

October 9, 2024

Arizona Regional Airspace EIS
c/o Stantec
501 Butler Farm Rd., Suite H
Hampton, VA 23666

(Submitted via certified mail and online form; enclosed with the certified mail submission is a flash drive with all referenced research materials.)

To Whom It May Concern:

On behalf of the undersigned organizations and businesses, thank you for accepting our comments on the Draft Environmental Impact Statement for Regional Special Use Airspace Optimization to Support Air Force Missions in Arizona.

We request that the DAF abandon this DEIS or substantially rework it as described herein.

Expanding military combat training over rural communities and Tribal and public lands is not acceptable. The Air Force should restrict its lower elevation and supersonic flights, and other combat training, such as dropping chaff and flares, to the Barry M Goldwater Range where it's already happening. The Air Force must not shift the burden of risk to rural and Tribal communities in southern AZ and NM.

I. Executive Summary

The Draft Environmental Impact Statement for Regional Special Use Airspace Optimization to Support Air Force Missions in Arizona has failed the people who are affected by this proposal. It is requested that the comment period be extended by 60 days; that additional public hearings be held in Cochise County, AZ, on Tribal lands, and in Tucson and Phoenix; and that the final EIS remedy and address the deficiencies identified here.

The comments below document concerns, including the following:

- **There is a Lack of Accountability in the overall EIS process.** There was not adequate public or agency involvement. Input from the public, government agencies, elected officials, and Tribal members was not appropriately disclosed, nor addressed. FOIA requests have been blocked. Neither the letter nor the spirit of the National Environmental Policy Act (NEPA) was followed, and the overall opaqueness and deception is deeply concerning.
- **The Purpose and Need are not complete and are analytically inadequate.** Alternatives are not provided or analyzed adequately. Most importantly, the elimination of the Barry M. Goldwater Range (BMGR) as an alternative is not supported.
- **There is a failure to adequately analyze cumulative impacts,** including the retirement of A-10s and the proposed transformation of the 492nd Special Operations Wing (492 SOW) into the Air Force Special Operations Command (AFSOC) Power Projection Wing (PPW) at Davis-Monthan AFB.
- **There have been a large number of documented violations of FAA regulations, which are ongoing.** There are serious safety risks resulting from those violations of flights lower than permitted and over houses and people. In addition, there is a concern that if the rules are made more permissive, the violations will expand in a corresponding manner.
- **There is a failure to adequately assess the impacts of this proposal.** Safety risks, including fires, are not adequately considered. The analysis of noise includes flawed, outdated, and inaccurate information. Impacts to natural wilderness and wildlife including listed species are trivialized, and input from key agencies is ignored. The economic base of tourism and recreation in the Tombstone MOA is not addressed, nor is the unique nature of this area as a biodiversity hotspot. Finally, the Wilderness Act provisions that apply to the two designated wilderness areas in this MOA are ignored.

It is our hope that these comments are regarded seriously. This location is home to many people and animals and is a unique location for visitors, scientists, and peace seekers from around the world. Please do not ruin it.

All sources referenced here are submitted in full in our mailed submission.

II. **There is a Lack of Accountability in the overall EIS process.**

A. **The NEPA process was not adhered to.**

Neither the letter nor the spirit of the National Environmental Policy Act (NEPA) has been held to in this process.

This policy requires the federal government to use all practicable means to create and maintain conditions under which man and nature can exist in productive harmony. This DEIS is the antithesis of that idea.

Neither adequate alternatives nor adequate mitigations are provided in the DEIS.

It is evident that neither the public nor the required government agencies were appropriately involved in this process.

As such, it is requested that the comment period be extended by a minimum of 60 days and that the below deficiencies be remedied before this extension begins.

B. There was not adequate Public and Agency Involvement.

1. The public hearing process was inadequate.

No public hearings were held in the current Tombstone MOA, nor in Cochise County, AZ, the area most affected by this proposal. When hearings in this area were requested, the answer was, “We are not able to add other in-person Hearing locations at this stage. Two Virtual Hearings are being conducted to ensure members of the public who are unable to attend the in-person Hearings for any reason have the opportunity to hear the same DAF presentation and provide verbal comment for the record,” (Keesling, 2024).

The attempt to substitute in-person hearings with virtual hearings ignores the realities of broadband in rural and Tribal areas. This is inequitable for these areas ([FCC](#), 2021).

As such, an extension to the comment period is requested, as well as a request that hearings be held in the Tombstone MOA including in Cochise County.

2. Public comments during scoping were not disclosed or appropriately considered.

It is the general process in NEPA to disclose public comments. In the scoping phase of this project, according to the DEIS, 6,667 comments were made by members of the public, Tribes or Pueblos, federal agencies, state and local agencies, elected officials, aviation groups or private pilots, airports, and non-governmental organizations.

None of these comments were disclosed publicly.

In Appendix D, the DEIS says, "Since a large number of substantive scoping comments were submitted, the DAF elected to summarize the comments" (D1-7). The DEIS instead tallied the comments, classified them as "non-substantive" or "substantive," and provided a summary table of only those they judged to be "substantive."

Without access to the actual comments, there is no way to verify or assess what is presented in the DEIS. This is a gross breach of the NEPA process.

To comply with NEPA, it is also critical to know who made which comments. Which were from members of the public, Tribes or Pueblos, federal agencies, state and local agencies, elected officials, aviation groups or private pilots, airports, and non-governmental organizations?

All of these comments were made in the spirit of being "public comments." There is no privacy excuse that explains why they were not disclosed.

Note: This information was requested under FOIA, was not released, and is the subject of current litigation.

In addition to the above concerns, the "responses" presented in Appendix D, Table 8 were inadequate, incomplete, dismissive, and frankly insulting. Here are just a few examples:

- The comment that scoping meeting locations were inadequate was responded to with, "The scoping meeting locations provided sufficient geographic coverage for the areas most likely to be impacted by the proposal. Meeting location requests received during the scoping comment period were taken into consideration when determining the locations for Public Hearings" (D1-9).

This is factually inaccurate. The areas most likely to be impacted by the proposal are the Tombstone MOA and Tribal lands. These locations were not the site of meetings either during scoping or two years later during the DEIS comment period, despite many repeated requests (Keesling, 2022; Keesling, 2024).

- The request for interaction with Air Force representatives was answered with “Virtual Public Hearings will be held during the Draft EIS comment period” (D1-9). Neither those virtual hearings, nor the in-person hearings, provided any opportunity for formal interaction. In fact, it was explicitly stated that there would be no question and answers.
- The comment that meetings were not held on Tribal lands was answered by, “The DAF has consulted with government leaders of potentially affected Tribes in accordance with Section 106 of the National Historic Preservation Act. In-person meetings with Tribal leaders were held at their request” (D1-9). Private meetings with Tribal leadership in no way addresses the request for public hearings on Tribal lands.
- Beyond the process issues, nearly all of the comments related to lack of information, purpose and need, and other substantive concerns were answered with short referrals to pages in the DEIS, which did not adequately address the concerns or comments. These issues and concerns are being addressed further elsewhere in these comments.

Overall, the DEIS did not adequately address the issues raised during scoping. It is requested that all scoping comments be disclosed in full, and that the final EIS address the concerns raised more completely and with facts and integrity.

3. Input of Cooperating Agencies was not adequately disclosed or included in the analysis.

According to NEPA, “A cooperating agency has the responsibility to:

- assist the lead agency by participating in the NEPA process at the earliest possible time
- participate in the scoping process

- develop information and prepare environmental analysis that the agency has special expertise in
- make staff support available.”

(Council on Environmental Quality, [40 CFR § 1501.6](#), 2020).

The DEIS contains little or no information on the participation by the National Park Service or the United States Forest Service, including a complete lack of comments at scoping. When information was requested from these agencies, it was not made available. FOIAs are pending, but were not answered promptly.

It is unknown what the degree of participation was by the Arizona Game and Fish Department.

It is requested that all public agency comments be disclosed and included in the final analysis.

C. There has been no substantive response to concerns about current violations of FAA regulations.

The DEIS does not respond to violations of FAA regulations that call for avoiding overflights of persons, vehicles, or structures in un-congested areas by 500 feet (FAA, 2024c, [14 CFR § 91.119](#)). Instead, the DEIS cites these regulations as though they are being followed, though they are not.

The responsible lead agencies have been unresponsive to reports of noise and disturbances from communities below their airspace, despite requests for response.

The below Figure 1: Nuisance Flights over the Tombstone MOA shows over 200 nuisance flight reports filed with Davis-Monthan and the Air National Guard for the Tombstone MOA between March 29, 2023 and October 2, 2024. (Note: These numbers are actually understated as they do not reflect reports that included more than one nuisance flight. Some reports reflect several days of nuisance instances). Details on these reports are available in Appendix B: Nuisance Flight Reports. Note that these reports are not all of the nuisance flight reports but only the ones that were copied to Peaceful Chiricahua Skies.

The following, Figure 2: Nuisance Flights over the Tombstone MOA - Enlarged, shows an enlargement of the northern portion of the Tombstone MOA around the Portal area.

Together these figures and Appendix B: Nuisance Flight Reports show: 1) There are significant nuisance flights, including many which violate FAA rules; 2) Those flights are concentrated in certain areas; and 3) Many of those nuisance flights are outside of current MOA boundaries. The DAF seems to have already moved into the proposed expansion area.

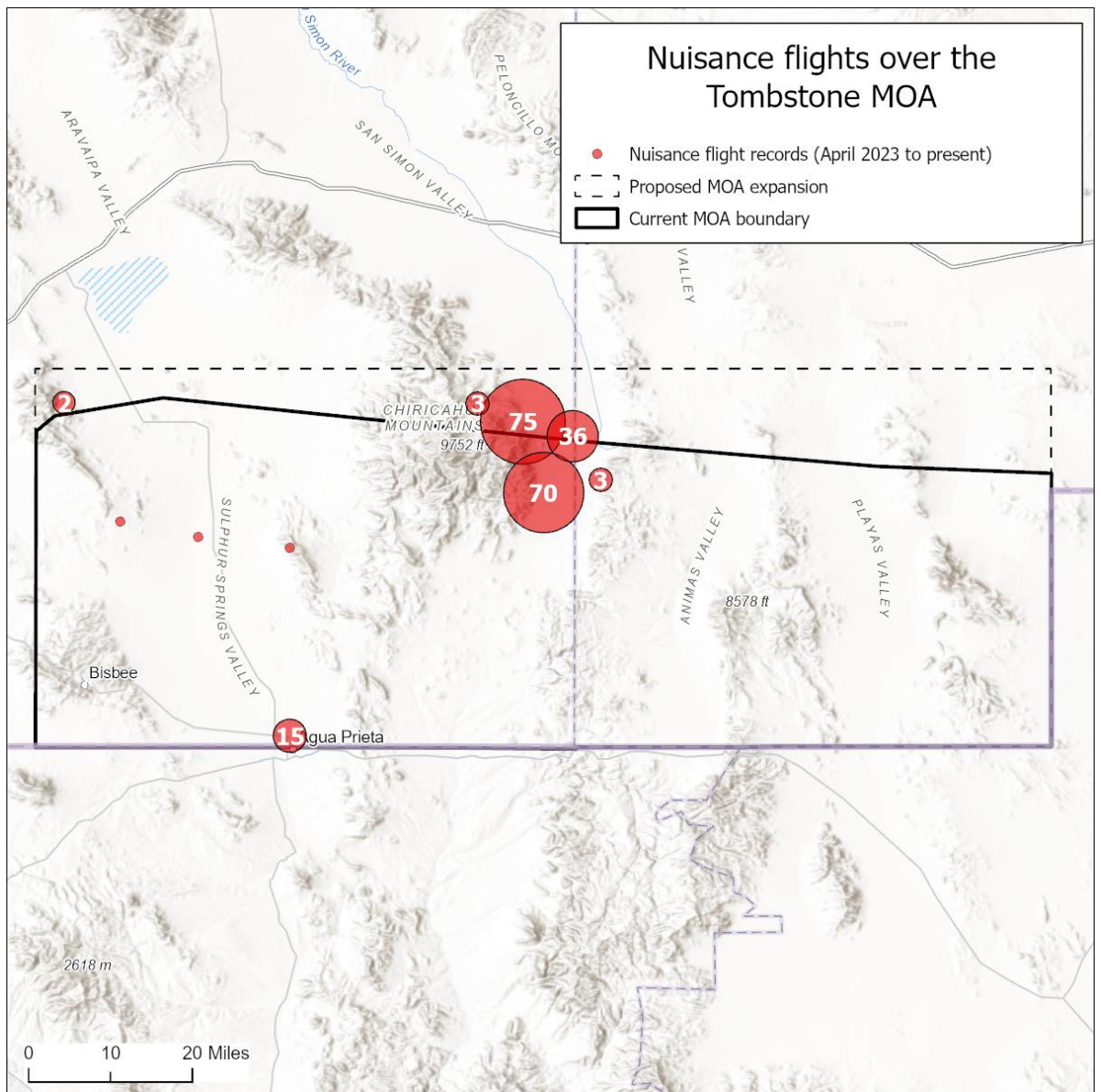


Figure 1: Nuisance Flights over the Tombstone MOA

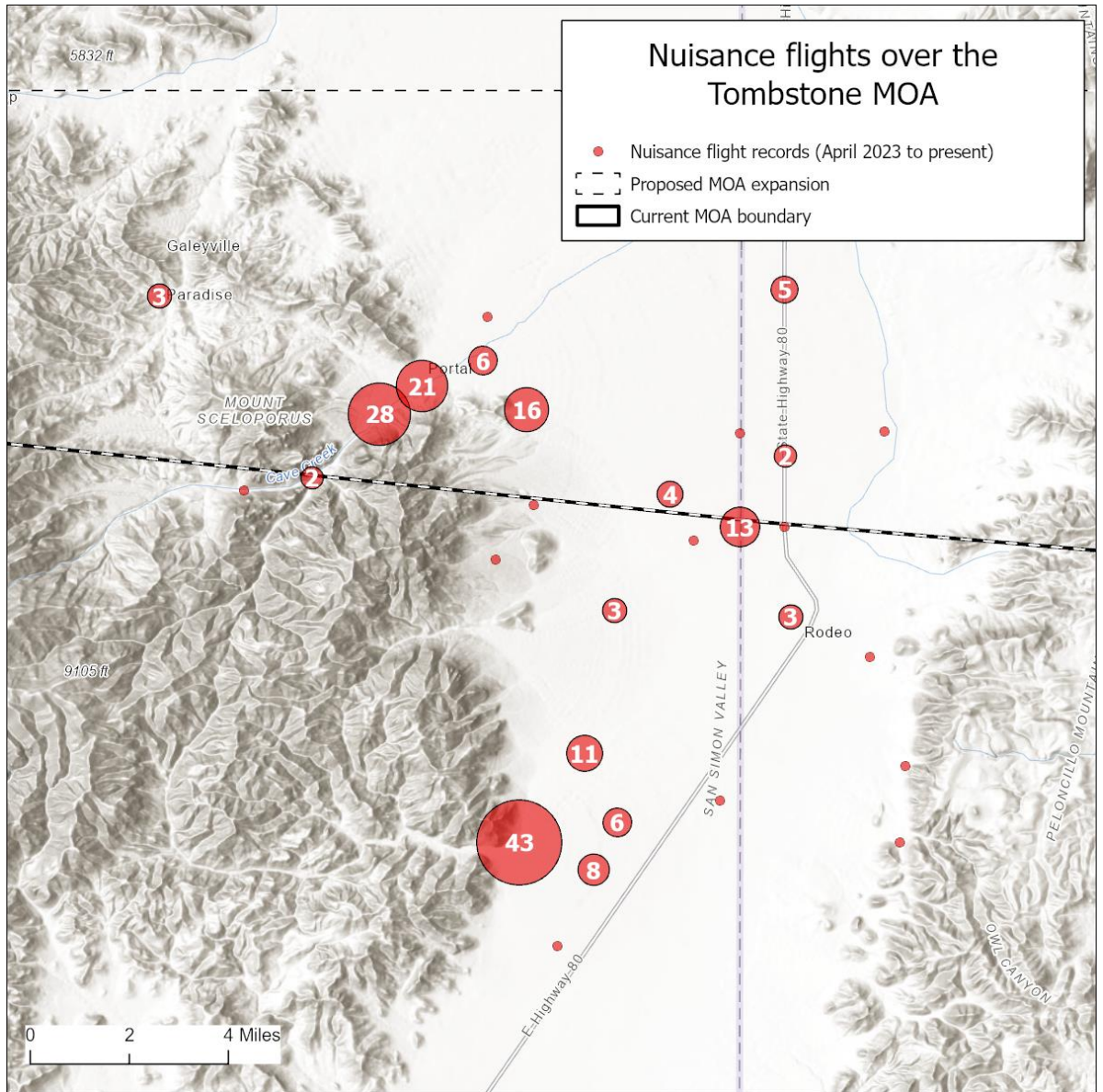


Figure 2: Nuisance Flights over the Tombstone MOA - Enlarged

When flight information was requested to corroborate these problems under FOIA, no information was supplied, and this is the subject of current litigation. This shows a consistent disregard for existing violations and a lack of regard for public input and concerns.

As such, it is requested that historical flight information be disclosed and that past violations be responded to. In addition, the degree of past violations should be considered in terms of how expanded regulations may lead to even more egregious violations.

In addition to the FAA regulations [14 CFR § 91.119](#) that are not being adhered to, there are other FAA regulations that request common sense best practices that are also not being adhered to. For example, the Section 7-5-6 Flights Over Charted U.S. Wildlife Refuges, Parks, and Forest Service Areas of Safety of Flight chapter of the Aeronautical Information Manual says, "Pilots are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service," ([FAA](#), 2024b).

This guideline is violated by the proposed action. It is also violated routinely even in current practice as documented by nuisance flight reports (See Appendix B: Nuisance Flight Reports and comments below for more information).

Similarly, FAA Advisory Circular 91-36D Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas says, "Excessive aircraft noise can result in annoyance, inconvenience, or interference with the uses and enjoyment of property, and can adversely affect wildlife. It is particularly undesirable in areas where it interferes with normal activities associated with the area's use, including residential, educational, health, and religious structures and sites, and parks, recreational areas (including areas with wilderness characteristics), wildlife refuges, and cultural and historical sites where a quiet setting is a generally recognized feature or attribute. Moreover, the FAA recognizes that there are locations in National Parks and other federally managed areas that have unique noise-sensitive values. The Noise Policy for Management of Airspace Over Federally Managed Areas, issued November 8, 1996, states that it is the policy of the FAA in its management of the navigable airspace over these locations to exercise leadership in achieving an appropriate balance between efficiency, technological practicability, and environmental concerns, while maintaining the highest level of safety," ([FAA](#), 2004a).

It goes on to outline related “Volunteer Practices.” These include:

“a. Avoidance of noise-sensitive areas, if practical, is preferable to overflight at relatively low altitudes.

b. Pilots operating noise producing aircraft (fixed-wing, rotary-wing and hot air balloons) over noise sensitive areas should make every effort to fly not less than 2,000 feet above ground level (AGL), weather permitting. For the purpose of this AC, the ground level of noise-sensitive areas is defined to include the highest terrain within 2,000 feet AGL laterally of the route of flight, or the uppermost rim of a canyon or valley. The intent of the 2,000 feet AGL recommendation is to reduce potential interference with wildlife and complaints of noise disturbances caused by low flying aircraft over noise-sensitive areas,” ([FAA](#), 2004a).

Again, these best practices are violated by the proposed action and violated routinely even in current practice as documented by nuisance flight reports (See Appendix B: Nuisance Flight Reports and comments below for more information about this).

It is requested that both the DAF and the FAA examine these regulations, guidelines, and best practices and analyze the DAF’s proposed actions, as well as current actions, in light of this.

III. The Purpose and Need are not complete and are analytically inadequate.

A. The Purpose and Need for the proposal are not clearly established.

The DAF has not clearly established the need for the proposed action. The stated purpose is, “to alleviate training shortfalls and address evolving training needs for aircrews stationed at Davis-Monthan Air Force Base (AFB), Luke AFB, and Morris Air National Guard Base (ANGB) in Arizona” (1-1). However, no meaningful data or analysis of training needs or shortfalls is provided.

Merely saying that more training space is desired does not establish the need.

The DEIS goes on to say that the Barry M. Goldwater Range (BMGR) “is one of the Nation’s most capable and productive training ranges and is indispensable to the ability of the U.S. Armed Forces to produce combat-ready aircrews” and “consists of

approximately 1.7 million acres and over 7,000 square miles of airspace” (1-3).

There is no coherent analysis of why the extreme combat training that is proposed to move to the MOAs cannot continue at BMGR, other than to say that “BMGR East is the only live-fire range in Arizona fully available to the DAF” (1-9) and that airspace is “saturated.”

No average annual sorties or hours of flight currently flown at BMGR is given. No proposed average annual sorties or hours of flight to be flown at BMGR is given. No aircraft type data or proposed activities are given. No analysis of the training needs or shortfall is given.

B. Adequate alternatives are not provided in the DEIS.

1. The discussion and analysis of the elimination of the Barry M. Goldwater Range (BMGR) as an alternative is incomplete and inadequate.

The DEIS claims that BMGR was analyzed as an alternative; however, little or no cost benefit or other analysis of that option was provided in the DEIS.

In the DEIS’ extremely brief half-page of narrative about why expansion of training at the BMGR was considered but eliminated, the DEIS says:

“Normal hours for BMGR East are Monday through Friday, 0730 to 2330 Local. The range is open one to two weekends per month from 0800 to 1700 Local to support ANG and Air Force Reserve flying schedules. Expanding the hours of operation to support more training missions would only be possible by opening more weekends, essentially making BMGR operational 7 days a week with a commensurate increase in range support personnel. The aircrews in Arizona must train during the operational hours for their home bases, which currently are limited to weekdays. In addition to the pilots, a significant number of maintenance and other support staff must be present when the aircraft are operational. An alternative for a wholesale change of hours of pilot and ground support personnel and range support personnel would substantially increase costs. Expanding the hours of operation at BMGR to include more weekends would not fully alleviate the current capacity issues or the anticipated future capacity issues once all of the F-35s are based at Luke AFB. Also, expanding the hours of BMGR to support more operations would not meet the selection

standard to reduce use of BMGR for non-hazardous training. Therefore, this was not considered a viable alternative" (2-15).

Beyond its brevity and lack of analysis, there are many problems with this statement.

First, there is no supporting detail of how many sorties are currently flown at BMGR, what the nature of those sorties is, or how that relates to sorties at other bases discussed in the DEIS. That information is requested to be disclosed, along with accompanying analysis.

Second, moving low level combat training to populated and protected wilderness areas because the DAF does not want to staff weekends or nights is preposterous and irresponsible. Extending the hours of the BMGR needs more analysis. It is requested that information be supplied on the calculations of: 1) the cost of extending BMGR's hours; 2) the cost of the detrimental effects to residents, the environment, wildlife, the economy, etc. of affected areas in the MOAs and; 3) how those compare.

Third, no analysis of F-35 sorties or other pending changes is included in the DEIS. In addition, the pending retirement of the A-10's, which are to be replaced by aircraft that do not require the extreme low elevation training parameters, including lowering the supersonic floor from 30,000 feet to 5,000 feet, was not taken into consideration in the DEIS by its own admission. An honest, legally sufficient analysis of actual fighter jet (F-16s and F-35s) training is requested vis a vis the evaluation of BMGR as an alternative.

In light of this and after this information is provided, it is requested the Air Force seriously consider restricting its lower elevation and supersonic flights, and other combat training, such as dropping chaff and flares, to the Barry M Goldwater Range where it's already happening. The Air Force must not shift the burden of risk to rural and Tribal communities in southern AZ and NM.

BMGR is a currently available and feasible area for the proposed training to occur. The DEIS does not provide any serious analysis of this option, other than to discount it.

2. An alternative to implement Avoidance Zones for critical habitats was not analyzed adequately.

Having Avoidance Zones for critical habitat areas is an obvious alternative that was apparently not given serious consideration. Section 1.1.7 of Appendix D2 mentions this alternative, but no analysis whatsoever is given.

Because the Tombstone MOA contains many of these critical habitat areas, an alternative of eliminating Tombstone A was suggested. In Appendix D2, the reply to this is, “The Tombstone MOA is a vital component of pilot training in Arizona and removing a significant portion of this low-altitude training airspace would not meet the selection standard to improve low-altitude training in the area, thus eliminating Tombstone A is not a viable alternative” (D2-6). This shows no analysis, and merely saying that it is needed does not demonstrate why this is not a viable alternative.

In the DEIS, there is some discussion of defined avoidance areas associated with Mexican Spotted Owl and Bald and Golden Eagle nests, but no specifics are included. The DEIS says there are no specific avoidance areas within Tombstone MOA. However, Mexican Spotted Owls, Bald Eagles, and Golden Eagles are all found here ([iNaturalist](#), 2024; [iNaturalist](#), 2024; [iNaturalist](#), 2024). Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act (United States Code, 1981, [16 USC 668-668d](#)) and the Migratory Bird Treaty Act 1918 (United States Code, 1918, [16 USC 703-712](#)). More information on the avoidance areas for Mexican Spotted Owls and Eagles in the Tombstone MOA is requested.

In addition, it is requested that an alternative with Avoidance Zones for the Chiricahua Wilderness Area, the Chiricahua National Monument, the Chiricahua Mountains Important Bird Area, and critical habitats for endangered and listed species (Beautiful Shiner, Chiricahua Leopard Frog, Jaguar, Mexican Spotted Owl, New Mexican Ridge-Nosed Rattlesnake, San Bernardino Springsnail, Yaqui Catfish, Yaqui Chub, and Yellow-Billed Cuckoo [Western DPS]) be explored in the EIS.

See Appendix C: Protected Public Lands in the Tombstone MOA (with proposed expansion) for a list of critical habitat areas and accompanying maps.

3. The discussion and analysis of the use of simulation technology or virtual reality as an alternative is incomplete and inadequate.

The DEIS eliminated the alternative of using simulators and virtuality reality

training with little or no analysis.

However, simulator and virtual reality training is currently used in both private industry and the military and has been shown to be effective ([Guthridge](#), 2023). It has been shown to be especially effective for F-35 training ([Hunter](#), 2023; [FAAC](#), 2024). Training in this way has been shown to save money and lower risk.

It is requested that the EIS do an analysis of the alternative of using simulators and virtuality reality training and disclose this information.

IV. There are frequent violations of current FAA rules that are not being addressed.

Throughout the DEIS, the DAF acknowledges Code of Federal Regulations Section 91.119 which defines FAA minimum safe altitudes for all flights. For example, the DEIS says, “In accordance with FAA minimum safe altitudes (14 CFR § 91.119), aircraft must avoid congested areas of a city, town, or settlement or any open-air assembly of people by 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft. Outside congested areas, aircraft must avoid persons, vessels, vehicles, or structures by 500 feet” (3-5).

