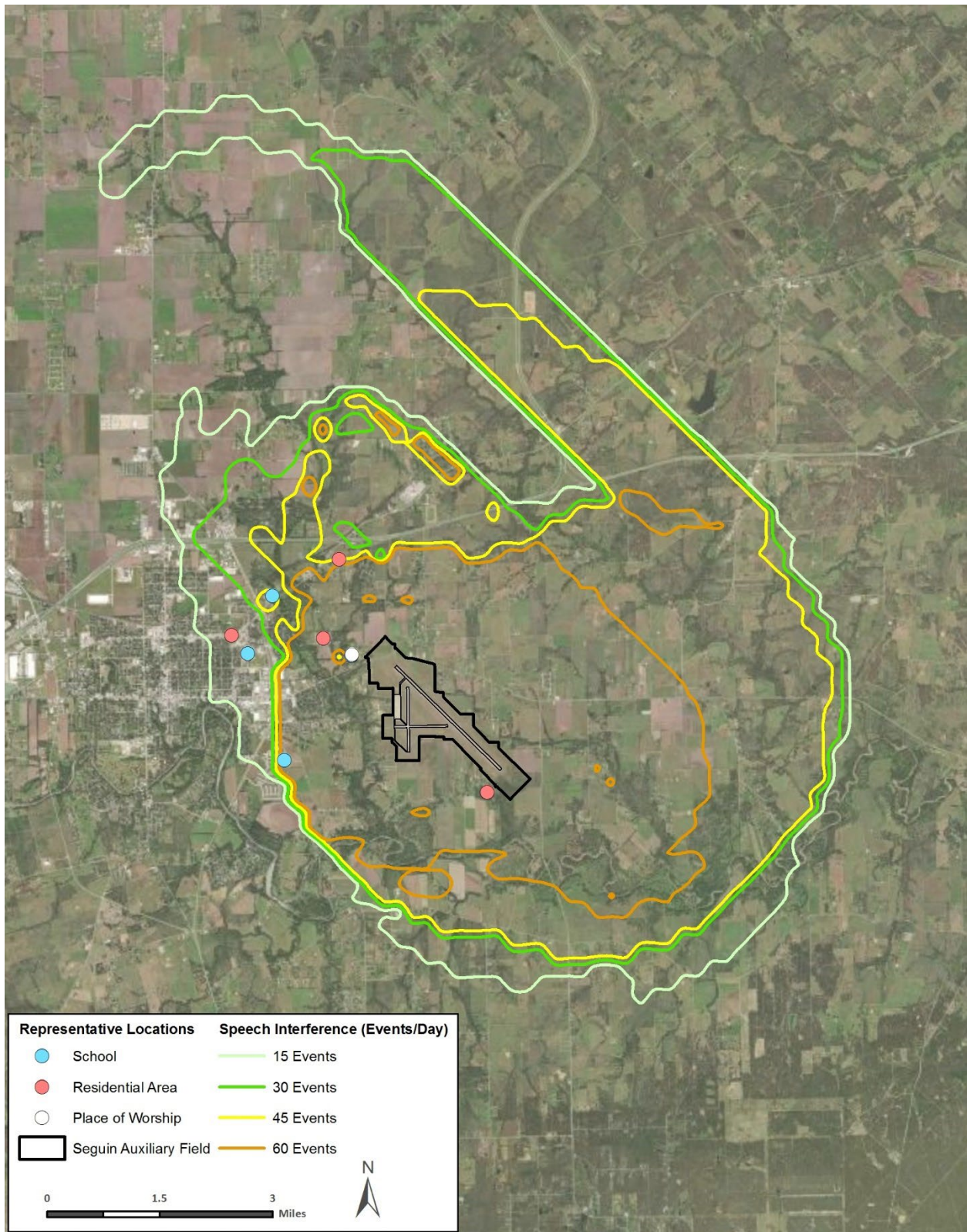




Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

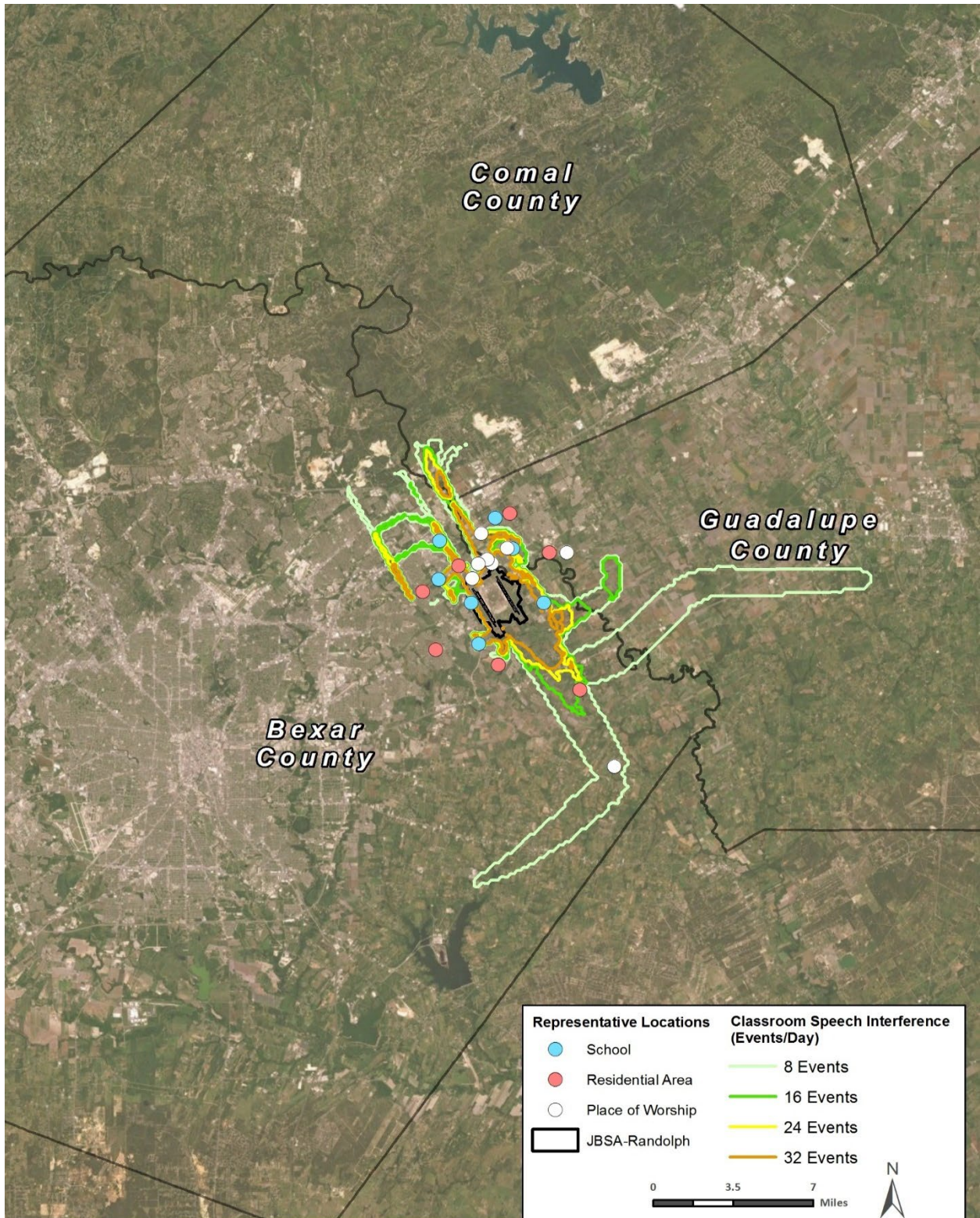
**Figure C-9. Speech Interference at Seguin AAF – Alternative 2**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

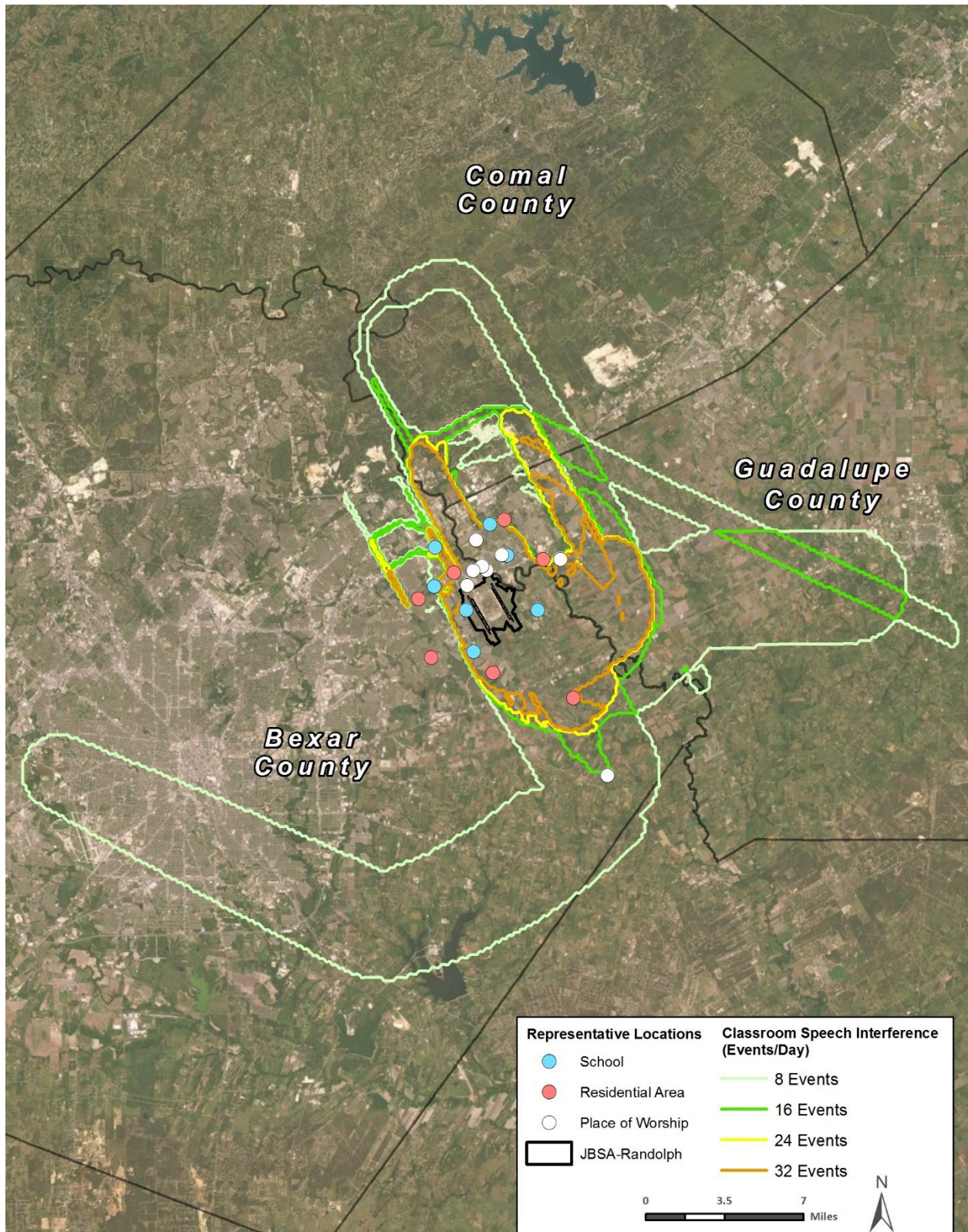
**Figure C-10. Speech Interference at Seguin AAF – Alternative 3**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

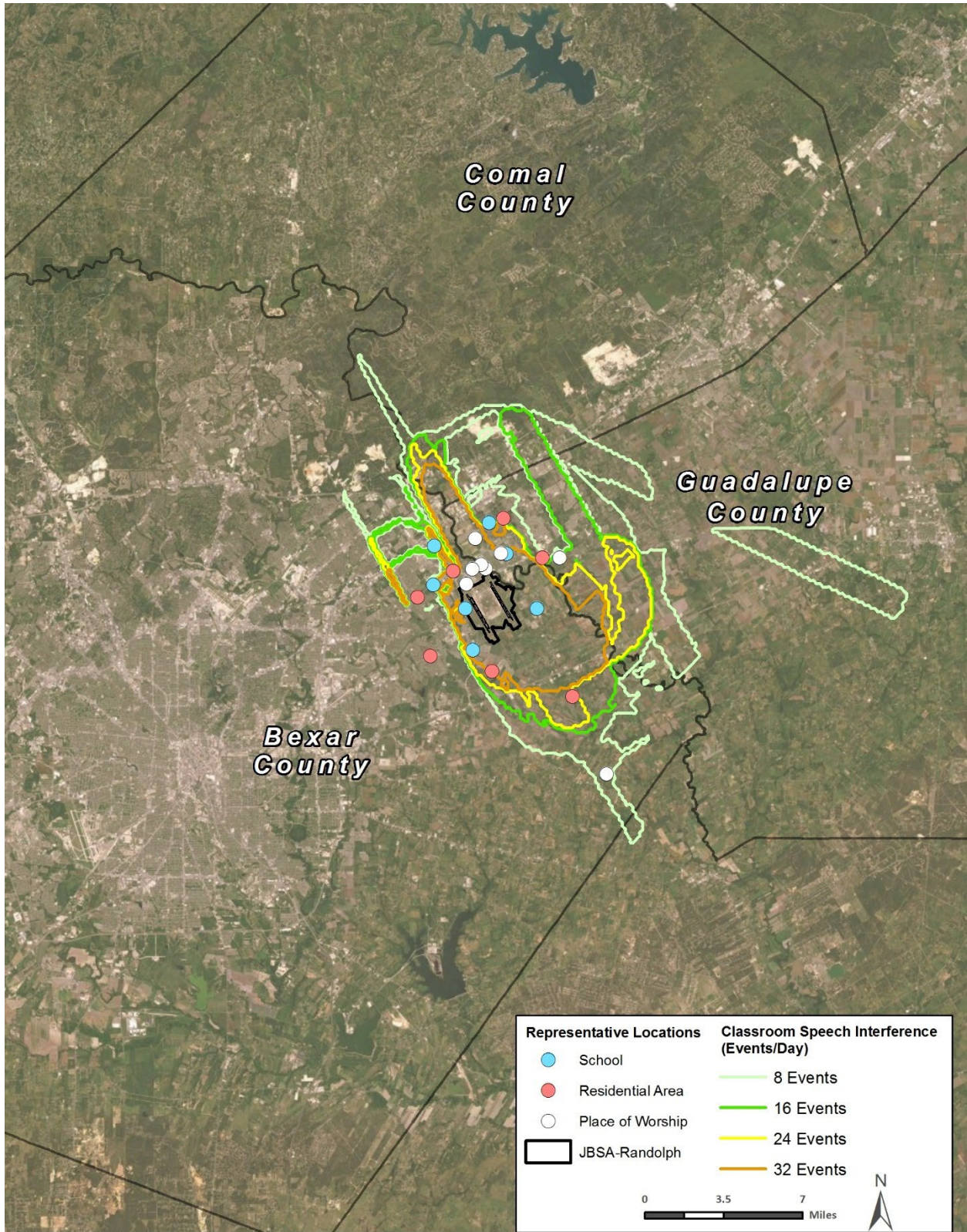
**Figure C-11. Classroom Speech Interference Events at JBSA-Randolph – Existing Conditions**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

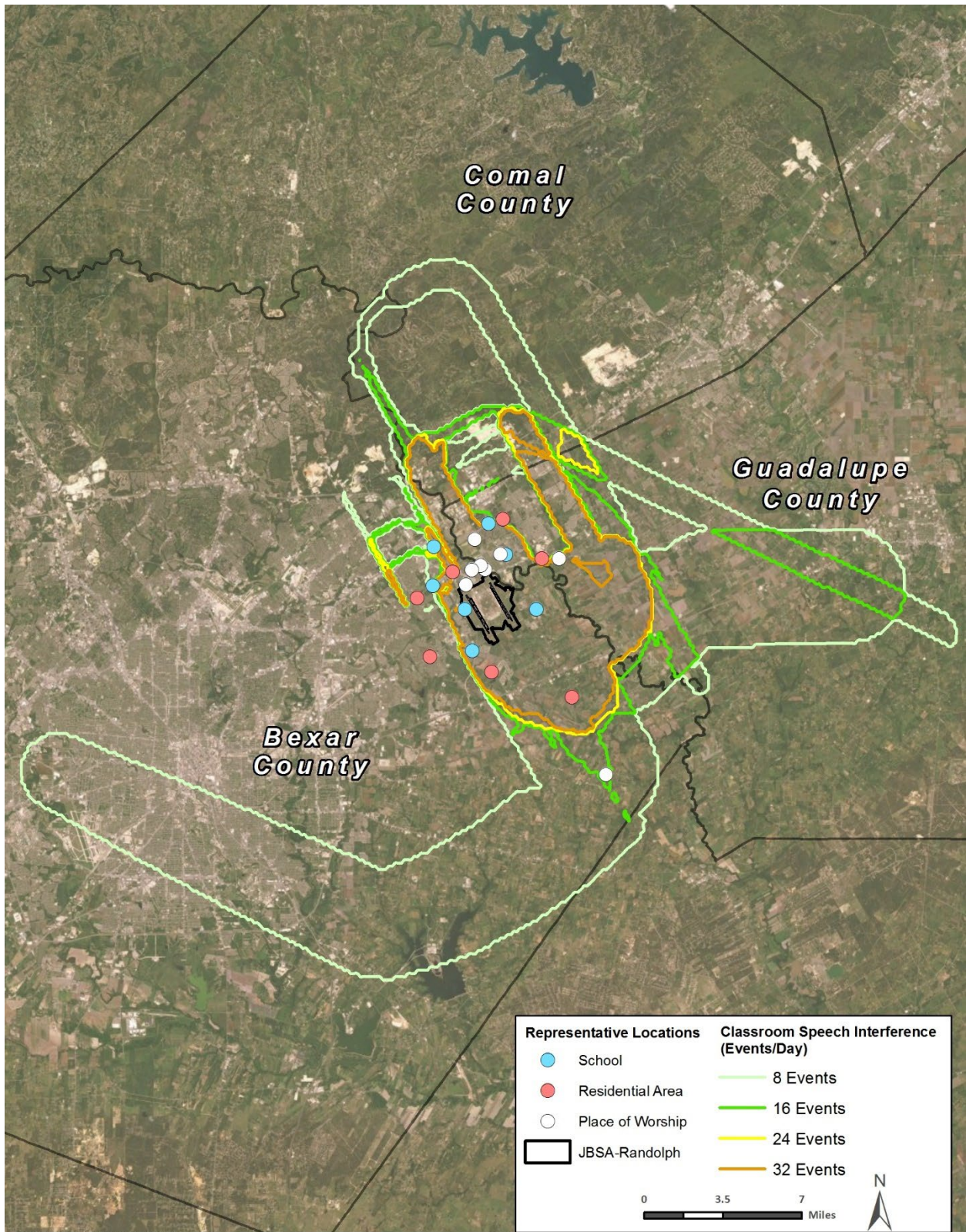
**Figure C-12. Classroom Speech Interference Events at JBSA-Randolph – Proposed Action**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

