

Page number in Final EIS	<b>CHANGES from draft EIS</b> <b>Shaded boxes are changes related to PFAS</b>
WI-17	New section summarizing comments received on the Draft EIS.
WI-18	In the draft it says before "Under the National Defense Authorization Act, as amended" before "The USAF does not have authority..." This was removed in the final.
WI-42	This sentence was inserted: "Additional discussion regarding noise impacts on factors such as health effects and noise-induced vibration effects can be found in Appendix B, <i>Noise Modeling, Methodology, and Effects.</i> "
WI-42	In the draft it says before "Under the National Defense Authorization Act, as amended" before "The USAF does not have authority..." This was removed in the final.
WI-43	This paragraph added: "A Mitigation and Monitoring Plan will be developed for those installations chosen, and will include metrics to track and monitor those activities that are identified to minimize the impacts. These could include afterburner usage, flight tracks, number of operations, etc. The Mitigation and Monitoring Plan will identify who is responsible for implementing specific mitigation procedures, who is responsible for funding them, and who is responsible for tracking these measures to ensure compliance."
WI-61	Numbers updated from draft: "F-16 aircraft (all models) have flown more than 11,278,471 hours since the aircraft entered the USAF inventory in 1975. Over that period, 378 Class A mishaps have occurred and 338 aircraft have been destroyed. This results in a Class A mishap rate of 3.35 per 100,000 flight hours, and an aircraft destroyed rate of 3.00 per 100,000 flight hours (Air Force Safety Center [AFSEC] 2019a)." Draft says 10,889,000 hours of all models of F16s since 1975, 374 mishaps and 335 aircraft destroyed.
WI-61	Added: " <i>Fuel Jettison:</i> For use in emergency situations, certain aircraft have the capability to jettison fuel and reduce aircraft gross weight for flight safety. When circumstances require, fuel jettisoning is permitted above 5,000 feet AGL, over unpopulated areas, and is generally over water for applicable bases. Air Force Instructions (AFIs) cover the fuel jettison procedures, and local operating policies define specific fuel ejection areas for each base. The F-16 can only jettison fuel by jettisoning the external mounted fuel tanks."
WI-62	Numbers updated: "Through Fiscal Year (FY) 2019, the F-35A has amassed 96,313 flying hours with three Class A mishaps resulting in no injuries and a Class A mishap rate of 3.11 lifetime, and for the last 5 years of 2.17 (AFSEC 2019b)." Draft says: "Draft EIS says through September 2018, 76,200 flying hours with two Class A mishaps resulting in no injuries and a Class A mishaps rate of 3."
WI-64	Took out section in draft describing risks of composite materials and noting that F-35s have 42% composites and F-16s 13%. [1]. Added instead: "Chapter 3, Section 3.5.1.1 details F-35A composite material characteristics and potential exposure risks." But that section doesn't seem to be there?
WI-65	Added: "The only maintenance of the stealth coating (e.g., low observable material) that would be accomplished at the base would be done using a brush or roller to apply coatings, bonding materials, or applying tape. Depot-

	level maintenance of the low observable material (including spray capability) would be conducted off-site, and therefore the composite material for major repairs to the low observable material would not be stored on base.”
WI-69	Added: “However, incompatibility does not constitute a federal determination that any land use is acceptable or unacceptable under federal, state, or local law, nor are they used to determine if a structure is habitable or uninhabitable.”
WI-77, 78	Section added: Property Values and Property Taxes
WI-81	Added: “ <i>Elderly Populations</i> , An estimated 27,564 people in Madison, or 11.1 percent of the population, are 65 years of age or older and considered elderly (U.S. Census Bureau 2017). In Dane County, 12.3 percent of the population is elderly (64,411 people) and in the state of Wisconsin it is 15.6 percent (896,724 people).”
WI-84	Added: “However, the USAF does not anticipate it would be necessary to close any schools as a result of a basing decision. Interference with classroom speech is discussed in detail in Chapter 4, Section WI3.1.1.2. It is important to note also that most permanent structures, including school buildings, can be effectively insulated from any distracting, exterior noise. Such mitigation is available from the FAA’s noise mitigation programs and other sources.”
WI-84, 85	Added: “Elderly Populations; Older adults have been identified as sensitive receptors to potential adverse impacts due to physiological and behavioral changes that come with age (Air Force Civil Engineer Center [AFCEC] 2014). Table WI3.7-1 shows the percent of the populations of the block groups that are elderly. Most of the 13 block groups that would be exposed to noise levels of 65 dB DNL or higher have a lower percentage of elderly people than the city of Madison and Dane County as a whole, however, 4 of the block groups have a higher percentage of elderly people. A review of nursing homes and assisted care facilities found that one location would fall within the 65 dB DNL contour (Homeland Infrastructure Foundation-Level Data 2019). The one location identified is Women in Transition, which is a mental health center and does not contain a concentration of elderly residents. Because most of the impacted block groups do not contain a higher proportion of elderly residents than the surrounding region and there are no nursing homes or assisted living facilities for the elderly in the impacted areas, impacts to the elderly would not be disproportionate and would be minor.” Pg. 85: “Impacts to the elderly would not be disproportionate and would be minor.”
WI-121	Took out the paragraph below [3] and added: “The highest concentrations of PFOS/PFOA in any single sample found during the SI in the three PRLs within the planned areas of construction are presented in Table WI3.13-2.” The table shows these levels in GW: 238.5 ppt, 141.2 ppt, 3,676 ppt PFOA/PFOS
WI-124	Added: “Three PFOS/PFOA PRLs including Hangar 400, Hangar 406, and Hangar 414 overlap with the proposed construction at the aforementioned Hangars (Figure WI3.13-4). The 115 FW will comply with Air Force Guidance Memorandum (AFGM2019-32-01) <i>AFFF-Related Waste Management Guidance</i> to manage waste streams