In fact, this is part of the rationale the Air Force uses for its claims that there are no significant impacts of noise, dangerous aircraft crashes, and other safety risks as a result of this proposal.

However, these rules have been broken regularly and routinely over the past two years. This is documented by hundreds of nuisance flight reports made to the DAF and ANG (See Appendix B: Nuisance Flight Reports).

Data on actual military flights has been requested from the Air Force under FOIA to corroborate these violations. However, those requests were denied, and there is a pending lawsuit on that issue. Why is the DAF declining to respond to these complaints or to provide data on these flights?

Because this issue has an overall effect on the entire DEIS, it is requested that military flight data from the Tombstone MOA between January 1, 2022 and October 9, 2024 be disclosed, that this data be analyzed for FAA and airspace violations, and that a plan be developed to minimize this in the future.

In addition, it is requested that the final EIS include this data and analysis, as well as its impact on other assertions made in the EIS.

V. There is a failure to adequately analyze cumulative impacts.

A. The DEIS discussion of intensity, regularity, or repetitive events is not accurate.

The DEIS repeatedly says that negative consequences “would not occur with any sort of regularity or be a repetitive situation in any location” (3-104, 3-106, 3-117, etc.). As has been documented in the Tombstone MOA, that is not accurate. Even before this expanded proposal goes into effect, military training activities have been concentrated in areas, such as canyons in the Chiricahuas, which are populated and environmentally critical areas.

As shown above, Figure 1: Nuisance Flights over the Tombstone MOA shows over 200 nuisance flight reports filed with Davis-Monthan and the Air National Guard for the Tombstone MOA between March 29, 2023 and October 2, 2024. Details on these reports are available in Appendix B: Nuisance Flight Reports. Note that these reports are not all of the nuisance flight reports but only the ones that were copied to Peaceful Chiricahua Skies.

The above, Figure 2: Nuisance Flights over the Tombstone MOA - Enlarged, shows an enlargement of the northern portion of the Tombstone MOA around the Portal area.

Together these figures and Appendix B: Nuisance Flight Reports show: 1) There are significant nuisance flights, including many which violate FAA rules; 2) Those flights are concentrated in certain areas; and 3) Many of those nuisance flights are outside of current MOA boundaries.

It is requested that the USAF provide historical flight records and analyze them for intensity, regularity, or repetitive events in specified areas of the Tombstone MOA and other MOAs.

Because the DEIS’s claim of lack of regularity or repetitiveness underlies the entire DEIS, the existing analysis is inadequate.

It is requested that the final EIS disclose and analyze data on actual sorties and the intensity, regularity, and repetitiveness in specific areas, including the canyons and mountains of the Tombstone MOA.

B. The DEIS includes A-10s which are being retired.

The DEIS states that, “This Draft EIS analysis was started prior to the decision to retire A-10 aircraft, which was enabled by adoption of the Fiscal Year 2023 Presidential Budget and passing of the 2024 National Defense Authorization Act. Thus, this Draft EIS includes A-10 operations” (cover sheet).

This is disingenuous as these thousands of A-10 sorties will be replaced by aircraft that do not require the extreme low elevation training parameters, including lowering the supersonic floor from 30,000 feet to 5,000 feet.

It is requested that the analysis of the retirement of the A-10s and the replacement plane sorties be disclosed to show the actual need for extreme low elevation training.

C. The DEIS does not include the introduction of F-35s.

The DEIS states that, “The F-35 basing was addressed in a previous NEPA decision document (DAF, 2012), but the basing was not fully complete at the time of preparation of this EIS; therefore, the additional F-35 sorties are not accounted for in the current operations data presented...” (2-8).

The F-35s are known to be considerably louder than current planes flying in the MOAs. This is a significant and a substantive omission.

The information on the introduction of F-35s must be disclosed and analyzed as a part of this proposal and this EIS.

It is requested that this data be disclosed, analyzed, and included in this EIS.

D. The DEIS does not include the proposed transformation of the 492nd Special Operations Wing (492 SOW) into the Air Force Special Operations Command (AFSOC) Power Projection Wing (PPW) at Davis-Monthan AFB.

The only mention of this significant development in military operations in the Tombstone MOA in the DEIS is in Appendix G, which says, “The timeline for beddown and changes to the aircraft inventory at Davis-Monthan AFB are not yet known, however, the beddown would not affect the proposed airspace modifications being addressed in this EIS nor would it negate the requirement for these modifications...It is expected that AFSOC use of the airspace would be similar to existing users and not present a cumulative effect” (G-3).

This is disingenuous as this change would significantly affect this EIS and must be examined and analyzed. Without any analysis of this here, the cumulative effects are unknown. Putting this in a separate EIS is deceptive ([USDAF, 2024](#)). It is requested that this data be disclosed, analyzed for its impact on this proposal and be included in this EIS.

E. The DEIS fails to fully assess the cumulative impacts from increased use of VR-259 and 263.

The Tombstone MOA, particularly those areas of the Chiricahua Mountains lying beneath VR-259 and VR-263 are already experiencing the negative impacts of noise, danger to people, economic harm to local businesses, and depreciation of the property values due to low altitude combat training.

These planes are often breaking current FAA regulations as commented in the community’s many nuisance flight reports (See Appendix B: Nuisance Flight Reports).

The DAF and ANG have shown limited capability or interest in following up on these complaints.

The DEIS includes little or no information about the VRs, and their cumulative impact is not adequately analyzed.

It is requested that this data be disclosed, analyzed, and included in this EIS.

VI. There is a failure to adequately assess impacts.

A. The DEIS analysis of Affected Environment and Environmental Consequences is inadequate.

1. The DEIS analysis of overall impact on water, earth and natural resources is not adequate.

The DEIS states that, “The Proposed Action would be limited to the modification of airspace to support military training operations and would not include any components that would touch or directly affect the quantity, flows, percolation rate, or accessibility of surface or ground water resources. The use of chaff and flares does not affect water quality or aquatic habitats,” and “There are no activities proposed that would impact the geology, topography, or soils in the affected environment. The use of chaff and flares does not affect soil chemistry” (3-2).

Merely saying that there is no effect does not make it the case. Saying that operations in the air do not affect the water or earth surface is naive and obfuscatory.

In addition, the DEIS also says that flares are made of “magnesium and Teflon (polytetrafluoroethylene)” (F-7), a type of per- and polyfluoroalkyl synthetic chemicals (PFAS) that are known not to degrade easily in the environment and are commonly known as “forever chemicals.” These chemicals have been shown to pollute soil, especially when burned, which is obviously the case with flares ([International Chemical Secretariat](#), 2022; [Citizens for Safe Water Around Badger](#), 2024).

PFAS are widely regarded as presenting environmental hazards to both water and soil as documented by the EPA and others ([EPA](#), 2024). The Air Force is already being sued for PFAS-related mitigations and clean-up, and yet this DEIS proposes increased combat training here that would increase PFAS exposure ([U.S. Department of Defense](#), 2024).

Chaff also presents dangers to water, earth and natural resources. A 2023 DOD report discloses that PFAS including “about a dozen fluoropolymers, including fluoroelastomers, are ingredients in polymer bonded explosives, pyrotechnics, and propellant components used in munitions, decoy flares, and chaff ” ([U.S. Department of Defense](#), 2023).

A report written by researchers from the Navy states that, “Currently, DOD severely restricts the use of chaff in training in order to reduce pollution of the environment and to protect civilian airspace” and goes on to discuss the research on the dangers of chaff ([Arfsten, et al., 2021](#)).

There are numerous studies about the environmental dangers of both chaff and flares ([Citizens for Safe Water Around Badger, 2024](#); [AFCEC, 2024](#)). However, this and other research is ignored in this DEIS, which instead takes the position that there is no effect. This defies common sense as well as research findings.

This DEIS’s denial that PFAS contamination is an issue leads one to wonder what other hazardous effects on water, earth and natural resources have been omitted.

In addition, sonic booms are known to increase danger of rock and landslide, weaken cliffs and overhangs, and damage or destroy sensitive landscape features like hoodoos. An EPA study included documentation of damage to National Park cliff dwellings and rock formations ([EPA, 1971](#)).

Finally, the DAF dumping of chaff and flares over public property or property of another that is not a lawful dump is not only an affront to the natural resources but could be as much as a Class 6 felony under Ariz. Rev. Stat. Ann. §13-1603 ([Arizona Revises Statues, 2024a](#)). While the DAF may be exempt from these and other environmental protection laws, it begs the question of why this is the case.

It is requested that the EIS further disclose and analyze the impacts of this proposal on water, earth and natural resources

2. The DEIS analysis of increased flights in BMGR and elsewhere is inadequate.

The DEIS states that, “The use of energy supplies would be jet fuel used during training operations; however, this is not expected to be a substantial increase or use of energy supplies beyond what is used currently. Therefore,

natural resources and energy supply are not evaluated in detail in this EIS” (3-2).

The DEIS claims both that there is not an increase in overall flights as a result of this proposal and that there will be significantly increased flights in all MOAs.

It is stated that these flights will be shifted from the BMGR. However, it is also stated that the BMGR is needed for more and more hazardous sorties. No data is disclosed in this DEIS about numbers of flights in the BMGR, either currently or under the new proposal.

This omission of data and seemingly contradictory claims about the number of flights leaves many questions.

It is requested that data must be disclosed and analyzed for all MOAs and the BMGR and any other areas that are affected by this proposal. Based on this, the effects on water, earth or natural resources must be disclosed and analyzed.

B. The DEIS analysis of Safety is inadequate.

1. The DEIS analysis of aircraft “mishaps” (crashes) is inadequate.

The DEIS states, “It is impossible to predict the precise location of an aircraft accident; however, the probability of an aircraft crashing into a populated area is extremely low” (3-18).

As a first support to this, the DEIS says that the areas of flights have low population densities. No data is provided regarding this other than county-wide averages. The populations in the canyons of the Chiricahuas that are currently being used most frequently for low level flights have increased. It is requested that the EIS include mapping of current population and structures in these areas, as well as data on sorties flown there over the last two years.

Secondly, the DEIS says that “pilots of aircraft are instructed to avoid direct overflight of population centers at very low altitudes” (3-18). Based on first person reports from residents in this area, frequent, low altitude flights over

populated areas are happening (See Appendix B: Nuisance Flight Reports, as well as Figures 1 and 2). The DAF and ANG have declined to respond to these reports and have declined to supply flight data. It is requested that this data be disclosed and that more serious attention be given to these dangerous flights. It is only a matter of time before one of the pilots “hot dogging” in the canyons and breaking regulations crashes into a canyon wall, causing either fire or loss of life. It only takes one accident for there to be severe consequences.

Thirdly, the DEIS says that the “limited amount of time the aircraft is over any specific geographic area limits the probability that a disabled aircraft would impact a populated area” (3-18). Again, the many nuisance flight reports demonstrate that flights are being concentrated in certain populated areas, making a catastrophic crash more likely in these areas (See Appendix B: Nuisance Flight Reports).

It is only common sense that with the significant increase in flights in the Tombstone MOA, there will be an increasing likelihood of crashes.

In addition, there have already been numerous DAF “mishaps” or crashes. According to the Air Force Times, “Six F-16s have been involved in accidents so far this year. About three Fighting Falcons have been totaled each year on average for the past decade” ([Cohen](#), 2022). The Aviation Safety Network documents 21 F-35 crashes in the ten years since its service ([Aviation Safety Network](#), 2024).

Serious crashes have included: a 2004 fatal F-16 crash on the Tohono O’odham Nation ([USDAF](#), 2004); a 2015 fatal F-16 crash near Douglas, AZ ([Tankersley](#), 2015); a 2016 fatal F-16 crash near Bagdad, AZ ([Associated Press](#), 2016); a 2017 fatal F-16 crash near Safford, AZ ([Associated Press](#), 2017); a 2023 collision between an F-16 and a drone ([Loew](#), 2024b; DOD incident report, 2024); and a 2024 F-35 crash near Albuquerque, NM ([Winston](#), 2024). There are many other crashes not included here. The number of serious crashes in just the local area belies the DAF assertion that the probability of a crash is extremely low, and with substantially increased numbers of flights, that probability increases.

The use of military drones is not mentioned in the DEIS. A local news outlet recently reported “22 incidents between October 2022 and June 2023 where Air Force fighter pilots reported seeing or colliding with drones in mid-flight” ([Loew](#), 2024a). It is requested that data and analysis on the use of both civilian and military drones in the MOAs be included in the DEIS.

It is requested that data on actual military flights in the Tombstone MOA be disclosed and that this data be analyzed against the location of homes and other structures in this area. It is also requested that data and analysis of aircraft “mishaps” (crashes) be done. The fact that the DAF does not generally publicly release its findings, requires FOIAs to get information, and is currently not responding to FOIAs, shows a pattern of hiding information. In addition, the data on crashes in the DEIS is based on flight hours; however, the number of flight hours for both current and proposed sorties is not given. It is requested that this data be disclosed and analyzed to get a more accurate risk assessment.

A combined analysis of all of the above information and safety risk is requested in the EIS.

2. The DEIS analysis of flare usage and fire risk is factually inaccurate and inadequate.

The DEIS says, “Fire risk associated with flares stems from an unlikely, but possible, scenario of a flare reaching the ground or vegetation while still burning” (3-17).

Despite this, there is documentation of many large and costly fires having been started by military flares. Fires in New Jersey in 2007 ([Feuer](#), 2007; [Associated Press](#), 2007), Oregon in 2018 ([Schick](#), 2018), on San Carlos Apache Tribal lands (Rambler, 2022), fires on Tohono O’odham lands, and the Telegraph Fire in Arizona in 2021 ([Resnik](#), 2021) were all likely started by military flares.

In regards to the files on San Carlos Apache lands, Chairman Terry Rambler has documented at least ten fires caused by DAF flares on San Carlos Apache land, providing maps and pictures (Rambler, 2022).

While there may not be final probable cause determinations in these fires, there are rarely probable cause determination in wildfires. Because of the remote locations of these fires' origins and the environments of severe burning, it is difficult to make a definitive determination. However, the facts are that military jets were dropping flares at these fire origin locations at the time that the fires started and, in some cases, flare remains were found at the site of the start of the fire.

The Telegraph fire of 2021 burned over 180,000 acres, destroyed 51 structures, threatened lives, destroyed critical habitat, and cost millions of dollars (Inciweb, 2021; [State of Arizona](#), 2021; [Grigg](#), 2021). In the case of this fire, the incident command said that there was a high probability that the fire was caused by some military fighter jets in the area that day ([Resnik](#), 2021). Federal, state, and local officials have all asked the DAF to reconsider dropping flares at lower elevations because of fire risk (Ruppel, 2022; [Arcand](#), 2024; [Resnik](#), 2021).

The DEIS also says that, “Thus, the increased number of flares proposed does not directly correlate to an increased fire risk” (3-21). This defies not only research, but also common sense. If there are more flares dropped at a lower elevation as proposed, there must be an increased risk of fire.

The DEIS discusses the safety risk of dud flares, saying that the risk is too small to be considered. However, if just one dud flare ignites, a wildfire of catastrophic dimensions could result. For example, the 2011 Horseshoe 2 fire burned for almost two months burning approximately 223,000 acres of habitat or 70% of the mountain range ([Mueller](#), 2017).

In addition, dud flares can cause serious injury and even death of humans. In 2017, a woman in Graham County found a flare in the desert, which exploded in her face, causing severe burns, skin grafts, and months of recovery. The Air Force confirmed that the flare was theirs ([Rodewald](#), 2017).

Because dud flares present a risk of both personal injury and fire risk, the following actions have been suggested: “considering a public information program in areas where flares are used over non-DOD land to educate the public about the hazards of dud flares and proper procedures to follow if a

dud flare is found” ([Brandin et al., 1997](#)).

It is requested that the EIS disclose the incidence of past dud flare accidents, consider such a training program, and provide mitigation plans and funds.

The DEIS says that “Implementing restrictions on the use of flares based on local fire conditions is a best management practice that is currently implemented for each MOA and is defined in individual unit policies. These restrictions vary depending on the local conditions beneath the MOA and would continue as part of the Proposed Action” (3-17). More information and analysis on this are requested.

Research indicates that the “main issue with flares is their potential to start fires that can spread and have significant adverse impacts on the environment” ([Brandin et al., 1997](#)). As a result, it is recommended that the following action be undertaken by the DOD:

- “Avoiding use of flares over areas sensitive to fire hazards during high-risk periods.
- Establishing a capability to analyze fire risks on a site-specific basis.” ([Brandin et al., 1997](#))

This region has been in a long term drought for 30 years ([Arizona State Climate Office, 2024](#)). In the current environment of climate change, there is always a high risk of fire here ([ClimateCheck, 2024](#)). In this environment, dropping 30,000 flares per year at 2,000 feet above ground level is dangerous and creates a serious risk of fire.

Finally, is requested that the comments of the USFS on this issue be disclosed, considered, and analyzed.

In a message from March 2022, Coronado District Ranger Doug Ruppel wrote to the Portal community:

“I share the communities [sic] concerns about the proposal from the Air Force, regarding potential changes to the Tombstone MOA. The lower levels for subsonic flight as well as supersonic flight will impact wilderness values and solitude, as well as ecological processes

throughout the area but especially in the vicinity of Cave Creek, Southfork and the Chiricahua Wilderness.

The lowering of levels for dispensing flares and chaff has significant potential to increase our fire risk at key times of the year throughout the Chiricahuas and Peloncillos. The Forest Service has had several instances of wildland fire ignitions caused almost certainly by flares from Air Force training flights. In the spring of 2021, the Telegraph Fire, near Globe Arizona, was likely ignited by a flare dropped from an Air Force, Air National Guard training flight. This fire cost the taxpayers approximately \$35 million and put more than 1,000 firefighters at risk, in extremely rough terrain, at the height of the southwestern fire season. Economic losses to the surrounding communities and risk exposure for private individuals were significant as well. This could easily occur in the Tombstone MOA if the proposed changes are adopted.” (Ruppel, 2022).

Further, in a May 23, 2022 letter from Tamara Angel, Acting Director of Biological & Physical Resources for USFS, the following were listed as key concerns with the DAF proposal:

“Fire-Starts -- One of our primary concerns with lowering the altitude for operations is the increased chance for fire-starts from flares that do not immediately extinguish.

Fire Operations -- Lowering the altitude of operations to the levels proposed over NFS lands creates a grave safety concern whereby USAF pilots may cross areas where aerial fire operations are occurring.” (Angel, 2022)

These concerns were not disclosed in the DEIS. It is requested that USFS comments, comments from other agencies, and related comments be analyzed and included in the EIS.

The fact that the DAF does not generally publicly release its findings, requires FOIAs to get information, and is currently not responding to FOIAs, shows a pattern of hiding information.

In light of the many areas of inaccuracy, incomplete data, and inadequate analysis, it is requested that the Safety section of the DEIS be reanalyzed in light of the data supplied here.

C. The DEIS analysis of Noise is inadequate.

1. The DEIS relies on noise modeling instead of actual noise measurements, leading to inadequate analysis.

The DEIS relies on noise modeling instead of actual noise measurements. It says that “the Proposed Action has not yet happened; therefore, real time measurement of new aircraft noise in an area is not possible” (3-23).

However, measurement of even current noise in the MOA would show alarming levels that could cause hearing loss (See below). In addition, noise could be measured at the BMGR where lower-level flights are currently being done.

2. The DEIS analysis using DNL vs. single event noise levels is misleading and inaccurate, leading to inadequate analysis.

The majority of the DEIS’s analysis relies on DNL measurements.

The DEIS’ reliance on DNL as a measure is inadequate and misleading. As the DEIS acknowledges, DNL is an average, not the actual sound that a person hears. DNL is not a measure sensitive to very loud, isolated events, such as an F-16 overflight, which may not even register using this measure, but could cause hearing loss (See below).

Many government agencies and studies, more current than the ones cited in the DEIS, conclude that DNL is not an appropriate measurement for the type of noise being analyzed in this proposal. The GAO says that “because DNL combines the effects of several components of noise into a single metric, it does not provide a clear picture of the flight activity or associated noise levels at a given location,” ([United States Government Accountability Office, 2021](#)).

The DEIS uses DNL in a way that dilutes the effects of short-term noise impacts over a long-period of time which covers up the actual impacts. For

short-term noise such as fighter jet pass, Lmax and SEL, should be used as other EISs do.

The use of DNL is not appropriate for this proposal and the analysis and conclusions are not adequate as a result.

3. The DEIS analysis of the overall nuisance factor of noise is misleading and inadequate.

The DEIS uses inappropriate measures and old data to conclude to claim repeatedly that noise is not an issue, saying that the noise from their planes is “generally compatible with all land uses” (3-41).

The DEIS’s discussion of the long-term annoyance is based on old data and studies. As an example, the Finegold study of 1994 has been refuted by newer data that has found annoyance levels to be much more severe. Studies in 1992 and 1994 that found 12.3% of people to be highly annoyed at levels of DNL 65 decibels have been updated to show 60.1 – 70.9 % levels of high annoyance at the same DNL levels (Finegold, 1994; [United States Government Accountability Office](#), 2021; [Civil Aviation Authority](#), 2018; [Mestre](#), 2008).

Both the GAO and the FAA have called for more research in this area, saying that older research is not valid ([United States Government Accountability Office](#), 2021).

In the specific case of the Tombstone MOA, there have been a large number of low and extremely loud overflights. Many of those flights have been through mountain passes or canyons, which are known to increase the noise level through reverberation, thereby increasing both noise and the annoyance factor. Members of the community have filed hundreds of nuisance flight reports, stating that noise is a primary concern (Appendix B: Nuisance Flight Reports).

The primary reason many people have moved here and many more choose to spend recreational or research-related work time here is because of the relative quiet here. Those land uses directly relate to annoyance levels, and this has not been taken into account in these studies.

Despite its conclusions to the contrary, the DAF has undertaken no study or analysis of how noise affects land uses here.

It is requested that the DAF look at current data on annoyance levels, do community studies of annoyance levels in the Tombstone MOA, and analyze that in relation to the actual land uses here.

4. The DEIS analysis of the health effects of noise, including the potential for hearing loss, resulting from this proposal is inaccurate.

The DEIS says “Because no person or place beneath any of the training airspace associated with this EIS would be exposed to noise levels greater than 80 dB DNL, noise induced hearing loss is not discussed further in this analysis” (3-24).

As discussed above, DNL is not an appropriate measure to gauge the risk of hearing loss.

In terms of Lmax, a measurement of maximum sound level, the DEIS says, “An F-16 direct overflight with afterburner at 100 feet AGL would have an Lmax as high as 131 dB” (3-30). The CDC says “any sound that’s 85 decibels or higher can cause hearing loss” ([CDC](#), 2018).

The Hearing Center for Excellence (HCE) has a mission “to provide support to enhance operational performance, mission readiness, and quality of life through collaborative leadership and advocacy for hearing and balance health,” ([HCE](#), 2024). HCE was established by the Department of Defense (DOD) “to focus on the prevention, diagnosis, mitigation, treatment, and rehabilitation of hearing loss and auditory injury,” ([HCE](#), 2024). HCE was legislated by Congress in the National Defense Authorization Act and directed to partner with the VA, institutions of higher education, and other public and private organizations. HCE’s work is research-based and staff includes clinical audiologists ([Fallon](#), 2019).

On the HCE website, which is geared to help military and veterans, families, providers, and researchers, “quick facts” are provided. These include:

“Quick fact #4 - Unprotected, repeated exposure to loud sounds over a period of time can cause permanent inner ear damage” ([HCE](#), 2024).

“Quick fact #5 - Noise-induced hearing loss, or NIHL, can develop gradually over time with multiple exposures to loud noises or be the result of a one-time exposure to high-intensity noise” ([HCE](#), 2024).

“Quick fact #17 - Any exposure to 140 dB sound (e.g., gunshot or firecracker) can cause immediate damage and actual pain” ([HCE](#), 2024).

“Quick fact #33 - Long or repeated exposure to sounds at or above 85 decibels can cause hearing loss” ([HCE](#), 2024).

The levels of noise and resulting hearing loss cited here are within the ranges that the DEIS acknowledges as resulting from the proposed action.



Figure 3. Quick Facts from HCE website ([HCE, 2024](#))

The CDC's National Institute for Occupational Safety and Health's recommended exposure limit (REL) for occupational noise exposure is 85-dBA REL. For those whose noise exposure equals or exceeds that, they recommend hearing protection, evaluations, and other precautions, as hearing loss is a concern ([Chan, 1998](#)). While exposure to loud aircraft overflights is not the same

as occupational noise exposure, there is definite concern of hearing loss from this level of noise.

In the DEIS, the effects of noise-induced vestibular damage are ignored. Vestibular organs are in the inner ear near the hearing organ, and studies suggest vestibular organs are more sensitive to lower frequency sounds, which is characteristic of sonic booms. Numerous studies document noise-induced vestibular damage ([Stewart, Holt, et al., 2020](#); [Stewart, Kanicki, et al., 2020](#)).

Sonic booms present other health issues, which are not analyzed in the DEIS. These can include not only hearing loss but ill effects such as falls and automobile accidents. Supersonic flight has been banned over land since 1974 in the United States ([FAA, 14 CFR § 91. 818, 1974](#)). The reasons for this are noise, property damage, annoyance, and negative impacts on humans and animals ([Sullivan et al., 2010](#)).

Sonic booms and other loud noises resulting from military overflights are known to be amplified many times over their original effect in mountainous and canyon areas. This is a particular problem in the Tombstone MOA where low elevation military flights are often through canyons that amplify their sound.

The DEIS fails to analyze many other categories of health impairments known to be caused by aviation noise, including sleep disturbance, cardiovascular disease, and children's cognitive performance ([Mestre, 2008](#); [K. Jones, 2013](#); [K. Jones, 2009](#); [Civil Aviation Authority, 2016](#); [K. Jones, 2010](#); [Molitor et al., 2023](#); [FICAN, 1997](#)).

Overall, the many health effects of the noise under this proposal are not adequately analyzed. It is requested that further analysis of these be done in the EIS.

5. The DEIS analysis of avoidance of populated areas is inaccurate.

The DEIS states that "Even in areas of the MOAs where no special flight restrictions apply, experiencing noise from an aircraft that is directly overhead at the lowest possible altitude would be relatively rare" (3-30).

Even before this proposed expansion has taken effect, residents in the Tombstone MOA are already experiencing significant noise from aircrafts that are flying directly overhead at low altitudes. See data on nuisance flight reports in Appendix B: Nuisance Flight Reports.

6. The DEIS analysis of the potential to experience a low-level overflight is inadequate and incorrect.

The DEIS states “As shown, the potential to experience an overflight at 100 feet, which corresponds to the highest single event noise levels for an overflight, is either nil or very low in all MOAs for all alternatives (no more than 1 percent)” (3-32).

Even before this proposed expansion has taken effect, residents in the Tombstone MOA are already experiencing significant noise from aircrafts that are flying directly overhead at low altitudes.