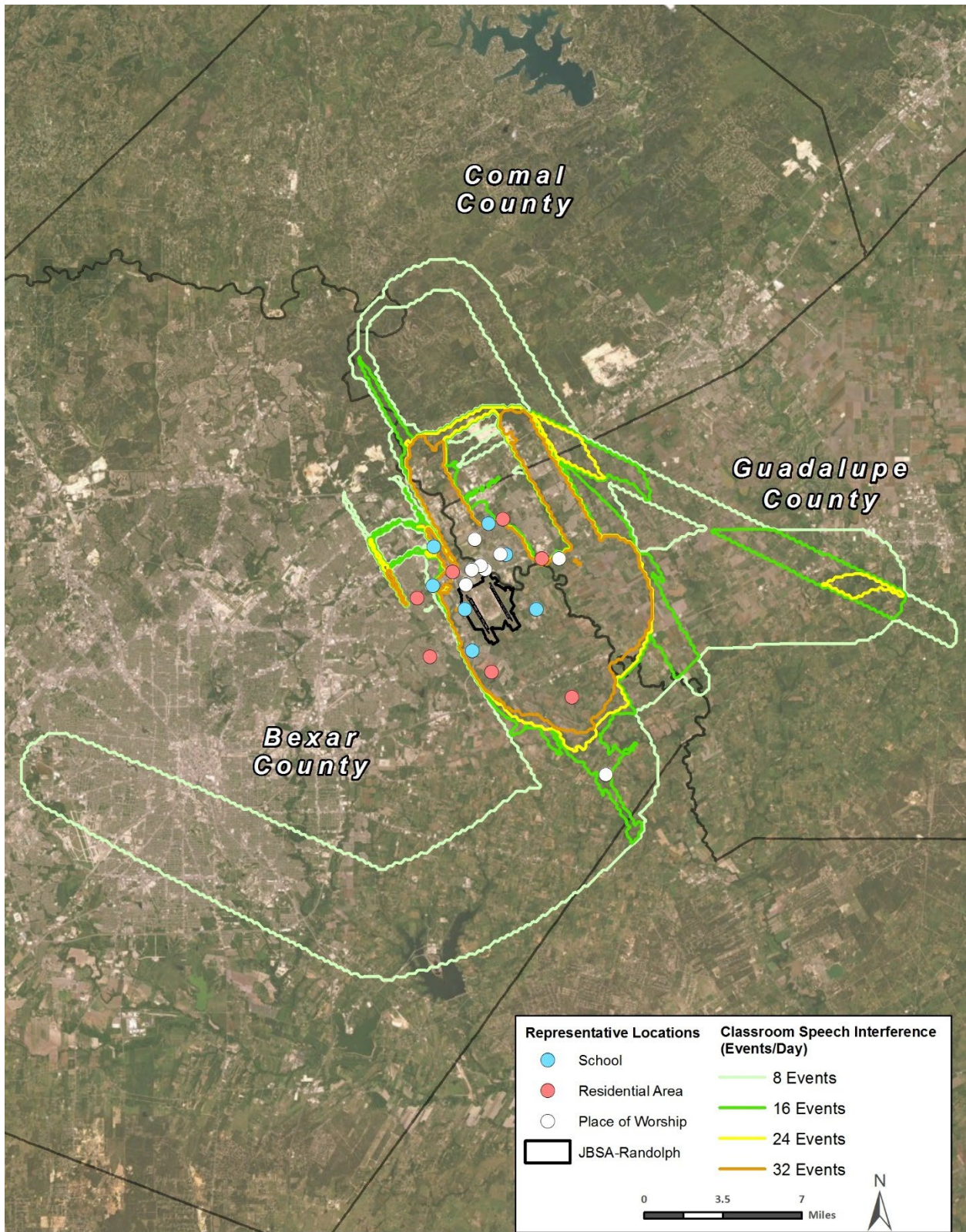
**Figure C-13. Classroom Speech Interference Events at JBSA-Randolph – Alternative 1**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

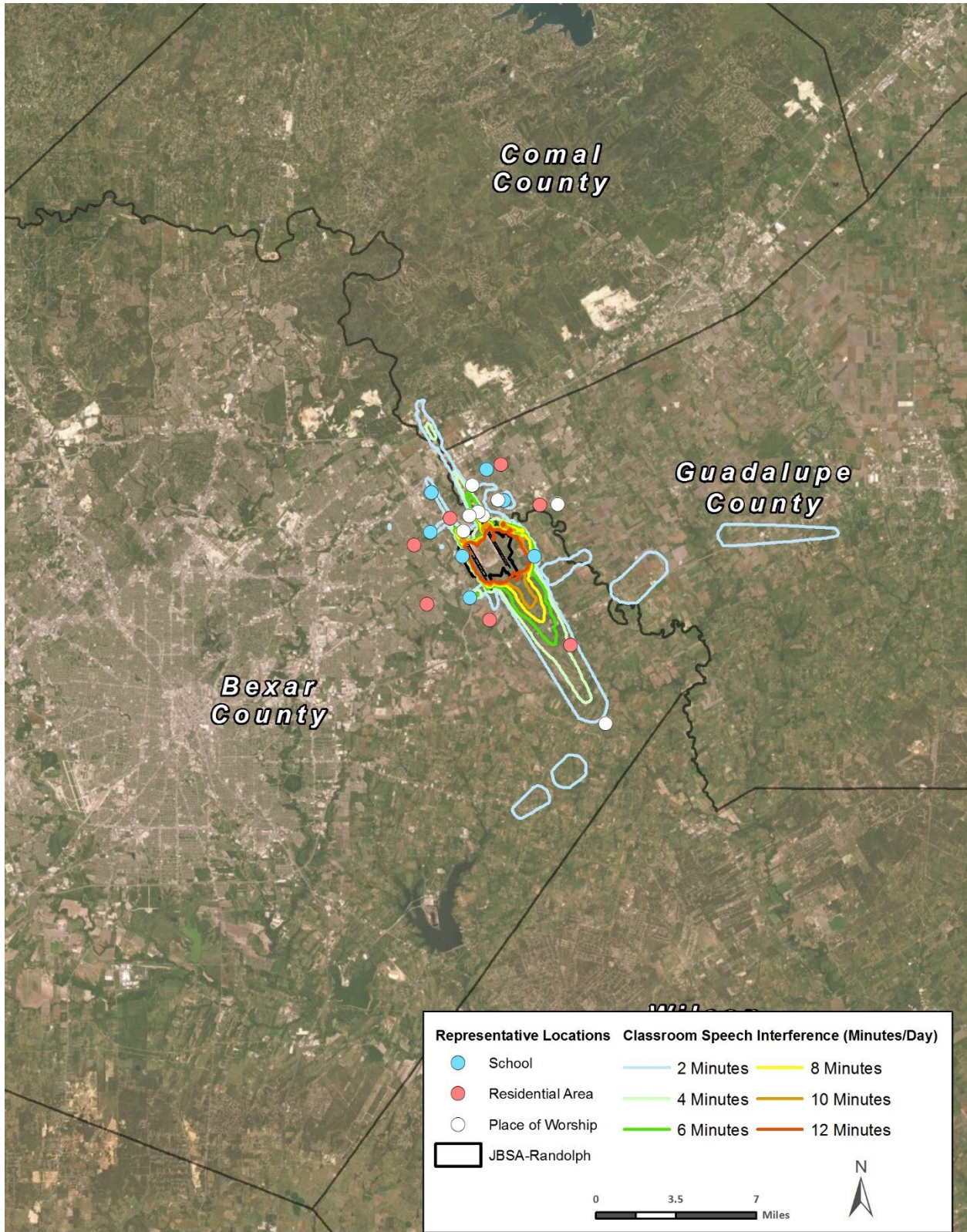
**Figure C-14. Classroom Speech Interference Events at JBSA-Randolph – Alternative 2**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

**Figure C-15. Classroom Speech Interference Events at JBSA-Randolph – Alternative 3**

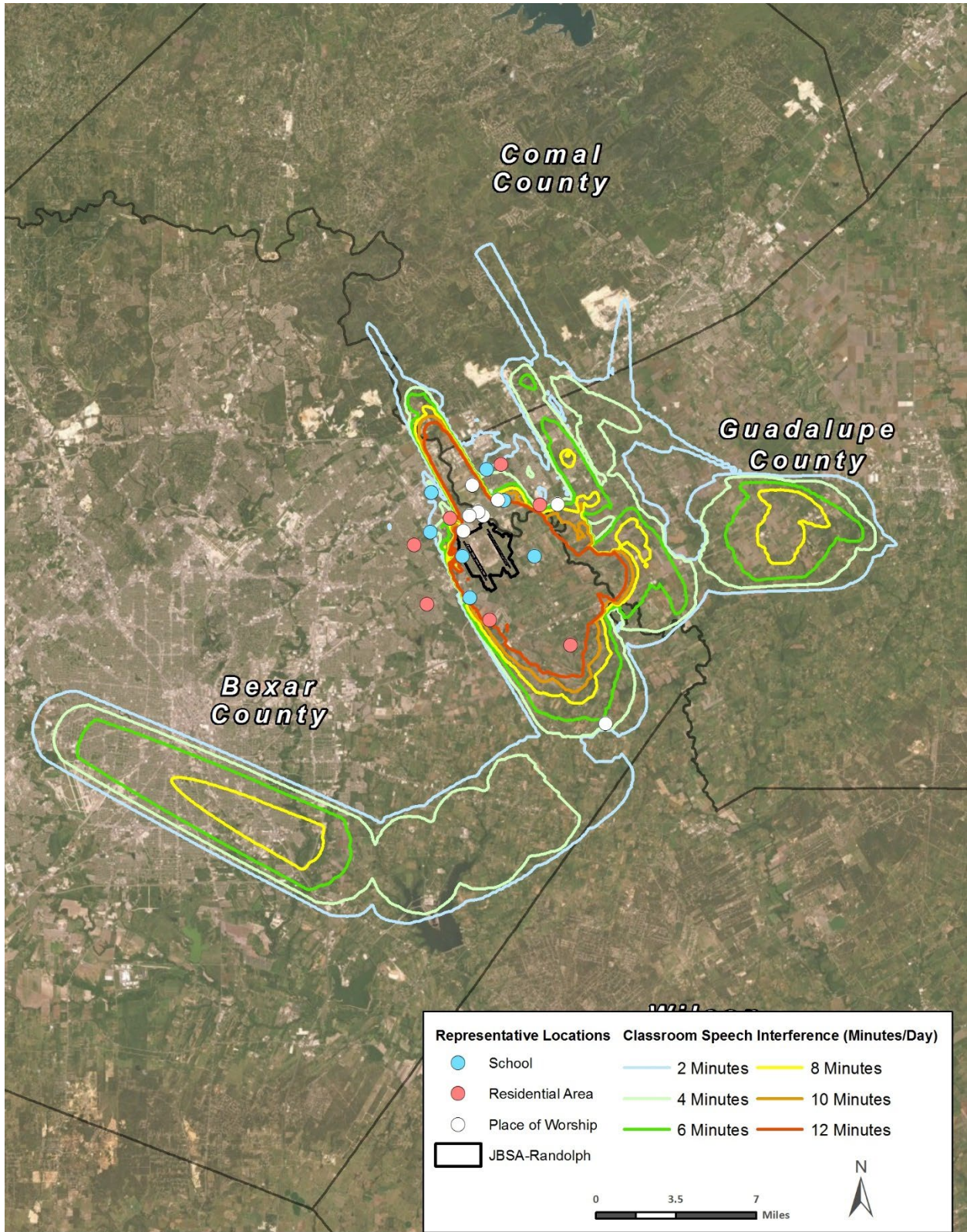


Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

**Figure C-16. Classroom Speech Interference Time at JBSA-Randolph – Existing Conditions**

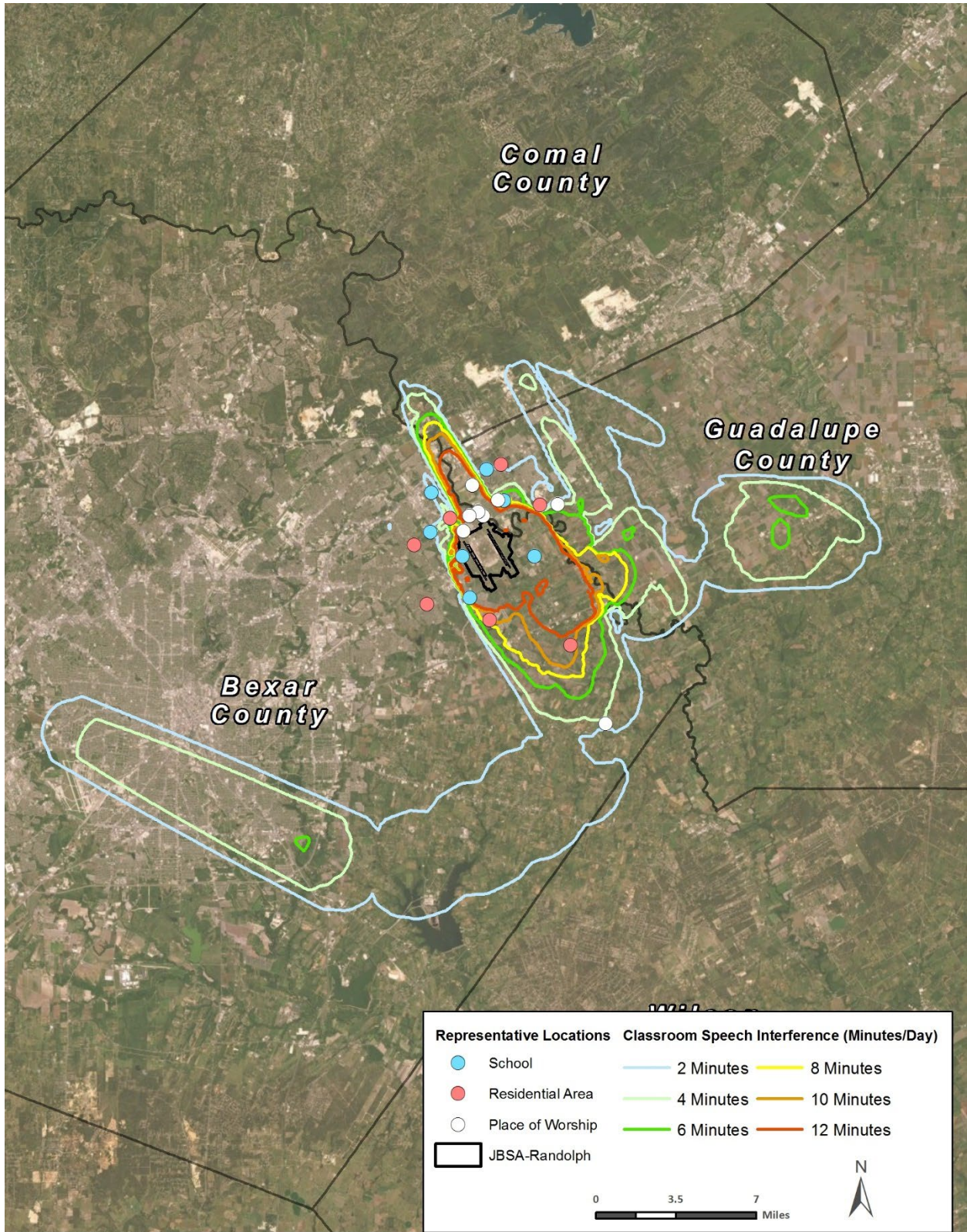




Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

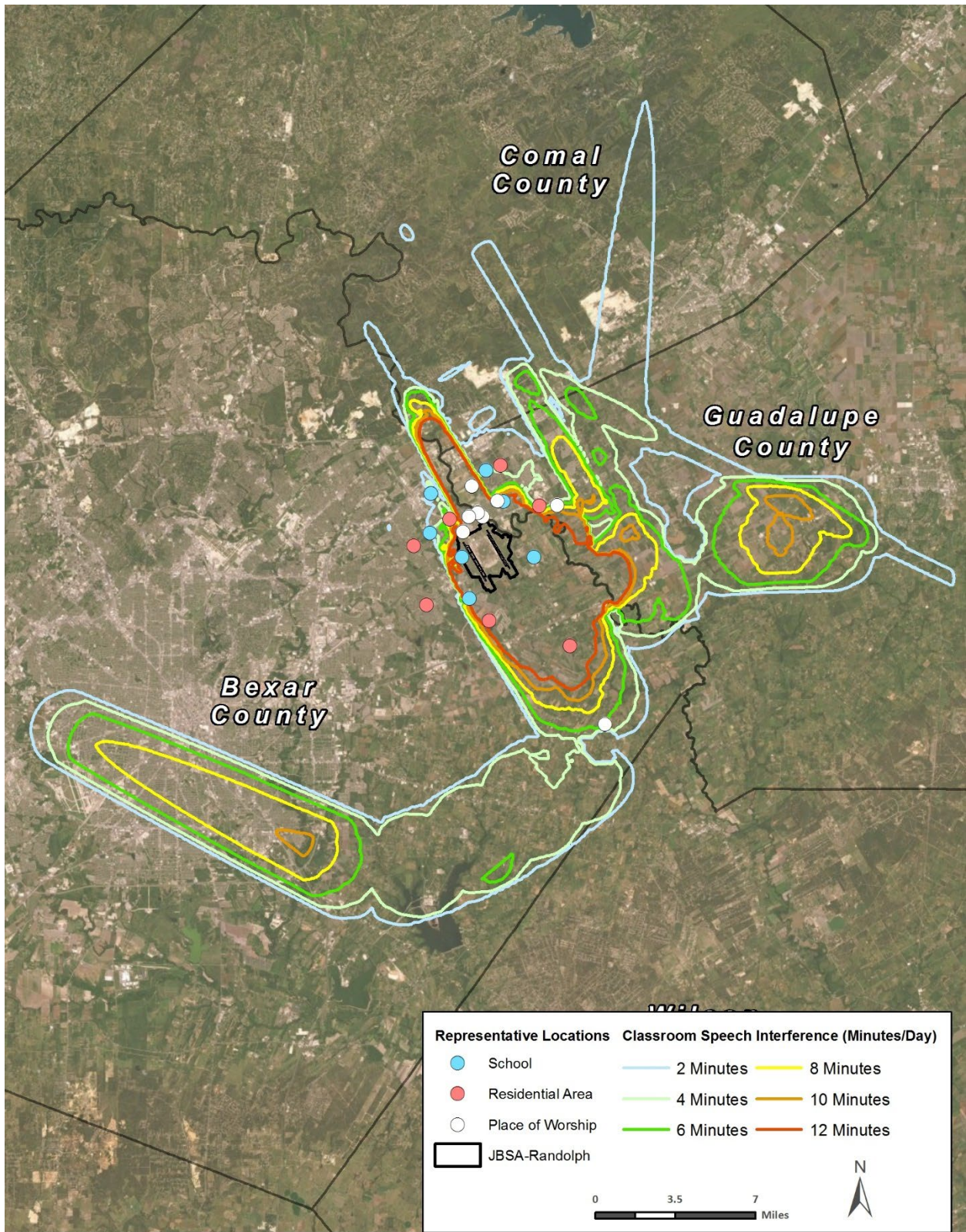
**Figure C-17. Classroom Speech Interference Time at JBSA-Randolph – Proposed Action**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

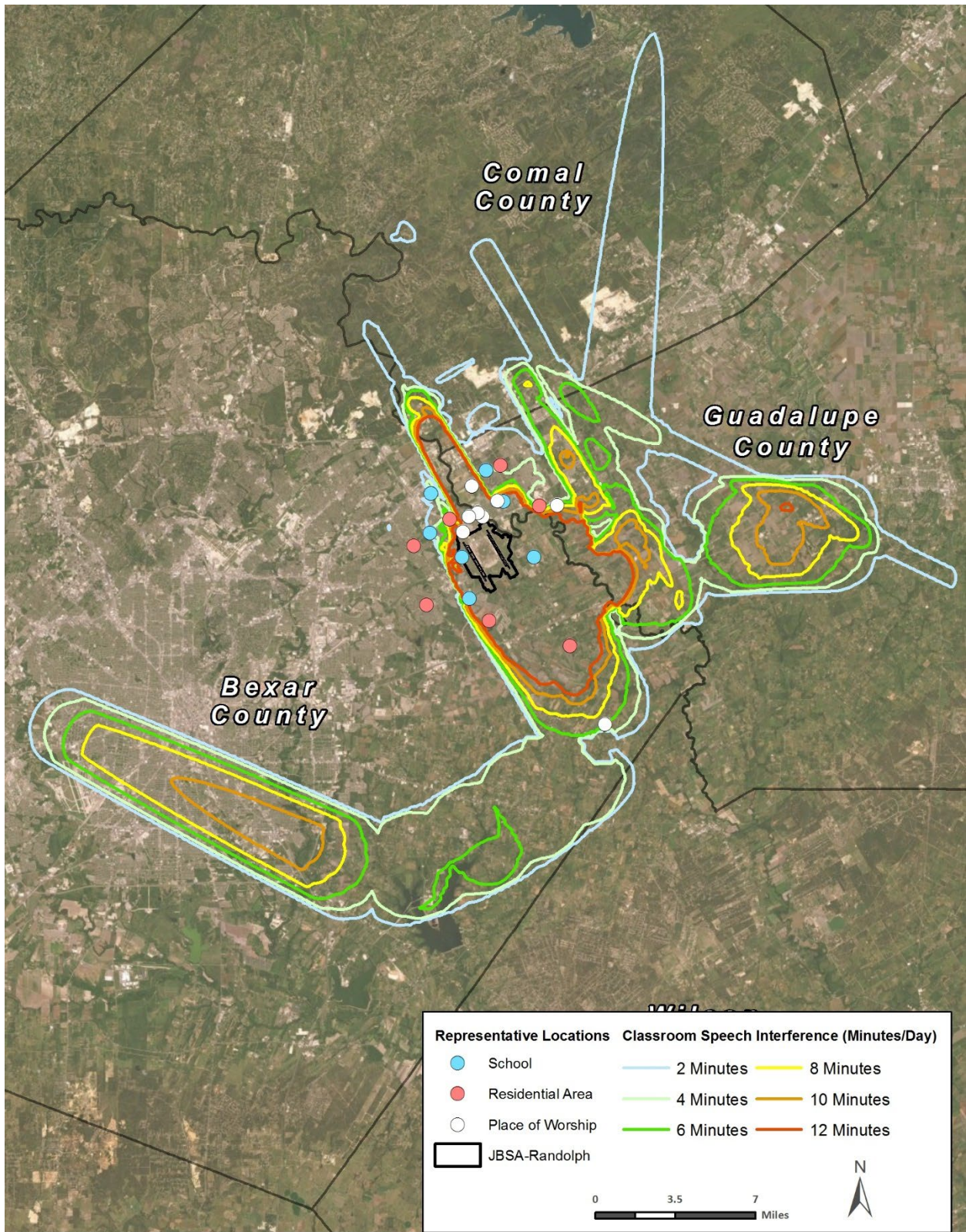
**Figure C-18. Classroom Speech Interference Time at JBSA-Randolph – Alternative 1**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