	containing PFOS/PFOA (USAF 2019). The AFGM will be updated as needed to address changes in regulatory requirements, DoD determinations of risk, or development of new technologies.” [2]
WI-127	Added: “Per the Site Investigation Report, no soil samples exceeded the USEPA risk-based screening level for PFOS/PFOA within the planned construction area. Groundwater samples for PFOS/PFOA exceeded the USEPA Lifetime Health Advisory of 70 parts per trillion (ppt) for drinking water at all three locations within the planned construction area. The next step in the CERCLA process is the Remedial Investigation. During the Remedial Investigation, the agency will collect detailed information to characterize site conditions, determine the nature and extent of the contamination, and evaluate risks to human health and the environment posed by the site conditions by conducting a baseline ecological and human health risk assessment. The CERCLA process will continue regardless of any construction activities. Construction activities, to include the handling, mitigation, and disposal or other disposition of contamination discovered before or during the construction activity, will proceed in accordance with all applicable legal requirements.”

**1. This paragraph was REMOVED from page WI-63 of the draft EIS:** “The F-35A aircraft has a 42 percent composite material by weight, while the F-16 aircraft has 13 percent. One disadvantage of composite materials is that they have the potential to degrade under extreme temperatures, resulting in the production of toxic fumes and airborne respirable fibers. Laboratory studies have identified respirable fiber products and toxic gases (including high levels of CO, NOx, and hydrogen cyanide) from burning composite materials. Because of these characteristics, composite aerospace materials present unique hazards to mishap responders. Individuals exposed to a crash site could experience dermatological and respiratory problems. Exposure to these hazards would not necessarily end when a fire is extinguished; exposure to recovery crews, site security, the surrounding population, and others could continue (Naval Air Warfare Center 2003). However, research on aircraft composite materials similar to that used on F-35A aircraft demonstrate that combustion characteristics of composite materials are similar to other combustible materials and rapid flame spread or excessive heat releases are not a concern. Additionally, data and experience from several crash responses indicate that single fiber concentrations are typically very low, and a very specific and rare set of conditions is needed to produce airborne carbon fires. Due to the rarity of mishaps involving composite aerospace materials, no epidemiological data are available on personnel exposure to burning composites, and no studies have assessed the toxicology of carbon fibers generated in fire scenario with extended post-exposure duration.”

2. [https://static.e-publishing.af.mil/production/1/af\\_a4/publication/afgm2019-32-01/afgm2019-32-01.pdf](https://static.e-publishing.af.mil/production/1/af_a4/publication/afgm2019-32-01/afgm2019-32-01.pdf)

3. Removed this from pg. WI-120 of draft EIS: “A Media Management Plan is recommended for any area where soil or groundwater disturbance is expected to occur and site investigations indicate Per- and Polyfluoroalkyl Substances contamination above federal and/or state regulatory limits. The Media Management Plan would detail the procedures for soil and groundwater sampling in accordance with previously approved investigative Work Plans, encountering of contaminated media, site erosion controls, media disposal and federal and state agency notification in accordance with current regulatory requirements at the time of construction.”