Figure 1: Nuisance Flights over the Tombstone MOA, Figure 2: Nuisance Flights over the Tombstone MOA - Enlarged, and the data on nuisance flight reports in Appendix B: Nuisance Flight Reports show: 1) There are significant low-level flights, including many which violate FAA rules; and 2) Those flights are concentrated in certain areas, including the Portal area and Horseshoe Canyon (As shown above).

7. There is no analysis in the DEIS of the impact of veterans, people with PTSD, and others with behavioral health issues.

The DEIS includes no analysis of the impact of noise on veterans, people with Post Traumatic Stress Disorder (PTSD), and people with other similar behavioral health issues. When this issue was raised in scoping comments, the DAF elected not to address it saying, “Section 3.4, Noise provides the results of the noise study. Other resource areas address those noise impacts on various human and environmental resources” (D-131).

This issue is important to military service men and women and was brought up by many, both in scoping and during public comments on the DEIS. The callous dismissal of these issues is unconscionable.

This topic is particularly important in the Tombstone MOA, both because of the number of veterans and other people with PTSD who come to this quiet area to heal and the number of behavioral health treatment centers that have been established here because of the quiet.

The Diagnostic and Statistical Manual of Mental Disorders (DSM-5-TR) defines PTSD as “an anxiety disorder that develops in relation to an event which creates psychological trauma in response to actual or threatened death, serious injury, or sexual violation” (American Psychiatric Association, 2022).

The development of PTSD varies by person. Scientists do not understand why some people are affected by it and others are not. However, factors associated with developing PTSD include the intensity of the trauma, losing a loved one, and/or being injured during the trauma. Other factors include intensity of the event, proximity to the event, control over the event, as well as the help and support offered during and after the event.

PTSD flashbacks can be triggered by things that remind people of the original traumatic event. For veterans, loud overflight noise is an obvious trigger ([U.S. Department of Veterans Affairs](#), 2024).

In summary and in light of the many areas of inaccuracy, incomplete data, and inadequate analysis, it is requested that the Noise section of the DEIS be reanalyzed in light of the data supplied here. In addition, measurements of current noise levels should be done, and community annoyance measures should be taken.

D. The DEIS analysis of Natural Resources is inadequate.

1. The DEIS analysis does not include or adequately consider input from appropriate agencies on the effects on wildlife.

Appendix L2 includes a response from the USFWS, but the concerns expressed in that letter were not addressed.

No information was included from USFS, NPS, or either the Arizona or New Mexico Departments of Game and Fish. These are agencies that should have

been consulted, and it is requested that their input be sought, disclosed, and analyzed in the EIS.

In a message from March 2022, Coronado District Ranger Doug Ruppel wrote to the Portal community:

“I share the communities [sic] concerns about the proposal from the Air Force, regarding potential changes to the Tombstone MOA. The lower levels for subsonic flight as well as supersonic flight will impact wilderness values and solitude, as well as ecological processes throughout the area but especially in the vicinity of Cave Creek, Southfork and the Chiricahua Wilderness.”

(Ruppel, 2022)

Further, in a May 23, 2022 letter from Tamara Angel, Acting Director of Biological & Physical Resources for USFS, the following was listed as key concerns with the DAF proposal:

“Wildlife Effects -- The increase in noise from the lower-level sonic flights may likely disrupt wildlife, including some threatened and endangered species.”

(Angel, 2022)

These concerns were not disclosed or analyzed in the DEIS. It is requested that USFS comments, comments from other agencies, and related comments be analyzed and included in the EIS.

2. The DEIS analysis of effects on wildlife is inadequate.

The DEIS says, “it is difficult to generalize animal responses to noise disturbances across species and more work is needed to determine if noise adversely impacts wildlife” (3-77). The DEIS goes on to provide research that noise at the levels expected have detrimental effects on animals, before ultimately contradicting that by saying that “there are no significant impacts to natural resources” (3-90).

According to USFWS, USFS, NPS, and many research studies, the actions proposed by the DEIS will significantly impact natural resources, including

wildlife. The failure to disclose comments from some of these agencies invalidates the analysis in this DEIS.

In Appendix L2, a letter from Mark A. Lamb with USFWS says in part, “We anticipate the proposed action, through noise, sonic booms, potential for fire ignitions, and other actions could affect a suite of federally-listed mammals, birds, reptiles, amphibians, fish, and plants...” (Lamb, 2023).

If “noise, sonic booms, potential for fire ignitions, and other actions” affect federally-listed animals, they will obviously also affect other wildlife in the Tombstone MOA.

The unique biodiversity and wildlife in the Tombstone MOA and particularly in the Chiricahua and Peloncillo Mountains are well known. The American Museum of Natural History operates the non-profit biological Southwestern Research Station here. Thousands of researchers from around the world come to the Tombstone MOA to study the unique animals and habitat.

Among the many threats to those animals and habitats, the extreme noise proposed in the DEIS presents the greatest threat.

As background, the auditory range for non-human mammals is 7-160 kHz ([Bowles](#), 1995). Changes in noise levels of just a few decibels significantly affect how animals respond, and the weather can affect sound levels by up to 50 dB ([Pater et al.](#), 2009).

Terrestrial wildlife response to noise begins at levels of 40 dBA, and impacts, including decline in reproductive success, have been documented below 50 dBA. There are declines in species diversity at 40 dBA, avoidance of noisy environments at 70 dBA, declines in reproductive success at 43-58 dBA, and difficulty locating mates at 75 dBA ([Shannon et al.](#), 2015). These levels are well below the noise levels of flights given in the DEIS.

Numerous research studies document the adverse effect of aircraft noise on wildlife species. In 2003, Pepper et al. conducted a review of research on the effects of aircraft noise on wildlife. Research documented adverse effects including flushing responses in Bald Eagles, aircraft-to-bird collisions, masking, hearing loss, fright response, reproduction, and mortality. Some of

these studies were inconclusive, and the researchers state that more research is necessary ([Pepper et al., 2003](#)).

Wildlife exposed to sonic booms or other loud noise from aircraft passes have been shown to experience panic and fear responses leading to injury, nest abandonment, disruption of migration patterns, and physical harm, especially with smaller animals or ones like bats with sensitive hearing ([Manci et al., 1988](#)).

Other research looking at the impact of low-altitude aircraft on wildlife concludes that there is a very high impact from aircraft noise that may cause direct mortality, destruction of nests, and/or reduced use or abandonment of an area or nests ([Churchill and Holland, 2003](#)).

Springtime noise stress on deer and other ungulates, such as pronghorn, is well documented. Aircraft flyovers near habitat for ungulates in the spring has severe consequences for individual young animals. Ungulates have the lowest annual energy stores in late winter and spring when females are in pregnancy, and stress during that time is especially harmful ([Churchill and Holland, 2003](#)).

In addition, loud overflights may cause fright responses and pose a danger for deer and other ungulates when they escape to higher ground for safety. These animals climb up steep and unstable terrain to avoid predation. If disturbed by aircraft on steep terrain, the danger of falling is very high if animals are in terror and distress on a cliff.

Research also shows that noise stress reduces immune function in wildlife. Frequent and intense exposure to loud noise causes the release of stress hormones, which, if it becomes chronic, can decrease the immune condition of wildlife leading to higher susceptibility of infection and disease ([Alquezar and Macedo, 2019](#); [Berkhout et al., 2023](#)).

Extreme noise also causes animals to abandon habitat. Noise that affects whether animals can hear predators, prey, or mates causes animals to abandon areas ([Francis and Barber, 2013](#)).

The impact of noise on bats is also severe and not adequately analyzed in the DEIS. Bats are critical species, acting as indicators of ecosystem health and serving as bioindicators ([Jones, G., et al., 2009](#)). Because bats rely on auditory

information to forage for food, noise affects bats' echolocation abilities ([Bunkley et al.](#), 2015). The greatly increased number of flights would have a profound and obvious effect on bat populations.

In addition, research has shown that chaff can interfere with bats' echolocation and predation abilities. According to one study, "Fairly dense clouds of falling chaff or clumps of chaff that did not deploy correctly could temporarily affect flying bats by creating clutter that could confuse them when using echolocation to avoid obstacles and to hunt for insects. Accumulation of chaff on the ground or on surface waters could cause wildlife to avoid these areas for foraging" ([Brandin et al.](#), 1997).

There are also severe effects of this proposal on bird populations. The Tombstone MOA and particularly the Chiricahua and Peloncillo Mountains are renowned as areas of unique habitat for birds. This MOA is home to the Chiricahua Mountains Important Bird Area (IBA), 289,600 acres designated by the National Audubon Society to including a Global IBA for Mexican Spotted Owl ([Arizona IBA Program](#), 2024), and the Cave Creek Canyon Birds of Prey Zoological and Botanical Area, 26,240 acres approved by the USFS in 2018 ([USDA](#), 2018). Whitewater Draw State Wildlife Area IBA, a 1,509-acre Global IBA for Sandhill Cranes, is another critical habitat that would be affected by this proposal ([Audubon](#), 2024).

There are 375 bird species in the Chiricahua Mountains (Taylor, 1997; [Audubon](#), 2024; [Arizona IBA Program](#); 2024), and this is a critical bird area. The birds in the Chiricahuas include the Mexican Spotted Owls and studies have found between 10 and 18 breeding pairs of Mexican Spotted Owls in this area (Snyder, 1995; [Audubon](#), 2024).

Research into both Mexican Spotted Owls and other raptors has shown a greater flush probability with increasing noise levels ([Delaney et al.](#), 1999; Awbrey & Bowles, 1990; Bowles & Kull, 1990). The Delaney research identified stimulus distance as a critical factor and recommends that military helicopters maintain an avoidance of at least 105 meters (344.6 feet) and separating potential overflights by at least seven days. In the Lincoln National Forest, flyovers have also been prohibited during the February-August nesting season ([Delaney et al.](#), 1999).

Migratory and molting sites for birds have been documented to be disturbed by noise from flights. Waterfowl and migratory birds congregate in wetland

areas while migrating and when most vulnerable to predation during periods of molting. Disturbance of large groups of congregating birds dramatically increases the likelihood of direct mortality from aircraft strikes ([Churchill and Holland](#), 2003).

In addition, critical nesting habitats of birds are affected. Birds and mammals that nest in trees are vulnerable to disturbance by low-flying aircraft. Distress can cause young to fall to their death and the downwash can knock nests out of tree or cliff habitat ([Churchill and Holland](#), 2003).

Finally, the USFS recently issued a statement on noise levels for trail work crews, saying noise levels above 69 dB would adversely affect breeding and nesting Mexican Spotted Owls (Hamedani, 2024). This is obviously far below the levels of 130 decibels that the DEIS says occurs with low level flights.

The DEIS excludes other wildlife including reptiles, amphibians, and small mammals, saying, “Due to the nature of the Proposed Action, and the fact that no ground disturbance would occur under the airspace, no effects to reptiles, small mammals (except bats), amphibians, fish, and invertebrates, or their associated habitats are anticipated” (3-68).

This statement lacks scientific rigor and is frankly ridiculous. The noise of overhead flights, as well as the dropping of thousands of flares and bundles of chaff, has an obvious effect on these animals. Further, the USFWS has already expressed an anticipated effect on these populations, including rodents, snakes, frogs, and others (Lamb, 2023). It is requested that the EIS address this omission and analyze effects on these wildlife populations.

In addition to the dangers of noise, there are significant impacts to wildlife as a result of possible wildfires. DEIS discounts this by saying, “The possibility of a wildfire from flare usage impacting wildlife habitat would be remote” (3-84).

Despite this, there is documentation of many large and costly fires having been started by military flares. (See section VI. B. 2. above.) With the region in a long term drought ([Arizona State Climate Office](#), 2024) and with the current environment of climate change, there is always a high risk of fire here

([ClimateCheck](#), 2024). Dropping 30,000 flares per year at 2,000 feet above ground level exacerbates the risk of fire.

This is particularly concerning for the Tombstone MOA because the very same areas of canyon and mountain habitat that are home to wildlife are extremely difficult for firefighting crews to reach and control. This was evidenced by the 2011 Horseshoe 2 fire which burned for almost two months, burning approximately 223,000 acres of habitat or 70% of the mountain range ([Mueller](#), 2017). A fire caused by military flares would have devastating effects on habitat and the wildlife that lives there.

It is requested that all of these impacts be analyzed in the EIS.

3. The DEIS analysis of effects on endangered or listed species is inadequate.

Appendix L1-1 of the DEIS lists 80 Arizona Species of Greatest Conservation Need that Occur Beneath Airspace and 33 New Mexico Species of Greatest Conservation Need that Occur Beneath Airspace. There are far more of these species in the Tombstone MOA than in any other MOA, yet the Tombstone MOA is the one that is proposed to bear the great impact from this proposal of increased combat training.

In a letter to the DAF dated February 23, 2022, U.S. Fish and Wildlife Service Acting Field Supervisor Mark A. Lamb says:

“We anticipate the proposed action, through noise, sonic booms, potential for fire ignitions, and other actions could affect a suite of federally-listed mammals, birds, reptiles, amphibians, fish, and plants, including, but not limited to the jaguar (*Panthera onca*), Mount Graham red squirrel (*Tamiasciurus hudsonicus grahamensis*), New Mexico meadow jumping mouse (*Zapus hudsonius luteus*), Mexican long-nosed bat (*Leptonycteris nivalis*), Mexican spotted owl (*Strix occidentalis lucida*), southwestern willow flycatcher (*Empidonax traillii extimus*), yellow-billed cuckoo (*Coccyzus americanus*), narrow-headed gartersnake (*Thamnophis rufipunctatus*), northern Mexican gartersnake (*Thamnophis eques megalops*), New Mexican ridge-nosed rattlesnake (*Crotalus willardi obscurus*), and Chiricahua leopard frog (*Rana chiricahuensis*). We anticipate an analysis for the non-essential experimental Mexican wolf

(*Canis lupus baileyi*) and northern aplomado falcon (*Falco femoralis septentrionalis*) populations may be necessary, as well as the proposed threatened cactus ferruginous pygmy owl (*Glaucidium brasilianum cactorum*),” (Lamb, 2023).

The DEIS does not address protections or mitigations for these or the other listed species in the Tombstone MOA. It is requested that this be addressed in the EIS.

Further, the DEIS says “There are no studies or data on ocelot or jaguar responses to jet overflights. Both species have the potential to occur beneath airspace with a proposed floor of 100 feet AGL (Tombstone MOA). Though both species are rare and therefore the potential for exposure to EIS for Regional Special Use Airspace Optimization to Support Chapter 3 Air Force Missions in Arizona Draft August 2024 3-88 overflights is low, the proposed overflights could disturb any individuals overflown. Therefore, the Proposed Action may affect, but is not likely to adversely affect ocelots and jaguars” (3-87 - 3-88).

Jaguars and ocelots are both endangered species with final critical habitat overlapping the Tombstone MOA ([USFWS, 2024a](#); [USFWS, 2024b](#)).

There is no evidence or analysis provided that the proposed action will not affect ocelots, jaguars, or other listed species. In fact, the preponderance of evidence and the opinions of researchers is that they would be adversely affected.

Studies indicate that overflights and noise can influence the behavior and physiology of large mammals with varying levels of disruption depending on the species and context. Studies have demonstrated the impacts of noise on large cats, particularly pumas, which share many behavioral similarities to jaguar and ocelot. Noise leads to reduced feeding time, increased kill rates (due to less feeding time), increased fear responses, and potential cascading ecological effects. Broader ecosystem impacts from overflights could result as well. ([Smith et al., 2017](#)).

The DEIS does not include Mexican Desert Bighorn Sheep as a Species of Greatest Conservation Need that Occur Beneath Airspace. However, there

are many documented observations of Mexican Desert Bighorn Sheep in the Tombstone MOA ([iNaturalist](#), 2024b).

It is requested that the EIS address the impacts to endangered or listed species and propose plans for mitigation.

4. Adequate mitigations for harm to wildlife are not provided in the DEIS.

No mitigations for the impacts on natural resources were offered in the DEIS. There was a statement that such mitigations, if required, would be included in the EIS.

These mitigations are clearly required.

It is requested that the above research and data be analyzed in the EIS; that experts including USFWS, USFS, NPS, AZGFD, and NMGFD be consulted; that the consultations and recommendations be disclosed; and that the following mitigations be considered.

First, exclusion or avoidance zones should be established for all protected lands as described in Appendix C of these comments.

In addition, spring flyovers should be avoided to protect ungulates and bird habitat. In addition, flyovers should be avoided over the steep terrain habitat of the Tombstone MOA. Flyovers should also be avoided over and around wetlands, including Whitewater Draw.

E. The DEIS analysis of Land Management and Recreation is inadequate.

1. The DEIS analysis of the impact on recreation is inadequate.

The DEIS says that “Subsonic noise exposure greater than 65 dB DNL is considered generally incompatible with residential, public use (i.e., schools), or recreational and entertainment areas (FICUN 1980)” (3-91).

See section D for a discussion of the inappropriateness of this measure of noise, as well as the annoyance and other hazards of this noise.

The DEIS goes on to say, “Therefore, no incompatible land uses, no significant impacts to land uses, and no significant impacts to recreational uses would occur as a result of increases in noise related to the Proposed Action” (3-91).

The DEIS has done no meaningful analysis of land uses in the Tombstone MOA. The wild lands in this area that would be affected by this proposal are unique places of biodiversity. Researchers and hobbyist wildlife observers come from around the world to see unusual species of birds, reptiles, amphibians, and other animals. Not only would this wildlife be affected by this proposal, but the people who come to experience them in peace and quiet would be affected by this increased military training action.

None of this has been taken into consideration or analyzed in the DEIS.

In a message from March 2022, Coronado District Ranger Doug Ruppel wrote to the Portal community:

“I share the communities [sic] concerns about the proposal from the Air Force, regarding potential changes to the Tombstone MOA. The lower levels for subsonic flight as well as supersonic flight will impact wilderness values and solitude, as well as ecological processes throughout the area but especially in the vicinity of Cave Creek, Southfork and the Chiricahua Wilderness” (Ruppel, 2022).

In addition, it is requested that the comments of the USFS on this issue be disclosed and analyzed. In a May 23, 2022, letter from Tamara Angel, Acting Director of Biological & Physical Resources for USFS, the following was listed as key concerns with the DAF proposal:

“Recreation Experience -- The proposed low level sonic flights would diminish recreationists’ solitude experience” (Angel, 2022).

These concerns were not disclosed in the DEIS. It is requested that USFS comments, comments from other agencies, and related comments be analyzed and included in the EIS.

The DEIS goes on to say that “This experience would not occur with any sort

of regularity or be a repetitive situation in any location” (3-104).

As has been documented in the Tombstone MOA, that is not accurate. Even before this expanded proposal goes into effect, military training activities have been concentrated in areas, such as canyons in the Chiricahuas, which are populated and environmentally critical areas.

See Appendix B: Nuisance Flight Reports for more information documenting this.

It is requested that the DAF provide historical flight records and analyze them for intensity, regularity, or repetitive events in specified areas of the Tombstone and other MOAs.

It is further requested that the DEIS do an analysis of the recreational land uses of this area and the effect this proposal would have on them.

2. The DEIS analysis of the impact on public lands used for recreation is inaccurate and inadequate.

The Tombstone MOA with the proposed expansion includes over 914,000 acres of public lands, including over 90,000 acres of wilderness, over 26,000 acres of Zoological Botanical Area, over 40 miles of the Continental Divide National Scenic Trail, and over 3,000 acres of NPS land. (See Appendix C for a list of protected public lands and accompanying maps).

These lands include two National Wildlife Refuges, two Wilderness areas, three formally recognized Globally Important Bird Areas, two Research Natural Areas, eight Wilderness Study Areas, six Areas of Critical Environmental Concern, two Habitat Management Areas, and portions of the Continental Divide National Scenic Trail.

These are not appropriate areas in which to do military combat training.

The federal government knows the detrimental effects of military jet noise on wilderness and other ecologically sensitive areas. In 1987, Congress passed Public Law 100-91, the National Parks Overflights Act, which required the Department of the Interior to develop recommendations that “shall provide

for substantial restoration of the natural quiet and experience of the park and protection of public health and safety from adverse effects associated with aircraft overflight” ([United States Code](#), Public Law 100-91, 1981).

Currently, the FAA’s Aeronautical Information Manual 7-5-6 requests that pilots “maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service” ([FAA](#), 2024b). It is not clear why this requirement does not apply to military flights. No analysis of this is included in the DEIS.

The USFS and the NPS are aware of the detriments of aircraft noise on its federally-protected land ([NPS and USAF](#), 2002; [McClosky](#), 2024; [Fleming et al.](#), 2005).

The DEIS does not include any comments from the USFS and NPS of the impact of this proposal on these protected lands or about their consultation or opinions on this proposal. This information has been requested but was not made available.

It is requested that all of the above considerations, as well as information from the USFS and NPS, be disclosed and analyzed in the EIS.

3. The DEIS analysis of the impact on wilderness areas is inaccurate and inadequate.

There are two wilderness areas in the Tombstone MOA with the proposed expansion: the Chiricahua National Monument Area and the Chiricahua Wilderness.

Both were established under the Arizona Wilderness Act of 1984, which does not expressly allow low-level military flights.

These lands were designated under the Wilderness Act of 1964 to be a part of the National Wilderness Preservation System ([United States Code](#), Public Law 98-406, 1984).

The DEIS does not address this point, except to state that the DAF does not intend to land planes in the wilderness. They say that “Dropping chaff or flares is a governmental activity for a government purpose (similar to aerial firefighting, patrolling, or rescue)” (D1-18).

The Wilderness Act defines wilderness as follows:

“A wilderness, in contrast with those areas where man and his works dominate the landscape, is hereby recognized as an area where the earth and its community of life are untrammelled by man, where man himself is a visitor who does not remain. An area of wilderness is further defined to mean in this Act an area of undeveloped Federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions and which (1) generally appears to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable; (2) has outstanding opportunities for solitude or a primitive and unconfined type of recreation; (3) has at least five thousand acres of land or is of sufficient size as to make practicable its preservation and use in an unimpaired condition; and (4) may also contain ecological, geological, or other features of scientific, educational, scenic, or historical value” ([United States Code](#), Public Law 98-406, 1984).

Under the Wilderness Act, the following are expressly prohibited:

- commercial enterprise
- permanent road
- temporary road
- use of motor vehicles
- motorized equipment
- motorboats
- landing of aircraft
- mechanical transport

- structure or installation

([United States Code](#), Public Law 88-577, 1964)

The Wilderness Act says that “the use of aircraft or motorboats, where these uses have already become established, may be permitted to continue subject to such restrictions as the Secretary of Agriculture deems desirable” ([United States Code](#), Public Law 88-577, 1964).

As this proposal represents an expanded use of aircraft, it is not clear that this is permitted. It is requested that this matter be analyzed further and put before the Secretary of Agriculture.

Clearly, neither the spirit nor the letter of the Wilderness Act is meant to include military combat training with planes flying at 100 feet AGL and dropping chaff and flares.

4. There is no analysis of the impact to the Chiricahua National Monument.

The Chiricahua National Monument includes 12,025 acres established on April 18, 1924 to protect its extensive hoodoos and balancing rocks. Approximately 85% of the Chiricahua National Monument is protected under the Chiricahua National Monument Wilderness.

A significant portion of the Chiricahua National Monument is in the Tombstone MOA as expanded. However, the Chiricahua National Monument is not discussed in the DEIS except to list its acreage in charts of public lands and to say that:

“The change in subsonic noise exposure (DNL) would likely be noticeable in this area and a person recreating in the area could experience the occasional low-level overflight. As described previously, the sound may be annoying or startling to a person or wildlife, may mask natural sounds like bird calls or rustling leaves, or temporarily interrupt outdoor conversation. This experience would not occur with any sort of regularity or be a repetitive situation in any location” (3-104).

This does not constitute adequate or really any analysis of the monument and the impacts of this proposal on it.

Recently, the U.S. Senate has deliberated on making the Chiricahua National Monument a National Park. This would have a significant economic impact on the area. The proposal of the DAF would have a major effect on this plan.

The DEIS makes no mention or analysis of this.

It is requested that an analysis of this be conducted and disclosed in the EIS.

F. The DEIS analysis of Socio Economics is inadequate.

1. The DEIS analysis of the impact of this proposal on property values is inadequate.

The DAF public hearing video states that “Noise levels could affect housing values,” but that statement is then contradicted in the DEIS, which states that “Noise exposure would not be at a level expected to impact property values,” (ES-10) and that “it would not be expected that the Proposed Action would have any quantifiable impacts to the existing housing values within the region” (3-117).

Many studies show that property values are affected by noise levels. In addition to the requirement for home sellers to disclose the value-reducing fact that their properties are beneath a DAF combat training zone, a 2003 meta-analysis of property values concluded that the noise discount was about 0.50 to 0.60% per dB. “A given property located at 55 dB would sell for about 10-12 percent less if it was located at 75 dB, all other things held constant. Stated differently, under these same circumstances, a \$200,000 house would sell for \$20,000 to \$24,000 less” (Nelson, 2003; Aliyu, 2016; Mestre, 2008).

A research thesis by USAF Captain Melissa Johnson analyzed DAF aircraft noise and the effect on property values, concluding “it has been found that the noise being created by DAF aircraft is associated with a negative impact on local community housing values” (Johnson, 2006).

The impact of noise on real estate values is recognized by the cities of Chicago and Burlington, VT, which are both reviewing noise ordinances that would instruct county assessors to devalue real estate property taxes in high-noise areas using existing sales data for these areas (Hakes, 2024; Rossi, 2016).

In the Tombstone MOA, Arizona statute 28-8484 requires that realtors disclose military aircraft training activity in the area (Arizona Revised Statutes, 2024b; Tucson Association of Realtors, 2022). Realtors and land owners in the area have expressed concerns that this will inevitably affect property values.

It is requested that data of the effects of this proposal on property values be disclosed and analyzed for all MOAs affected by this proposal.

2. The DEIS analysis of the impact of this proposal on tourism and recreation is inadequate.

The DEIS states that “None of these factors [economic growth, housing, businesses, etc.] would be impacted by the Proposed Action or alternatives” (3-114).

The Tombstone MOA and in particular the Chiricahua Mountains and Cave Creek Canyon has a significant tourism and recreation economy. Ecotourists come from around the world to see this unique area of biodiversity and wildlife. Many businesses depend on this.

Cave Creek Canyon is considered by many to be one of the best and most accessible ecological classrooms in the US. Its extraordinary diversity draws professional and amateur naturalists from around the world.

The American Museum of Natural History operates the non-profit biological Southwestern Research Station here. Some of their recent offerings include: Bat Field Survey Training; Bat Acoustic Training; Herpetology Field Course; and the Lepidoptera Course. Birding and nature tours have included the Spring Migration Birding Tours and the Monsoon Birding and Nature Tour. Researchers and students use the Southwestern Research Station, and it is also open to the public with a hummingbird seating area and a gift shop.

There is no analysis of the impact of this proposal on these businesses and organizations.

Further, there are many who come here to visit the national forests, national monument, and other natural spaces. These visitors spend money on other products and services that are vital to the economy here.