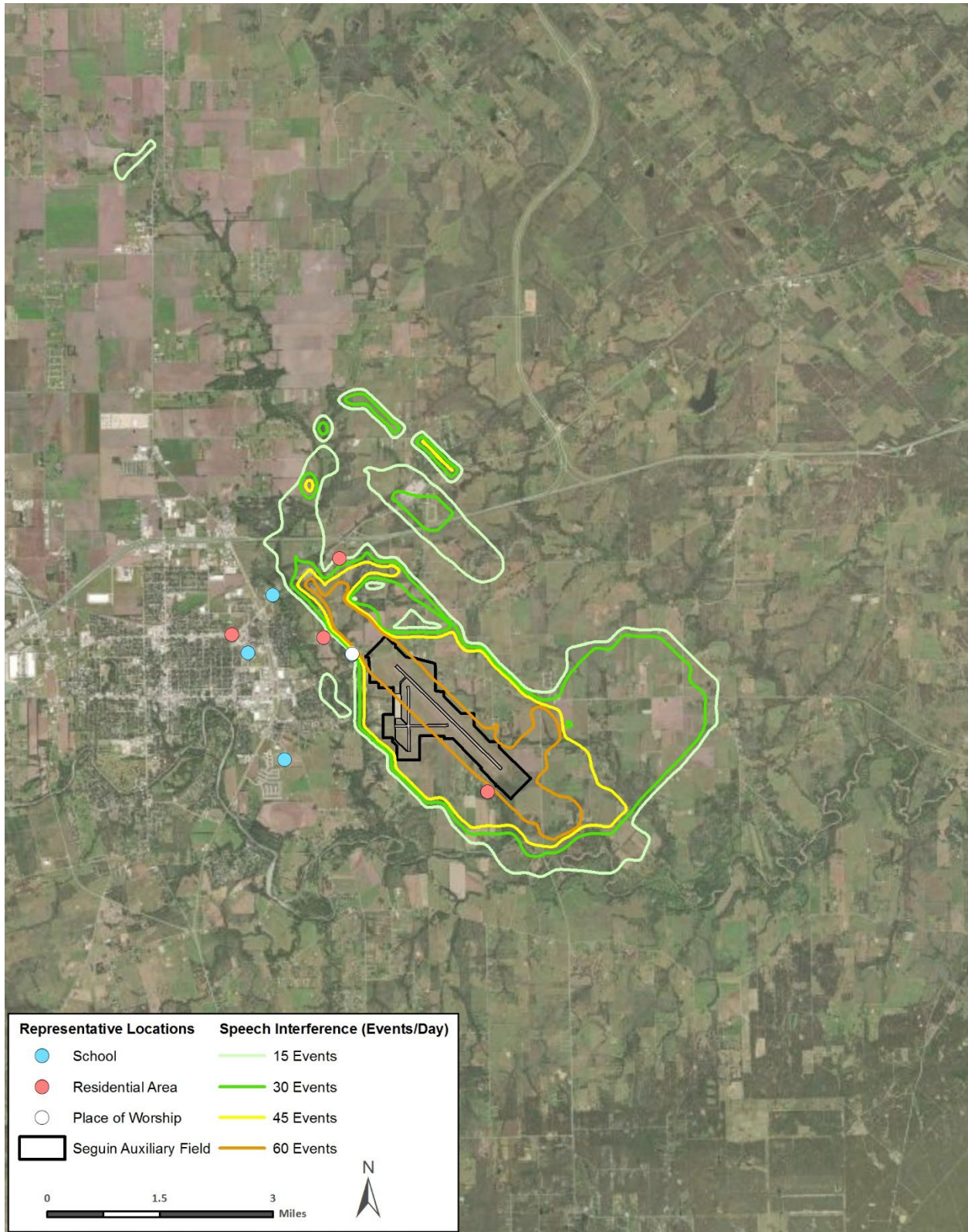
**Figure C-19. Classroom Speech Interference Time at JBSA-Randolph – Alternative 2**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

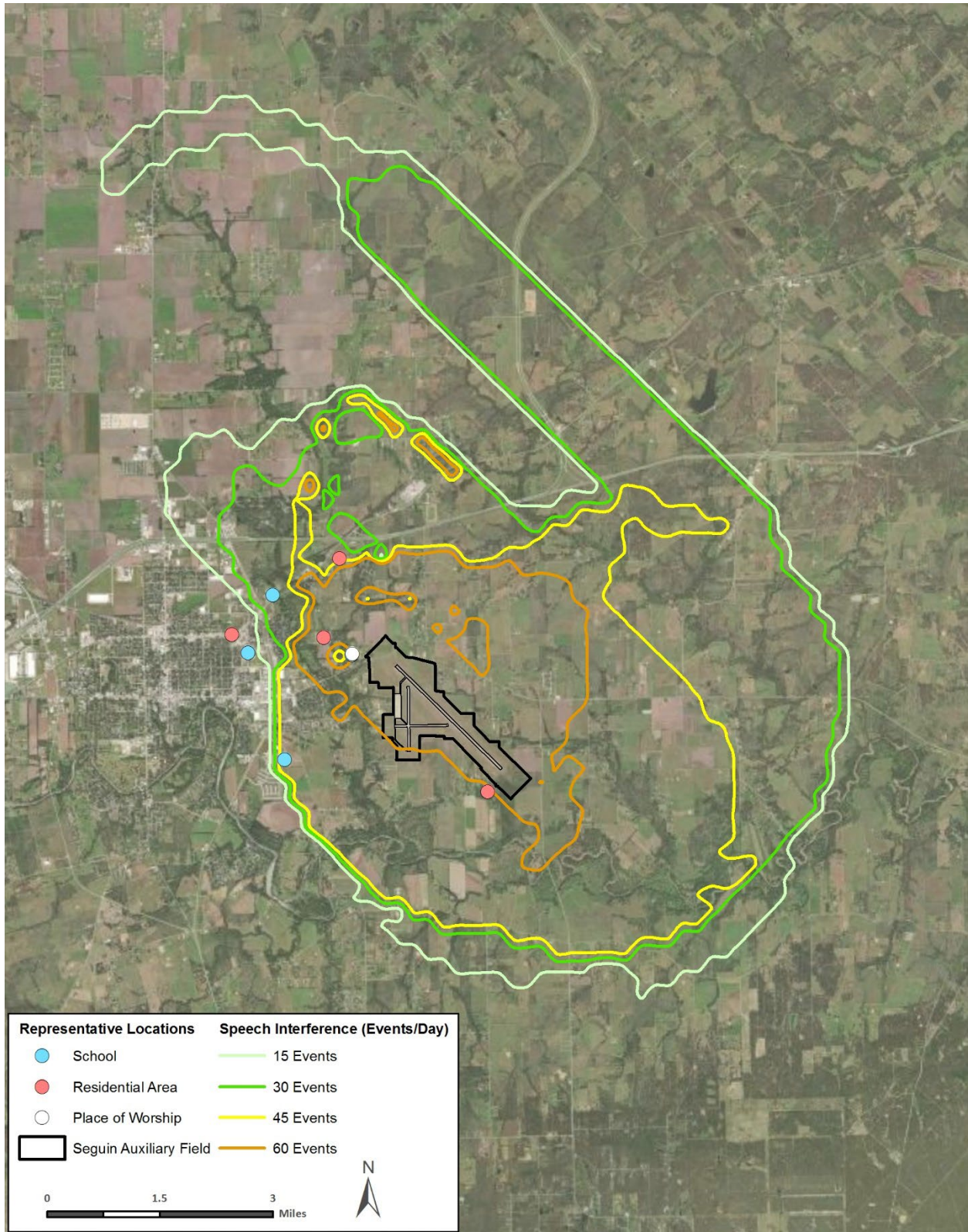
**Figure C-20. Classroom Speech Interference Time at JBSA-Randolph – Alternative 3**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

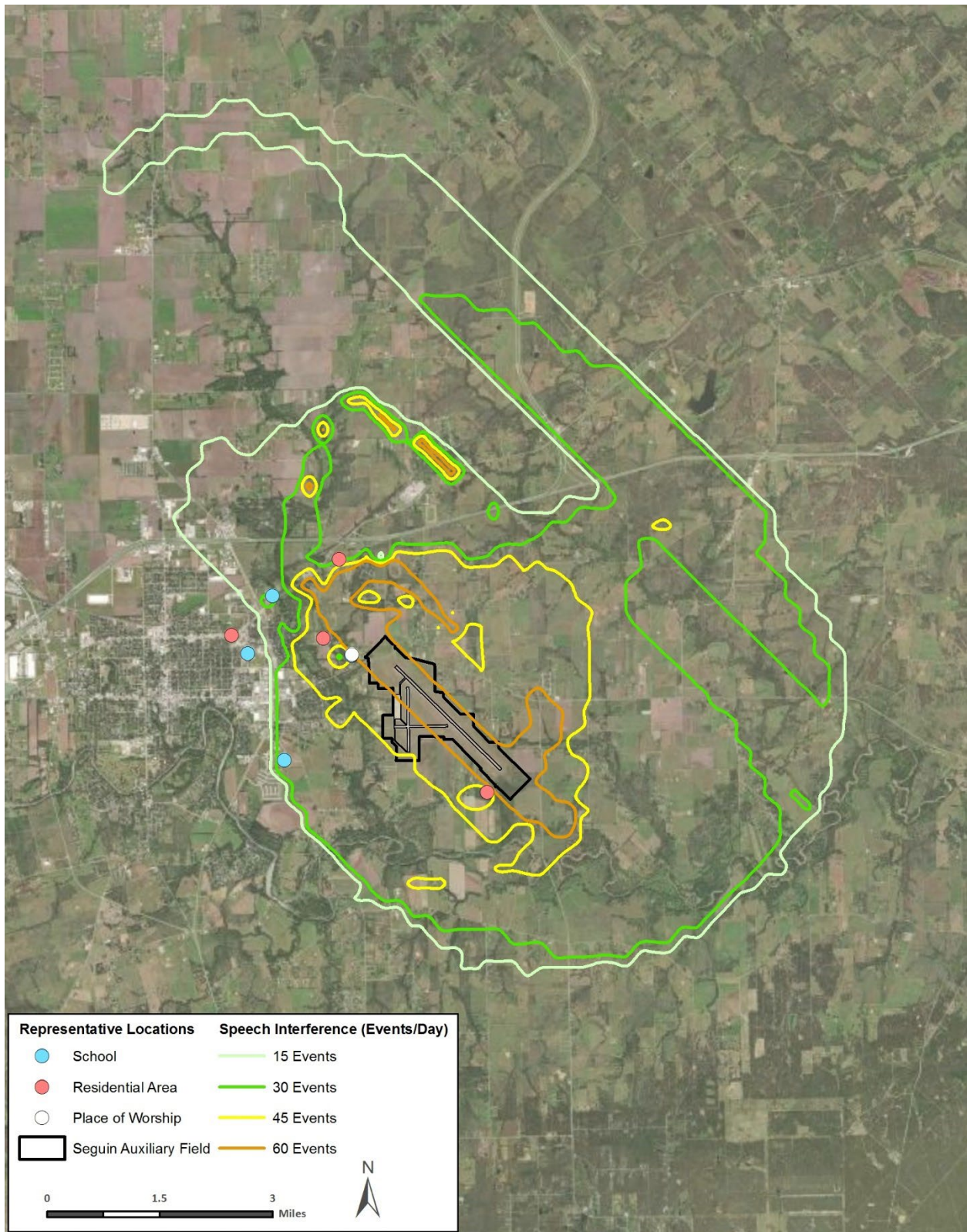
**Figure C-21. Classroom Speech Interference Events at Seguin AAF – Existing Conditions**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

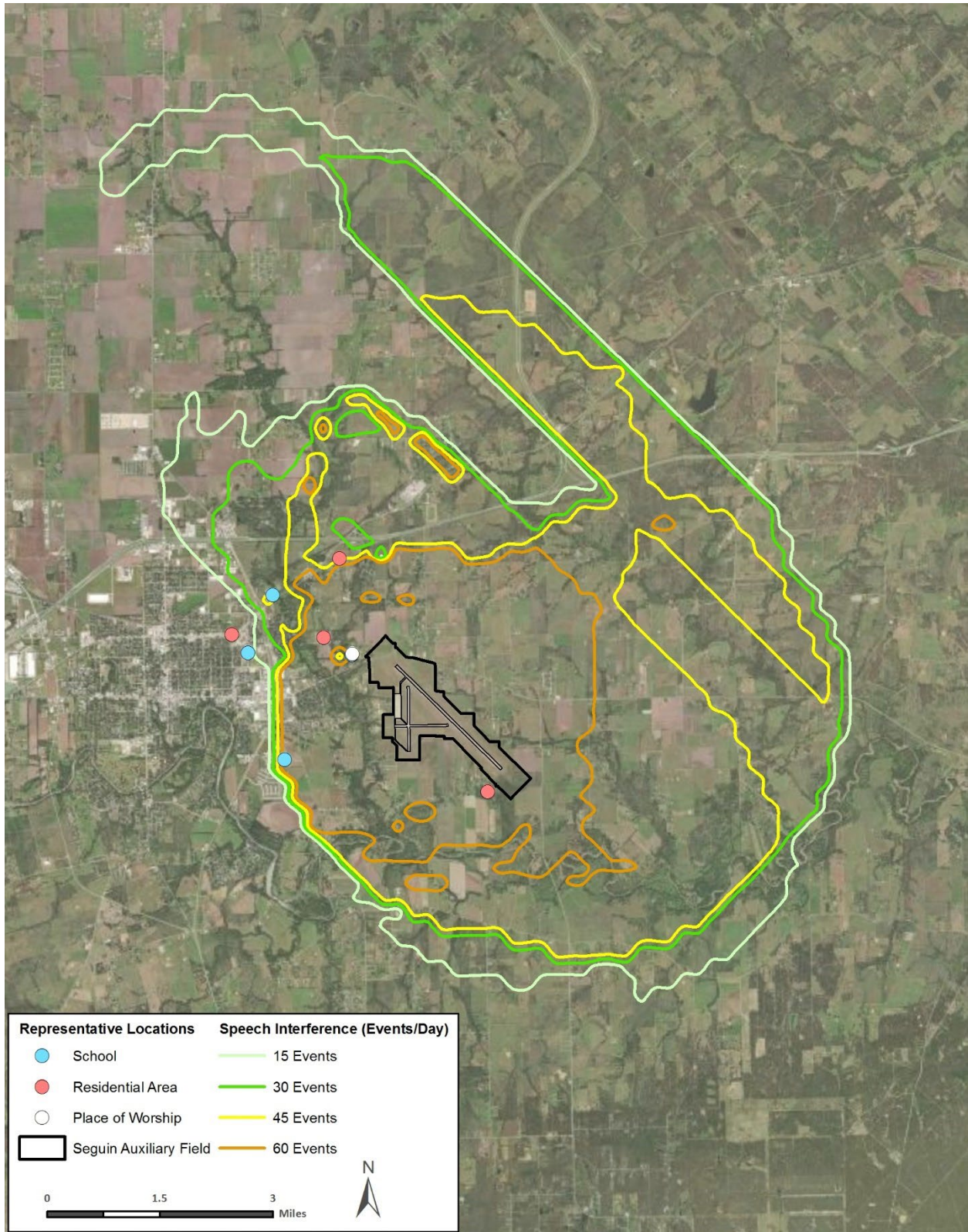
**Figure C-22. Classroom Speech Interference Events at Seguin AAF – Proposed Action**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

