

Responses to Question from Residents from 4/25/17 Panel Discussion
Completed by Major Borders
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1. Who should citizens contact to voice their disapproval to the F-35s?

The Environmental Protection Agency and the United States Air Force will identify an independent third party to conduct an Environmental Impact Statement Study. One aspect of this process is to hold a number of town hall meetings for the specific purpose of providing an opportunity to the public to provide their input, whether they support or are against an F-35 mission here at Gowen Field. These meetings will be announced on the radio, in the papers, online and via social media.

2. If the F-35 is not based in Boise will that be the end of the Idaho Air National Guard (IDANG)?

The USAF has identified the F-35 to replace the A-10, currently operated and maintained by the Idaho Air National Guard. If Gowen Field is not selected to receive the F-35, the IDANG would maintain their current mission until the A-10 is retired. The USAF and the National Guard Bureau would determine the IDANG's future based off of current needs of the Department of Defense, the USAF and NGB at that time. The IDANG believes that such uncertainty of our organization's future would jeopardize recruiting and retention efforts and consequently, mission readiness. We believe these factors would negatively impact the overall future of the IDANG, which has served in the community here at Gowen Field for over 70 years through nine other different fighter aircraft. Basing the F-35 at Gowen would guarantee a flying mission for the IDANG for the next 30 plus years. The Idaho Air National Guard would continue being good stewards of our community and our environment as we always have.

3. How many IDANG personnel currently work in Mountain Home?

The IDANG has one Geographically Separated Unit of roughly 200 personnel, unaffiliated with the A-10 unit and its mission here on Gowen. These are all full-time personnel (versus the majority of IDANG's part-time force). They are assigned to the 266th Range Squadron at Mountain Home Air Force Base and the associated ranges. The 266th is tasked with performing tactical air traffic control and ground-based threat training for aircraft training at MHAFB and its ranges.

4. The Fighter Aircraft requirement on your handout list terrain as an advantage. This includes mountains and forest as well as desert would these planes be flying over our forests?

There are areas across Idaho designated as military training corridors/areas, which are over mountains, deserts and forests. The Idaho National Guard and the Active Duty have been utilizing these spaces since WWII.

5. Do we know when the contingent from the Dept. of Defense will be in Boise for their assessment?

The USAF will send a team of facility experts to assess Gowen Field's ramps, hangars, runways, infrastructure, etc. but they are not decision makers and this is not part of the Environmental Impact Study nor the associated town hall meetings. Their schedule is set by the USAF and any questions regarding their schedule, travel dates or personnel movements should be directed to the USAF. The IDANG does not publish schedules that may indicate DOD personnel travel due to currently elevated DoD threat levels.

6. If Boise is going to have all the financial benefits why isn't Mt. Home fighting for this opportunity?

This round of basing is strictly for National Guard units, not Active Duty units. The USAF is comprised of both Active Duty and Reserve forces as part of its strategic design. In the past, MHAFB was considered to receive the F-35 as well.

7. Where can the community view the numbers surrounding the \$155 million economic impact statement referred to in your handout?

The Idaho National Guard Economic Impact Study is located at https://museum.mil.idaho.gov/IDNG_Economic_Study_Final_2015.pdf

8. When will Gowen/Military put on a "true" demonstration of the F-35?

The IDANG often receives requests from the public for F-35 demonstrations at Gowen Field; however, there are no F-35s assigned to the IDANG so we have no control or authority to direct such activities. The IDANG has requested F-35s to Gowen Field in the past and currently has an open request to bring one in for the Gowen Field Open House this October, but at this time no units have accepted our invitation. It is important to note that because this is a new aircraft in its early stages of production, the number of available aircraft and qualified pilots for conducting public exhibitions is limited due to training and overseas operational requirements.

9. Has the Guard looked at getting a C-130 firefighting mission to complement the National Fire Center?

Yes; however, it was determined by the USAF that Gowen Field did not meet the needs of the USAF for that mission. The IDANG performed a C-130 mission here at Gowen Field from 1996 to 2009 but due to the Base Realignment and Closure (BRAC) process, that mission came to a close. Since then, the IDANG has requested follow-on C-130 missions, along with other manned aircraft missions; however, the USAF is not currently considering Idaho as a potential basing location for a C-130 mission or any other aircraft other than the F-35.

10. If chosen, will Gowen be a training site? If yes, why is there no indication of night flights on the handout?

Gowen Field will not serve as a training location for the F-35. Luke and Eglin Air Force Bases are the current training sites. The USAF is considering Gowen Field as an operational site with a war time tasking, not a training site.

11. Does a crash zone map exist for the Boise Inty. Airport and the USAF-IANG?

We are unfamiliar with a crash zone map but the IDANG Fire Department is the primary first responder to military and secondary responder for civilian aircraft emergencies. Whether primary or secondary, the IDANG Fire Department responds to all aircraft emergencies at the Boise Airport.

12. Will refueling aircraft also be located at the Boise Int. Airport if F-35s come here?

If you are referring to air refueling tankers, no they will not be stationed here. We work with KC-135 units from Salt Lake City and Spokane for inflight refueling in designated air refueling tracks that are not over Boise.