While the DEIS says that “This experience would not occur with any sort of regularity or be a repetitive situation in any location,” the regular presence of DAF overflights is already affecting the tourism business here, and the proposed increase will only make that worse.

The DEIS includes no meaningful analysis of the impact of this proposal on recreation or tourism here. A full cost benefit analysis to the community must be prepared.

It is requested that this analysis be done in the EIS.

3. The DEIS analysis of the impact of this proposal on livestock is inadequate.

The DEIS says “The Proposed Action is not expected to have a significant impact on domestic animals or livestock. The noise from overflights may startle domestic animals, but detrimental harm is unlikely. Thus, the Proposed Action would not significantly impact ranching or livestock industries” (3-117).

Domesticated animals and livestock are shown to experience panic and fear responses leading to injury from loud noises and sonic booms ([Manci et al., 1988](#)). Concerns have also been raised about livestock eating chaff ([Arfsten et al., 2001](#)).

In 1990, the DAF commissioned a study called, “The Effects of Aircraft Noise and Sonic Booms on Domestic Animals.” The authors explored the discrepancy between research that predicted little hazard from low-altitude military flights and the large number of “claims levied against the U.S. Air Force (USAF) for damages to domestic animals,” which were paid out. They

also stated that, “ the effects can be great, ranging from panicking animals to inducing catastrophic declines in reproductive capacity,” ([Bowles, Awbrey, & Yochem](#), 1990). After extensive research and the development of a “straw man” model, the report concluded that the noise effects on animals are poorly understood and that more research is needed ([Bowles, Awbrey, & Yochem](#), 1990). It is requested that the DAF provide copies of domestic animal claims from the last five years, including the settlement amounts on these complaints.

Finally, beyond the damage to animals themselves, the many ranchers and recreational riders who ride horses as a part of their daily life have expressed fear of animals experiencing sonic booms and other loud aircraft noise that could cause accidents and falls.

It is requested that more data be gathered and analyzed on the effect of this proposal on livestock and domestic animals, including the numbers and settlement amounts on complaints related to domestic animal claims.

G. The DEIS analysis of Hazardous Materials is inadequate.

The DEIS says “The introduction of hazardous materials into the environment could occur by an aircraft mishap or crash” (3-138), and then concludes “There would be the potential for hazardous materials to be introduced into the environment under airspace areas in the unlikely case of an aircraft mishap. The potential impacts associated with the unlikely release of hazardous materials (to include hydrazine), radioactive materials, or composite materials would be the same as those described under Alternative 1 – No Action. The DAF has SOPs in the event of an aircraft mishap to identify potential hazardous materials and situations, protect responding personnel and the environment from immediate hazards, and to provide guidelines for the ultimate cleanup and disposal of the crash residues. Aircraft mishaps are rare; therefore, hazardous material releases from aircraft mishaps under Alternative 2 would be minimal” (3-141).

First, the potential impacts for the proposed Alternative 2 – Proposed are not the same as Alternative 1 – No Action. Alternative 2 proposes more than twice the flights as Alternative 1. This results in a corresponding higher risk of crashes and of the resulting introduction of hazardous materials into the environment.

In addition, the risk of crashes is not as rare as the DAF implies. See section VI. B. 1.

Finally, the introduction of hazardous materials into the environment as a result of a crash is not as innocuous as the DAF makes it seem. According to the Department of Defense's Strategic Environmental Research and Development Program (SERDP) and the Environmental Security Technology Certification Program (ESTCP), "The F-16 fighter uses a form of hydrazine (H-70, 30% diluted by water) to power its emergency power unit (EPU), as shown below. Hydrazine is corrosive, toxic, and highly flammable" ([Strategic Environmental Research and Development Program](#), 2024).

Recently thirteen Airmen at Luke Air Force Base, Arizona were taken to the hospital amid concerns that the emergency power unit of the F-16 fighter jet they were working on had accidentally activated ([Roza](#), 2024). Such an accident is very severe and would affect not only military staff, but local residents, wildlife, air, soil, and water.

It is requested that the EIS disclose information about previous hazardous materials accidents, analyze that information in light of the proposal, and provide appropriate mitigations.

H. The DEIS analysis of Visual Effects is inadequate.

The DEIS says "The Proposed Action would not result in any physical changes to the visual setting of underlying lands. Therefore, the Proposed Action has no potential to change the visual or aesthetic quality of any landscape" (3-145) and "These effects would not cause a visual impact because visual change is temporary" (3-145).

The statement that the proposed action has no potential to change the visual or aesthetic quality of any landscape is false. The skies here are an integral part of our beautiful landscape. Having loud and frightening military combat planes flying through the skies and canyons of the Tombstone MOA has a huge effect on the aesthetic quality of the landscapes. This has already been seen by many residents and visitors here and documented in nuisance flight reports. This will only get worse with the proposed expansion.

In addition, the DEIS says, “Aircraft lighting at night would cause no change that would create annoyance or interfere with activities or contrast with or detract from the visual character of the existing environment” (3-142).

Many parts of the Tombstone MOA, including the Chiricahua and Peloncillo Mountain regions are recognized globally for their dark skies. Cochise County ordinances on light pollution are stringent in order to preserve our dark skies ([Cochise County Zoning Regulations](#), 2024).

Dark skies are valued by both professional and hobbyist astronomers. In monitoring the night sky brightness over the past seven years at the Sugarloaf site at the Chiricahua National Monument, researchers have shown that its sky is pristine and is one of the darkest sites in the continental US. It is critical that such a beautiful night sky be preserved, for the sake of people and of nature.

The following are some of the organizations, businesses, and locations in the Tombstone MOA dedicated to this pursuit:

- Arizona Sky Village in Portal, AZ is a destination community for astronomers, which has both homes for full-time residents and rentals for visitors around the world.
- Dark Sky New Mexico in Animas, NM provides remote telescope hosting, facilities and lodging, and event hosting for astrophotographers and astronomers.
- In 2021, the Chiricahua National Monument became the 104th designated International Dark Sky Park in the world.
- The Tucson Amateur Astronomy Association operates the Chiricahua Astronomy Complex in Pearce, AZ.

The DEIS has not included these aspects of visual effects, which would be greatly changed by the proposed actions. Saying that these changes are “temporary” or that the visual setting of the underlying lands would not be affected is false.

It is requested that the EIS analyze these visual effects and the consequences for the Tombstone MOA.

Thank you for considering the comments of the undersigned organizations and businesses. Please keep all of us on the list of interested parties as this process proceeds.

Sincerely,

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Appendix B: Nuisance Flight Reports [redacted]

This is a list of nuisance flight reports that were made to Davis-Monthan AFB and the Arizona Air National Guard through the Peaceful Chiricahua Skies web site in 2023-24.

This data is also available in a database format. Please contact peacefulchiricahuaskies@gmail.com for more info.

This version is redacted in terms of names, addresses, phones, and emails. The copy submitted as DEIS comments was unredacted.

Rec #: 316

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Other: Illegal flight up Canyon outside MOA

Date and time of event: 10-02-24 14:04:

Weather: clear, little wind

Craft count: 2

Craft description: jet (A-10 or F16?)

Heading: East to West

Altitude: 350'

Location: 1387 W Piedra Blanca Ln, Portal, AZ

Details: 2 jets flew over my residence in supposedly protected Cave Creek Canyon west of the town of Portal. Are you specifically trying to punish us with these ILLEGAL flights (6 jets within 30 hours) because we dared to comment against your expansion/intensification of activities within the Tombstone MOA? Stop it, you SOB's! It certainly seems like it. Noise is magnified within canyons. Stay in the Goldwater Range, or go somewhere uninhabited, somewhere that isn't a biodiversity center of the country. Where is the accountability for these illegal flights?

Follow up requested: yes

Other:

Rec #: 313

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Other: flight outside MOA

Date and time of event: 10-02-24 08:56:

Weather: clear

Craft count: 1

Craft description: F-16 I think

Heading: N-S

Altitude: 2000 feet

Location: 2365 Cave Creek Rd, Portal, AZ85632

Details: Noisy overflight of sensitive area not included in Tombstone MOA

Follow up requested: yes

Other:

Rec #: 315

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Other: Illegal flight outside MOA

Date and time of event: 10-02-24 08:54:

Weather: Clear, no wind

Craft count: 2

Craft description: F16

Heading: East to west

Altitude: 350'

Location: 1387 W Piedra Blanca Ln

Details: Two jets flew low overhead in a residential area and up Cave Creek Canyon, which lies outside the Tombstone MOA. Cowboy pilots love to fly illegally in our Canyon. I was getting my dog into a car for a walk up Canyon, and the chihuahua was frightened by the loud noise and ran off. I eventually caught her, but it was dangerous for such a small dog to have been out running alone. I live beneath a forest overstorey and could have mis-identified the military jet. The proposed increase in numbers of flights will bring more cowboys and illegal flights. Who is policing them? Where is accountability and oversight?!

Follow up requested: yes

Other:

Rec #: 312

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Other: out of Tombstone MOA boundary

Date and time of event: 10-01-24 09:15:

Weather: clear, calm

Craft count: 1

Craft description: F-16

Heading: east to west

Altitude: 300 AGL canyon walls

Location: over the town of Portal and just west of Portal

Details: F-16 flying east to west over Portal and Cave Creek Canyon. Flight was outside of the northern boundary of the Tombstone MOA.

Follow up requested: yes

Other:

Rec #: 308

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 10-01-24 09:07:

Weather: Clear, slightly cloudy

Craft count:

Craft description: Not seen

Heading: Not seen

Altitude: Unknown

Location: 2525 S H a bar M Rd, Portal AZ

Details: Heard from inside house, by time I got out I could not see, sound fading

Follow up requested: no

Other:

Rec #: 310

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Other: Illegal flight outside MOA boundary

Date and time of event: 10-01-24 09:07:

Weather: Clear

Craft count: 1

Craft description: F-16

Heading: East to west

Altitude: 300'

Location: Idlewilde campground Cave Creek Canyon

Details: I was helping put out an abandoned campfire at Idlewilde Campground when the jet flew through the Canyon, outside the current (and even future proposed) boundary of the Tombstone MOA. This was definitely an illegal flight by another one of your cowboy pilots that doesn't care about the rule of law. And just wants to 'play' in our pristine canyon.

Follow up requested: yes

Other:

Rec #: 314

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency, Other: disturbing the national forest

Date and time of event: 10-01-24 09:00:

Weather: dust in sky

Craft count: 1

Craft description: Fighter jet

Heading: east to west

Altitude: 800

Location: South Cave Creek Rd

Details: On a second morning (today 10/02/2024) TWO fighter jets flew the same approximate direction directly and very close overhead Cathedral Rock at the mouth of South Cave Creek. They proceeded to fly extremely low turning through the canyon on this clear day. They were extremely loud and went lower as they flew up the canyon and between the canyon walls through the National Forest. My husband and I live approximately one mile from the mouth of the canyon and find this is extremely disturbing. I am the daughter of a B-52 pilot who served during WWII and my husband is a Vietnam Veteran. We believe in defending our country and now we find ourselves defending the National Forest with one of its main purposes being for the enjoyment of the our beautiful nation.

Follow up requested: yes

Other:

Rec #: 311

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Other: illegal flight outside MOA

Date and time of event: 09-30-24 09:06:

Weather: clear

Craft count: 1

Craft description: F-16

Heading: East to West

Altitude: 200'

Location: 31.894169, -109.165889

Details: I was helping [REDACTED] and [REDACTED] put out an abandoned campfire. (You will receive complaints from them as well.) The plane flew over the campground illegally in Cave Creek Canyon, outside the present or planned MOA. Cowboy pilots love to fly through canyons and do this illegally all the time.

Follow up requested: yes

Other:

Rec #: 307

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 09-27-24 12:23:

Weather: Clear

Craft count: 1

Craft description: Heard not seen

Heading:

Altitude: Not seen

Location: 2525 S H Bar M near Portal Rd

Details: Heard inside house couldn't see once I got into yard

Follow up requested: no

Other:

Rec #: 305

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event:

Weather:

Craft count: 09-26-24 22:22:

Craft description: sounded like C-130

Heading: coming from west going east then south

Altitude: unknown

Location: Highway 80 near Night Hawk Rd.

Details: Very loud plane flying way too low directly over my house. Sounded like a C-130. It's too late at night for flights this low over our homes. People are trying to sleep.

Follow up requested: yes

Other:

Rec #: 304

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event:

Weather: Clear

Craft count: 2

Craft description: A-10

Heading: South to North

Altitude: 300

Location: 31.9378, -109.2207

Details: Low flying and loud

Follow up requested: yes

Other:

Rec #: 306

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 09-26-24 10:35:

Weather: Clear

Craft count: 1

Craft description: Not seen

Heading: Heard inside house

Altitude: Not seen

Location: 2525 S H Bar M close to Portal RD

Details:

Follow up requested: no

Other:

Rec #: 303

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 09-24-24 13:00:

Weather: clear sky

Craft count: unknown, tracker is off

Craft description: unknown, tracker is off

Heading: West of me

Altitude: unknown, tracker is off

Location: Portal Rd and State Line Road

Details: From 1 pm to around 1:20 pm there was very loud and rumbling noise coming from a jet plane(s) passing through the Chiricahua Mtns.

Follow up requested: yes

Other:

Rec #: 301

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 09-19-24 08:50:

Weather: Clear,light breeze

Craft count: 2

Craft description: A-10

Heading: Northeast to Southwest

Altitude: 100 ft.

Location: 1822 W. Hunt Rd.

Details: We heard the high pitched whistle of the engines of an A-10 before it roared directly over our house. About 30 seconds later the second A-10 flew directly over our house less than 100 ft. with even a louder roar. Our two dogs had a terrified look in their eyes and it took a while for them to settle down. In 38 years of living here, we have NEVER had A-10s flying so low in the Cochise Stronghold Canyon area. They flew from the Northeast to the Southwest at a high speed. The A-10s can occasionally be seen flying from the east to the west in the afternoons probably about 10,000 ft. But never low in our area. Shocking and very disturbing!

Follow up requested: yes

Other:

Rec #: 302

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 09-19-24 08:50:

Weather: Clear,light breeze

Craft count: 2

Craft description: A-10

Heading: Northeast to Southwest

Altitude: 100 ft.

Location: 1822 W. Hunt Rd.

Details: We have always been in support of the military. Every member of my family has served except me because of extreme tinnitus. The two A-10s that flew directly over our house this morning were less than 100 ft. above our home and dangerously low through the Cochise Stronghold Canyon below the peaks. There are residents, campers, hikers, people on horseback in the canyon daily and this is unacceptable to be playing Top Gun in a populated area. There are turkey vultures that fly up to 1,000 ft. or more throughout the day. A bird strike with turkey vultures would be disastrous for the pilots, planes, people, wildlife and environment. Stop this irresponsible behavior!

Follow up requested: yes

Other:

Rec #: 300

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise,

Date and time of event: 09-10-24 12:15:

Weather: clear

Craft count: 2

Craft description: A-10s (possibly F-16s)

Heading: south to north

Altitude: under 500 ft AGL

Location: 31.772054, -109.115021, base of Chiricahua Mtns near mouth of Horseshoe Canyon

Details: Two loud jets flying less than 500 ft AGL, clearly visible to be less than one-third of the way up the mountains, close to the mountains. Directly over structures.

Follow up requested: yes

Other:

Rec #: 299

Name: Linda Fortune

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-08-27 13:15:00

Weather: clear

Craft count: 1

Craft description: F-16 Fighter Jet

Heading: east to west

Altitude: too low

Location: Gleeson Rd. and Harris Blvd.

Details: While working on my land, I heard a fighter jet approaching, it was directly over my head before I could secure sound attenuators for my ears. The sound was painful and I feared it bursting my eardrums. The area is open pastureland with a few groves. We were clearly visible in our area. There was no need for the pilot to fly over my husband and I. It was too low and close, and I do not believe it was at 500 AGL This high speed low-altitude flight training episode appeared to be in violation of Federal Aviation Regulation 91.79. Please consider us as you would want consideration for yourself.

Follow up requested: yes

Other:

Rec #: 298

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-08-27 13:15:00

Weather: clear

Craft count: one

Craft description: F-16

Heading: east to west

Altitude: 200' plus or minus

Location: 4464 W. Gleeson Rd. and Harris Blvd.

Details: This aircraft was heading from the east to the west at a very low level. I equate it with the buzzing the tower in the movie Top Gun. The noise was extremely stressful and whoever the pilot was seemed to think this maneuver was funny. My wife and I were on our land doing work. We are in our late 70's and if we were not in good health this incident could have caused a heart attack. This kind of training flight is totally uncalled for in this region. I don't care if it's in the Tombstone MOA or not. There is no reason you cannot take these flights to the Barry Goldwater site. That is why those locations are set aside for this purpose. My wife and I moved to this area to get away from this kind of noise. Go somewhere else.

Follow up requested: yes

Other:

Rec #: 297

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-08-27 13:11:00

Weather: clear

Craft count: 3

Craft description: F-16s

Heading: west to southeast

Altitude: 1000

Location: 31.769654, -109.092359

Details: "8/27/24 - Three F-16s doing low fast flyover and side to side rolls directly over residential buildings here. Flying from Chiricahuas in the west over the valley to the east and then south bearing

night of 8/25 and 8/26 - repeated loud droning passes of C-130s from roughly 3am - 5am "

Follow up requested: yes

Other:

Rec #: 296

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency, Other: Flights in middle of the night

Date and time of event: 2024-08-27 01:30:00

Weather: Dark

Craft count: multiple

Craft description: C-130

Heading: unknown---dark

Altitude: low-flying

Location: 31.8054 N, 109.0946 W

Details: "2:30 a.m. ---- low-flying C-130

3:30 a.m. --- low-flying C-130

4:30 a.m. ----low-flying C-130

5:30 a.m. -----low-flying C-130

Extreme loud noise in middle of the night---well after allowable flights end at p p.m.
Loss of sleep and extreme annoyance---
illegal flight times"

Follow up requested: yes

Other:

Rec #: 295

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-08-03 09:30:00

Weather: clear; no wind

Craft count: 2

Craft description: looked like F16s

Heading: NE to SW

Altitude: 7000-8000 ft.

Location: 31.9037, -109.15526

Details: "I work at Cave Creek Ranch, and two jets came over - too low; too loud!

Guests came in: "what the h was that??! I thought you had put a stop to those flights!"
I said, "not yet, obviously - but you can enter a nuisance flight report on this form ..."

Follow up requested: yes

Other:

Rec #: 294

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-08-03 09:28:00

Weather: Clear

Craft count: Not seen

Craft description: Not seen

Heading:

Altitude: Not seen, loud from inside home

Location: H Bar M close to Portal Rd

Details: Loud inside house so assume over head, so fast I was unable to get outside in time to view aircraft type or direction

Follow up requested: yes

Other:

Rec #: 292

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-08-03 09:27:00

Weather: Clear, no wind

Craft count: 2

Craft description: Jet

Heading: East to west

Altitude: 350'

Location: 1387 W Piedra Blanca Ln, Portal, AZ

Details: "I was vacuuming my back patio when the fricking cowboys flew over me and right up Cave Creek Canyon, with its various protected zones. The noise was terrifying, causing me to fall on the hard (stone) surface. I am 76 yrs old and can't take any mor falls. If my injury proves to aggravate existing hip damage, I will get back to you with a lawsuit. I will also have my formerly okay hearing tested.

This is NOT empty space. Please direct you cowboys elsewhere."

Follow up requested: yes

Other:

Rec #: 291

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-08-03 09:27:00

Weather: clear

Craft count: 1

Craft description: F-16

Heading: N to S

Altitude: low

Location: 2365 Cave Creek Rd, Portal AZ 85632

Details: Low-flying, excessively loud military jet roaring down the canyon in Portal

Follow up requested: yes

Other:

Rec #: 290

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-08-03 09:27:00

Weather: Clear

Craft count: Two

Craft description: Two fighter jets

Heading: East to west up Cave Creek Canyon

Altitude: 7,000 ft

Location: 1900 W CAVE CREEK RD

Details: Two loud military jets flew over our house in Cave Creek Canyon at a very high speed about 15 seconds apart at 9:27 AM AZ time. They were about 2,000 feet above the canyon bottom, but well below the elevation of the cliffs on both sides of the canyon. They flew inside the canyon airspace heading west toward the Chiricahua peaks.

Follow up requested: yes

Other:

Rec #: 289

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Frequency

Date and time of event: 2024-06-27 08:15:00

Weather: Partly cloudy

Craft count: 1

Craft description: EC-130H

Heading: WNW to SSE

Altitude: 500

Location: USFS 42 with W Piedra Blanca Ln

Details: Multiple flights in this direction or reverse at frequent intervals over Cave Creek Canyon in Portal, AZ

Follow up requested: yes

Other:

Rec #: 288

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-06-27 13:15:00

Weather: Clear

Craft count: 2

Craft description: F-16

Heading: North to South

Altitude: 100feet

Location: 11833 North Owls Butte Trail, Portal, Arizona 85632

Details: 2 F-16s flying way too close to our home. Please stop this nonsense and unnecessary flying over civilians private homes. It shakes the foundation of our home and is very very very loud. This is a gross violation of MOA regulations.

Follow up requested: yes

Other:

Rec #: 287

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-06-20 11:25:00

Weather: windy, mostly clear

Craft count: 1

Craft description: 2 engine prop plane

Heading: west to east

Altitude: approximately 500 - 750 feet

Location: 2375 S. Cave Creek Rd near Cathedral Rock Rd. in Portal

Details: Plane flew very low and directly over our house. It continued at the same or lower altitude over the town of Portal heading towards the town of Rodeo.

Follow up requested: yes

Other:

Rec #: 286

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-05-24 08:30:00

Weather: clear

Craft count: 1

Craft description: Cessna 208B Grand Caravan

Heading: circling

Altitude: below 500 feet

Location: 11 Lariat Rodeo NM

Details: "I don't know if this plane is related to the military, but it is registered in Canada.

It is circling Rodeo and flying very low to the ground, buzzing our property and upsetting our animals in addition to being a general nuisance.

Its info is: Registration [Canada (CA)] C-GSGZ; Mode-S C074E6; Serial Number 208B0493"

Follow up requested: yes

Other:

Rec #: 285

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-05-21 10:50:00

Weather: clear

Craft count: 2

Craft description: A-10 or C-130

Heading: west

Altitude: 1,000 ft

Location: Junction of South Fork and Cave Creek.

Details: I was hiking near the Southwest Research Station in Cave Creek. I saw two of these aircraft drop down into the canyon about where South Fork meets Cave Creek. They were flying well below Portal Peak in the South Fork canyon. Very loud.

Follow up requested: yes

Other:

Rec #: 284

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-05-15 14:55:00

Weather: PARTLY CLOUDY, CALM

Craft count: 1

Craft description: helicopter

Heading: N to S

Altitude: 500'

Location: 2414 S Rock House Road

Details: military helicopter flew along E face of Chiricahuas directly over Portal town, ca 500' above ground

Follow up requested: yes

Other:

Rec #: 282

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-05-13 10:15:00

Weather: Partly cloudy

Craft count: 1

Craft description: Prop surveillance plane

Heading: W to E

Altitude: 500'

Location: 1387 W Piedra Blanca Ln, Portal, AZ

Details: This type of plane has been flying W to E and then the reverse (so in loops?). for days now. I feel like I live in Tucson and not a pristine natural area. Enough!

Follow up requested: yes

Other:

Rec #: 281

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-05-02 19:43:00

Weather: Clear, mild wind

Craft count: 1

Craft description: Not seen

Heading:

Altitude: Uncertain

Location: 2525 S H Bar M Rd & Portal Rd

Details: Almost dark could not see the aircraft

Follow up requested: no

Other:

Rec #: 280

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-05-02 07:15:00

Weather: Clear

Craft count: 1

Craft description: C-130

Heading: East to West, West to East

Altitude: 100feet

Location: Zent Rd and North Owls Butte Trail

Details: Every day these military C-130 aircrafts continue to fly too low creating very loud excessive noise and shaking our home. Please stop this nonsense. The military does not need to continue this route where civilians currently live. This is gross violation of MOA regulations.

Follow up requested: yes

Other:

Rec #: 279

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-05-01 12:15:00

Weather: Clear

Craft count: 1

Craft description: C-130

Heading: East to West, West to East

Altitude: 100feet

Location: Zent Rd and North Owls Butte Trail

Details: Every day these military C-130 aircrafts continue to fly too low creating very loud excessive noise and shaking our home. Please stop this nonsense. The military does not need to continue this route where civilians currently live. This is gross violation of MOA regulations.

Follow up requested: yes

Other:

Rec #: 278

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-04-23 12:08:00

Weather: Clear

Craft count: 1

Craft description: C-130

Heading: East to West, West to East

Altitude: 100feet

Location: Zent Rd and North Owls Butte Trail

Details: Every day these military C-130 aircrafts continue to fly too low creating very loud excessive noise and shaking our home. Please stop this nonsense. The military does not need to continue this route where civilians currently live. This is gross violation of MOA regulations.

Follow up requested: yes

Other:

Rec #: 277

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency, Other:

Date and time of event: 2024-04-18 16:32:00

Weather: Clear

Craft count: 2

Craft description: A-10

Heading: W to NE

Altitude: 400'

Location: Mouth of Cave Creek Canyon

Details: Jets flying over canyon natural area

Follow up requested: yes

Other:

Rec #: 276

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-04-18 17:33:00

Weather: Partly cloudy

Craft count: 2

Craft description: A-10

Heading: East to West

Altitude: Less than 1000ft

Location: 9084 E Sky Ranch Rd

Details: Low flying A-10 directly over my house.

Follow up requested: no

Other:

Rec #: 274

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-04-18 12:08:00

Weather: Clear

Craft count: 1

Craft description: A-10

Heading: East to West, West to East

Altitude: 100feet

Location: Zent Rd and North Owls Butte Trail

Details: Every morning between 8am - 12pm, these military A-10 aircrafts continue to fly too low creating very loud excessive noise and shaking our home. Please stop this nonsense. The military does not need to continue this route where civilians currently live. This is gross violation of MOA regulations.

Follow up requested: yes

Other:

Rec #: 273

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Frequency, Other: Flight w to e numerous today and yesterday

Date and time of event: 2024-04-18 10:24:00

Weather: Clear

Craft count: 20 or so

Craft description: C-130 prop

Heading: W to E

Altitude: High

Location: Mouth of cave creek canyon

Details: Many,many planes. Feels like I live in Tucson.

Follow up requested: yes

Other:

Rec #: 271

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-04-02 21:00:00

Weather: partly cloudy

Craft count: 1

Craft description: C-130 cargo

Heading: South

Altitude: 600 ft

Location: 31.8 N 109 W

Details: Night, mountain training low level cargo plane flying south down western front slope of Peloncillo Mountains. This is training is consistent each month. Flying low and well below established flight levels.

Follow up requested: yes

Other:

Rec #: 270

Name: ██████████

Address: ██████████

Phone: ██████████

Email: ██████████

Multiple complaints: no

Complaint Type: Low level, Noise, Other: Frightenly low!