**Figure C-23. Classroom Speech Interference Events at Seguin AAF – Alternative 1**

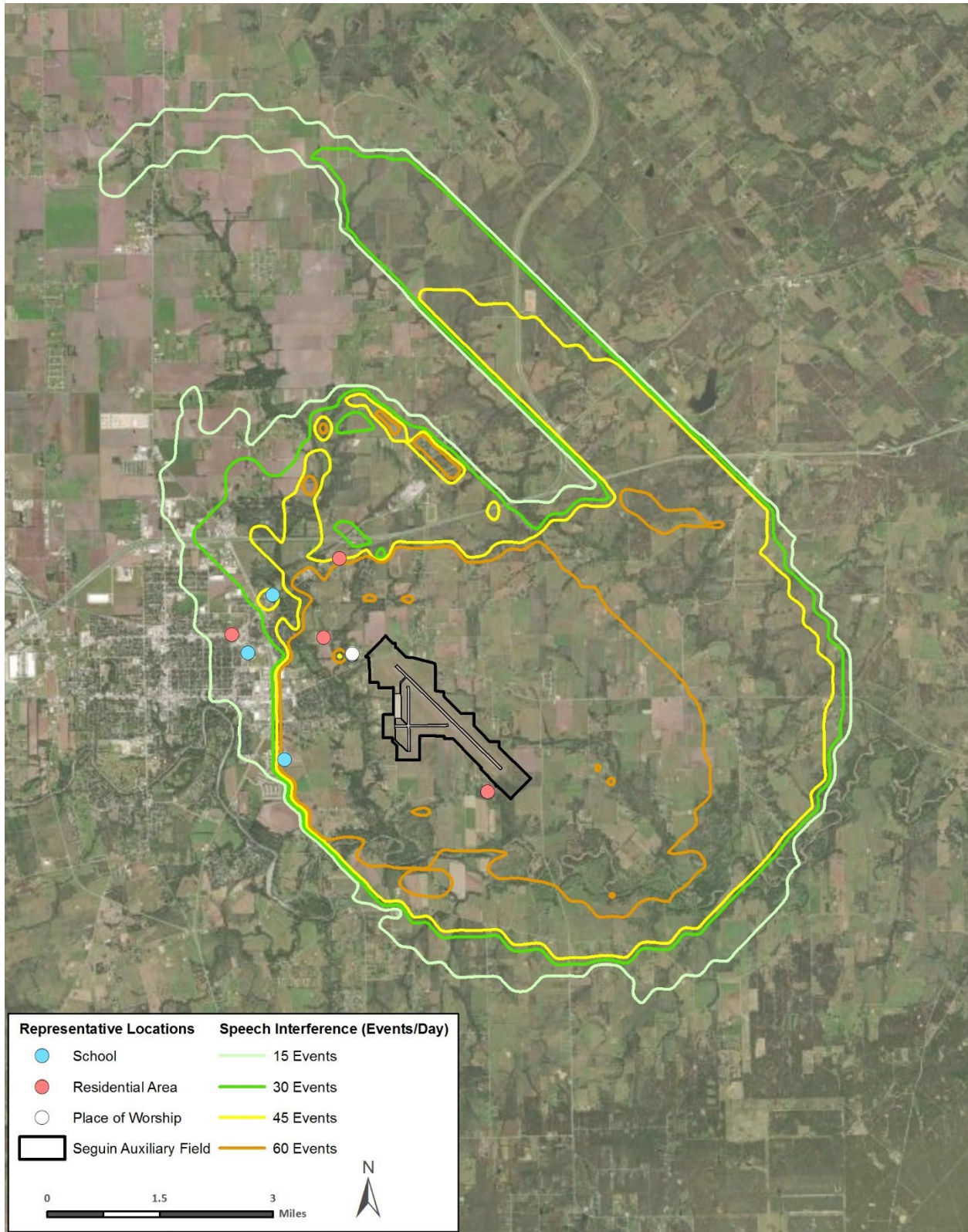


Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

**Figure C-24. Classroom Speech Interference Events at Seguin AAF – Alternative 2**

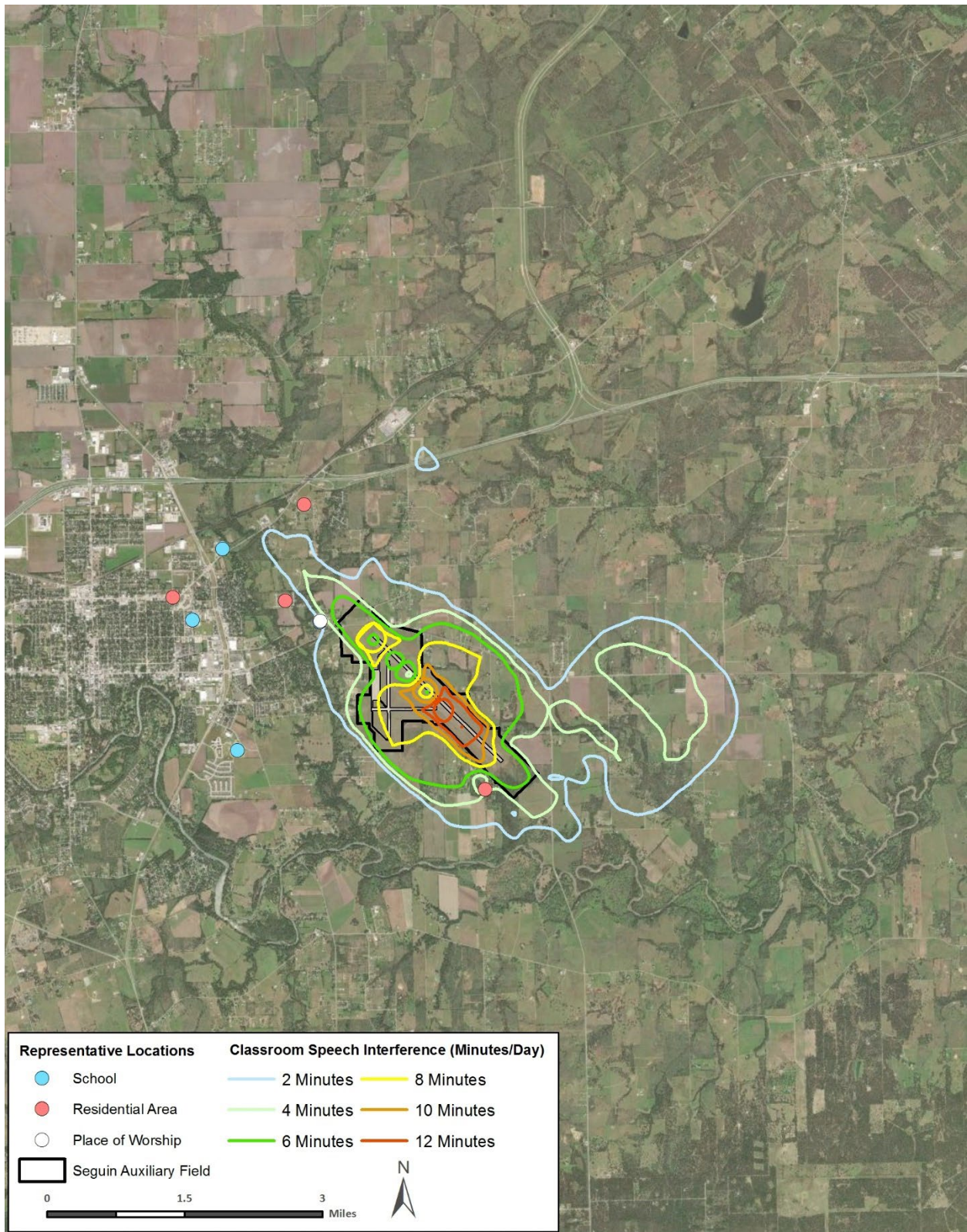




Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2009a

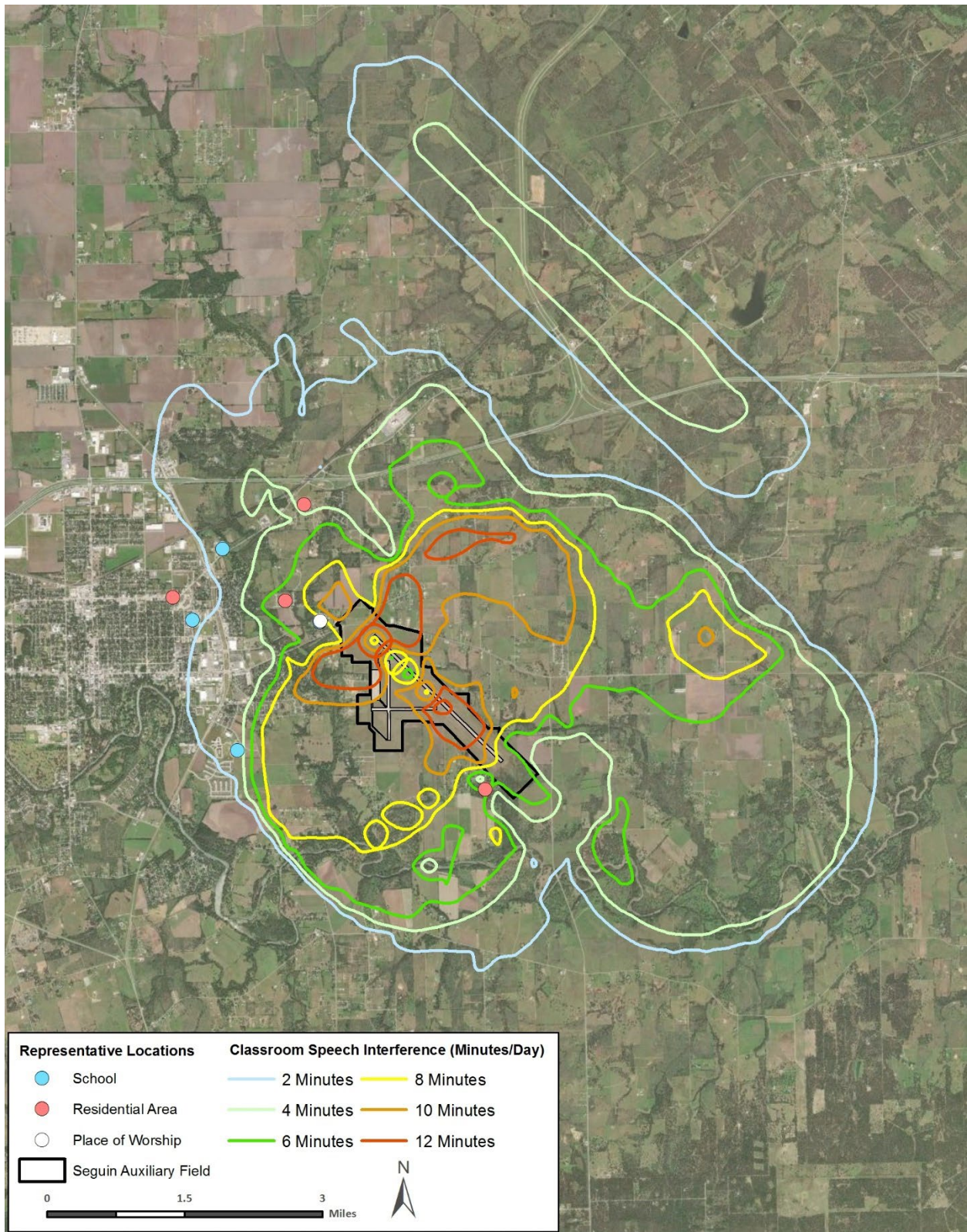
**Figure C-25. Classroom Speech Interference Events at Seguin AAF – Alternative 3**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

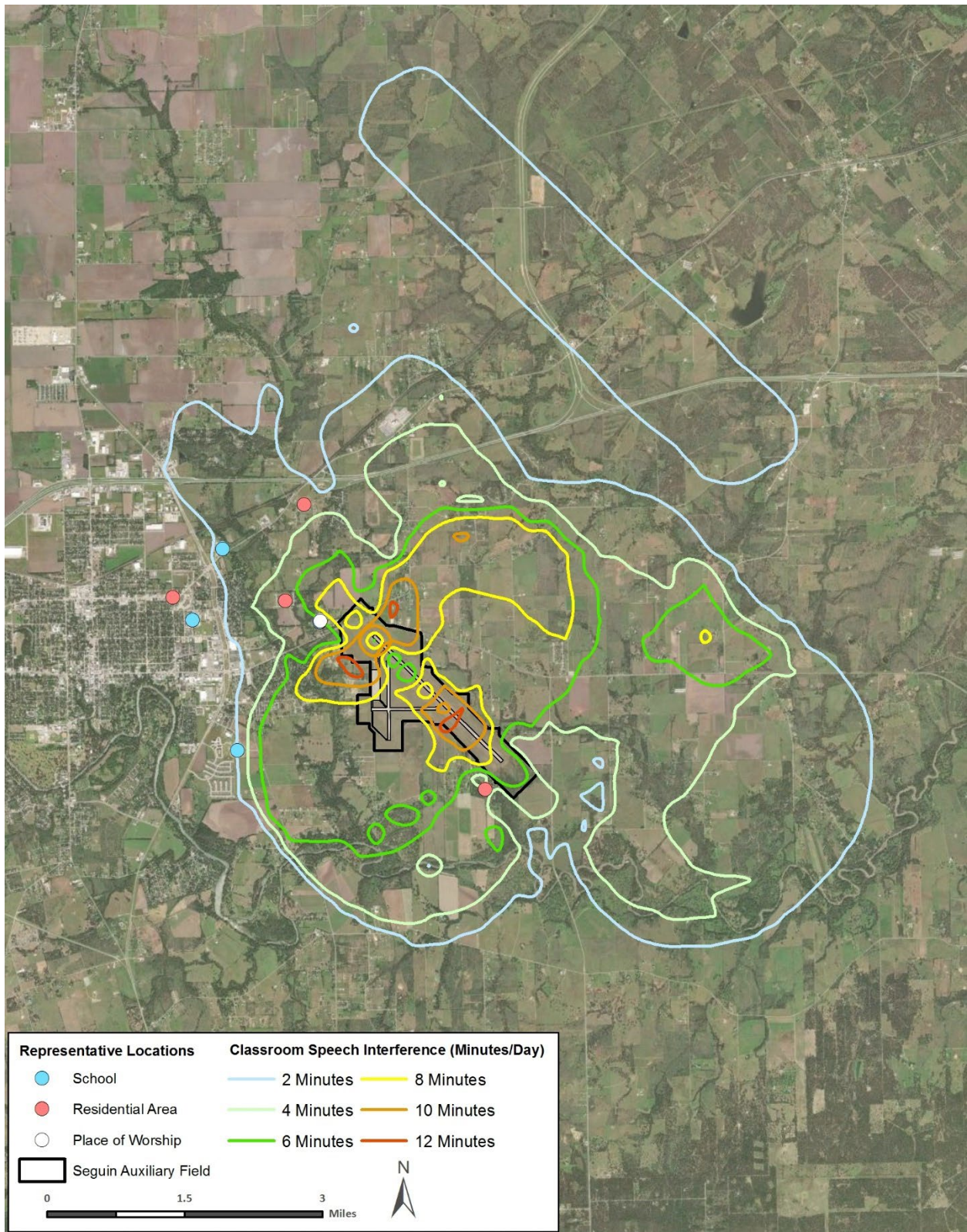
**Figure C-26. Classroom Speech Interference Time at Seguin AAF – Existing Conditions**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

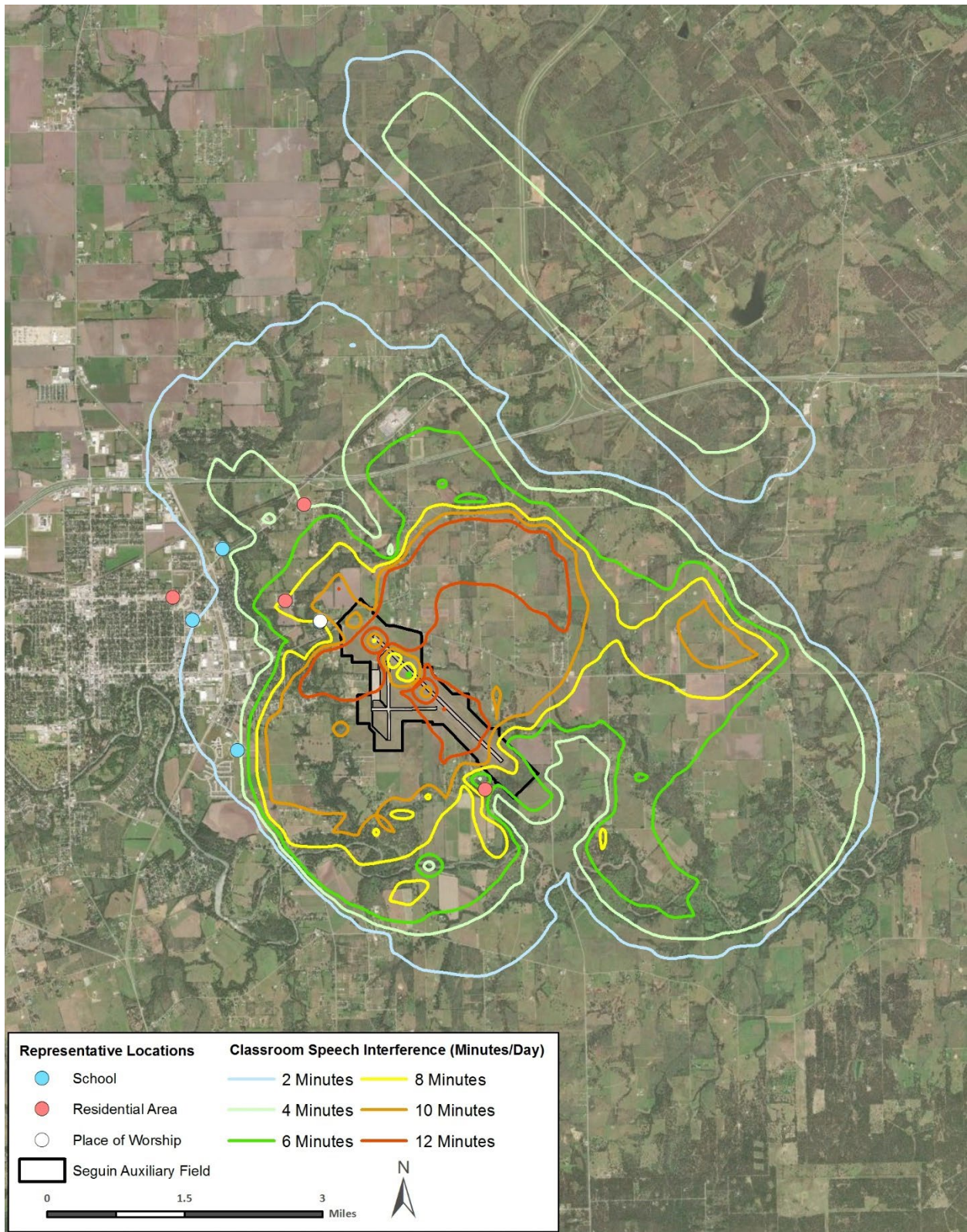
**Figure C-27. Classroom Speech Interference Time at Seguin AAF – Proposed Action**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

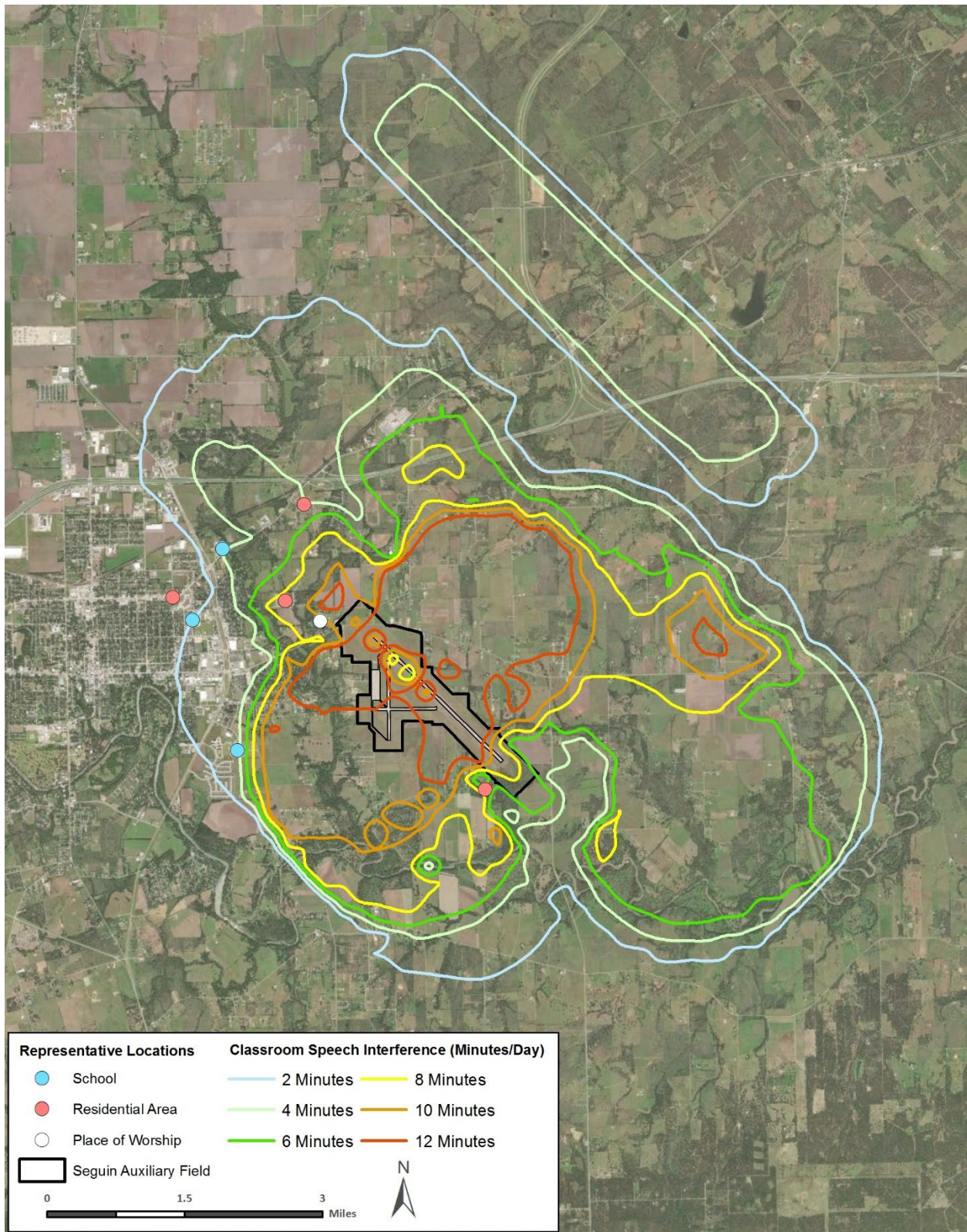
**Figure C-28. Classroom Speech Interference Time at Seguin AAF – Alternative 1**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

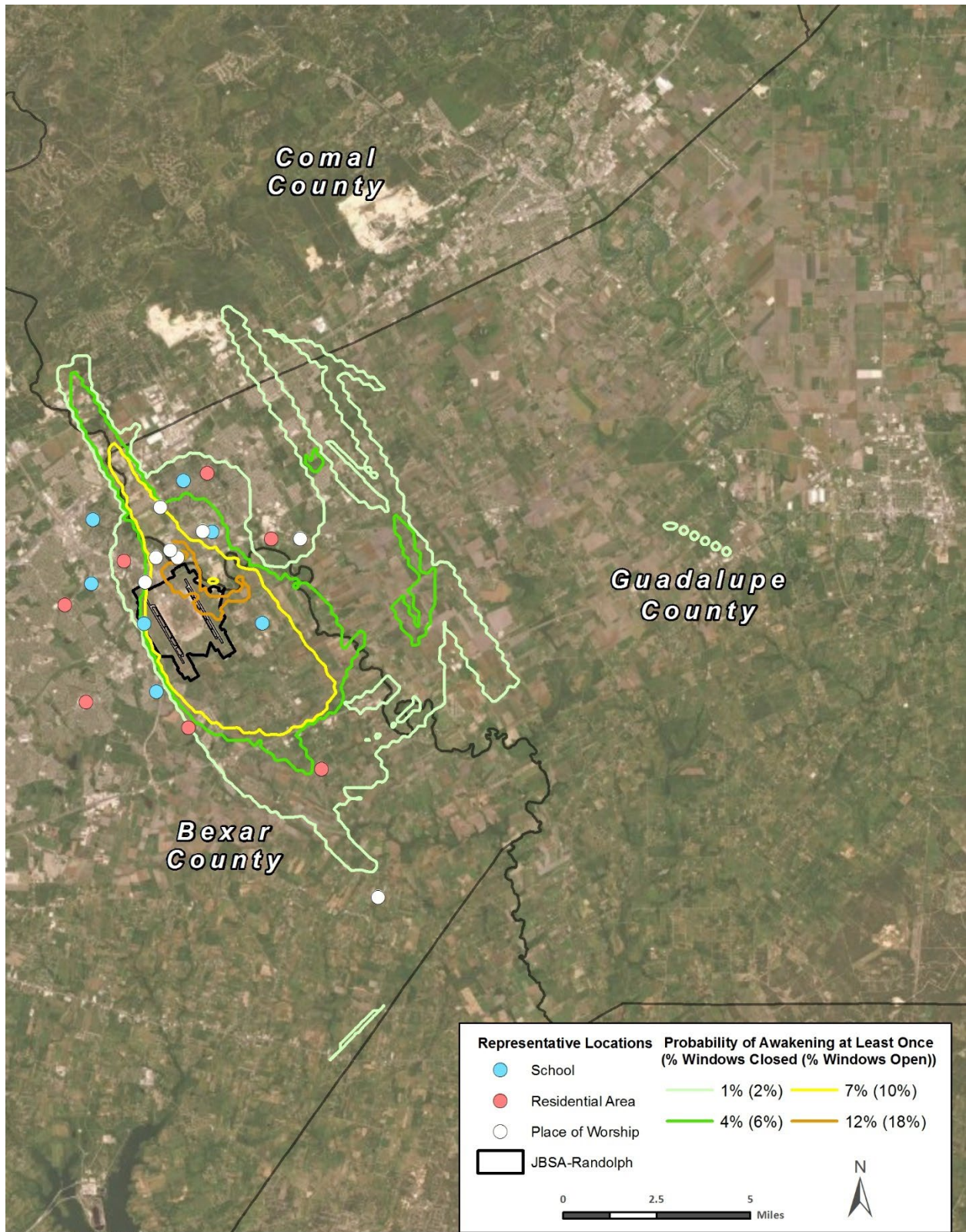
**Figure C-29. Classroom Speech Interference Time at Seguin AAF – Alternative 2**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, ANSI 2008, and DNWG 2009a