Date and time of event: 2024-04-01 14:07:00

Weather: Heavy clouds, low visibility

Craft count: 1

Craft description: F16

Heading: Sounded N tp S or NE to S

Altitude: 5k

Location: Portal Rd and 533

Details: Low flying in heavy clouds, loud jet expulsion, scary in this weather, sounded like coming below clouds and too close. Guessing F16

Follow up requested: yes

Other:

Rec #: 269

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-28 12:20:00

Weather: Clear

Craft count: 1

Craft description: Bell Jetranger

Heading:

Altitude: 7500 feet

Location: 31.863531, -109.156582

Details: This afternoon we watched a helicopter with call letters N3893U fly around portal peak. It was flying very close to the mountain right in the area where birds nest. It looked to be a sight seeing flight. After flying around Portal Peak it went over the Darnell peak about 4 miles to the south and flew around there. It was clearly inside of the wilderness area. It didn't look to be military, but I thought it should be reported.

Follow up requested: yes

Other:

Rec #: 268

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-03-22 12:08:00

Weather: Clear

Craft count: 2

Craft description: A-10, F-10

Heading: East to West, West to East

Altitude: 100feet

Location: Zent Rd and North Owls Butte Trail

Details: Every morning between 8am - 12pm, these military aircrafts continue to fly too low creating very loud excessive noise and shaking our home. Please stop this nonsense. The military does not need to continue this route where civilians currently live. This is gross violation of MOA regulations.

Follow up requested: yes

Other:

Rec #: 266

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-22 13:00:00

Weather: Clear, no wind

Craft count: 1

Craft description: F-16

Heading: S to NW

Altitude: 200 ft.

Location: 31°48'19.54"N 109°05'40.57"W

Details: Low-flying, extreme noise-producing F-16 directly over my house at about 200ft. This is clearly in violation of existing USAF regulations. I would like to know how you can justify these nuisance flights being too low. Please email me with the legal descriptions of the existing boundaries for the Tombstone MOA, as many flights appear to be outside of those boundaries. PLEASE RESPOND TO ME WITH THESE ANSWERS.

Follow up requested: yes

Other:

Rec #: 263

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-03-21 14:00:00

Weather: Partly cloudy

Craft count: 1

Craft description: Unknown

Heading: Unknown

Altitude: Unknown

Location: Portal rd and Stateline

Details: Loud overhead jet

Follow up requested: yes

Other:

Rec #: 262

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-03-21 08:30:00

Weather: Clear

Craft count: Unknown

Craft description: Unknown

Heading: Unknown

Altitude: Unknown

Location: Portal rd and Stateline

Details: Very loud jet sounds that sounded like circling for an hour over the area.

Follow up requested: yes

Other:

Rec #: 260

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-03-21 08:31:00

Weather: Clear

Craft count: Multiple or 1 going back and forth

Craft description: F16

Heading: I cant tell you, circles and back and forth echoing off mountain

Altitude: 10k

Location: Portal and 533

Details: Excessive noise and flights overhead. Back and forth. Circles.

Follow up requested: yes

Other:

Rec #: 259

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-03-21 08:20:00

Weather: Clear, little wind

Craft count: Numerous

Craft description: F16s

Heading: I cant tell, too loud and circling or going back and forth

Altitude: 10k

Location: Portal Rd and 533

Details: Multiple crossovers by multiple jets. Nuisance flights and noise. Exacerbating tinnitus and stress level. Bothering animals.

Follow up requested: yes

Other:

Rec #: 258

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-03-21 08:08:00

Weather: Clear

Craft count: 2

Craft description: A-10, F-10

Heading: East to West, West to East

Altitude: 100feet

Location: Zent Rd and North Owls Butte Trail

Details: Every morning between 8am - 12pm, these military aircrafts continue to fly too low creating very loud excessive noise and shaking our home. Please stop this nonsense. The military does not need to continue this route where civilians currently live. This is gross violation of MOA regulations.

Follow up requested: yes

Other:

Rec #: 257

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-02 16:30:00

Weather: clear

Craft count: 1 ?

Craft description: F-16

Heading: west to east

Altitude: 5,000-6,000

Location: Stewart Campground , south fork of Cave Creek, Portal

Details: ear splitting jet flying low over Cave Creek Canyon-way too loud and low. heard twice, but not sure if it was same plane. It was very low, near the campgrounds on the South fork of Cave Creek Canyon , right over the Stewart Canyon . It was so fast and loud I couldn't identify the type of military plane.

Follow up requested: yes

Other:

Rec #: 256

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-03-13 16:00:00

Weather:

Craft count: 2

Craft description: F-16s and others F-22(?)

Heading: E and NE

Altitude: Unknown, but too low and too loud in my opinion.

Location: zip code 85718

Details:

Follow up requested: no

Other:

Rec #: 255

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-13 10:13:00

Weather: Clear and wind

Craft count:

Craft description: Helicopter military with gun turrets

Heading: Heady ne to sw up cave creek drainage

Altitude: 1500 above camp lower than cathedral rock by half

Location: Over sunny flats camp

Details: Two military helicopters with gun turrets up cave creek drainage from ne to sw.

Follow up requested: yes

Other:

Rec #: 254

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-13 10:04:00

Weather: Clear

Craft count: 2

Craft description: Helicopter

Heading: East to west

Altitude: 250'

Location: Traveling up Cave Creek Canyon (a wildlife area)

Details: 2 gray military helicopters

Follow up requested: yes

Other:

Rec #: 253

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-13 10:05:00

Weather: about to become windy

Craft count: 2

Craft description: Helicopter

Heading: to the W, heading into CCC

Altitude: 5500

Location: into the Cave Creek Canyon

Details: two fast helicopters with turbine engines

Follow up requested: no

Other:

Rec #: 252

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-13 10:05:00

Weather: Clear

Craft count:

Craft description: Helicopter

Heading: NE to SW

Altitude: 400 ft

Location: Portal Rd)/ FR 42

Details: Two helicopters (Apache?) flying directly over residential area outside of MOA and right up Cave Creek Canyon at low elevation. No regard for existing guidelines of flying at low elevation through the canyon.

Follow up requested: yes

Other:

Rec #: 251

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-11 13:34:00

Weather: Clear, windy

Craft count: 2

Craft description: F-16 we think too fast for positive ID

Heading: Northeast

Altitude: 500

Location: 8631 e Blacktail rd

Details: One aircraft very low directly over our corral spooked horses fortunately I was not mounted could have caused bodily harm

Follow up requested: no

Other:

Rec #: 250

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-06 13:45:00

Weather: Cloudy windy

Craft count: 3

Craft description: F-16

Heading: West to east

Altitude: 500

Location: Horseshoe Canyon

Details: Horseback riding with friend in canyon Jets streaked overhead very loud spooking horses causing extremely dangerous situation

Follow up requested: no

Other:

Rec #: 249

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-03-07 20:41:00

Weather: Clear

Craft count: 2

Craft description: Jets, unable to see details

Heading: SW headed roughly NE

Altitude: High but could be heard as nuisance noise

Location: 2525 S H Bar M Rd, Portal, AZ 85632

Details:

Follow up requested: no

Other:

Rec #: 248

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Other: Nuisance noise

Date and time of event: 2024-03-07 08:14:00

Weather: Overcast

Craft count: Sounded like one

Craft description: Not seen

Heading: Unsure, not seen

Altitude: Unsure

Location: 2525 S H Bar M Rd, Portal, AZ 85632

Details:

Follow up requested: no

Other:

Rec #: 247

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise

Date and time of event: 2024-03-06 08:30:00

Weather: partly cloudy

Craft count: 2-6

Craft description: F 16 A 10

Heading: east to west

Altitude: 3,000'

Location: 181 Hwy 80, Rodeo, New Mexico

Details: Above data refers to 2 F-16s that flew over Rodeo and on over the Chiricahuas. Later that same morning heard what seemed to be 2 sonic booms to the north. Booms were about 1 second apart. At 1:20 PM and 2:40 PM loud rumblings over Rodeo and the Chiricahuas. May have been separate aircraft or same aircraft circling around which has been occurring regularly.

Follow up requested: yes

Other:

Rec #: 246

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Noise

Date and time of event: 2024-03-07 08:15:00

Weather: cloudy

Craft count: 2-4

Craft description: A 10 or F 16

Heading: east to west

Altitude: 5,000'

Location: 181 Hwy 80, Rodeo, NM

Details: Loud rumbling over Rodeo at 8:15 AM and on over the Chiricahuas. Half hour later another one. Not sure if it's the same aircraft circling back. Heard two more this afternoon between 1 and 3 PM.

Follow up requested: yes

Other:

Rec #: 245

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-06 13:44:00

Weather: cloudy and strong breezes

Craft count: 2 or 3

Craft description: F-16

Heading: north to south over home

Altitude: 480-520 ft elevation from terrain

Location: 11347 N. Eagle Ridge Trail, Portal, AZ 85632

Details: Low flying fighter jets flew close above my home twice within less than a minute. The noise was very intense.

Follow up requested: yes

Other:

Rec #: 244

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Other: Nuisance noise

Date and time of event: 2024-03-04 15:55:00

Weather: Partially cloudy

Craft count:

Craft description: Heard not seen

Heading:

Altitude: Unknown

Location: 2525 S H Bar M Rd

Details:

Follow up requested: no

Other:

Rec #: 242

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-03-04 14:38:00

Weather: Partially cloudy

Craft count:

Craft description: Not seen

Heading:

Altitude: Heard, not seen

Location: 2525 S H Bar M Rd

Details:

Follow up requested: yes

Other:

Rec #: 241

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-03-04 22:28:00

Weather: Partially cloudy

Craft count:

Craft description: Not seen

Heading:

Altitude: Not seen, heard

Location: 2525 S H Bar M Rd

Details:

Follow up requested: yes

Other:

Rec #: 240

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Noise

Date and time of event: 2024-03-04 15:51:00

Weather: Partly cloudy

Craft count: 1

Craft description: A310-CC-150 304 MRTT (Canadian Air Force)

Heading: Circling

Altitude: 25200

Location: Portal Rd and Stateline

Details: "Loud circling above for quite some time.

Also other loud unidentifiable jets passing over all throughout the day!"

Follow up requested: yes

Other:

Rec #: 239

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-03-04 10:28:00

Weather: Clear

Craft count: 1

Craft description: F16

Heading: SE to NW

Altitude: 8k

Location: Portal Rd and Sanford Rd

Details: F16 flying over head is excessive flights and noise disturbance

Follow up requested: yes

Other:

Rec #: 238

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level

Date and time of event: 2024-02-28 12:15:00

Weather: Partially cloudy

Craft count: 2

Craft description: A-10

Heading:

Altitude: 300'

Location: 777 w mcreynolds

Details: Low pass near our house. We've had several in the last week. They came out of the south. Went around sanford hill, past our place and then looked to be heading towards Portal.

Follow up requested: no

Other:



Rec #: 237

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-01 16:12:00

Weather: Clear

Craft count: 3

Craft description: F-16

Heading: SSE to WSW then reverse

Altitude: 400' when verifiable

Location: Cave Creek Canyon, over my home

Details: "Two jets flew SSE to WSW at 16:12, then both returned at 16:20. One of the latter flew very low. I thought it might hit my home, and I couldn't plug my ears fast enough to protect them. Flight was low enough to cause severe hearing loss. Trees impeded my view of all but the last (low) flight."

Follow up requested: yes

Other:

Rec #: 236

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-01 16:30:00

Weather: clear, calm

Craft count: 1

Craft description: F-16

Heading: downcanyon, west to east

Altitude: 500'

Location: directly over Portal

Details: single presumed F-16 flew downcanyon well below canyon wall and exited directly over Portal, turning to S. Around the same time (1600-1640) there must have been additional planes maneuvering upcanyon, judging from excessive noise in that direction (I was inside)

Follow up requested: yes

Other:

Rec #: 235

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-03-01 16:30:00

Weather: clear

Craft count: ?, we saw one, but heard 4

Craft description: F-16

Heading: west to east

Altitude: 1000 above the ground

Location: 2830 Darley Ave

Details: 4 flights were very noisy. My husband, who is a veteran and a former pilot, only saw one that was excessively noisy and extremely fast. It was probably an F-16, it was a fighter jet. It was going towards the east and was approximately 1000 ft high or possibly lower.

Follow up requested: yes

Other:

Rec #: 208

Name: ██████████

Address: ██████████

Phone: ██████████

Email: ██████████

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency, Other: PLEASE STOP FLYING OVER OUR HOME, WE HAVE CHILDREN!

Date and time of event: 2024-03-01 16:25:00

Weather: Clear

Craft count: 1

Craft description: F-16

Heading: East to West

Altitude: 100ft

Location: 11833 North Owls Butte Trail, Portal, Arizona 85632

Details: Please STOP flying over our homes. We have children for crying out loud. Will you have some respect and fly somewhere else. You're obnoxiously loud jets are scaring our children. PLEASE STOP...

Follow up requested: yes

Other:

Rec #: 207

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-03-01 16:25:00

Weather: clear

Craft count: 1

Craft description: small noisy jet

Heading: NE right downstream over Cave Creek Canyon

Altitude: shockingly loud

Location: 1282 W Creek Rd, in Cave Creek Canyon

Details: 4 min later, heard rumbling, not as loud, at higher elev SW of house,

Follow up requested: yes

Other:

Rec #: 205

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-03-01 16:26:00

Weather: Clear

Craft count:

Craft description: Heard inside house, not seen

Heading:

Altitude: Unknown, not seen

Location: 2525 S H Bar M Rd

Details: Loud inside house couldn't see by the time I got outside

Follow up requested: no

Other:

Rec #: 203

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency, Other: Dangerous situation with people around

Date and time of event: 2024-02-29 13:26:00

Weather: Clear

Craft count: 3

Craft description: F16s and helicopter

Heading: F16s S to NE, helicopter hovering

Altitude: Less than 8k

Location: Portal Peak, Cave Creek Canyon in Portal

Details: At 1:30, helicopter hovering and flying near and around Portal Peak for 20 minutes. No record of emergency given to justify this. At approx 1130, 2 F16s flew above Cave Creek Canyon extremely low with excessive noise to customers and birders. Disturbed birds, dogs, horses.

Follow up requested: yes

Other:

Rec #: 202

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-02-29 12:16:00

Weather: Partially cloudy

Craft count: 2

Craft description: A10

Heading: East to west

Altitude: Less than 500'

Location: 2525 S H Bar M Rd, Portal, AZ 85632

Details:

Follow up requested: yes

Other:

Rec #: 201

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency, Other: PLEASE STOP FLYING OVER CITIZENS IN PORTAL, ARIZONA AREA!

Date and time of event: 2024-02-29 12:00:00

Weather: Clear

Craft count: 2

Craft description: A-10

Heading: South to north

Altitude: 100ft

Location: North Owls Butte Trail, Zent Rd, Portal, Arizona

Details: PLEASE PLEASE PLEASE PLEASE STOP FLYING OVER OUR HOME. WE HAVE CHILDREN FOR CRYING OUT LOUD. PLEASE HAVE RESPECT AND FLY SOME WHERE ELSE AWAY FROM OUR HOME. THIS IS NOT RIGHT. STOP THIS STUPID NONSENSE. YOU ARE SCARING OUR CHILDREN!

Follow up requested: yes

Other:

Rec #: 200

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-02-29 12:17:00

Weather: clear, no wind

Craft count: 2

Craft description: A-10

Heading: WEST up , above Cave Creek Canyon

Altitude: /VISUAL looking up at bottom of plane, low

Location: 2410 cathedral rock rd.,SW of Portal Rd & Cave Creek CanyonRD. intersection

Details: I heard them coming from the south coming up the valley, then a gentle left turn and up the canyon (west)

Follow up requested: no

Other:

Rec #: 199

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-02-29 12:27:00

Weather: Clear

Craft count:

Craft description: Unknown

Heading: Ne to sw

Altitude: 12000

Location: Sunny flats cg cave creek

Details: "Two fighters flew over cave creek at low altitude. Loud. The fighters have been in the area Monday Tuesday and today. There were on the edges of the Chiriqahua mt. Monday. Tues. Sonci booms heard. Today Low over cave creek I have photos and time stamps"

Follow up requested: yes

Other:

Rec #: 198

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-02-29 12:19:00

Weather: Clear

Craft count: 2

Craft description: F16 or A10

Heading: West to east

Altitude: Unsure

Location: 2031 s pearl st Paradise AZ

Details:

Follow up requested: yes

Other:

Rec #: 197

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise

Date and time of event: 2024-02-29 12:18:00

Weather: clear

Craft count: 1

Craft description: A-10 or F-16 (I'm not good with aircraft types

Heading: Northeast to Southwest towards Cave Creek Canyon

Altitude: below surrounding peaks

Location: 2095 S. Milky Way, Portal, AZ

Details: This flight was clearly over the village, flying below peak level, and heading towards canyon. For the past two days, with lots of cloud cover, similar paths taken by multiple aircraft, although aircraft could not be seen, they certainly could be heard.

Follow up requested: yes

Other:

Rec #: 196

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-02-27 10:30:00

Weather: cloudy

Craft count: 3-4

Craft description: F-35 or A-10 or f-16

Heading: West to east

Altitude: 4,000'

Location: South and right over Rodeo, NM

Details: Loud noise. Likely F-35 but no visual ID. Disturbance lasted 15 minutes (10:30 - 10:45).

Follow up requested: yes

Other:

Rec #: 195

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-02-27 10:21:00

Weather: Cloudy

Craft count: 2

Craft description: F-16

Heading: East to West

Altitude: 100

Location: Owls Butte Trail, Zent Rd, Horseshoe Canyon area

Details: Will you please STOP flying over residential area in Portal, Arizona on Zent Rd and North Owls Butte Trail. This has to stop now! We have children here and your LOUD obnoxious jets are scaring our children. DO US ALL OF HUGE FAVOR AND GO PRACTICE YOUR WAR GAMES SOMEWHERE ELSE. Learn to have some respect for US civilians for crying out loud ?

Follow up requested: yes

Other:

Rec #: 194

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-02-27 08:30:00

Weather: cloudy

Craft count: 1

Craft description: A-10 or F-16

Heading: east to west

Altitude: 4000'

Location: south of Rodeo, NM

Details: Very loud. Difficult to determine altitude but low. These flights have been occurring nearly every day for more than a week. Several times a day and often multiple aircraft. There was a sonic boom on Saturday 2/24 that rattled the windows in Rodeo. Another sonic boom on Monday 2/26. Difficult to determine aircraft type with cloud cover.

Follow up requested: yes

Other:

Rec #: 192

Name: ██████████

Address: ██████████

Phone: ██████████

Email: ██████████

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-02-26 16:55:00

Weather: cloudy

Craft count: Unknown (transponder off)

Craft description: Jets (unidentifiable as transponder is off)

Heading: Unknown

Altitude: Unknown

Location: Portal Road and Stateline Rd

Details: "Very loud jet planes are still flying overhead! This has been going on for awhile.

I can't identify them because they apparently have their transponders off.

Supposedly the MOA doesn't include Portal, AZ. Yet the loud flights continue to be a daily problem here."

Follow up requested: yes

Other:

Rec #: 191

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-02-26 13:11:00

Weather: Partly cloudy

Craft count: 3

Craft description: F-16

Heading: Sw to NE

Altitude: Low

Location: SW of Portal

Details: I don't know if there were 3 planes or one making multiple passes. I live in a forested canyon so can't actually seeing the aircraft ... only hearing their awful noise. You are ruining our peace and quiet, and our very lives here. What you are authorized to do differs from what you should do.

Follow up requested: yes

Other:

Rec #: 189

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-02-26 10:00:00

Weather: Partly cloud you

Craft count:

Craft description: C-130

Heading: From SW but repeat fights

Altitude: Low

Location: Vicinity Zent rd

Details: "Multiple flights in valley below me. You will drive me to move if this keeps up. I worked in my garden from about 9:30 to 10:15, and the dammed noise was continuous. You are ruining my life here. We live here because we value peace and quiet, a sacred thing which no longer exists. Take your noise somewhere else. SE AZ is not empty space!
I don't know what kind of aircraft these flights were. I am an ecologist and field naturalist, not a pilot. "

Follow up requested: yes

Other:

Rec #: 188

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-02-26 13:41:00

Weather: cloudy

Craft count: multiple

Craft description: Supersonic aircraft above the clouds

Heading: N-S

Altitude: below 30,000

Location: Latitude = 31.8054 N, Longitude = -109.0946 W

Details: Extreme noise levels from multiple jet aircraft. Noise is far beyond tolerance and directly above residential neighborhoods.

Follow up requested: yes

Other:

Rec #: 187

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-02-26 14:40:00

Weather: cloudy

Craft count: Unknown (transponder off)

Craft description: Jets (unidentifiable as transponder is off)

Heading: Unknown

Altitude: Unknown

Location: Portal Road and Stateline Rd

Details: "Very loud jet planes are still flying overhead! This has been going on for awhile.

I can't identify them because they apparently have their transponders off.

Supposedly the MOA doesn't include Portal, AZ. Yet the loud flights continue to be a daily problem here."

Follow up requested: yes

Other:

Rec #: 186

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-02-26 13:15:00

Weather: partly cloudy

Craft count: unknown

Craft description: unknown

Heading: unknown

Altitude: unknown

Location: Portal Road and Stateline Road

Details: "Very loud jet noises that have been continuing.

I thought Portal wasn't supposed to be in the MOA boundary."

Follow up requested: yes

Other:

Rec #: 185

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-02-26 13:20:00

Weather: Windy, partly cloudy

Craft count: 1

Craft description: F-16

Heading: NW to SE

Altitude: 8k

Location: Portàl rd and Sanford

Details: Excessive noise by F16 flying over again. May be at approved level but noise is too much!!

Follow up requested: yes

Other:

Rec #: 184

Name: ██████████

Address: ██████████

Phone: ██████████

Email: ██████████

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-02-26 13:15:00

Weather: cloudy

Craft count: Unknown (transponder off)

Craft description: Jets (unidentifiable as transponder is off)

Heading: Unknown

Altitude: Unknown

Location: Portal Road and Stateline Rd

Details: "Very loud jet planes flying overhead!

I can't identify them because they apparently have their transponders off.

Supposedly the MOA doesn't include Portal, AZ. Yet the loud flights continue to be a daily problem here."

Follow up requested: yes

Other:

Rec #: 183

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-02-26 10:45:00

Weather: Partly cloudy

Craft count: 2

Craft description: Not sure - some kind of fighter like F14

Heading: SE to NW

Altitude: 8k

Location: Hwy 80 and 533 over Chiricahuas

Details: Excessive noise by both! Second one just went over at 10:58

Follow up requested: yes

Other:

Rec #: 182

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-02-24 13:00:00

Weather: Partly cloudy

Craft count: Unknown (trackers off)

Craft description: Jets (unidentifiable as tracker is off)

Heading: Unknown

Altitude: Unknown

Location: Portal Road and Stateline Rd

Details: "There has been the sound of jet planes in the canyon and sonic booms overhead for hours!

I can't identify them because they apparently have their transponders off.

Supposedly the MOA doesn't include Portal, AZ. Yet the flights continue to be a problem here."

Follow up requested: yes

Other:

Rec #: 181

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency, Other: sonic booms

Date and time of event: 2024-02-24 13:00:00

Weather:

Craft count:

Craft description: Unknown, not visible

Heading:

Altitude: unknown

Location: State Line and Cattle Drive, Rodeo, New Mexico

Details: There have been repeated loud booms since about 1pm, with loud, almost constant air traffic since about 10 am. The loud booms rattle my windows and doors.

Follow up requested: yes

Other:

Rec #: 180

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Other: Sonic Boom shaking window glass

Date and time of event: 2024-02-24 13:10:00

Weather: Partly Cloudy

Craft count: 1

Craft description: Supersonic aircraft

Heading: N to S

Altitude: far below 30,000 feet

Location: Lat = 31 degrees, 48.3 minutes North Long = 109 degrees, 5.7 minutes West

Details: "Extremely loud sonic boom from supersonic aircraft flying well below the 30,000-foot minimum altitude required for the Tombstone MOA. the Sonic Boom was the loudest of several we've hard recently. This one rattled my home's windows to the point I thought they might break. I'm indicating I need a follow-up response ASAP, as these types of excessive aircraft noises now appear also likely to cause structural damages as well as create fear in people, livestock and wildlife.

I will look forward to hearing from you!"

Follow up requested: yes

Other:

Rec #: 179

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-02-22 13:47:00

Weather: Clear

Craft count: Many

Craft description: c-130

Heading: W to E

Altitude: Could not see

Location: Paradise rd x foothill/Noland rd

Details: Grip of noisy planes disrupt sikenca

Follow up requested: yes

Other:

Rec #: 178

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-02-21 13:00:00

Weather: windy

Craft count:

Craft description: C-130

Heading: circling

Altitude: unknown

Location: Rodeo, NM

Details: This plane was circling over Rodeo over and over for a long time. The noise was very annoying.

Follow up requested: yes

Other:

Rec #: 177

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2024-02-21 12:00:00

Weather: Windy

Craft count: 1

Craft description: Crown 79

Heading: Circling for hours

Altitude: 21,783 ft

Location: Portal Rd and Stateline Rd

Details: "Ever since I've returned home I've been hearing this very loud aircraft circling. It has been hours now.

Please restrict your air traffic to areas near military bases. We specifically chose to live in an area far from military bases, which is not easy to do in the SW.

Thank you for reading this."

Follow up requested: yes

Other:

Rec #: 176

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-02-21 13:15:00

Weather: Clear and windy

Craft count: 2

Craft description: Helicopter

Heading: North

Altitude: 50 feet

Location: 84 Rattler Road

Details: Two helicopters flew from the south right in front of our house and continued flying north along Rattler Road.

Follow up requested: yes

Other:

Rec #: 175

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-02-21 12:25:00

Weather: Windy

Craft count: 1

Craft description: C130

Heading: Sw to ne to se to ne

Altitude: 3000 agl

Location: 80 and 533

Details: Continuous flight back and forth over and over! This is exasperating my tinnitus with the ongoing thrumming of the engine. There is no reason to fly back and forth over and over.

Follow up requested: yes

Other:

Rec #: 174

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency, Other: also overnight

Date and time of event: 2024-02-17 12:30:00 (and see others)

Weather: Varied, but flights are very loud audible even when windy

Craft count: Many

Craft description: multiple types

Heading: Multiple

Altitude: Varied as low as about 50 Ft AGL

Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road (Tombstone C MOA). I'm located outside the MTR.

Details: "Covers Jan. 22 2024 - Feb. 17 2024

Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road (Tombstone C MOA). I'm located outside the MTR.

Definitions/terminology:

--"buzzing" refers to a noise similar to a distant c130 (some might call it droning).

--"low buzzing" means relatively lower volume buzzing, Still loud and bothersome, especially due to the strong vibrations accompanying it.

--"+" means noise continued beyond indicated time, but I did not know when it stopped since I was running my truck to mask the noise and periodically checked to see if it was gone.

Example: "530pm to 6pm+" means it could have went until 615pm or longer but I wouldn't know because I didn't turn off truck and check until 625pm.

Jan 22 2024

730 pm to 820pm: Extremely loud fighter jet noise, f-35? Sounds like back and forth trajectory

1035pm several minutes of loud aircraft noise,

Jan 23 2024

120am aircraft noise for a few minutes
Around 130pm very low flying helicopters
230pm to 445 pm c130 around 1000 ft AGL well below authorized levels for tombstone C MOA,
not in MTR either
640pm to 750pm extremely loud aircraft, fighter jet sounding. Maybe f 35? Sounds like back and
forth trajectory

Jan 24 2024
931am loud pass

1233pm to 1238pm and 124pm to 129pm noise from 2 low flying helicopters

201pm to 204 pm ...2 loud aircraft going east , likely fighter jets looked about 4000' - 5000' AGL

346pm to 349 pm aircraft noise

A little after 9pm buzzing aircraft noise

Jan 25 2024
310 am loud aircraft noise.
847am to 850am, noise from extremely loud pass(sounded like fighter jet)

Summary of day: From 9am to 7 pm almost constant noise, if not constant. (Was running truck
this entire time to mask the noise and every time I got out of my truck to check if there was
noise during this time, there was)

9am to 915am+ plus loud droning, likely past this time too but was driving so truck noise masks

10am to 1022am+ extraordinarily loud sound like prop plane
1122am extraordinarily loud aircraft noise

1230pm to 1250pm still noise

129pm helicopters passing several minutes noise

155pm very loud pass fighter jet sounding

Around 230pm very low loud C130 pass maybe 500' to 1000' AGL going west

230pm to 330 pm c130 noise, looping nearby

542 pm to around 550pm some aircraft sounded like helicopter noise distant
616pm to 632pm 2 helicopters going west, hovering for around 10 minutes then going back
east
703pm some kind of noise sounded like helicopter

Jan 26 2024
1227pm- 1235pm helicopter heading west, hovering., then west again, looked as low as 50'
AGL

2 helicopters heading west, looked 100'- 200' AGL , hovering and turning, then west again

910pm to 1105pm frequent buzzing aircraft noise

1020pm to 1042pm plus buzzing aircraft noise even over massive winds

, 435am to 444am plus buzzing aircraft noise even over massive winds

1130am to 1150am buzzing

1208pm for around 15 min intermittent buzzing

235pm to 255 pm buzzing

Around 415pm consecutive extremely powerful thumps

Jan 29 2024

Intermittent buzzing in the morning

1215pm to 1238pm helicopter noise hovering or flying west, Extremely low at some points maybe 50 ft to 100 ft AGL, might have landed, still very low other times 100 ft to 300 ft or so AGL,

Around 130pm to 145pm multiple loud passes

820pm to 825pm plus blinking plane buzzing , seems to have changed direction

Jan 30 2024

123am very loud buzzing ,and also another time a few hrs later

Also 543am low buzzing

845am to 852am at least aerodynamic jet noise plus vibrations (yes there was a Gulfstream on radar but this noise was present even after that landed)

915 am still noise

953am to 957am aircraft noise

530pm to 6pm+ buzzing

Jan 31 2024

1233pm to 1235 pm very low pass c130, around 100 to 200 ft AGL

1pm to 2 pm some kind of in and out the out buzzing, not consist volume , occasionally bass thumping....good chance it's aircraft but not sure on this one

645pm to 7pm+, buzzing I think continued to around 730pm based on seeing flashing lights in the sky

950pm to 10pm + sounded like aircraft noise

Feb 1 2024

Multiple overnight buzzing noise episodes from late PM Jan 31 to early am Feb 1

10am to 1025am+ buzzing noise even in high winds

1150am 3500 ft. AGL loud c130 pass going west

1225pm extremely loud pass

103pm buzzing

155pm rumble, thump. and vibration

421pm sounded like civilian prop plane but nothing on radar so assume it's military

Around 610pm to 625pm low buzzing

Feb 2 2024

230pm to 3 low buzzing

9 to 930pm+ buzzing late at night after around

Feb 4 2024

930am to 1255pm+ buzzing noise sounds like military aircraft

1114am to 1118am 2 low flying helicopters heading east. Looked 50 ft. AGL

204pm to 208pm sounded like distant helicopters

345pm to 355 pm buzzing

7pm to 710pm+ buzzing

825pm to 828 pm buzzing

Feb 5 2024

132 am to 135am buzzing

138am to 142am buzzing

208am to 211 am buzzing

APPROX

730AM TO 840AM+ buzzing

10am and 1020am still hear something in the wind with vibration

1125am still buzzing

(likely buzzing all morning, was in truck to mask noise and would not turn it off for an hour a time to check if noise had stopped. When turned truck off, noise still there, so presume it was there the entire time)

1220pm to 1245pm helicopter noise vibration...hovering circling mo ck ammp

Around 110pm to 145pm buzzing noise

230 pm to 5pm intermittent buzzing

730pm to 740pm+ buzzing

930pm to 933pm buzzing

Feb 6 2024

Around 4 am buzzing for 5 min

515am to 540am+ some unusual noise not sure if aircraft

827am to 831am loud pass

Early afternoon buzzing for 15 min

510pm to 540pm+ buzzing

Feb 7 2024

1246pm to 112 pm+extraordinarily loud pass fighter jet passing noise

410 pm to 415 pm 4 helicopters going east looked as low as 50 ft to 100 ft AGL

1000Pm tp 1020pm buzzing

1127pm very loud aircraft

Feb 8 2024

Early am hours aircraft noise for about 20-30 minutes, estimate around 1am

753am to 758am very loud aircraft going north , maybe 3000 ft AGL

820am to 824am loud aircraft

Around 915am buzzing, next time I checked at 950am still buzzing..even in the wind

952am to 1000am extremely loud propeller aircraft noise

1015am still buzzing

1026am still buzzing

527pm to 532 pm 4 extremely loud helicopters very low maybe 100ft to 300 ft AGL

Feb 10 2024

1105am loud I think aircraft while snowing

(likely longer but was running the truck which masks most of the noise)

642pm I think loud aircraft

Feb 12 2024

1150pm previous night to 1207am+ some kind of noise ...possibly plane

Approx. 330am to 415am, 3 minute long buzzing episodes about every 10 min

908am loud pass

942am to 947pm+ buzzing

Around 1240pm loud aircraft

1248pm to 1255pm loud aircraft

130pm extremely strong rumble , I think fighter jet coming and loud pass , had muffs and ran into truck so can't confirm for sure

Between 130pm to 230pm intermittent Aircraft noise , strong vibration/rumble

241pm aerodynamic noise from aircraft

Feb 13th 2024

530am to 550am loud buzzing

645am still buzzing

(noise likely continued all morning as I was running the truck to mask the noise and every time I turned off truck to check, shown below, there was noise still)

848am loud jet pass noise when turned off truck to check if still noise there

1056am open door sounded like military droning aircraft buzzing

1119am checked again and still buzzing

1233pm to 130 pm extremely loud c130 looping 17000 ft. MSL

9pm to 1030pm buzzing

1030pm to 205am+ intermittent buzzing

835am to 935am extraordinarily loud c130 looping

1015am to 1120am some kind buzzing rumbling noise that sounds like military aircraft

1237pm to 1240 pm+ very sudden and loud pass

1257pm to 101 pm very loud pass

410pm to 553pm+ buzzing

730pm (probably stated earlier actually) to 745pm+ buzzing

Likely noise between 745pm to 9 pm was in whiting out noise in truck

925pm to 933pm buzzing

Feb 15 2024

835am to 930am extraordinary loud c130 looping 17000 ft MSL

925am to 928am loud pass in addition and separate from c130 noise

1040am to 1047am+ aircraft noise

1207pm to 1209pm aircraft noise

1236pm sudden extremely loud rumbling/bass noise from the sky

1240pm to 1243pm very loud pass,

1243pm to 1250pm low to loud buzzing noise,

107pm very loud pass

215pm to 218pm loud buzzing

235pm to 245pm low to loud buzzing

311pm to 315pm+ vibrations then buzzing too

336pm to 342pm buzzing pass, extraordinarily loud buzzing at peak

418pm to 420pm , 434pm to 445pm , 455pm to 5pm+ buzzing

457pm to 459pm extraordinarily loud aircraft noise

531pm to 535pm+ buzzing

605pm to 609pm+ buzzing

638pm to 648pm+ buzzing

702pm 705+ buzzing

8pm to 812pm+ buzzing

Also 103 PM, 113 PM, 144pm, 204pm, 323pm, 325pm , 327pm, 347pm, 4pm Rumbling/thump

(likely noise all morning and much of afternoon and early evening. I was running truck to mask noise and wouldn't know if there was noise until I turn it off and check again, or if it was extra loud and heard it with truck running)

Feb 16 2024

3am loud buzzing pass

352am to 356M plus buzzing

414am to 417am buzzing

835am to 905am c130 looping extraordinarily loud

915am to 926am+ loud aircraft noise, rumbling, loud passes, buzzing...949am still noise

1124am to 1127am+ loud buzzing pass

1152am to 1156am loud aircraft noise
1220pm to 145pm c130 looping
145pm to 2 pm intermittent rumbling
419pm to 422 pm rumbling
426pm rumbling , checked again at 438pm rumbling still there

704pm to 708pm and 727pm to 731pm buzzing noise heading east

Feb. 17 2024

1215am to 130am plus buzzing

844am loud pass

853am extraordinarily loud pass

Around 9am to 945am distant but still loud C130 noise, most of the time--every time I turned off the truck to check (truck running to mask it)

954am extraordinarily loud pass

Around 1220pm loud fighter jet noise

1225pm loud to 115pm constant extraordinarily loud fighter passes. F35? Likely going back and forth

142pm buzzing "

Follow up requested: yes

Other:

Rec #: 172

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Other: Disturbed wildlife

Date and time of event: 2024-02-12 11:24:00

Weather: Clear

Craft count: 1

Craft description: Helicopter

Heading: East to west

Altitude: 300'

Location: W Piedra Blanca Ln x USFS 42

Details: Traveling up Cave Creek Canyon

Follow up requested: yes

Other:

Rec #: 171

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-02-08 11:46:00

Weather: Clear

Craft count: 1

Craft description: A-10

Heading: West to East

Altitude: ??

Location: USFS rd. 42 x W Piedra Blanca

Details:

Follow up requested: yes

Other:

Rec #: 170

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-02-08 09:27:00

Weather: Clear

Craft count: 2

Craft description: F-35

Heading: West

Altitude: Unknown

Location: 1st Avenue & River Road, Tucson, AZ

Details: Very loud and low on an apparent landing pattern for Davis-Monthan AFB. Saw 2 F35s. Planes later turned to the southeast with landing gear down for apparent approach to DM AFB.

Follow up requested: no

Other:

Rec #: 168

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency, Other: Jet fuel smell

Date and time of event: 2024-02-07 23:15:00

Weather: Partly cloudy, breezy

Craft count: One

Craft description: C130 hercules

Heading: North to south

Altitude: 500 feet

Location: 111 Cemetery Rd, rodeo, New Mexico

Details: "There was one earlier today, same location, very low, there has been one several times a week , approximately the middle of the night, waking us up, for the last several weeks."
"

Follow up requested: yes

Other:

Rec #: 167

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level

Date and time of event: 2024-02-07 17:08:00

Weather:

Craft count: 4

Craft description: Helicopters

Heading: southwest

Altitude: unknown

Location: near Highway 80 and Night Hawk Rd in Rodeo, NM

Details: Flying very low and very loud over my house. This area is not suitable for all this increased low-altitude military activity we've been experiencing lately. It feels like I'm living on a military base again.

Follow up requested: yes

Other:



Rec #: 166

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-02-05 11:55:00

Weather: Clear

Craft count: 2

Craft description: Helicopter

Heading: West

Altitude: 500'

Location: Following USFS 42 up Cave Creek Canyon

Details: Two helicopters frightening wildlife. No reason for military flights in our pristine canyon.

Follow up requested: yes

Other:

Rec #: 165

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-02-04 09:10:00

Weather: partly cloudy

Craft count: jet

Craft description: F-16

Heading: north to south over chiricahua mountains

Altitude: <500 ft

Location: S Mi Casita Lane and Sulphur Canyon Road

Details: two fighter jets coming out of the canyon flying southward, low and loud near S. Mi Casita Lane and Sulphur Canyon Road, Portal, Cochise County, AZ

Follow up requested: no

Other:

Rec #: 164

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level

Date and time of event: 2024-01-31 12:23:00

Weather: Clear

Craft count: 1

Craft description: C130

Heading: East

Altitude: 4760

Location: Portal Peak Lodge

Details: I took a picture of the incident. Not sure where to upload it.

Follow up requested: yes

Other:



Rec #: 163

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-01-31 12:35:00

Weather:

Craft count:

Craft description: C-130 Hercules

Heading: west to southeast

Altitude: unknown

Location: Highway 80 near Night Hawk Rd.

Details: This plane frequently flies very low directly over my house. It's extremely loud and the sudden noise is frightening. The time before this, it dipped so low that it seemed to barely miss the power lines, and a friend outside with me thought it was going to crash into my house.

Follow up requested: yes

Other:

Rec #: 162

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-01-26 11:30:00

Weather: Clear

Craft count: 2

Craft description: Helicopters

Heading: South

Altitude: 200'

Location: North eagle rd/Blacktail rd

Details: Horse spooked, hard to control, high danger of injury

Follow up requested: no

Other:

Rec #: 161

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level

Date and time of event: 2024-01-24 15:30:00

Weather: Partly cloudy

Craft count: 2

Craft description: C-130

Heading: South to north then north to south

Altitude: 500'

Location: Over North Nolan Road 2 miles north of Paradise

Details: Two C-130's (large grey 4 engine bombers) with USAF wing markings flew low over N Nolan Road 2 miles north of Paradise, first flying south then turning to return and flying north.

Follow up requested: yes

Other:

Rec #: 160

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Other: Violation of regulations

Date and time of event: 2024-01-25 12:30:00

Weather: clear, calm

Craft count: 1

Craft description: C-130

Heading: North to South

Altitude: 200 feet

Location: Latitude = 31.8054 N, Longitude = -109.0946 W

Details: "Extremely low-flying C-130, noise nuisance, invasion of privacy. Aircraft flew directly over my house in a residential area."

Follow up requested: yes

Other:

Rec #: 159

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level

Date and time of event: 2024-01-22 19:30:00

Weather: rain

Craft count: 2

Craft description: Two F-16's

Heading: Southwest to northeast

Altitude: 200 ft

Location: Horseshoe canyon area near Zent Rd and Owls Butte Trail

Details: Two F-16's flying low altitude around 200ft and have been circling back and forth near entrance of Horseshoe Canyon for over one hour and still circling back and forth.

Follow up requested: yes

Other:

Rec #: 158

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2024-01-24 15:27:00

Weather: Partly cloudy

Craft count: 1

Craft description: C-130 Hercules

Heading: West to East, then hard bank to the North

Altitude: 500-1000 ft

Location: 31.9302749, -109.2198562

Details: Very low flying aircraft banked hard just to the south of Paradise, AZ and then proceeded to fly directly over the town of Paradise heading North. Aircraft very low in the sky, shook house and windows.

Follow up requested: yes

Other:

Rec #: 157

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2024-01-22 13:15:00

Weather:

Craft count:

Craft description: F-16s, C-130s, Pavehawks

Heading: (various, see below)

Altitude: (various, see below)

Location: (various, see below)

Details: There have been numerous nuisance flights all week this week, including:

1/22/24 - Loud jets (F-16s?) flying over forest and nearby residential area near Horseshoe Canyon 31.774341, -109.116237 at low altitude at 1900 for about an hour

1/23/24 - USAF C130s flying repeated loops north of Douglas and then south to north along Pelloncillo Mountains; see attached radar image

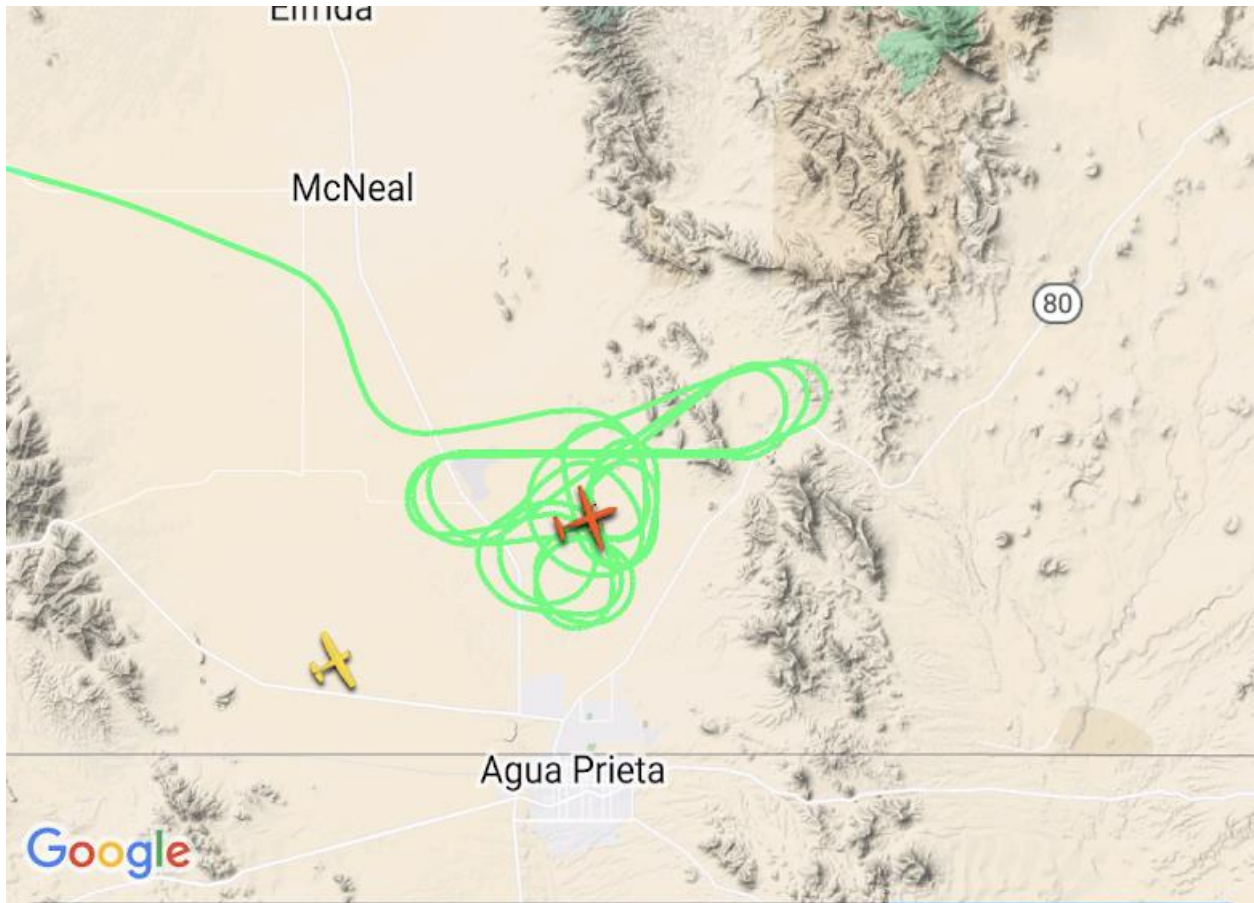
1/23/24 - Loud jets flying over forest and nearby residential area near Horseshoe Canyon 31.769852, -109.108772 at 19:00. Loud boom (sonic boom?) heard at this time.

1/24/24 - Two large military helicopters flying south to north over the Pelloncillo Mountains (from north of Douglas to east of Apache) at 12:41 and then north to south over the Chiricahua Mountains (from Portal toward Price Canyon) at 13:15; see attached photos

Follow up requested: yes

Other:





KING81 C30J

United States - US Air Force (USAF)



© Misael Ocasio Epic...

TUS
TUCSON



N/A
NOT AVAILABLE

Departed N/A

Arriving in N/A

BAROMETRIC ALT.
6,125 ft

GROUND SPEED
189 kts

Lockheed Martin HC-130J Super Hercules

REG 11-5719



Rec #: 156

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2024-01-20 11:45:00

Weather: Clear

Craft count: 1

Craft description: F-16

Heading: West to East

Altitude: 800

Location: USFS 42 at W Piedra Blanca Ln

Details: I know the aircraft was legal at that elevation, but we are a community with an economy based on natural history tourism. The canyon was full of tourists who had stopped at the farmers market this Saturday. Your aircraft frighten birds and wildlife. Pick a less sensitive area for your noisy flight, please.

Follow up requested: yes

Other:

Rec #: 155

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2023-12-02 08:52:00

Weather: Clear

Craft count: 2

Craft description: F-16

Heading: E to SW

Altitude: 400 ft

Location: FR 42 and South Fork Road

Details: Low level high speed pass by two aircraft. Earsplitting noise level. Please advise: this overflight pattern is outside of MOA boundary guidelines. Please desist!

Follow up requested: yes

Other:

Rec #: 154

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-12-02 09:57:00

Weather: clear

Craft count: 1

Craft description: small noisy jet

Heading: up cave creek canyon

Altitude: low

Location: 1282 W Creek Rd

Details: "loud fast plane curving to left going low up cave creek canyon in chiricahuas we live in the canyon and look up into the canyon"

Follow up requested: yes

Other:

Rec #: 153

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level

Date and time of event: 2023-11-13 11:04:00

Weather: Clear

Craft count: 1

Craft description: C-130

Heading: West to east

Altitude: 400'-450'

Location: 2393 S. Rockhouse Rd, Portal, AZ. 85632

Details: Flying very low, right over downtown Portal during business hours so residents and visitors were gathered in densely populated business/residential district. Aren't there FAA regulations prohibiting aircraft to fly so low over populated areas?

Follow up requested: yes

Other:

Rec #: 152

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency, Other: overnight

Date and time of event: 2023-11-15 12:00:00 (see others below)

Weather: Varies

Craft count:

Craft description: Multiple

Heading:

Altitude: Varies

Location: Vicinity of N. Perilla St. and Hwy 80 countryside of Douglas, AZ

Details: "Nov 7th 2023
920pm to 1155pm droning noise/vibration

Nov 8th 2023
Around 8 am to 930 am intermittent loud passes

Nov. 9th 2023
10am loud pass
10am to 100pm constant low frequency noise and vibration aircraft noise
and additionally Multiple loud passes
1035am very loud pass
630pm - 715pm intermittent low frequency noise and vibration aircraft noise

nov 11th 2023
in middle of the night aircraft noise/vibration for a while

Nov 12 2023
around 3 am aircraft noise vibration for awhile

noon to 1250pm distant low frequency noise vibration from aircraft

Nov 13 2023

10am to 130pm buzzing and/or very strong vibration. C130 on radar part the time and at least one other not on radar that continued. Extraordinarily loud pass around 1220pm propeller plane sounding

251pm , 259pm,333pm,403pm, loud pass fighter jet sounding

Intermittent Droning noise throughout evening

1020pm to 1115pm constant droning noise

Nov 14th 2023

Early in day multiple times of kc135 passing, very strong vibrations

330 pm, 455pm loud passover

537pm to 541pm onwards loud buzzing/vibration

Around 630 loud buzzing/vibration

803pm loud pass strong vibration

925pm. 1115pm onwards buzzing/vibration

1110pm very loud buzzing and vibration

Nov 15th 2023

9am-10 buzzing and vibration off radar aircraft

1000am-1125am Extraordinarily loud, constant EC 130H Hercules

1125am to 150pm Very extreme and harmful levels of noise constant . EC130H Hercules

825pm onwards for awhile loud buzzing and strong vibration

Another time about 2 hours later more buzzing/vibration, "

Follow up requested: yes

Other:

Rec #: 151

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level

Date and time of event: 2023-11-13 11:05:00

Weather: Clear

Craft count: 1

Craft description: C-130

Heading: west to east

Altitude: 400 ft

Location: Portal and Foothills Rds

Details: Extreme low altitude flyover. Disruptive, noisy aircraft flying over a populated area.

Follow up requested: no

Other:

Rec #: 150

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise

Date and time of event: 2023-11-08 11:30:00

Weather:

Craft count: 1

Craft description: A-10

Heading: downcanyon

Altitude: less than 1000', below canyon walls

Location: South Fork Cave Creek Canyon

Details: "A-10 flew down the South Fork of Cave Creek Canyon, about 1 mile above South Fork trailhead, probably flying the whole length of the canyon as it was not far above treetop level, well below the top of the canyon walls. I did not have a way to judge time, I believe around 1130h. A few minutes later presumably the same plane flew back, again within the canyon.

In a separate incident, the previous week (not sure of date or time, approximately midday on 11/2/2023, a single A-10 flew about 500'; over Fly Peak. I was near just E of the Fly Peak summit at the time."

Follow up requested: yes

Other:

Rec #: 149

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-11-13 11:00:00

Weather:

Craft count: 1

Craft description: C-130?

Heading: NW to SE

Altitude: 5001 above town

Location: directly over Portal

Details: large military transport presumed C-130 flew low directly over "downtown" at approximately 1100h.

Follow up requested: yes

Other:

Rec #: 148

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Other: directly over Portal proper

Date and time of event: 2023-09-06 12:40:00

Weather: clear blue skies

Craft count: 2

Craft description: A-10

Heading: approx. east to west

Altitude: just above tree tops

Location: 2411 S. Rockhouse Rd.

Details: Two A-10s flew directly over my house at a very low altitude. Not only was it loud, it was directly over Portal proper which is not approved airspace for these planes. This area has many soaring raptors and vultures and the thought of a jet colliding with one or several large birds is terrifying. A crash in the Portal area would be devastating to this community, not only for the human population, but also for our biologically diverse native animals and plants.

Follow up requested: yes

Other:

Rec #: 139

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Other: Flew over National Monument

Date and time of event: 2023-08-24 13:33:00

Weather: Partly cloudy

Craft count: 1

Craft description: RC-12 or MC-12

Heading: W to E

Altitude: 600'

Location: Over Chiricahua National Monument

Details: This place is turning into Sky Harbor and defeating the reason for living here (peace and quiet). The jet flew right over the Chiricahua National Monument ... a sacred place full of wildlife. Go fly in truly empty space, like Nevada.

Follow up requested: yes

Other:

Rec #: 138

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Other: These flight patterns are scaring some of my livestock

Date and time of event: 2023-08-17 20:30:00

Weather: partly cloudy

Craft count: Approx 5

Craft description: C-130, possibly blackhawk Helo's, A-10s, F35s, F16s

Heading: Along the east side of the Chirachua mountains traveling North

Altitude: Can see pilots, approx 100ft altitude

Location: Witnessed from Cielo Vista and Eagles Ridge

Details: "They fly low cradling the mountain and low to the desert floor then fly over top the mountain at the lowest clearance altitude. The frighten my livestock and even the dogs so I'm sure they are terrifying the wildlife, not to mention disturbing the peace and serenity of the area.