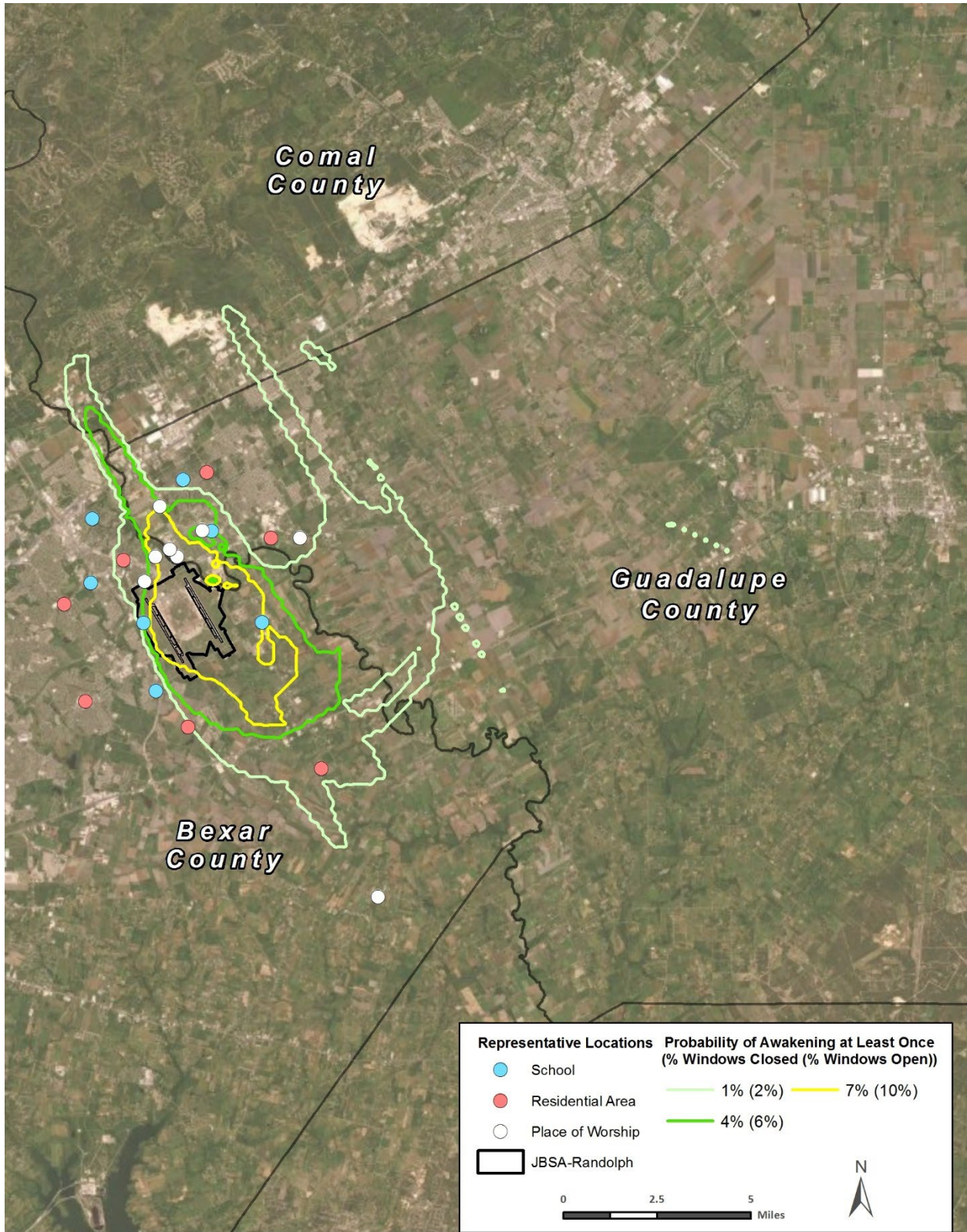
**Figure C-30. Classroom Speech Interference Time at Seguin AAF – Alternative 3**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, DNWG 2009a, DNWG 2009b, and ANSI 2008

**Figure C-31. Probability of Sleep Awakening at JBSA-Randolph – Proposed Action**

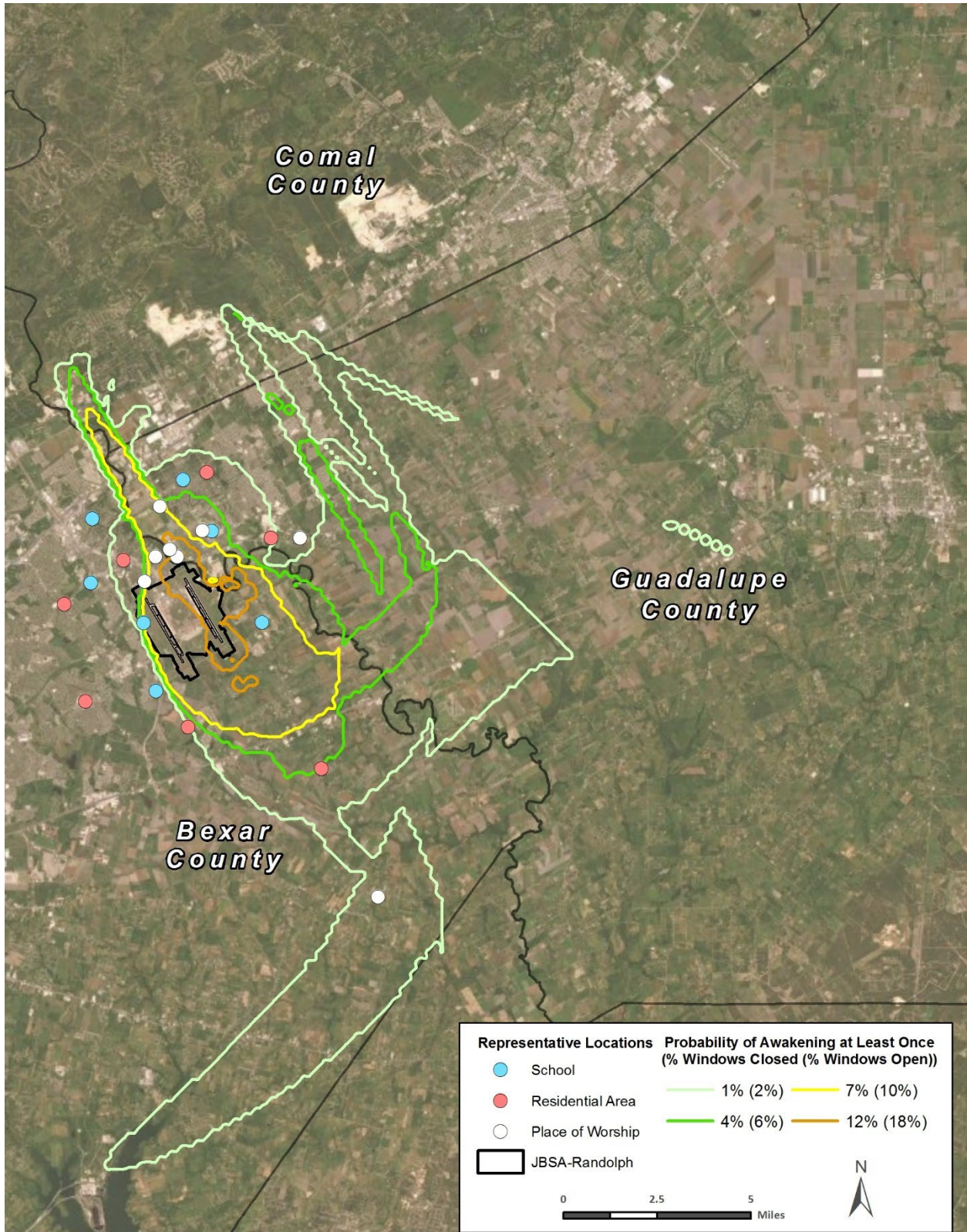


Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, DNWG 2009a, DNWG 2009b, and ANSI 2008

**Figure C-32. Probability of Sleep Awakening at JBSA-Randolph – Alternative 1**

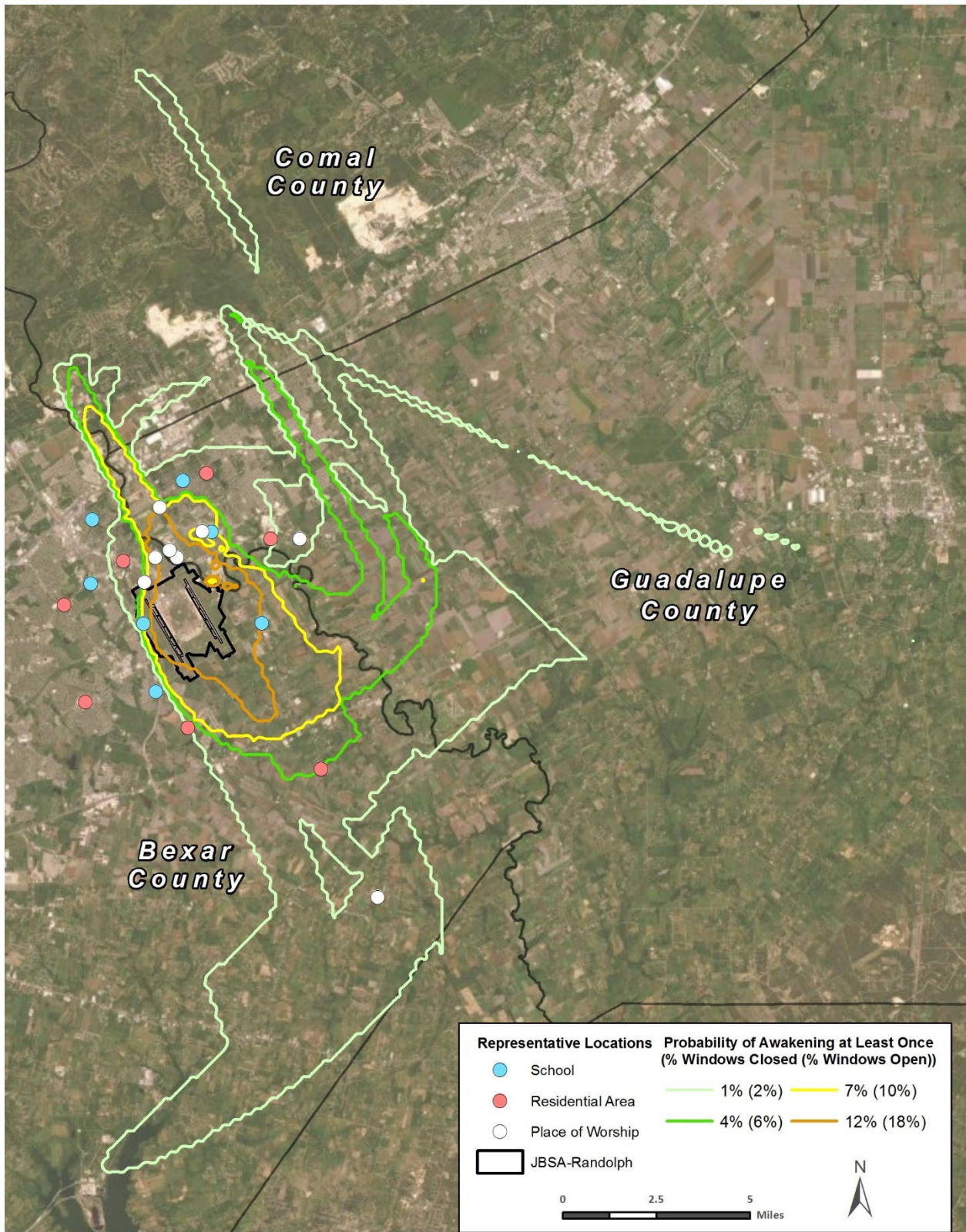




Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, DNWG 2009a, DNWG 2009b, and ANSI 2008

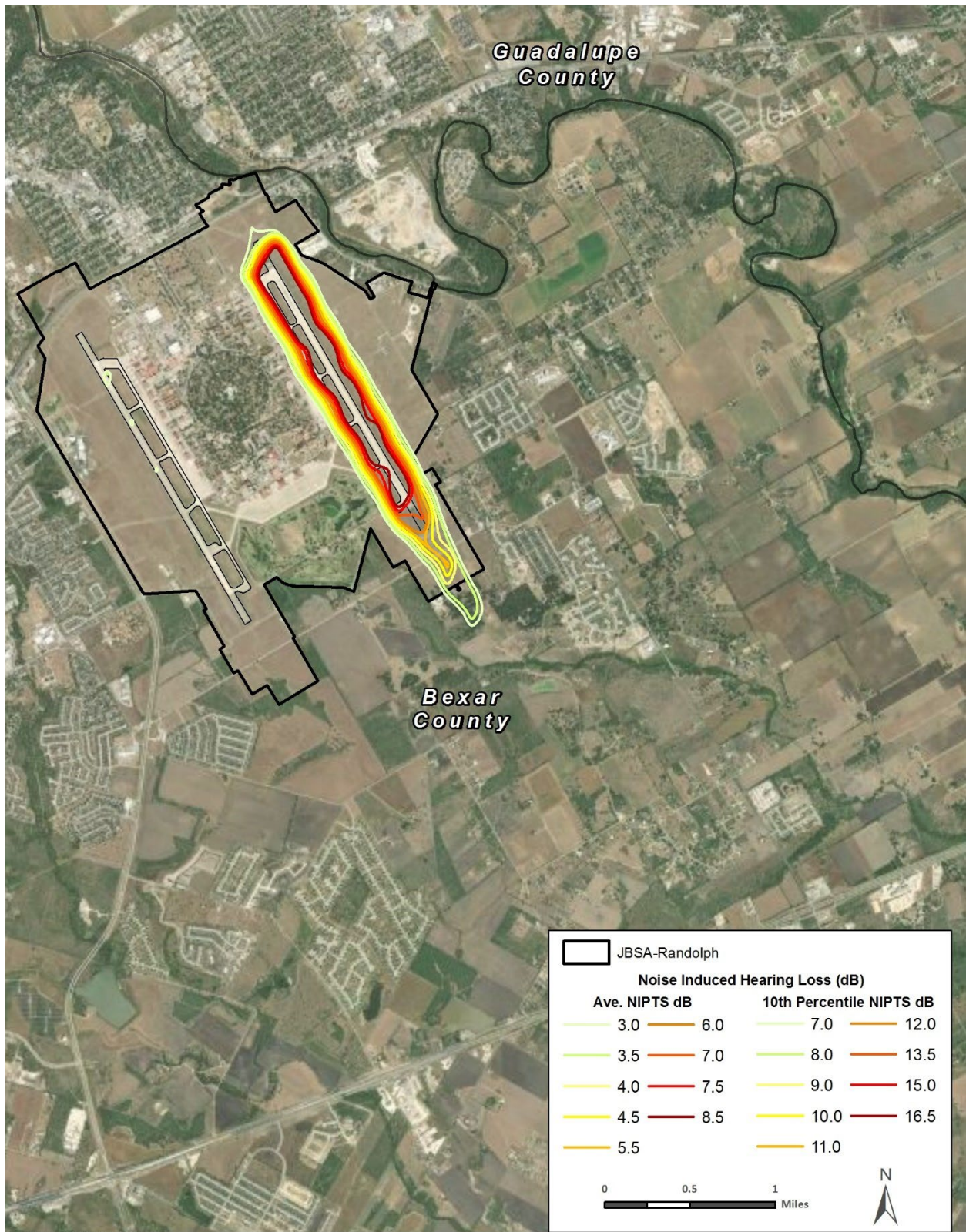
**Figure C-33. Probability of Sleep Awakening at JBSA-Randolph – Alternative 2**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020, DNWG 2009a, DNWG 2009b, and ANSI 2008

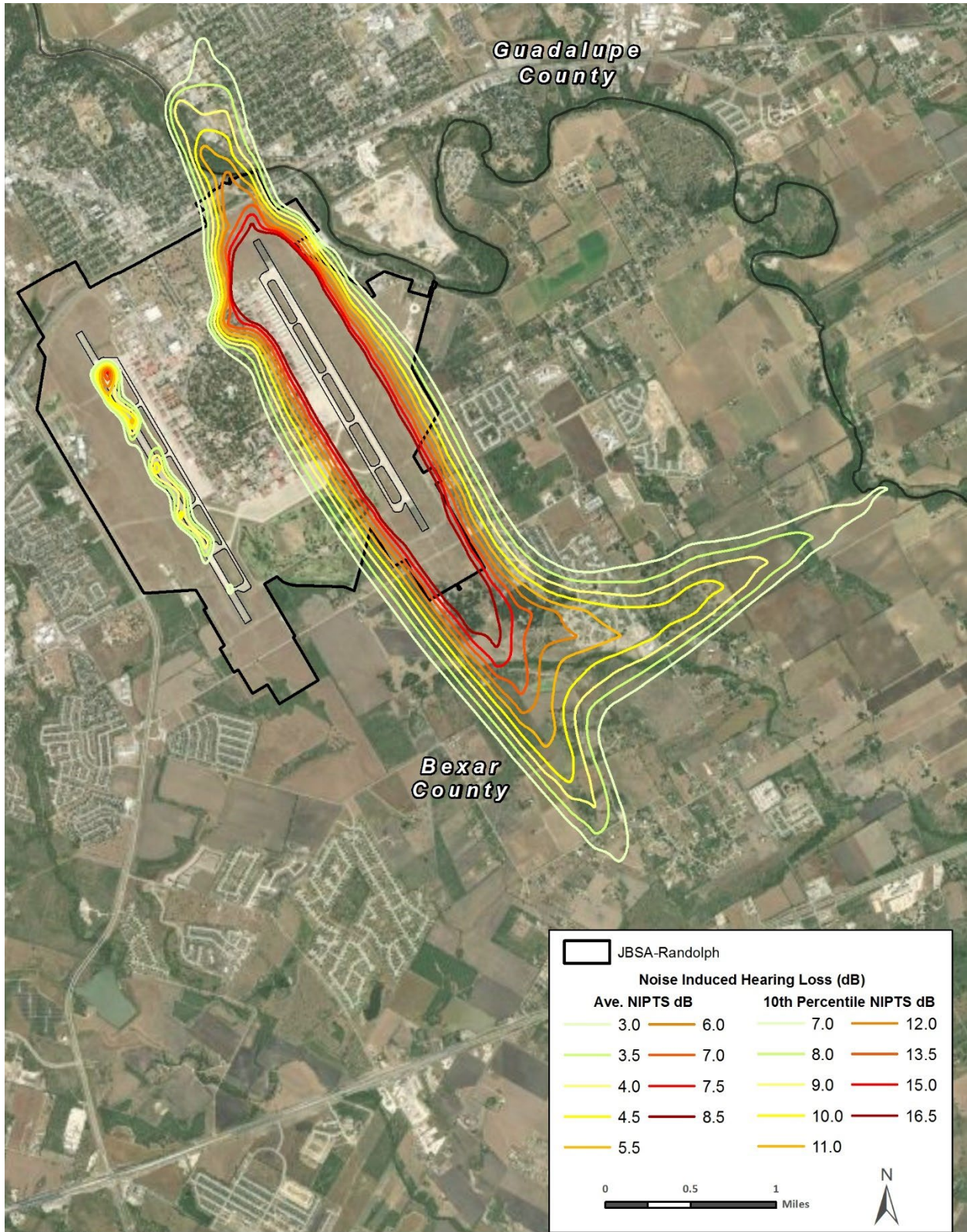
**Figure C-34. Probability of Sleep Awakening at JBSA-Randolph – Alternative 3**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2013

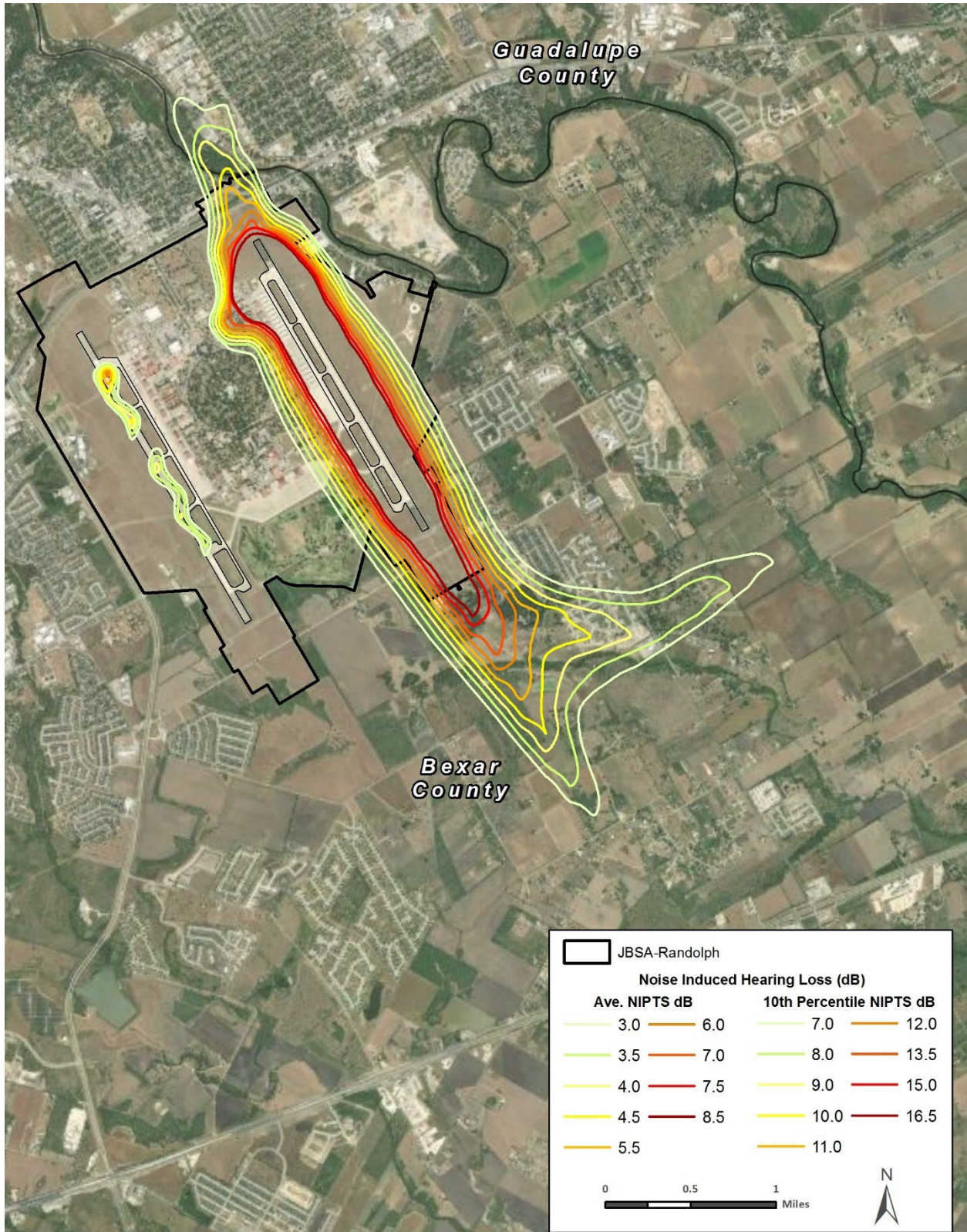
**Figure C-35. Noise Induced Hearing Loss at JBSA-Randolph – Existing Conditions**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2013

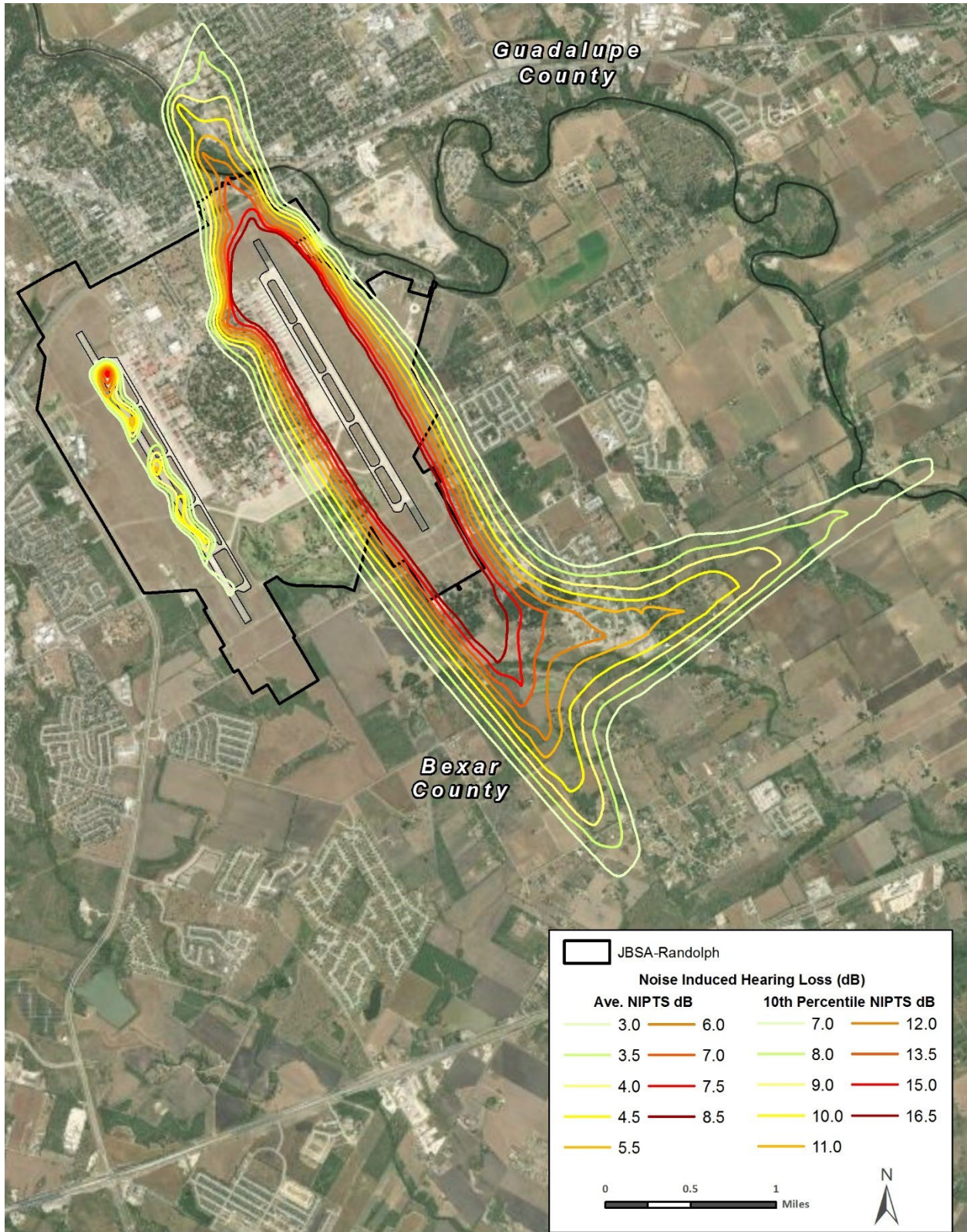
**Figure C-36. Noise Induced Hearing Loss at JBSA-Randolph – Proposed Action**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2013

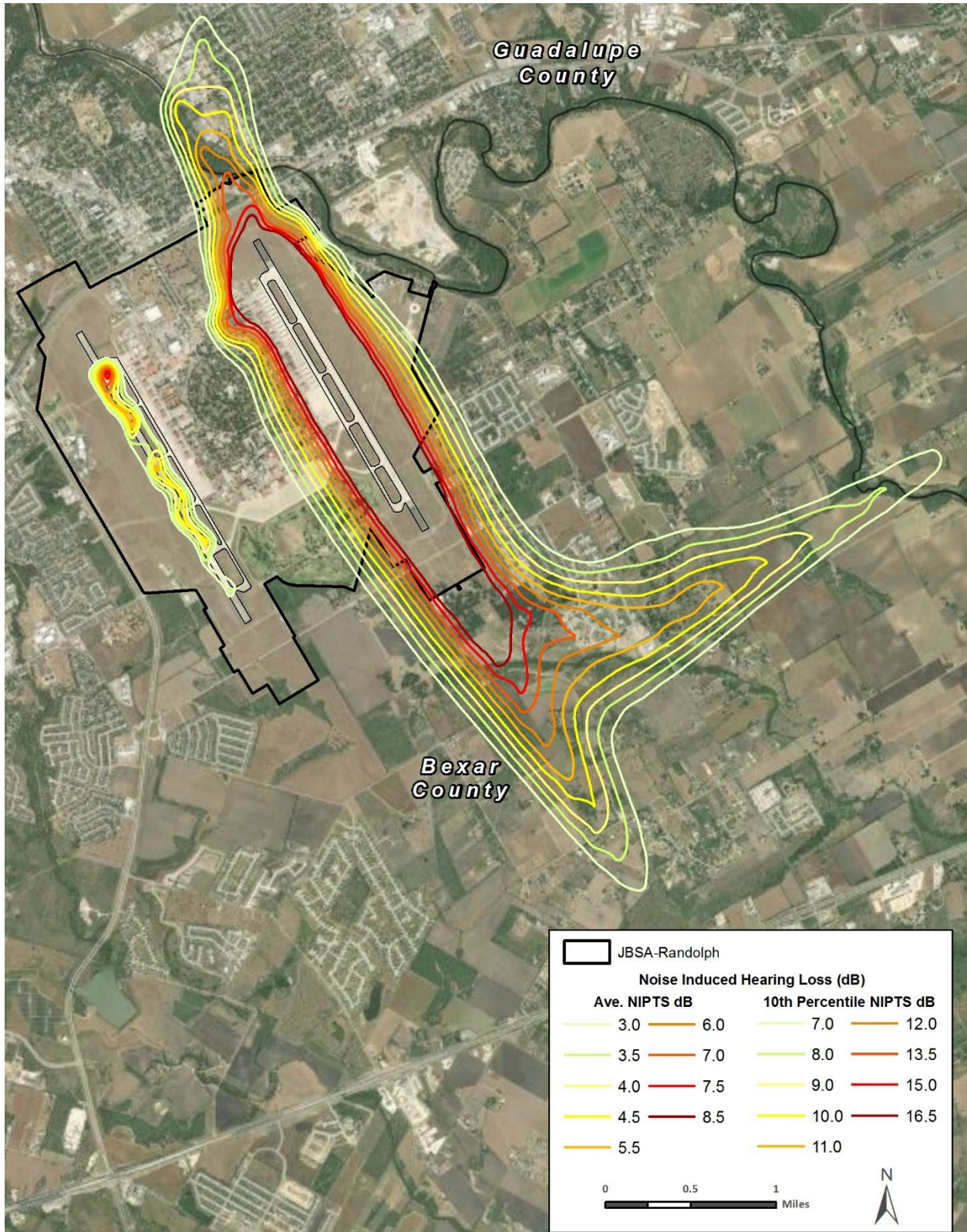
**Figure C-37. Noise Induced Hearing Loss at JBSA-Randolph – Alternative 1**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2013

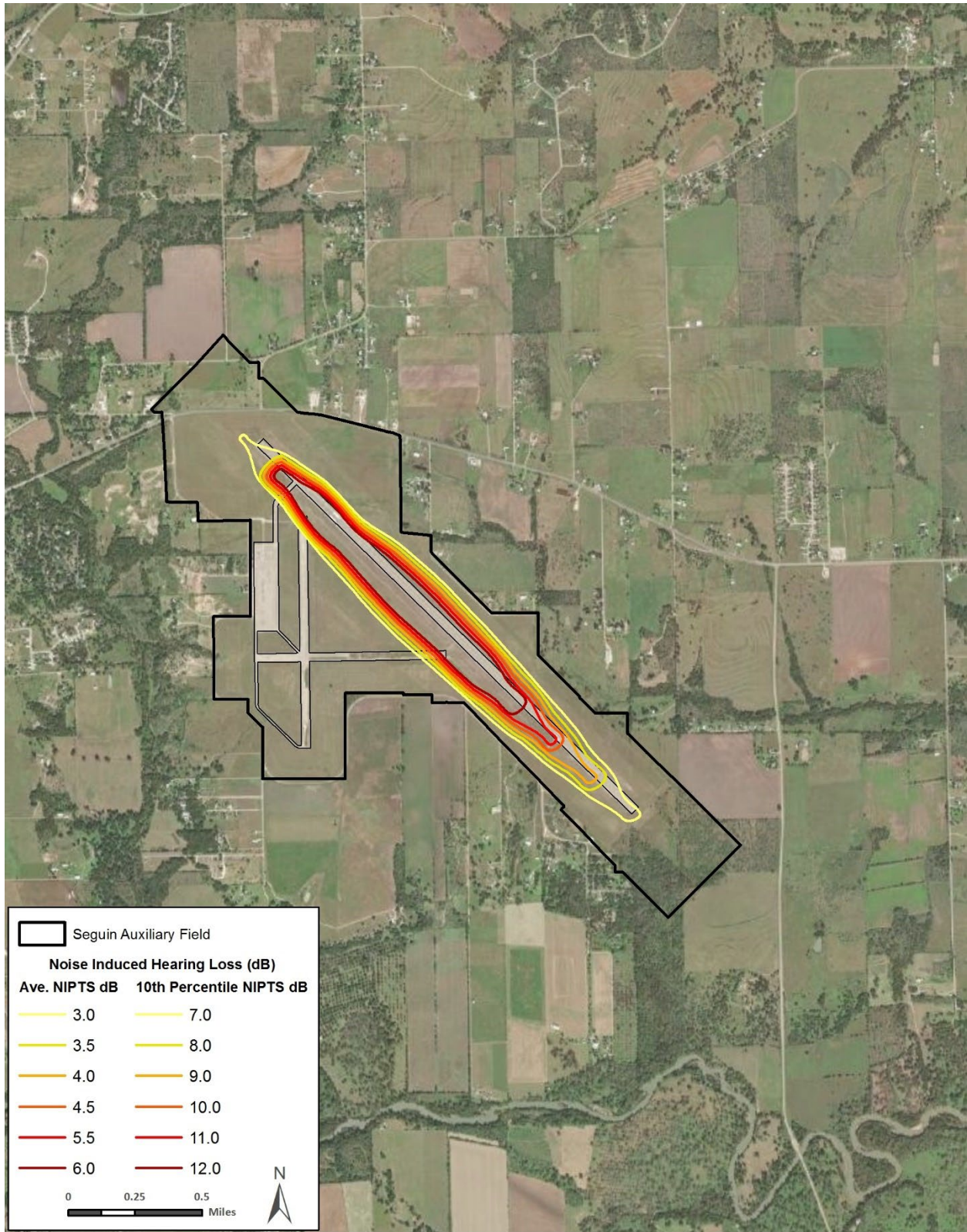
**Figure C-38. Noise Induced Hearing Loss at JBSA-Randolph – Alternative 2**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2013

**Figure C-39. Noise Induced Hearing Loss at JBSA-Randolph – Alternative 3**

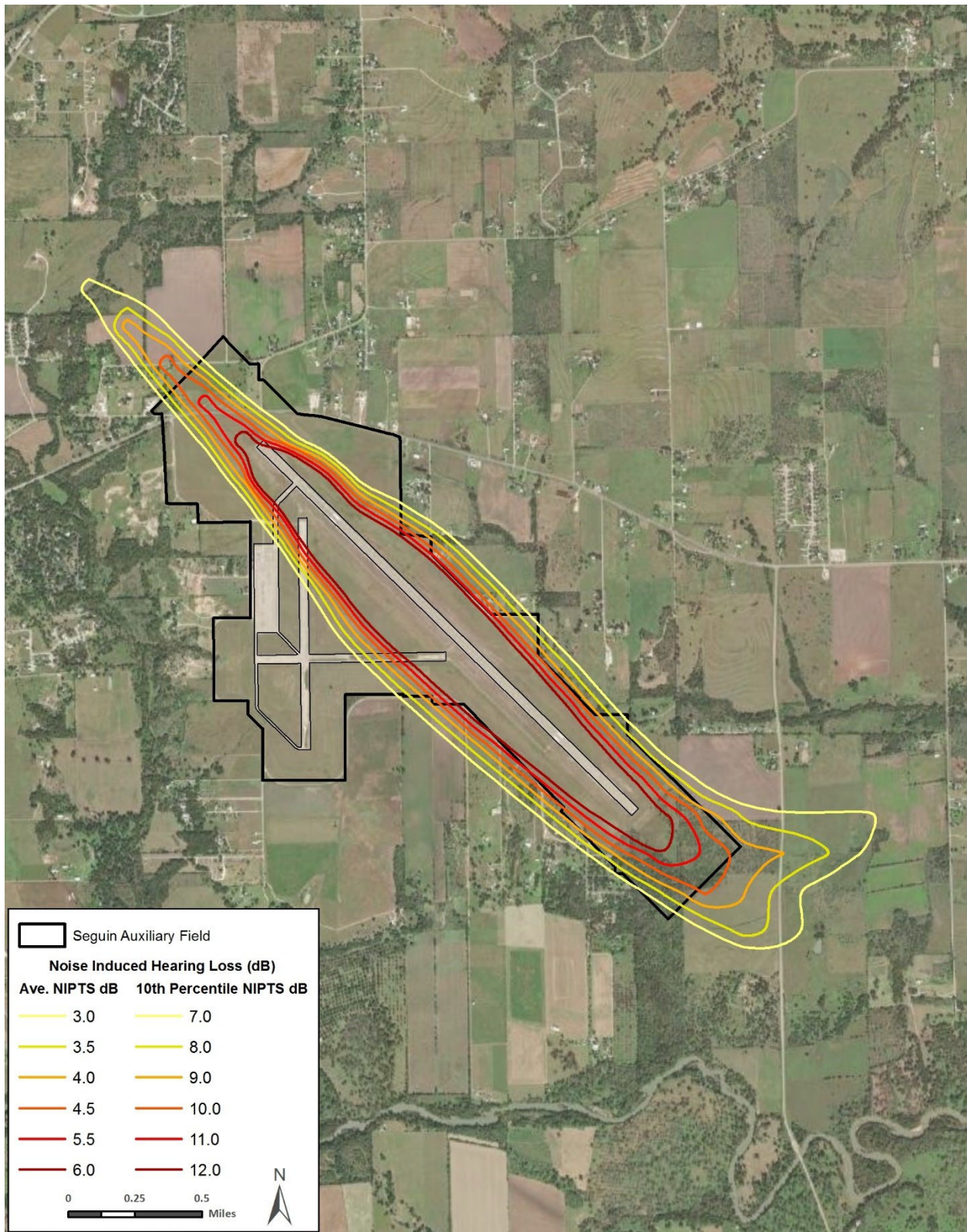


Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2013

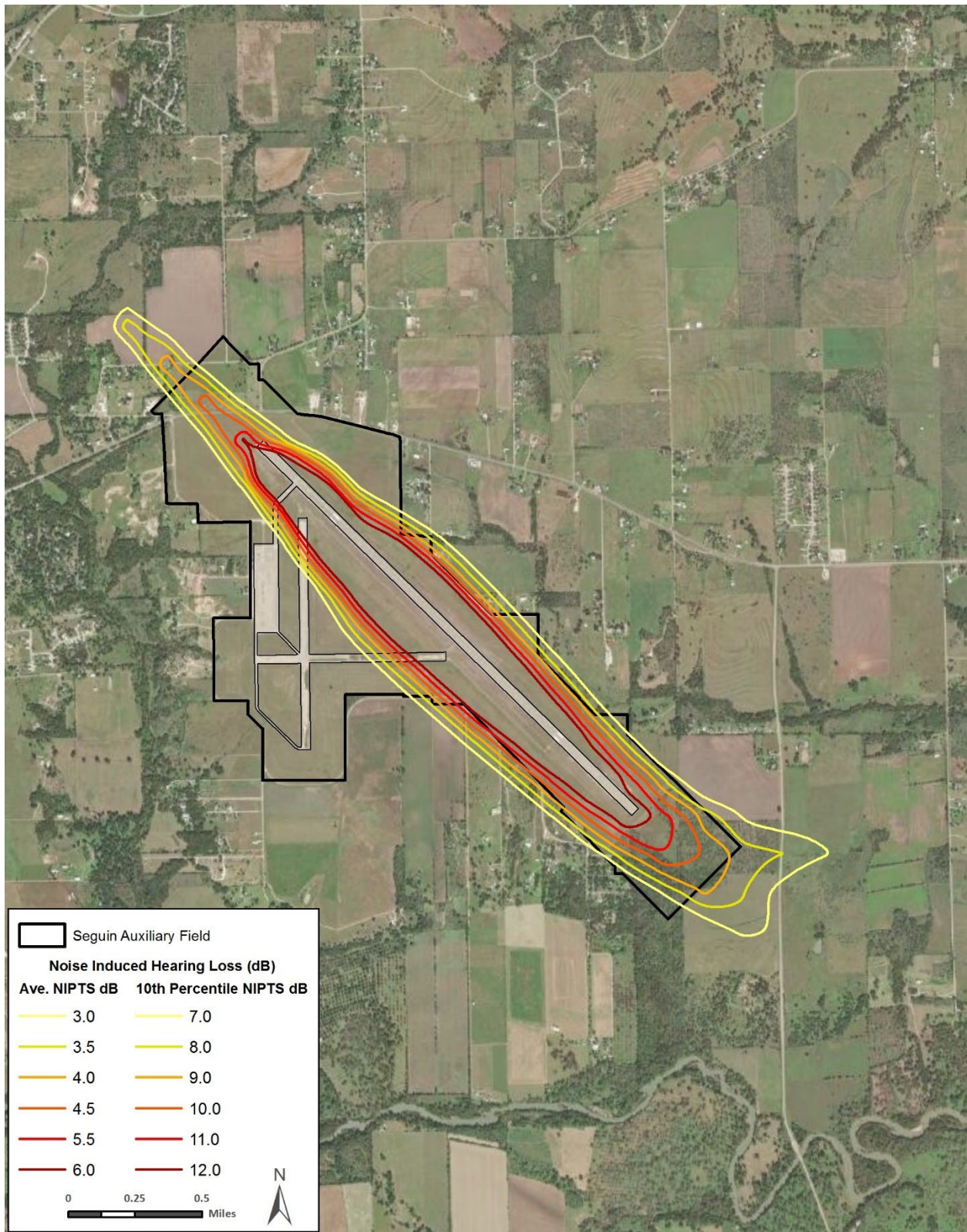
**Figure C-40. Noise Induced Hearing Loss at Seguin AAF – Existing Conditions**