They would be hard-pressed to justify why these maneuvers need to be done, and with ever increasing frequency in such a peaceful area where people have come to avoid these very types of disturbances. I'm sure there are many other mountains in more urbanized areas that are more accustomed to all the noise."

Follow up requested: yes

Other:

Rec #: 137

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level

Date and time of event: 2023-08-23 11:55:00

Weather: broken cumulus in haze 2500-ish AGL, gusty winds

Craft count: 1

Craft description: C-130

Heading: ESE

Altitude: 500' AGL or less

Location: 887 W Portal Rd (mile marker 2 out of portal)

Details: Low hot pass (250-ish Kts +) down Portal Rd, pulling moderate power.

Follow up requested: no

Other:

Rec #: 136

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level

Date and time of event: 2023-08-22 11:56:00

Weather: clear

Craft count: ?

Craft description: 130 Hercules

Heading: SE

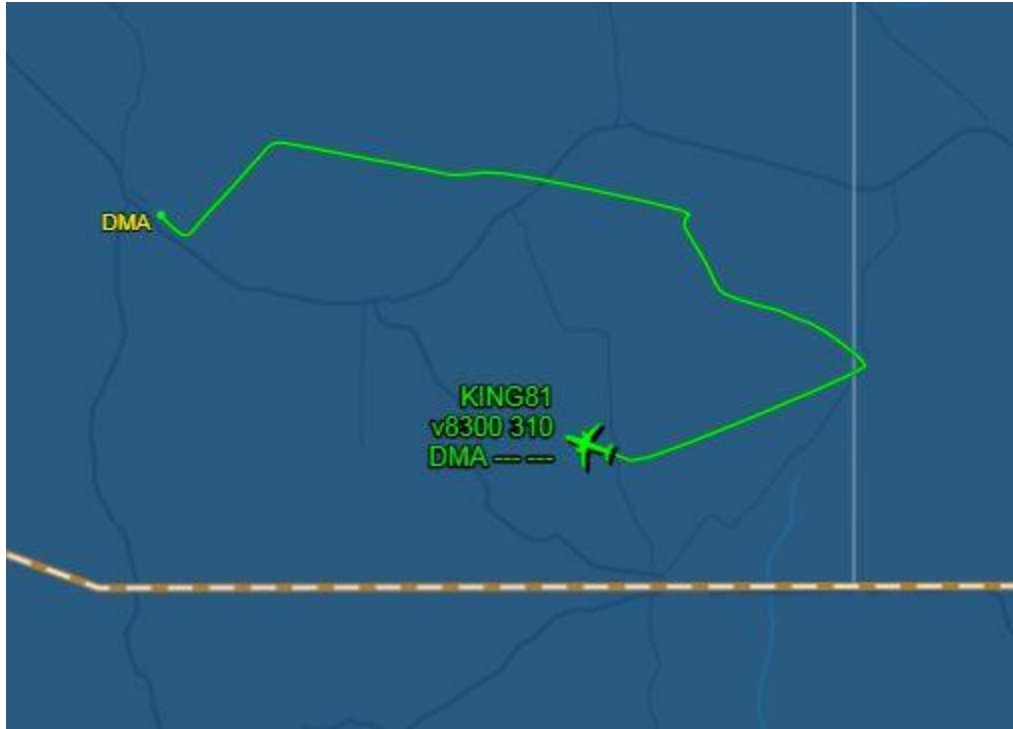
Altitude: Very low right over down town Portal

Location: see above

Details: It was a large prop. plane flying slowly SE across my property and over tiny down town Portal area. I hoped it was not planning to make landing on the road it seem so low.

Follow up requested: yes

Other:



← → ↻ globe.adsbexchange.com/?icao=ae01c8

HOOVR46 ⊗
 Hex: AE01C8 [Copy Link](#)
 adsbexchange.com



Image © Jay Carter

Reg.: 64-14846
 United States
 DB flags: military
 Type: R135
 BOEING RC-135
 Type Desc.: L4J
 Squawk: 2443

History +

SPATIAL

Groundspeed: 427 kt
 Baro. Altitude: ▼ 32000 ft
 WGS84 altitude: 34175 ft
 Vert. Rate: -256 ft/min
 Track: 350.3°
 Pos.: 32.645°, -109.472°
 Distance: n/a

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 The state of what's next.

adsbexchange.com

Rec #: 135

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level

Date and time of event: 2023-08-22 11:55:00

Weather: windy, partly cloudy

Craft count: 1

Craft description: C130

Heading: West to East

Altitude: between 500 and 1000 feet

Location: Portal Rd and S Rock House Rd

Details:


Follow up requested: no

Other:

Photographic evidence provided separate from nuisance flight report (unknown if nuisance flight report was submitted):

Date: August 22, 2023


Location: see map

KING81  LIVE Remove Ads



Tucson, AZ (DMA / KDMA) n/a


☁️ 85°F

Tuesday, August 22 2023 11:23 MST Departed Tuesday, August 22 2023 N/A



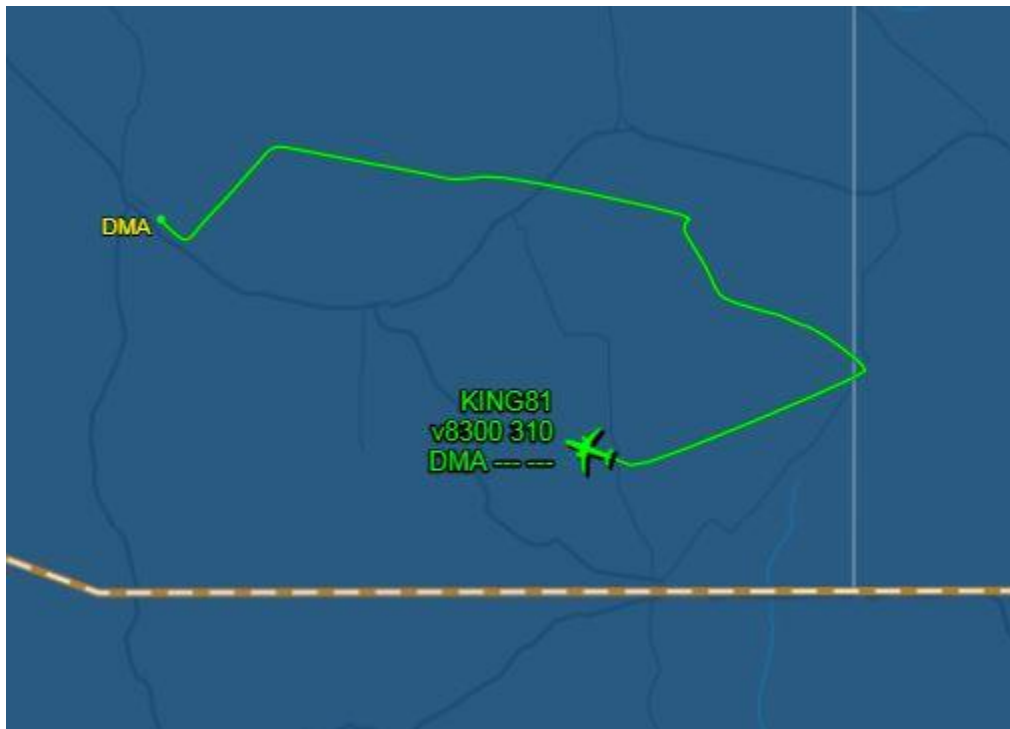
NOTIFICATIONS

Share:  Facebook  Twitter



POSITION INFO

LATITUDE	31.730	LONGITUDE	-110.008
ALTITUDE	8325 ft	GROUND SPEED	🔒
WIND	🔒	AIR TEMPERATURE	🔒
VERTICAL SPEED		SQUAWK	



Rec #: 134

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Noise, Frequency

Date and time of event: 2023-08-21 10:11:00

Weather: Clear

Craft count: 1

Craft description: C-130?

Heading:

Altitude: NW to SE

Location: 1387 W Piedra La, Portal, AZ

Details: Plane with tail number N761ST flew over, made loop E of Chiricahua Pk, and flew back over me at 11:35. A similar flight occurred at 07:55 on 08/22, but I wasn't able to monitor its path.

Follow up requested: yes

Other:

Rec #: 133

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Frequency

Date and time of event: 2023-08-14 23:00:00

Weather: clear

Craft count: multiple times multiple times multiple circles

Craft description: not helicopter just droney plane sound

Heading: east to south

Altitude: 2000 ft

Location: 2475 S Cave Creek Rd

Details: "I'm not sure of the dates. The ones at night woke me up with the drone sound that would disappear from my ears then reoccur each 4 or so minutes . Awful. And for many days this month were also awful repeating the noise for a number of hours. Sorry to tell you this but, it better be necessary, because it was form of torture for us on the ground.
Linda Lee Pretty"

Follow up requested: no

Other:

HOOVR46 ✕
Hex: AE01C8 [Copy Link](#)
 adsbexchange.com



Image © Jay Carter

Reg.: 64-14846
United States

DB flags: military

Type: R135
BOEING RC-135

Type Desc.: L4J

Squawk: 2443

History +

SPATIAL

Groundspeed: 427 kt
Baro. Altitude: ▼ 32000 ft
WGS84 altitude: 34175 ft
Vert. Rate: -256 ft/min
Track: 350.3°
Pos.: 32.645°, -109.472°
Distance: n/a

U H T

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ABEB
AE01
AE05
AEGC

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Rec #: 132

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency, Other: Windows Rattling, circling my house, chasing my horses

Date and time of event: 2023-08-17 20:30:00

Weather: clear, but lightning in the distance

Craft count: 4

Craft description: Helicopters

Heading: Circling my home, scaring my horses !!

Altitude: 100 ft to 500 ft

Location: Sulpher Canyon Road and Mi Casita Ln (between Portal and Rodeo)

Details: For the past week, every night even at midnight, I was woken up by my windows rattling, I was scared to death. The worst was last night at 8:30pm where they circled my house, and scared my horses causing them to run around. One of mine is a BLM rescue horse who is afraid of helicopters! This surely can not be a military exercise, what is the point of flying so low and rattling my windows? There is so much open space why circle a home???

Follow up requested: yes

Other:

Rec #: 131

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-17 21:00:00

Weather:

Craft count: 2

Craft description: Helicopter

Heading: circling my house

Altitude: 20 feet above my house

Location: 3422 S Mi Casita Lane, Portal, AZ 85632

Details: My house was circled numerous times. It sounded and felt like an explosion. I couldn't hear my husband yelling, "Joanne, there is something wrong ... get down"; until the helicopters flew down the road and we went outside to see what was happening. They circled the neighborhood several times and my house in particular at least 3 times. It felt like we were in a war zone (my husband being a vet will attest to that). The helicopters were so low they caused dust storms, the entire house to tremble as if in an earthquake, and the sound as loud as an explosion.

Follow up requested: yes

Other:

Rec #: 130

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Frequency, Other: Not excessive like loud jet, bu disturbing

Date and time of event: 2023-08-17 19:37:00

Weather: Clear, then patchy storms

Craft count: 1

Craft description: Not any of your 3 choices

Heading: N-S ellipses

Altitude: Unknown

Location: USFS 42 x W Piedra Blanca Ln, Portal

Details: Once again, an aircraft flew eclipses, repeatedly passing near my Portal home. I have no idea what kind of aircraft (it was night; I was indoors), so I guessed C-130. It disturbed me on both its northbound (W branch) and southbound (E) trajectories, which lay in close approximation to one another. Altogether, there were 10 eclipses or 20 disturbances before patchy storms apparently drove the beast back to its berth in Tucson. It was hard even to concentrate and read with this noise interrupting every 4 minutes or so.

Follow up requested: yes

Other:

Rec #: 128

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-17 22:00:00 (and see below)

Weather: clear, windy

Craft count: numerous

Craft description: C-130s, E 38 sentries, Chinook helicopters, Pavehawk helicopters

Heading: circling around Portal, AZ, Rodeo, NM, Apache, AZ

Altitude: 500-20,000 (varied)

Location: entire area between the Chiricahua and Pelloncillo mountains, from Portal, AZ to Apache, AZ and further south

Details: "This week we have experienced loud, low and frequent nuisance flights from D-M every day and all night. I understand that there is Red Flag Rescue training going on. Question: Does this negate adherence to all or some of the normal military flight regulations (which are currently being violated)?

There are many people who live in this area. The combination of the population density, tourism here, and wildlife and biodiversity make this an unsuitable area for this kind of training. Many people here are upset about this.

I have asked for USAF personnel to visit our area to talk with us and understand the situation here. While we were told once (about a year ago) that this was possible, numerous requests since then have been ignored. Please help us come to a better resolution to this problem before it destroys our area."

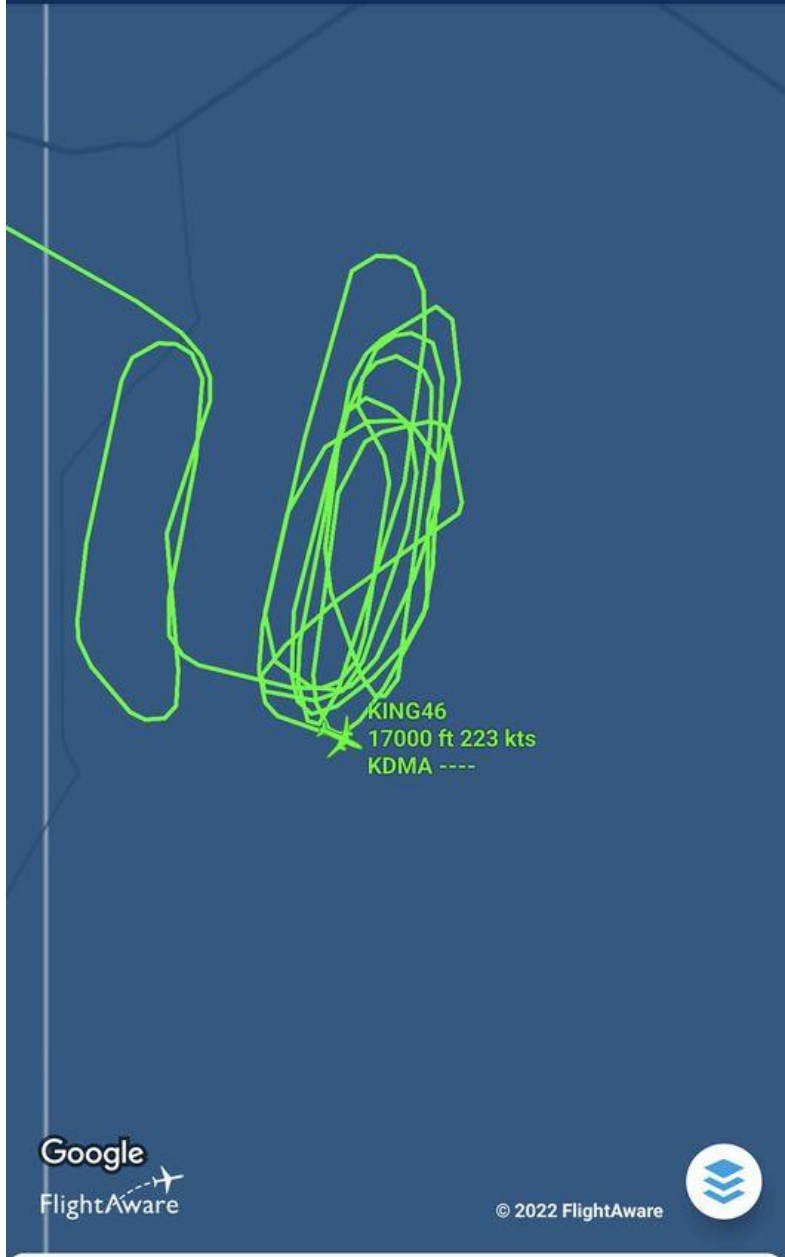
Follow up requested: yes

Other:

8:46



KING46



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Marcus:
by Goldman Sachs

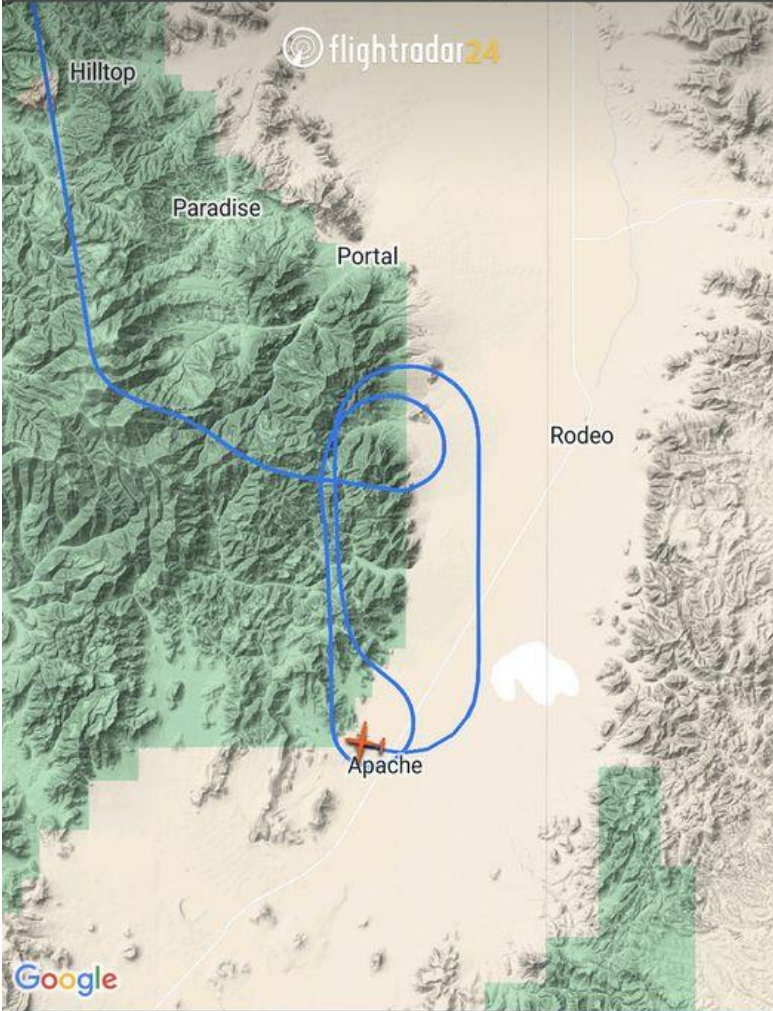
7:47



NFL Sunday Ticket only on YouTube



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KING69 C30J

United States - US Air Force (USAF)



© Flightradar24

TUS

TUCSON



N/A

NOT AVAILABLE

Departed N/A

Arriving in N/A

BAROMETRIC ALT.

18,805 ft

GROUND SPEED

252 kts

Lockheed HC-130J Combat King II

REG 16-5864



3D view



Route



More info



Follow



Share

Rec #: 127

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Noise, Frequency

Date and time of event: 2023-08-17 21:00:00

Weather:

Craft count: unclear

Craft description: Air Force Boeing KC-135R Stratotanker; Air Force Lockheed HC-130j Combat King II; other unidentifiable craft (i.e. helicopter)

Heading: circling above Portal,AZ and Rodeo, NM

Altitude: 16,000 ft and 18,850 ft

Location: 31° 54' 49" N, 109° 8' 29" W

Details: Air Force aircraft circling loudly above the communities of Portal AZ and Rodeo NM.
Third night in a row!

Follow up requested: yes

Other:

Rec #: 126

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-17 19:23:00

Weather: Clear

Craft count: Multiple

Craft description: No idea- it was dark

Heading: Circling

Altitude: 500 ft

Location: S Starview Place / Portal Rd. Castle Rock

Details: Loud, disruptive low flying multiple aircraft for a sustained period over a populated area.

Follow up requested: yes

Other:

Rec #: 125

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency, Other: No USAF responses to my complaints

Date and time of event: 2023-08-17 21:30:00

Weather: NIGHT

Craft count: MULTIPLE

Craft description: C-130, Helicopters,

Heading: circling over my house

Altitude: 200 feet

Location: 31°48'19.54"N 109°05'40.57"W

Details: "

Helicopter(s) slow hovering over my house at max. 200 feet., noise so loud it shook my window panes. Circling back and forth every few minutes. These flights are in violation of just about every regulation that applies to USAF training flight in the Tombstone MOA. Why are you targeting the residential neighborhoods on the east side of the Chiricahuas???? Why don't you conduct these flights over uninhabited areas or better yet over the many hundreds of thousands of federal square miles at existing bases available for training by the USAF???? This is nothing short of a total invasion of privacy for people who moved to this area to escape noise. It is unconscionable what you are doing to the peace and quiet of these private residential areas. Why won't someone contact me directly to explain this situation????"

Follow up requested: yes

Other:

Rec #: 124

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2023-08-17 20:45:00

Weather: Partly cloudy

Craft count: One

Craft description: Multiengine fixed wing

Heading: west to east and east to west

Altitude: 15000

Location: Portal and Foothills road

Details: Repeated flyovers in a pattern for the past two hours. Extremely annoying.

Follow up requested: yes

Other:

Rec #: 123

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Frequency

Date and time of event: 2023-08-17 20:30:00

Weather: Clear and windy

Craft count: 5-10

Craft description: Helicopter and jets

Heading: Circling North and south

Altitude: 1000 feet

Location: Portal Road and State Line Rd

Details: One after another, seem to be circling. Noisy and disruptive.

Follow up requested: no

Other:

Radar evidence provided separate from nuisance flight report (unknown if nuisance flight report was submitted):

Date: August 17, 2023

Location: see map

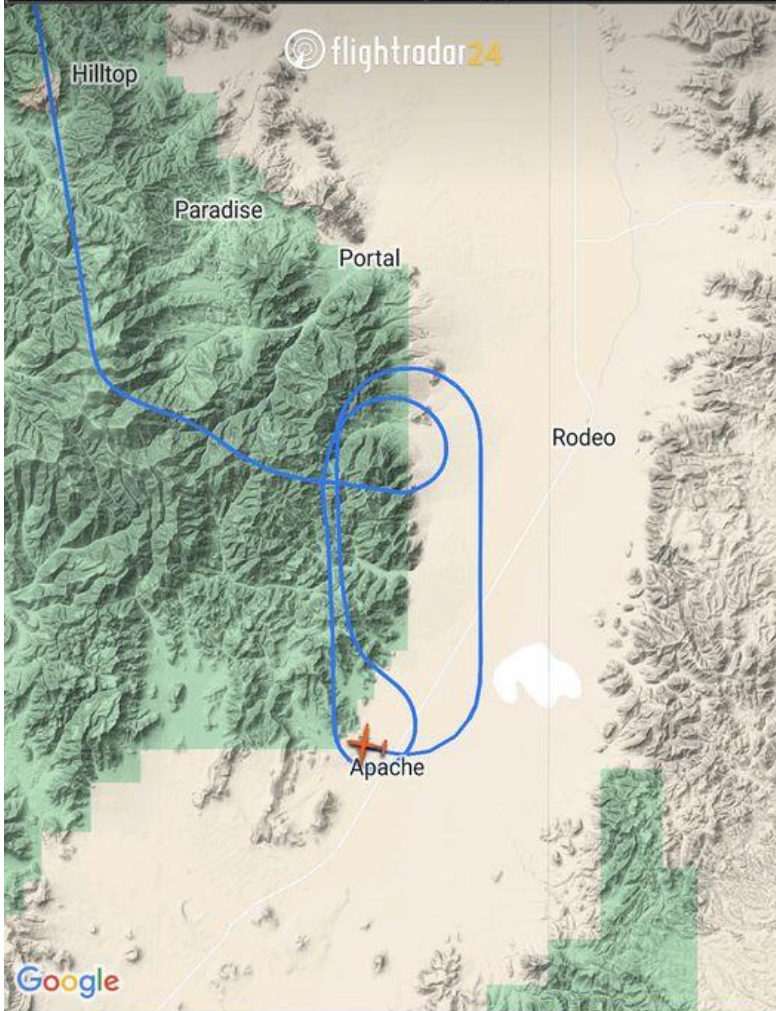
7:47



NFL Sunday Ticket only on YouTube



Terms and embargoes apply.



KING69 C30J

United States - US Air Force (USAF)



© Flightradar24

TUS

TUCSON



N/A

NOT AVAILABLE

Departed N/A

Arriving in N/A

BAROMETRIC ALT.

18,805 ft

GROUND SPEED

252 kts

Lockheed HC-130J Combat King II

REG 16-5864



3D view



Route



More info



Follow

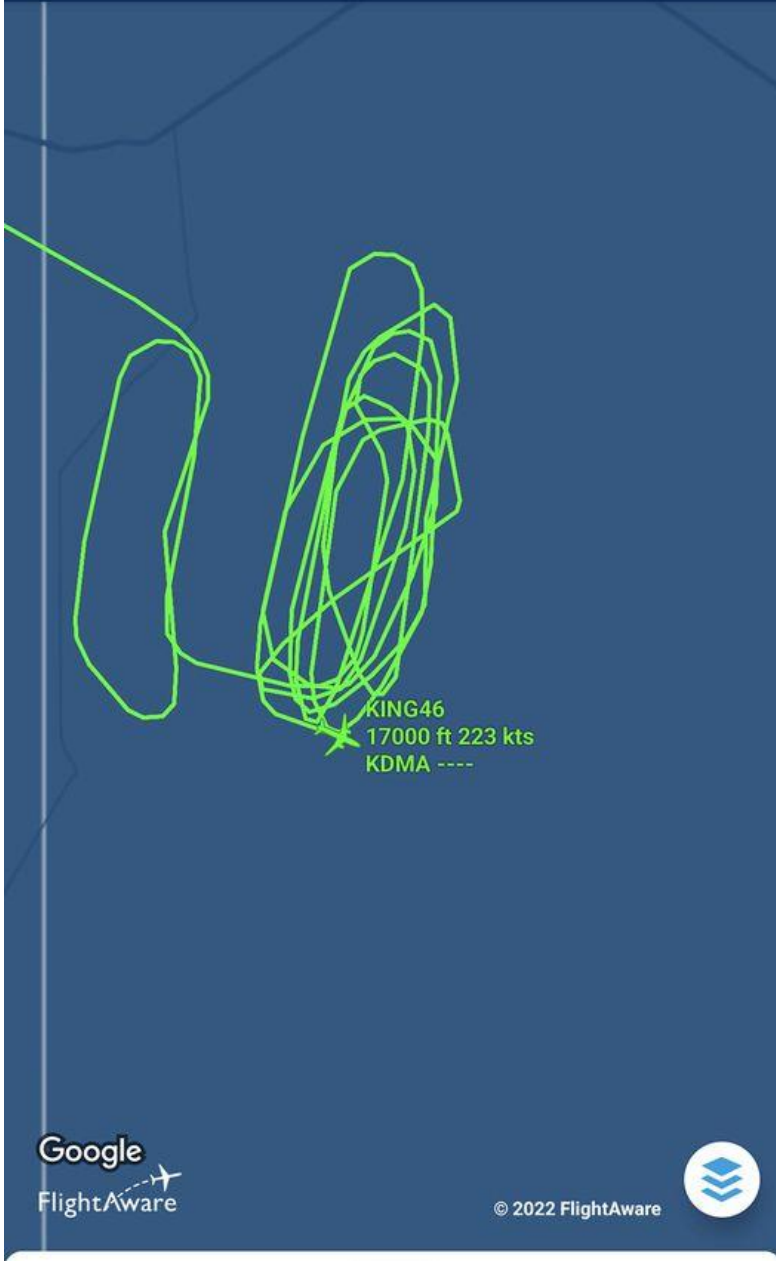


Share

8:46



KING46



En Route

Special Promotional CD Term

Goldman Sachs Bank USA. Member FDIC.