Sources: DAF 2020 and DNWG 2013

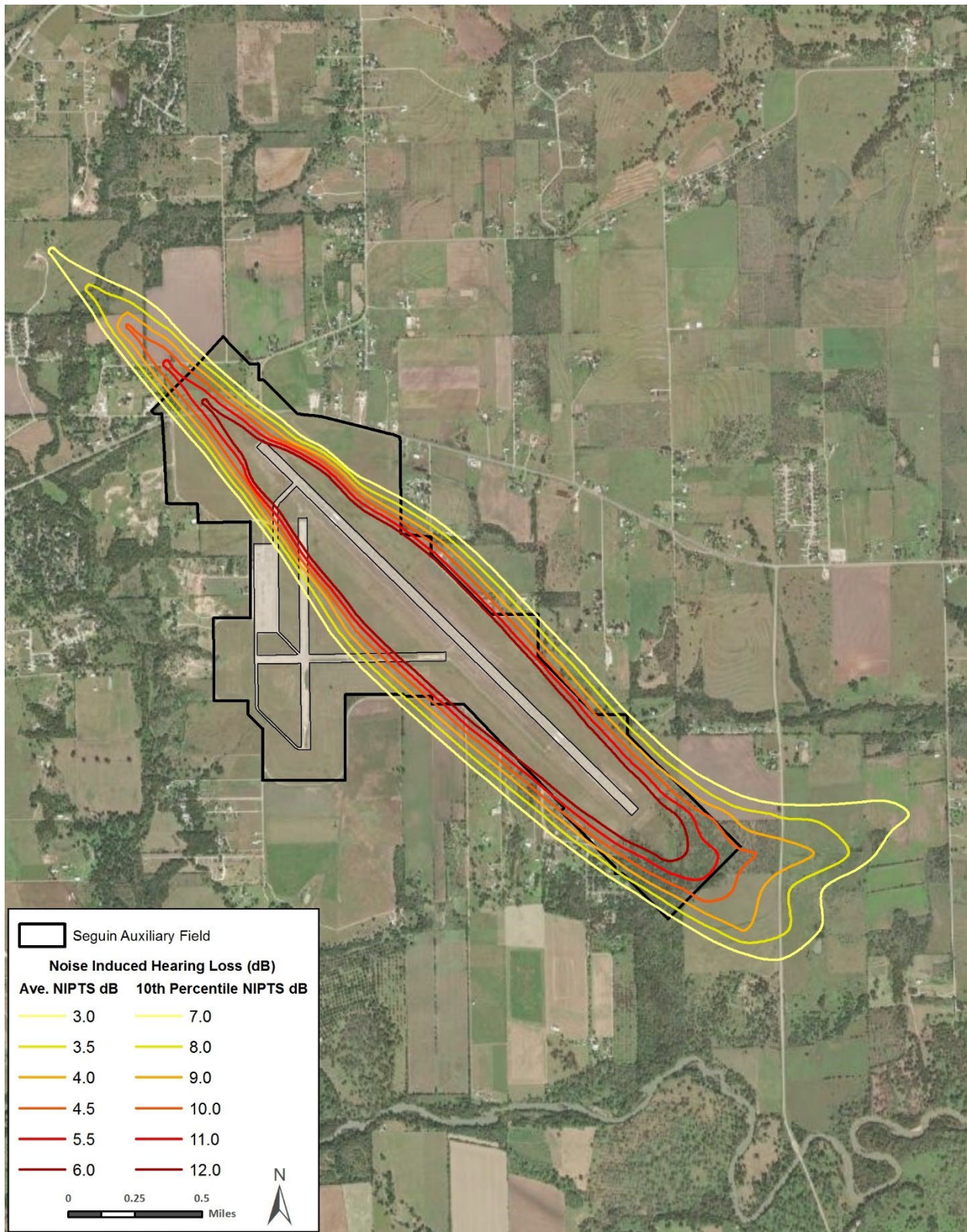
**Figure C-41. Noise Induced Hearing Loss at Seguin AAF – Proposed Action**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2013

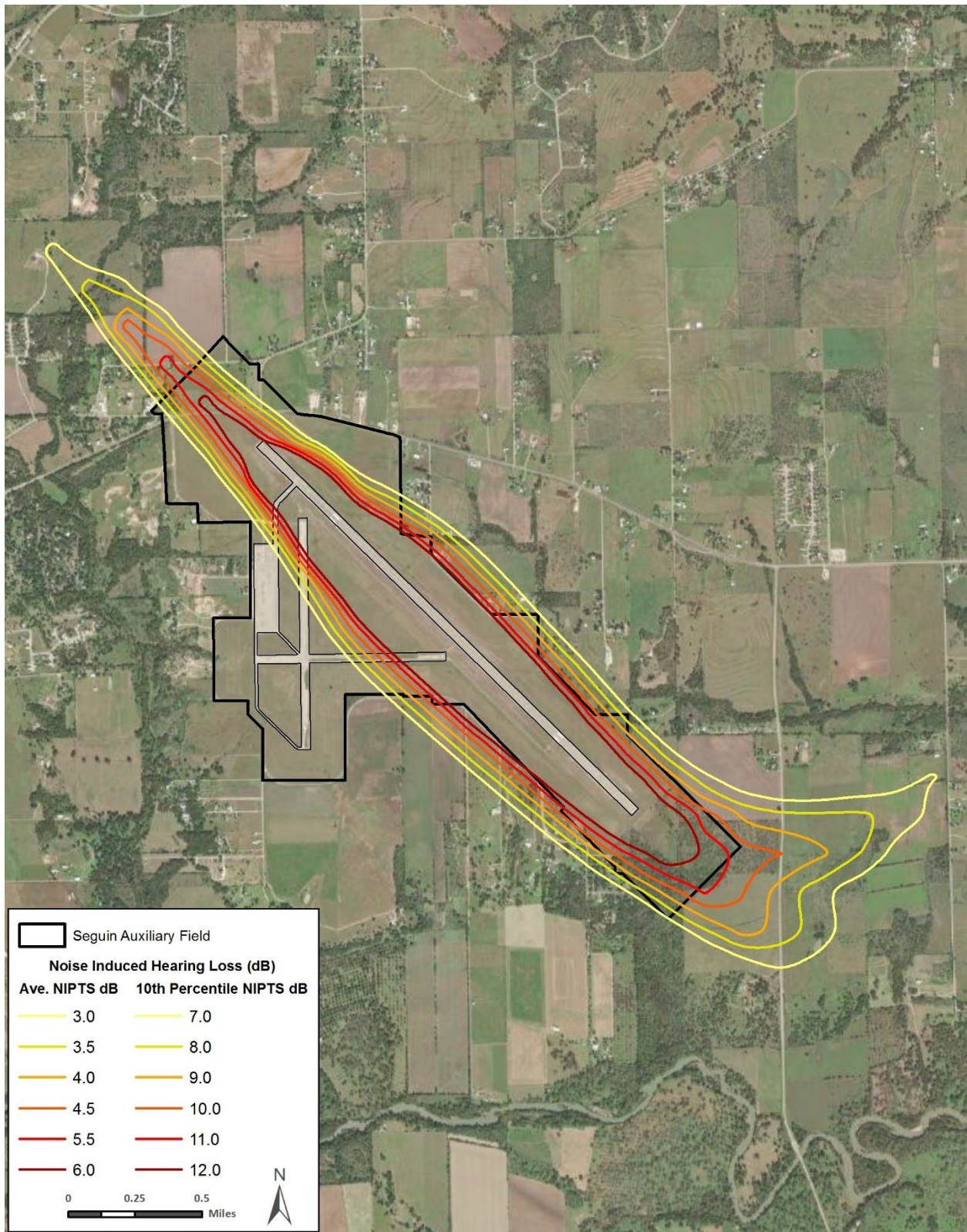
**Figure C-42. Noise Induced Hearing Loss at Seguin AAF – Alternative 1**



Data Sources: ESRI and Texas Education Agency.

Sources: DAF 2020 and DNWG 2013

**Figure C-43. Noise Induced Hearing Loss at Seguin AAF – Alternative 2**



Sources: DAF 2020 and DNWG 2013

**Figure C-44. Noise Induced Hearing Loss at Seguin AAF – Alternative 3**


## References

- ANSI 2008 American National Standards Institute (ANSI). 2008. ANSI/ASA S12.9-2008/Part 6 - Quantities and Procedures For Description And Measurement Of Environmental Sound - Part 6: Methods For Estimating Of Awakenings Associated With Outdoor Noise Events Heard In Homes.
- DAF 2020 Department of the Air Force (DAF). 2020. NOISEMAP Aircraft Noise Model, Version 7.3.
- DNWG 2009a Department of Defense Noise Working Group (DNWG) 2009. Technical Bulletin Using Supplemental Noise Metrics and Analysis Tools, December 2009. Available at: <https://nqsc.org/downloads/DOD.pdf>. Accessed January 22, 2019.
- DNWG 2009b DNWG. 2009. Technical Bulletin Sleep Disturbance From Aviation Noise, December 2009. Available at: [http://dodnoise.org/resources/pdfs/resources/technical\\_bulletins/sleep\\_disturbance.pdf](http://dodnoise.org/resources/pdfs/resources/technical_bulletins/sleep_disturbance.pdf). Accessed June 2021.
- DNWG 2013 DNWG. 2013. Technical Bulletin Noise-Induced Hearing Impairment, December 2013. Available at: [http://dodnoise.org/resources/pdfs/resources/technical\\_bulletins/hearing\\_impairment.pdf](http://dodnoise.org/resources/pdfs/resources/technical_bulletins/hearing_impairment.pdf). Accessed June 2021.



# Appendix D

Aircraft Noise Mitigation  
and Adaptive  
Management for  
Emissions and Noise





# D-1. Aircraft Noise Mitigation

## 1.0 Introduction

This appendix provides an overview of the current noise-mitigation measures being evaluated for potential future implementation at the JBSA-Randolph and Seguin AAF. DAF takes a proactive approach to noise mitigation and addressing community concerns.

It is the JBSA-Randolph intent to conduct training flights while controlling noise impacts as practicable on surrounding communities. Aircrews using JBSA-Randolph and Seguin AAF are responsible for conducting their mission safely and complying with the published 560th FTS In-Flight Guide, established noise-abatement procedures, and good common sense. Each aircrew is expected to minimize noise impacts without compromising operational and safety requirements.

Recognizing that airfield operations can be loud, DAF considers some voluntary operational measures on a case-by-case basis, not interfering with the mission of the installation. DAF may encounter a need for surge operations to train pilots and meet national defense requirements.

JBSA-Randolph and Seguin AAF have noise-abatement procedures to minimize aircraft noise. Airfield procedures used to minimize or abate noise optimize flight tracks and runway usage, restrict maintenance run-up hours, and other procedures.

Noise contours result from industry-accepted use of the NOISEMAP model to predict the levels of noise that will be experienced due to the expected level of training operations. The T-7A aircraft use a single General Electric F404 (variant) engine as its power plant. This engine is very different from the T-38 C aircraft that uses two General Electric J85 engines. The GE F404 generates a much greater amount of thrust and results in a louder “footprint” which is referred to as the noise contours. This more powerful aircraft has been developed to train pilots and more easily allow them to transition to fourth and fifth generation aircraft such as the F-22 and F-35. Because of the projected enlarged noise contours discussed in **Section 3.2** of the EIS, this appendix has been created to examine how DAF can mitigate the predicted aircraft noise impact within the community.

## 2.0 Overview of Encroachment and Potential Noise Minimization

Careful consideration is required in attempting to harmonize both noise mitigation measures and operational requirements because the environmental noise burden placed on the communities varies greatly based on distance from JBSA-Randolph and Seguin AAF and proximity to flight tracks to and from those airfields. This balancing must account for the fact that changes in flight operations that attempt to reduce aircraft noise on one area of the community often increase aircraft noise on others.

Elements of a balanced approach to noise minimization and mitigation are listed below (broadly, from general to specific) under the following categories:

- Limiting Noise



- Land-use Planning and Management
- Noise Abatement Procedures.

## **2.1 Limiting Noise**

One of the most effective methods of noise mitigation is limiting noise generation at the source. This is particularly relevant to aircraft noise because there are no barriers to decrease the amplitude of the sound energy from aircraft flying overhead. Limiting aircraft noise at the source while maintaining aircraft performance has historically presented technological challenges. As noted in the following subsections, while research into different noise abatement technologies continues, there are presently no viable technologies resulting in meaningful noise reductions without significant impacts on aircraft performance.

### **2.1.1 Engine and Aircraft Performance**

Over the years, commercial aircraft have benefited from fuel economy and noise reduction technology while supporting an affordable commercial air travel industry. However, for military aircraft, maximizing aircraft performance is critical in ensuring survivability in the modern battlefield against competing military aircraft and other threats, such as anti-aircraft defense systems. Thus, the competing interests of engine performance (i.e., thrust and speed), aircraft capabilities (i.e., maneuverability, agility, and range), fuel economy, and air emission reductions have a limiting effect on the ability to design a quieter aircraft that meets the military mission requirements.

### **2.1.2 Construction and Operation of Noise-Suppression Facilities (Hush House)**

The construction and operation of hush houses should be considered a noise mitigation measure to reduce maintenance noise within airfield environs. The purpose of a hush house is to reduce the sound levels associated with high-power jet-engine maintenance testing. Hush house noise reduction for similar jet engines is approximately 10 to 20 dBA. The “A” weighting is important because a hush house primarily works by transferring the acoustic energy into frequencies below 100 Hertz (Hz). Exact specifications of the proposed JBSA-Randolph hush house are unknown at this time but are anticipated to be similar to those of other hush houses currently operated by DoD at other installations.

### **2.1.3 Ground Operations and Aircraft Maintenance**

Airfield ground operations and aircraft maintenance can also create a noise disturbance to surrounding communities. The sources of ground noise include engine testing and run-up prior to taxiing, noise from aircraft on apron and terminal stands, and aircraft maintenance facilities such as hangars and engine test stands. The T-7A aircraft maintenance only occurs at JBSA-Randolph, not at Seguin AAF.

Methods of controlling the noise from these operations may include the proper orientation of aircraft for run-up procedures, relocating the aircraft away from noise-sensitive areas, and the use of suppressors and barriers (jet blast deflectors, blast screens, blast fences, and ground run-up enclosures like hush houses). JBSA-Randolph can also use time-based restrictions.

## **2.2 Land Use Planning and Management**

Beyond those policies, programs, and procedures mentioned previously, others are available to assist local communities in mitigating potential for existing and future noise impacts from aircraft activities at JBSA-Randolph and Seguin AAF. Generally, minimizing impacts from noise generated by military airfield activities requires comprehensive land use planning that provides adequate spatial separation between noise sources and noise-sensitive areas. Where noise problems occur around an existing airfield, or where spatial separation cannot be used to affect a satisfactory solution, other land use management options can be employed by the installation and the local community, such as those described in the following sections. In addition, DAF will support local government efforts to apply for U.S. Department of Defense Office of Local Defense Community Cooperation programs, if local governments qualify for the offered programs.

### **2.2.1 Air Installations Compatible Use Zones Program**

DoD initiated the AICUZ program in the 1970s to protect the public's health, safety, and welfare and to prevent encroachment from degrading the operational capability of military air installations in meeting national security needs. DoD recognizes that local municipalities have the authority necessary to protect the public health, safety, and welfare through implementation of compatible land use controls (i.e., zoning ordinances, building codes, subdivision regulations, use permits, noise disclosure statements, and public land acquisition). Therefore, the AICUZ program requires military installations to work collaboratively with federal, state, and local agencies and community leaders to encourage compatible development of land adjacent to military airfields. DAF implements the DoD AICUZ Program at DAF installations through the guidance published in Air Force Instruction (AFI) 32-1015 Integrated Installation Planning and Air Force Handbook 32-7084 AICUZ Program Manager's Guide. To implement the AICUZ program, the installation is required to complete the following tasks:

- Prepare periodic AICUZ updates to quantify aircraft noise zones and accident potential areas and provide compatible land use recommendations to local municipalities.
- Develop a prospective long-term (5 to 10 years) analysis and develop a strategy to promote compatible development in the community to address future changes.
- Coordinate with federal, state, and local agencies and community leaders in order to maintain public awareness of the AICUZ program.
- Promote encroachment partnering projects in order to achieve long-term encroachment protection.

JBSA-Randolph has an active AICUZ program that informs the public about its aircraft noise environment and recommends specific actions for the local jurisdictions with planning and zoning authority that can enhance the health, safety, and welfare of those living near JBSA-Randolph and Seguin AAF. The current version of the AICUZ plan for JBSA-Randolph was published in 2017 and provides the most current noise contours and their relation to recommended compatible land use for noise zones. The 2017 AICUZ Update for JBSA-Randolph is used by Bexar and Guadalupe Counties to guide their current land-use management practices.

The T-7A recapitalization at JBSA-Randolph changes to DNL noise contours and noise exposure, would result in an update to the base AICUZ and changes to land use recommendations. DAF will continue to work with Bexar and Guadalupe Counties, the City of Schertz, Universal City, Seguin, and other communities as needed to plan for compatible development, land use zoning, and building construction standards. DAF anticipates pursuing the following five measures:

1. Collecting and providing performance data for the T-7A training operations specifically performed at JBSA-Randolph and Seguin AAF. See **Section D-2** of this Appendix for more information on incomplete data and DAF commitments.
2. Preparing an AICUZ update to address any increases of land area within the greater than 65 dB DNL noise contours for both JBSA-Randolph and Seguin AAF once the T-7A aircraft have been delivered and are operational.
3. Coordinating with state and local agencies on compatible land use and potential encroachment concerns inside and outside of the DNL footprint (i.e., large-scale developments, transportation projects that could encourage development, or tall structures such as cell towers that could penetrate airfield imaginary surfaces<sup>1</sup>
4. Encouraging municipalities to promote the highest and best use of land by updating local zoning ordinances and building construction standards to require noise attenuation in structures, especially for high-noise areas.
5. Encouraging municipalities to adopt legislative initiatives to acquire interest in developed properties in order to curb and mitigate encroachment near military installations and to protect the public from noise exposure and accident potential.
6. Supporting any comprehensive community planning efforts, such as proposing an update of the Joint Land Use Study (now Compatible Use Plan [CUP]) funded by the DoD Office of Local Defense Community Cooperation.

### **2.2.2 Encroachment Partnering Efforts**

In addition to the current AICUZ program and local planning and management guidelines, other noise-mitigation options involving local partnerships are available. DoD's REPI program, as well as CUPs, acquisition programs, and roll-back incentives, are encroachment partnering tools discussed below for further mitigation consideration.

1. ***Readiness and Environmental Protection Integration.*** DoD's REPI program is a key tool for avoiding the installation encroachment that can limit or restrict military training, testing, and operations. The REPI program protects these military missions by helping remove or avoid land-use conflicts near installations and addressing regulatory restrictions that inhibit military activities. The REPI program is administered by the Office of the Secretary of Defense. More information on DoD's REPI program can be viewed online at [www.repi.mil](http://www.repi.mil).

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<sup>1</sup> Imaginary surfaces are three-dimensional areas extending from the runway surface in all directions at various angles and altitudes, which have certain associated height and obstruction criteria in order to provide safe operating areas for aircraft utilizing the runway.

A key component of the REPI program is the use of buffer partnerships among the military services, private conservation groups, and state and local governments, authorized by 10 USC § 2684a. These partnerships share the cost of acquisition of conservation easements or other interests in land from willing sellers to preserve compatible land uses and natural habitats near military facilities that help sustain critical military mission capabilities that are at-risk from external encroachment pressures (DoD 2017).

2. **Compatible Use Plan or Study.** Whereas an AICUZ study represents DAF's compatible land use recommendations to the community, a CUP is a community-developed document. The community-led CUP encourages collaborative planning and communication between the installation and affected jurisdictions while encouraging compatible development near military installations as those communities experience growth. Additional land use requirements for compatibility may result from CUP agreements. The CUP is produced in partnership with the DoD Office of Local Defense Community Cooperation. A JLUS was prepared in July 2015 and must be updated with newly developed AICUZ results.
3. **Acquisition Programs and Roll-Back Incentives.** As stated above, the civilian-military land use study provides recommendations to improve compatible land use planning through partnerships, to clarify processes, to amend legislation, and to allocate funds (for the resolution of land incompatibility issues, protection of habitat, and conservation of rural areas) (The Spectrum Group 2016). The state identifies the potential to participate in acquisition programs and roll-back incentives in the future, although these programs are not currently established around JBSA-Randolph. These programs have been implemented successfully in similar situations in other communities with military airfields. For example, a partnership between the Commonwealth of Virginia, the City of Virginia Beach, and the City of Chesapeake has successfully worked to decrease encroachment of incompatible development around Naval Air Station (NAS) Oceana and Naval Auxiliary Landing Field Fentress.

By combining land use controls, an acquisition program, and roll-back incentives, the City of Virginia Beach has achieved a decrease in density and incompatible land uses surrounding NAS Oceana. An Interfacility Traffic Area (ITA) Acquisition Plan has been similarly successful in the City of Virginia Beach. The city's acquisitions, coupled with its other holdings in the ITA, allow the city to control most of the land in the ITA to ensure it is used in a way that is compatible with the mission of NAS Oceana. The city was able to further regulate this area through the creation of the Rural AICUZ Area. The city has continued to incentivize businesses that bring about conformity in APZ-1. The opportunity for development or re-development in APZ-1 is useful for incompatible users, stimulating the conversion of incompatible development surrounding the air station. As every acquisition is evaluated, the city examines ways to merge properties and "roll back" density or incompatibility.

The City of Chesapeake, Virginia, has also made its own commitments in order to protect Naval Auxiliary Landing Field Fentress and has documented significant legislative changes to prevent future encroachment. Planning policy in the City of Chesapeake includes programs for acquisition of conservation easements. An

easement purchase is the purchase of a portion of or all development rights on a property. Compensation is provided to the landowner in exchange for restrictions placed on the land's deed, in perpetuity. This encourages and promotes preservation of open space and agricultural lands throughout the city by means that are voluntary rather than regulatory (EDAW, Inc. et al. 2005).

### **2.2.3 Publication of AICUZ or JLUS on County/City Website and Real Estate Disclosure – Disclose location of properties in relation to military impacts during the sales process, per Texas State Law requirements.**

The Texas Legislature passed House Bill 890 during its 85th Regular Session (amending Section 1, Chapter 397 of the Texas Local Government Code), which implements providing information to the public on the impact of military installations. The legislation requires counties and cities in which a military installation is located to work to ensure the public availability of the most recent AICUZ or JLUS. Also, Section 2 of the bill amended Texas Property Code Section 5.008 to add a Seller's Disclosure Notice if a property may be near a military installation and subject to high noise, APZs, or other operations. Section 2 of the bill only pertains to resale of existing homes and became effective September 1, 2017 (Texas Realtors 2017).

## **2.3 Noise Abatement Operational Procedures**

There are several ways to limit aircraft noise by adjusting aircraft operational procedures performed in the area of the installation while meeting the training mission. Operational procedures are changes in the way a specific aircraft flies during a specific activity/operation.

Aircrews follow procedures in the 560<sup>th</sup> FTS In-Flight Guide to reduce aircraft noise impacts and avoid noise-sensitive areas, except when being vectored by radar air traffic control or specifically directed by the control tower. Noise abatement requires knowledge of the In-Flight Guide and proper policies. Course rules and FAA-enforced airspace requirements dictate horizontal and vertical stand-off distances from noise sensitive receptors (like historic/cultural/religious sites, parks, and population centers), minimum altitudes, and maximum speed (typically restrictions on supersonic flight). Flight tracks are designed to minimize overflights of population nodes.

High-power settings and erratic power control are the two variables that have the greatest noise impact on the public. Both are directly controllable by the pilot. Aircrews can reduce power after safely airborne, avoid full power when possible, and apply power smoothly to help limit noise in potentially affected areas. In a training environment, training procedures and curriculum dictate periodic and short-term needs for aircrews to vary power settings in accordance with the course syllabus and In-Flight Guide.

### **2.3.1 Public Involvement**

Commanders take public concerns seriously and have processes in place that allow members of the public to comment about and seek answers to questions about operations at the installation and ensure those comments are reviewed by appropriate members within the command.

**Public Outreach.** JBSA has an active public relations program to inform members of the public of upcoming special events or training operations so that individuals have the ability to plan their personal activities that may include various means such as the installation web-site and local newspapers to make information available. The command uses these same processes to inform the public about events that may increase noise or have more impacts on specific areas for short periods of time. An example is the Joint Base San Antonio 2017 Air Show and Open House.

**Noise Complaint Procedures.** JBSA-Randolph investigates all noise complaints to determine compliance with installation Standard Operating Procedures. These investigations ensure that both DAF and public interests are protected and provide ongoing communication between the base and the local communities. Persons with complaints or comments are encouraged to contact the 12 FTW Public Affairs Office by telephone at (210) 652-1272. The Public Affairs Officer records the pertinent information from these complaints and comments such as who called, in addition to the location, time, and description of the noise-generating event. Callers may request a response or feedback and should provide their name and contact information.

The Public Affairs Officer provides copies of the complaints to the JBSA Commander, AETC Commander, and Operations Officer, the following day, and each complaint receives a thorough analysis and a recommendation to address the issue. When necessary, the installation officials may communicate directly with the complainant. The Community Planning and Liaison Officer maintains a file of noise complaints for historical records.

### **2.3.3 Additional Oversight Measures**

The JBSA Commander takes public concerns seriously and has processes in place for additional oversight measures. To ensure transparency with community leaders and the public, the following oversight measures are currently implemented or being considered for adoption, and others may be added or changed as needs change over time:

- JBSA will publish notices of surge training periods.
- Training schedules will be managed by AETC to ensure operations remain consistent with conditions studied under NEPA, documented in the ROD, and documented in the installation's AICUZ study.
- Air traffic control will monitor and coordinate with all participating aircraft to ensure pattern integrity and proper sequencing of aircraft during field pattern training operations.
- Conduct high-power engine run-ups during daylight hours to the maximum extent possible. Run-ups that must be conducted during evening or nighttime hours will the aircraft is properly positioned to reduce noise intrusion on the surrounding community.
- Monitor approaches to the airfield to ensure patterns do not extend too far from the airfield.

## 2.4 References

- DoD 2017 Department of Defense (DoD). 2017. About REPI. Accessed June 6, 2017: <http://www.repi.mil/About-REPI/Frequently-AskedQuestions>
- EDAW, Inc., et al. 2005 EDAW, Inc.; Kerr Environmental Services Corp.; Vanasse Hangen Brustlin, Inc.; and The Miles Agency. 2005. Hampton Roads Joint Land Use Study. Hampton Roads Planning District Commission. Accessed at: <http://www.hrpdcva.gov/departments/joint-land-use-studies/hampton-roads-jlus2005/>
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## D-2. T-7A Adaptive Management

### 1.0 Introduction to the T-7A Adaptive Management Strategy

Adaptive management means that USAF will further NEPA's Section 101 goals to "protect, restore, and enhance the environment" (40 CFR § 1500.1(c)), DAF will implement an adaptive management approach to basing and operating the T-7A aircraft at Randolph AFB. Adaptive management is a proactive mitigation oversight program to understand complex, interrelated systems through a long-term process. Adaptive management is built around a continuous cycle of experimentation, evaluation, learning, and improving over time. The ability to experiment and test hypotheses in a time frame that allows meaningful data to be gathered and evaluated is an important element of that process. Adaptive management will take place within the bounds of the impacts and mitigations assessed.

The T-7A training variables analyzed in the EIS and their relationships to biological, physical, and social systems are complex. In the analysis of anticipated impacts in the EIS, DAF has done its best to accurately predict potential impacts and anticipate future conditions using the best information and tools at the time of analysis. However, T-7A operational areas are dynamic systems that are continually evolving: it is likely that there will be unanticipated changes in baseline conditions, that new information may become available, or that the effectiveness of mitigation measures may be different than expected. Adaptive management techniques are well suited to such circumstances.

The adaptive management program incorporates the following kinds of adaptive management approaches:

- Noise models will be used to understand the effects of the new curriculum being designed to leverage T-7A aircraft capabilities.
- Comparison of the noise model findings with the accuracy or completeness of the earlier predictions will highlight problem areas and suggest courses of action to mitigate them.

New knowledge and information produced through experience, further technical development, and trial of new or altered operational parameters can be incorporated into management options and recommendations to appropriate decision makers.

The analysis in the EIS identifies environmental impacts. The Air Force environmental impact analysis process requires the proponent to prepare a mitigation plan and forward it to Headquarters, U.S. Air Force for review within 90 days of the signing of the ROD. Among other things, the mitigation plan must specifically identify each mitigation measure, how the measures will be executed, and who will fund and implement the mitigations. Requiring the detailed mitigation plan after the signing of the ROD enables the mitigation plan to be tailored precisely to the decision that is made.

Since the adaptive management approach is being adopted as part of the implementation strategy for the beddown and operations of the T-7A at Randolph AFB, any post-ROD mitigation plan for its beddown and operations will need to include provisions for monitoring noise post-



implementation and the success of the mitigations, as well as procedures for making necessary adaptations. The following additional steps will also be part of the mitigation plan:

- Identify the type of monitoring for the action and each mitigation.
- Delineate how the monitoring will be executed.
- Identify who will fund and oversee its implementation.
- Establish the process and responsibilities for identifying and making changes to the action or mitigations to influence beneficial results or avoid/reduce adverse ones.

As noted, the adaptive management strategy is being adopted to implement this program because of incomplete or unavailable information. The follow section provides greater detail about the specific incomplete or unavailable information, why it is unavailable, and steps to gather the information.

## **1.1 Incomplete or Unavailable Information**

CEQ regulation at 40 CFR §1502.22 provides guidance on how to continue with the NEPA analysis when information is incomplete or unavailable.

Incomplete or unavailable information relates to the T-7A proposal. DAF is identifying that information used in the determination of air quality emissions and aircraft noise contours is incomplete or unavailable. The lack of engine and actual aircraft operational data for the T-7A aircraft provides a lower confidence in predicting actual impacts. Normally an agency would conduct its impact analysis once the appropriate studies and data sets are complete and available to ensure the most accurate analysis could be conducted and presented to the public and considered by the agency's decision maker. In this instance, DAF needs to validate or improve the data that were input to model the air quality and aircraft noise impacts.

In the interest of evaluating options and informing the public as early as possible in the planning process, DAF has determined to move forward with the preparation of this EIS and commit to the collection of better data and with which to reassess impact levels at a later date. This urgency is a necessary course of action because the data will continue to be unavailable until aircraft are at JBSA-Randolph and employed in local conditions by DAF instructor pilots and military flying trainees. Those data are unavailable while the aircraft is in testing in St. Louis, Missouri by commercial test pilots. The two parts of the action, construction and operations, are connected actions as defined under the implementing regulations of NEPA, and therefore must both be considered and cannot be analyzed separately. The need to accommodate the construction schedule is mandated by the funding time limits imposed for the Military Construction Projects as authorized in the National Defense Authorization Act passed into law by Congress, and the data cannot be obtained until the aircraft are at JBSA-Randolph flying under local conditions in a training versus test use.

DAF has contracted Boeing to build and supply DAF with the new T-7A Red Hawk training aircraft. DAF will begin receiving the T-7A from Boeing in 2023 and will almost immediately put the aircraft into service for pilot training at JBSA-Randolph and begin to phase out the currently used T-38C Talon. At that time, the T-7A aircraft will be flown by DAF pilots performing training

missions at JBSA-Randolph, and DAF pilots will become familiar with flying that particular aircraft. Therefore, the precise throttle settings and maneuvers of the T-7A are unknown at this time and will remain unknown until the actual training begins in 2023. In order to press forward with the analysis of the Proposed Action for both facility construction and aircraft operations, several assumptions had to be made to develop data for input into the DAF Air Conformity Applicability Model (ACAM) and the NOISEMAP model. The ACAM enables DAF to model and predict the amount of emissions for various pollutants into the atmosphere for the Proposed Action.

NOISEMAP allows DAF to use data associated with flying the aircraft such as throttle settings, to predict where and to what magnitude noise energy will be experienced both on- and off-installation. Due to the lack of specific knowledge about the T-7A aircraft, the following assumptions were made for purposes of modeling and analysis within the EIS:

1. The course curriculum currently used for T-38C students would also be used for T-7A students.
2. Aircraft flight tracks for approach, departure, and near-field patterns would be the same for the T-7A as the flight tracks that are currently used by the T-38C.
3. Aircraft power settings along the segments of the flight tracks would be the same for the T-7A as the power settings that are for the T-38C.

Based on these assumptions, DAF developed the Proposed Action and two action alternatives for various levels of flight training. The Proposed Action presents the operational level to sufficiently train the pilots in the T-7A aircraft at JBSA Randolph at the same level of student loading and courses now taught at JBSA-Randolph. Basically, this assumed a simple swap of aircraft. Alternative 2 represents training at a 15 percent greater intensity and Alternative 3 presents a 25 percent greater training level intensity. The Proposed Action and these two alternatives were presented to the public during the Public Scoping process. After scoping, DAF used the assumptions above with the various intensities of training and input the data into the ACAM model to predict emissions. The results showed that nitrogen oxide (NO<sub>x</sub>), a precursor to ozone, levels would be produced at levels beyond those established for National Ambient Air Quality Standards. JBSA-Randolph is located within Bexar County which is in nonattainment for the 8-hour ozone standard. This prompted DAF to create a new action alternative that would result in emissions that would remain within the standards. Alternative 1 represents the intensity of aircraft operations that achieves that goal. However, although this alternative allows DAF to maintain the appropriate level of pilot training through 2025 with the T-7A aircraft, fewer T-7A aircraft would be allowed to operate than planned under the Proposed Action from 2026 and beyond. Reduced flight operations would not allow full training of DAF student pilots at JBSA-Randolph.

DAF used this same data with the same assumptions for flight tracks and power settings and modeled the predicted aircraft noise contours. The results were similar in that DAF realized that the new noise contours would be significant in terms of the amount of off-installation acreage and number of residents that would be exposed to higher noise levels, resulting in greater

disturbance and incompatible land use based on the Land Use Compatibility table in Department of Defense Instruction 4165.57.

Based on both of these modeled results, DAF air quality and noise experts reviewed the assumptions and data and determined that the modeled results were accurate based on the data input. However, the experts suggested that a comparison of the two aircraft be examined to see if previous assumptions could be refined. The review did list the following aircraft differences:

1. The T-38C is a twin-engine aircraft that uses two General Electric J85-GE-5 turbojet engines with afterburners that produce 2,050 pounds dry thrust and 2,900 pounds dry thrust with afterburners.
2. The T-7A is a single-engine aircraft that uses one General Electric F-404 turbofan engine. According to the General Electric F404 webpage, this engine produces a range of thrust from 17,700 to 19,000 pounds.
3. The two types of engines operate at different noise frequencies. The T-38C J85-GE-5 engine operates at a higher frequency than the T-7A GE F-404. The lower frequency engines generally are much louder at similar power settings.

The difference in aircraft engines led to the following discussion:

1. DAF experts agree that the power settings used for the T-38C training scenarios at JBSA-Randolph may not be the same power settings required for the same T-7A training operations. It may be possible to use lower power settings with the T-7A aircraft and achieve similar aircraft performance for approach, departure, and near-field patterns. This could only be validated through actual flight training patterns at JBSA-Randolph.
2. If lower power settings were feasible, it is still unknown how this would affect the noise contours because of the difference in types of engines noted above. Different power settings would require additional NOISEMAP modeling.
3. Any adjustment in power settings would also result in a change to aircraft emissions and require additional ACAM modeling.
4. The suggestion was made based on the information presented here to employ an additional assumption in the Draft EIS that aircraft power settings for modeling purposes should be decreased for the T-7As. However, any reduction of power settings would be an arbitrary decision and would not provide a greater degree of confidence in model results.
5. The assumptions and data used for ACAM and NOISEMAP modeling may be the best data at this time but are noted as incomplete and unavailable information because of unknown operational settings for the T-7A in training missions.
6. DAF must collect data on the operations of the T-7A at JBSA-Randolph and re-examine the predicted air quality and noise outcomes and develop specific mitigation strategies in a manner that demonstrates the most transparency in the process and is in the best interest of DAF and the community.

7. After collection of noise and air emissions data, DAF must analyze and determine if the emissions data approved in the ROD is accurate. If changes in operations are desired as part of this evaluation, then DAF must ensure that any changes in operations are subject to the general conformity process required by 40 CFR § 93, Subpart B before any changes are implemented.

The next step in collecting the needed aircraft operating data is planning a framework for post-EIS efforts. This plan should include identification of DAF goals, a strategic set of actions for collecting data, application of the results, and a plan for potential outcomes and DAF commitments through mitigation. Following this approach will allow DAF to proceed with the JBSA-Randolph T-7A Recapitalization EIS and commit to an ROD for facility construction and procedures to improve and apply data sets for T-7A aircraft operations.

An important factor to keep in mind is that the T-7A aircraft will be delivered incrementally to JBSA-Randolph starting in 2023 and increasing in succeeding years as shown for the Proposed Action and each of the action alternatives. This incremental delivery and planned increase in T-7A operations provides DAF with time to collect the necessary data, re-run ACAM and NOISEMAP models, more accurately define the potential impacts, and implement revised flight operations and course rules to mitigate impacts to the community.

The primary goal of DAF in implementing additional T-7A data collection to complement this EIS is to maintain the pilot training structure and classes at JBSA-Randolph at a level that fully and successfully trains student pilots. The secondary goal of DAF is to maintain positive community relations through transparency of process and controlling the impacts to the community to the greatest extent possible.

The plan for data collection will include the following elements defined in greater detail:

- What needs to be measured and how? What is the timeline for collecting and validating data?
- What does DAF do with the new data?
- Air Quality: Insert specific info on timeline of state reassessment of nonattainment and creation of a state implementation plan (SIP) and how will DAF collect data to support inclusion of aircraft emissions and offsets in the new SIP.
- Aircraft noise: Insert specific information on collection of noise data through modeling based on accurate power settings and flight tracks, collect actual noise monitoring data in specific sensitive receptor locations, and use the info to develop a new noise study, develop a new AICUZ plan, and perhaps an updated CUP, if needed.
- Citizen participation.

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