Marcus:
by Goldman Sachs

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Rec #: 122

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Complaint Type: Noise, Frequency, Other: Nighttime sleep disruption

Date and time of event: 2023-08-15 23:08:00

Weather: Clear, little wind

Craft count: 1 with multiple passes

Craft description: Unsure nighttime and inside

Heading: Circles in E-W directions

Altitude: Unknown

Location: South of .Chiricahua Pk, both mountains and adjacent valley to east

Details: Aircraft flew multiple times in elliptical pattern, keeping me awake late at night. Passes were documented multiple times: 23:08; 23:14, 23:26, 23:34; 23:47, 23:52. I moved here for peace and quiet, not to live with Tucson level frequency of flight noise, precluding open windows at night.

Follow up requested: yes

Other:

Rec #: 121

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2023-08-15 10:00:00

Weather: Partly cloudy

Craft count: At least one prop plane to be heard and several jet craft could be heard

Craft description: Lockheed HC-130J Hercules and unidentified jet planes that could also be heard

Heading: west to east, circling for hours over small communities of the Chiricahuas

Altitude: ?

Location: 1216 W Portal Rd, San Simon, AZ 85632, United States

Details: "What was apparently a Hercules aircraft and unidentified jet planes circled above the Portal, AZ community for hours. They could be continuously heard for approximately 3 hrs from 10am-1pm. They were loud enough to keep me awake in the middle of the night. I noticed that my pet was also disturbed by the ongoing noise.

The peace in this community is regularly disrupted by military aircraft. This being only one of many examples."

Follow up requested: yes

Other:

Photographic evidence provided separate from nuisance flight report (unknown if nuisance flight report was submitted):

Date: August 15, 2023

Location: 31.769648, -109.092374 - Sunrise Road and Hwy 80, Portal, AZ



Rec #: 120

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency, Other: Kept me awake for hours at night

Date and time of event: 2023-08-14 11:00:00

Weather: Clear, little wind

Craft count: One but MANY flights

Craft description: C130?

Heading: SE from Omaha, the back and forth NE and SW

Altitude: 500'

Location: 1387 W Piedra Blanca Ln

Details: Flights started before 10:30 pm and continued for hours. Call number HOOVR46. Also unidentified aircraft flying circles around Chiricahua Peak and somewhere NE OF animas, NM, MAYBE playas - back and forth th near my .chiricahua home for hours, starting maybe 9 pm, continuing past midnight. Other aircraft flying similar patter E of Animas, NM (call STATC11) and returning to Tucson. Also Blackhawk helicopter leaving northern Chiricahuas for Tucson at 12:50 am on 15th. Call JOLLY31. What's going on, and how can we sleep through it?

Follow up requested: yes

Other:

Rec #: 115

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency, Other:

Date and time of event: 2023-08-15 00:45:00

Weather: Clear

Craft count: 2

Craft description: C-130

Heading: West to east, east to west

Altitude: 100 feet

Location: Zent Rd, North Owls Butte Trail, Horseshoe Canyon, Portal, Arizona

Details: Why is the military flying over our home so late at night. It's after 11pm. What is wrong with the military? Do you know what respect is? Stop flying over our home especially late night. The nuisance and noise is keeping our family from getting to sleep. The aircraft is flying back and forth directly over our home non stop since 8pm.

Follow up requested: yes

Other:

Photographic evidence provided separate from nuisance flight report (unknown if nuisance flight report was submitted):

Date: August 15, 2023

Location: North Owls Butte Trail, Portal, Arizona





Photographic evidence provided separate from nuisance flight report (unknown if nuisance flight report was submitted):

Date: August 15, 2023

Location: Portal, AZ



Rec #: 98

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-14 20:00:00

Weather: Clear

Craft count: 2

Craft description: C-130

Heading: West to East, East to West

Altitude: 100 feet

Location: Horseshoe Canyon, North Owls Butte Trail, Zent Rd

Details: Will the military PLEASE give us a break from flying over our home with children. We moved to Portal get away from military noise. We have small children and your flights directly over our home is frightening our children. How come the military has no respect for civilians. It's after 10pm and the military is still flying over our home, keeping our children from sleeping. Will you please learn to have respect and stop flying over our home. DO YOU UNDERSTAND? What will it take for your military to realize how horrible your flights over our home is? TAKE A BREAK AND GIVE US A BREAK!

Follow up requested: yes

Other:

Radar evidence provided separate from nuisance flight report (unknown if nuisance flight report was submitted):

Date: August 14, 2023

Location: see map

← → ↻ globe.adsbexchange.com/?icao=ae01c8

HOOVR46 (✕)
Hex: AE01C8 [Copy Link](#)
adsbexchange.com

Image © Jay Carter

Reg.: 64-14846
United States
DB flags: military
Type: R135
BOEING RC-135
Type Desc.: L4J
Squawk: 2443

History +

SPATIAL

Groundspeed: 427 kt
Baro. Altitude: ▼ 32000 ft
WGS84 altitude: 34175 ft
Vert. Rate: -256 ft/min
Track: 350.3°
Pos.: 32.645°, -109.472°
Distance: n/a

U H T

Los Angeles Times
The state of what's next.

adsbexchange.com

2000 4000 6000 8000 10000 20000 30000 40000+
Nuevo Casas Grandes

20 NM

Rec #: 97

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level

Date and time of event: 2023-08-09 08:55:00

Weather: Clear

Craft count: 2

Craft description: F-16

Heading: south to north

Altitude: Below peaks

Location: Cave Creek Canyon Portal AZ

Details:

Follow up requested: yes

Other:

Rec #: 96

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2023-08-10 21:27:00

Weather: Cloudy

Craft count:

Craft description: Not seen

Heading: West

Altitude: Unknown

Location: 2525 S H Bar M near Portal rd

Details:

Follow up requested: yes

Other:

Rec #: 95

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-11 08:29:00

Weather: Cloudy

Craft count: 1

Craft description: A-10

Heading: West to east, north to south

Altitude: 100feet

Location: Zent Rd, Horseshoe Canyon area, Portal, Arizona

Details: A-10 continues to fly back and forth directly over our living area since 6am. The noise is very intrusive and obnoxious especially this early in the morning for over two straight now. What is wrong with the Air Force? Are they that bored to harass civilians everyday? This has to stop! It is nonsense and waisting taxpayers dollars for this nonsense...

Follow up requested: yes

Other:

Rec #: 94

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-08-10 15:25:00

Weather: cloudy

Craft count: 2

Craft description: Chinook helicopters

Heading: east to west

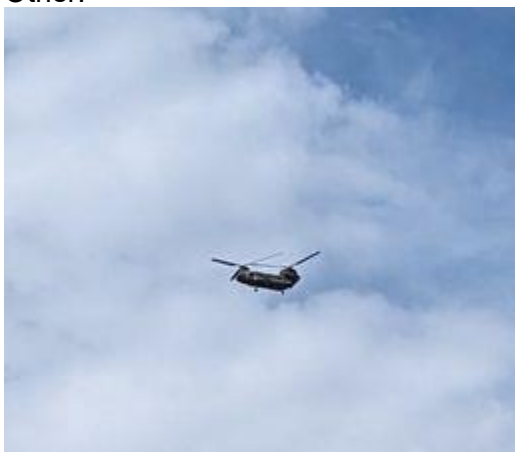
Altitude: 500

Location: 31.769648, -109.092374 - Sunrise Road and Hwy 80, Portal, AZ

Details: Very low flights that shook the glass in my house windows; flew within 500 feet of several houses in the area

Follow up requested: yes

Other:



Rec #: 93

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency, Other:

Date and time of event: 2023-08-10 15:25:00

Weather: Cloudy

Craft count: 2

Craft description: HH-60 Pavehawk helicopters

Heading: East to west, north to south

Altitude: 50 feet

Location: Zent Rd, Owls Butte Trail, Horseshoe Canyon, Portal, Arizona

Details: Two HH-60 Pavehawk helicopters have been circling around our home less than 50 feet away. We have small children living here and these helicopters are frightening them as well as shaking our home. Why is the military harassing us? Do they not have anything else better to do using our tax dollars for? What is wrong with your military? Don't you have any respect for civilians?

Follow up requested: yes

Other:

Rec #: 92

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-10 12:03:00

Weather: Cloudy

Craft count: 1

Craft description: C-130 Hercules

Heading: East to west, north to south

Altitude: 100 feet

Location: North Owls Butte Trail and Zent Road, Horseshoe Canyon area, Portal, Arizona

Details: C-130 military aircraft flying back in forth in same loop every day starting at 12pm through 3pm. It is excessively loud and constantly shakes our home upsetting out children.

Follow up requested: yes

Other:

Rec #: 90

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-10 08:37:00

Weather: Clear

Craft count: 2

Craft description: A-10

Heading: East to West

Altitude: 100 feet

Location: Horseshoe Canyon, North Owls Butte Trail, Zent Road, Portal, Arizona

Details: Two A-10 jets flew over our home with children below 100feet, shaking our home and the excessive loud noise upset our children. Please stop this nonsense. For crying out loud the military has millions of acres of non civilian airspace to practice their silly war games that our tax money is supporting. It just doesn't make sense. Please stop destroying our Portal, Arizona area.

Follow up requested: yes

Other:

Rec #: 89

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-09 13:20:00

Weather: Clear

Craft count: 1

Craft description: C-130 Hercules

Heading: East to west, north to south

Altitude: 100'

Location: North Owls Butte Trail, Zent Rd, Horseshoe Canyon area, Portal, Arizona

Details: Military C-130 flying back and forth and circling nonstop for over 2 hours. This has to stop. It's frightening our children. This is very traumatic and very loud. The aircrafts shake our home.

Follow up requested: yes

Other:

Rec #: 87

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-09 12:45:00

Weather: Clear

Craft count: 2

Craft description: HH-60 PAVEHAWK

Heading: East to west, north to south

Altitude: 50'

Location: North Owls Butte Trail, Zent Rd, Horseshoe Canyon area, Portal, Arizona

Details: Two HH-60 PAVEHAWK helicopters circling 50ft around our home 4 times causing trauma to our two young children. I took photos for proof. This has to stop. The military obviously has no respect for civilians and children. This is so unacceptable for these military machines to invade our home. It's intrusive and excessively loud. THIS NEEDS TO STOP NOW!

Follow up requested: yes

Other:

Rec #: 86

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-08-09 08:54:00

Weather: clear

Craft count: 2

Craft description: ? jet speed, no visual

Heading: SE to NW

Altitude: ? low, military

Location: 2410 S.Cathedral Rock Rd, Portal, AZ

Details: "Disruptive noise startling"

Follow up requested: yes

Other:

Rec #: 85

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-08-09 08:55:00

Weather: Clear, no wind

Craft count: 2

Craft description: F-16

Heading: south to north out of Cave Creek Canyon and then east

Altitude: 500 feet

Location: 2411 S. Rockhouse Rd.

Details: Two F-16 fighter jets roared down the canyon at the level of Cathedral Rock and turned east as they passed False Portal Peak. The noise level was extreme. These flights are frightening to those of us who live in the canyon and to wildlife. Additionally these flights are extremely dangerous if vultures or other raptors are soaring in the canyon at the same elevation level, which is a normal occurrence. This canyon is populated by humans and wildlife and these activities are detrimental to all life in the canyon.

Follow up requested: yes

Other:

Rec #: 83

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Other: Disturbing wildlife

Date and time of event: 2023-08-09 08:54:00

Weather: Clear, no wind

Craft count: 2

Craft description: F-16?

Heading: W to E

Altitude: 300'

Location: USFS 42 rd through Cave Creek Canyon, then over my home

Details: Two aircraft flew over me while I worked in garden. The noise was horrendous, and I almost jumped out of my skin. Wild turkeys flapped their wings, shrieked, and dived for cover. Please be aware: this is not an empty place. People live here. Wildlife is the center of our economy. I live adjacent to an ecolodge, and there is a designated "Special Bird Area" (for protected birds of prey) a mile up canyon. Go fly empty places in Nevada, where biodiversity is much lower.

Follow up requested: yes

Other:

Rec #: 82

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-08 12:29:00

Weather: Clear

Craft count: 1

Craft description: MC-130J Commando 2

Heading: North to South, East to West

Altitude: 100'

Location: Zent Rd, Horseshoe Canyon area, Portal, Arizona

Details: There is very loud obnoxious MC-130J Commando 2 USAF aircraft flying in circles back and forth for over two hours straight. This nonsense needs to stop immediately. There is no reason to be in this area where there are many people living here. It's waisting fuel and taxpayers money for this nonsense. It is also not safe having these military aircrafts in this area. PLEASE STOP!

Follow up requested: yes

Other:

Rec #: 81

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-08 11:15:00

Weather: Clear

Craft count: 1

Craft description: MC-130J Commando 11

Heading: North to south, east to west

Altitude: 100'

Location: North Owls Butte Trail, Zent Rd, Horseshoe Canyon area

Details: Military Airforce MC-130J Commando 11 has been flying back and forth in circles for past hour. It is very loud and noisy. This is a complete nuisance. We just don't understand why the military continues to fly in an area with civilians living here when they have millions of acres of airspace where there are no civilians living and they can play their war games at. Please stop this nonsense. It's frightening our children!

Follow up requested: yes

Other:

Rec #: 80

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-08-07 12:15:00

Weather: Cloudy

Craft count: 1

Craft description: C-130

Heading: East to west, west to east

Altitude: 100'

Location: North Owls Butte Trail and Zent Rd, Portal, Arizona

Details: Military C-130 has been flying back and forth for the past hour. It's flying way too low and and it's very very loud above our home. We have children living here and these military airplanes are disruptive and disgusting flying back and forth. These military machines are frightening our children. There is no need for this when the military has other non civilian airspace to practice their war maneuvers. There are children living here for crying out loud. Does the military not care?

Follow up requested: yes

Other:

Rec #: 79

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2023-08-04 12:30:00

Weather: Clear, few clouds

Craft count: Sounded like just one

Craft description: Not seen

Heading: Not seen

Altitude: Could not see

Location: 2525 S H Bar M Rd, Portal, AZ 85632

Details: Nuisance noise

Follow up requested: yes

Other:

Photographic evidence provided separate from nuisance flight report (unknown if nuisance flight report was submitted):

Date: July 17, 2023

Location: 2002 W Pogo Hill, Portal, AZ



Rec #: 78

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-07-19 11:35:00

Weather: Clear

Craft count: 1

Craft description: C-130

Heading: West to east, east to west

Altitude: 100 feet

Location: 8745 Zent Rd, Horseshoe Canyon, Portal, Arizona 85633

Details: C-130 still flying relentlessly back and forth over our home since 9am. It is 11:30am and C-130 still continues to fly back and forth.

Follow up requested: yes

Other:

Rec #: 77

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-07-19 09:00:00

Weather: Clear

Craft count: One

Craft description: C-130

Heading: West to East, East to West

Altitude: 100 feet

Location: Zent Rd, Owls Butte Trail, entrance of Horseshoe Canyon, Portal, Arizona

Details: C-130 flying back and forth for over two hours. Low altitude and very loud, shaking our home. Please stop the military from flying over our home with children. This is not healthy. The military has millions of acres of airspace where there are no civilians living especially small children that they can practice their war maneuvers. This is getting out of hand having them constantly flying over our home everyday. Please stop them NOW!

Follow up requested: yes

Other:

Rec #: 76

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-07-17 17:30:00

Weather: Clear

Craft count: 2

Craft description: A-10

Heading: West to east

Altitude: 100 feet

Location: Horseshoe Canyon entrance area on Zent Rd and North Owls Butte Trail, Portal, Arizona

Details: 3 super loud A-10 military jets flew 100feet above our home. They shook our home and frightened our small children. Please stop this nonsense. The military has millions of air space that has no civilians especially children to practice their war maneuvers. Please stop this immediately. It just doesn't make sense they have to fly directly over our home with children.

Follow up requested: yes

Other:

Rec #: 75

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level

Date and time of event: 2023-07-17 14:30:00

Weather: Clear

Craft count: 1

Craft description: C-130

Heading: west to east

Altitude: 250'

Location: Foothills Rd and Portal Rd

Details: "This was one of the lowest altitude flyovers I've seen. There have been many. Multi engine jet prop. Highly disruptive. People live here. Please stop "

Follow up requested: no

Other:

Rec #: 74

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-07-17 14:33:00

Weather: clear

Craft count: 1

Craft description: huge fat propeller plane

Heading: east

Altitude: very very low

Location: 1282 west creek road, portal AZ

Details: right over portal

Follow up requested: yes

Other:

Rec #: 73

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency, Other: Flying Less than 100feet elevation

Date and time of event: 2023-07-13 16:10:00

Weather: Clear

Craft count: 2

Craft description: F16 military jets

Heading: East to west

Altitude: 100feet

Location: Zent Rd and North Owls Butte Trail, Portal, Arizona

Details: 2 military F-16's jets flying directly over our home that frightened our children and shaking our home. This is very very unhealthy and traumatic. Please stop this nonsense. They do not need to do this in an area where there is small children living. The military has so many other places they can practice their war maneuvers. PLEASE STOP!!!

Follow up requested: yes

Other:

Rec #: 72

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-07-12 20:00:00

Weather: Clear

Craft count: 2

Craft description: C130

Heading: East to west, west to east

Altitude: 100feet

Location: Horseshoe Canyon entrance, Zent Rd and North Owls Butte Trail, Portal, Arizona 85632

Details: Large Military craft has been flying very low around 100ft elevation, flying back and forth continuously since 8pm. Please stop this! You warcrafts are frightening our children when flying over which is shaking our home. Please fly somewhere else where there is no civilians living in the area especially children. This needs to change now...

Follow up requested: yes

Other:

Rec #: 71

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2023-07-07 07:49:00

Weather: Clear

Craft count: Sounded like >1

Craft description: Probably F16

Heading: Unknown

Altitude: Approx 1000'?

Location: H Bar M rd & Portal Peak Rd

Details: I was in garden with screen roof & sides so could not see but intermittent louder/less loud sounds lasted until 7:55 (for approximately 6 minutes)

Follow up requested: yes

Other:

Rec #: 69

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2023-07-06 14:02:00

Weather: Clear

Craft count: 1

Craft description: F 16 (?)

Heading: East to west

Altitude: ?1000 ft

Location: Portal Rd & H Bar M

Details:

Follow up requested: yes

Other:

Rec #: 68

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-06-30 13:27:00

Weather: clear, hot, breezy

Craft count: 2 (possibly 3)

Craft description: F-16

Heading: from west, circling around to north

Altitude: below Silver Peak altitude 8000 ft.

Location: Portal, AZ

Details: TOO LOW & TOO LOUD!

Follow up requested: yes

Other:

Rec #: 67

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-06-30 13:20:00

Weather: clear

Craft count: 2

Craft description: F-16

Heading:

Altitude: heard from inside house, LOUD

Location: 2124 S Rock House Road

Details: two presumed F16s in quick succession, heard loud from inside house, did not see but presumed flying to NW

Follow up requested: yes

Other:

Rec #: 66

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2023-06-30 13:27:00

Weather: Clear

Craft count: 4

Craft description: F-16?

Heading: SW to NE

Altitude: 400'

Location: Mouth of Cave Creek Canyon

Details: I was awakened while napping inside so may have a detail wrong. My dog raced around the house barking.

Follow up requested: yes

Other:

Rec #: 65

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-06-30 13:24:00

Weather: Clear

Craft count: 2

Craft description: A-10, F-16

Heading: West to East, south to north

Altitude: 100'

Location: Owls Butte Trail and Zent Rd

Details: Two military aircrafts flying low, shaking our home and frightening our children constantly for past two hours. This really needs to stop. The military has millions of acres of airspace where there's no civilians presently living that they can practice their war move. Please help stop them from this loud nuisance in Portal area.

Follow up requested: yes

Other:

Rec #: 64

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-06-30 13:25:00

Weather: Clear

Craft count: 2

Craft description: Military, possible F-16

Heading: south-north (I stayed inside because of noise, so I'm not sure)

Altitude: unknown but low

Location: 2365 Cave Creek Road

Details: Two noisy low-flying jets

Follow up requested: yes

Other:

Rec #: 63

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-06-08 13:39:00

Weather: Clear

Craft count: 3

Craft description: F16

Heading: East to north

Altitude: 100 feet

Location: North Owls Butte Trail, Zent Rd

Details: Three very low flying military F-16's coming from east Horseshoe Canyon area descending into residential area where they are children living. The 3 F-16's flew less than 100 feet above our home which frightened our small children while shaking our home. The decibels that these war aircrafts are unsafe to small children. This is creating health hazard for our children. This is unsafe and should be illegal in what they are doing out here.

Follow up requested: yes

Other:

Rec #: 62

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-05-25 15:35:00

Weather: Clear

Craft count: 2

Craft description: F-16

Heading: West to east, east to west

Altitude: 100 feet

Location: Zent Road and North Owls Butte Trail

Details: Two F-16's flying back and forth since 3:35pm and continuing every 20min creating supersonic loud booms over our home, shaking our home and frightening our children. This really needs to stop. There are civilians, families, children in this vicinity. This is not safe flying so low.

Follow up requested: yes

Other:

Rec #: 61

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-05-25 09:00:00

Weather: clear

Craft count: 2

Craft description: F-16

Heading: north to south then west

Altitude: 400

Location: 31.758937, -109.115572

Details: Two very loud and low F-16s flying over populated areas and structures, flying south over Horseshoe Canyon then west behind mountains

Follow up requested: yes

Other:

Rec #: 60

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-05-25 08:56:00

Weather: Clear

Craft count: 2

Craft description: F16 military jets

Heading: West to east

Altitude: 100 feet

Location: Zent Rd and Owls Butte Trail

Details: 2 extremely loud F16's flying directly over our home, shaking the home and frightening our children. This needs to stop immediately! There is no reason for this when the military has over million acres of airspace to practice where there is no civilians living at.

Follow up requested: yes

Other:

Rec #: 59

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Noise, Frequency, Other: after hours

Date and time of event: 2023-05-17 21:30:00 – see multiple dates below

Weather:

Craft count: 2+ ?

Craft description: C130s

Heading:

Altitude: 20,000 ?

Location: 31.771789, -109.085377 and surrounding area of Chiricahuas and Pelloncilloa Mountains

Details: "5/15/23 - Beginning around 9:30pm at night, there were very loud C-130s continuously circling throughout the light; extremely loud waking everyone up, until approximately 2am

5/16/23 - Beginning around 9:30pm at night, there were very loud C-130s continuously circling throughout the light; extremely loud waking everyone up, until approximately 2am"

Follow up requested: yes

Other:

Rec #: 58

Name: ██████████

Address: ██████████

Phone: ██████████

Email: ██████████

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency, Other: After authorized operating hours at night

Date and time of event: 2023-05-16 22:30:00

Weather: cloudy

Craft count: 1?

Craft description: C-130

Heading: Circling repeatedly

Altitude: ????---loud propeller-driven aircraft

Location: Latitude = 31.8054 N, Longitude = -109.0946 W

Details: Propeller-driven aircraft (likely C-130) Continual circling well after end of authorized operating hours. Continues throughout the night, with other flights heard at 2 a.m. This is second night in a row of this violation. Making it very hard to sleep. Why don't these pilots follow their own rules of operation?

Follow up requested: yes

Other:

Rec #: 55

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-05-17 00:55:00

Weather: Clear

Craft count: One

Craft description: Military a-10

Heading: West to east, south to north

Altitude: 100

Location: Zent Rd, Horseshoe Canyon, North Owls Butte Trail, Portal, Arizona

Details: We were abruptly awakened from our sleep by loud military aircraft constantly flying back and forth at very low altitude shaking our home starting at 9:30pm on May 16th, 2023. We have two small children that are frightened by these loud noises from the military aircraft. This needs to stop! This is not fair and very dangerous for these loud military aircrafts flying so low late at night after 9pm. The military have million square footage of airspace with no civilians living at that they can utilize for their night flights. Please help make a change and stop this immediately. We are very frustrated and upset about this. They continue to be flying back and forth over our home. We live here to have peace and quiet especially for our children.

Follow up requested: yes

Other:

Rec #: 39

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency, Other: Overnight sleep time noise

Date and time of event: 2023-05-15 23:47:00 – multiple; see below

Weather: Varied, but noise and vibration is often audible even with high winds

Craft count: Many

Craft description: Multiple, including helicopters, C130s, and likely others

Heading: Multiple

Altitude: Varied

Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. It is located outside the MTR.

Details: "April 25 2023

910am to 913am very loud passover

1011pm to 1025pm buzzing

1045pm to 1055 pm buzzing

April 26 (I think, forget to affix date to this one, but it was one day in the 3 weeks or so) 2023

615am loud pass buzzing

850am very low helicopter, seemed 50 -100ft AGL

1115 am to 1122am loud buzzing

1223pm to 1229pm buzzing

440pm to 6 pm almost constant buzzing mixed with loud buzzing

800pm to 800 pm.several loud passovers

(I probably meant to write 8pm to 9 pm)

April 27th 2023

410am to 415am buzzing

925am to 930am buzzing
1025am to 1030am buzzing
1043am to 1050am loud buzzing
10 minutes of buzzing some time around noon
Around 840pm loud buzzing few minutes
850pm to 9 pm very loud buzzing
910 pm to 914pm very loud buzzing multiple blinking aircraft going southwest
918pm to 923pm very loud buzzing

April 28th 2023
442am to 447am buzzing
502am to 505am buzzing
510pm to 513pm buzzing
643am to 648am loud buzzing
723am to 727am buzzing
950am to 10am very loud buzzing
1008am to 1011am buzzing
1221pm to 1225pm buzzing
138 pm to 142pm buzzing
147pm to 150pm buzzing
157pm to 2pm buzzing
207pm to 211pm buzzing

216 pm to 219pm very loud buzzing
223pm to 227pm loud buzzing

Between 230pm and 305pm , two 4 minute very loud buzzing episodes, and one 7-8 minute

307pm to 313pm very loud buzzing
330 pm to 415pm constant very loud buzzing

415 to 520pm constant buzzing

540pm buzzing

924pm to 930pm buzzing

May 1 2023

1243am to 400am constant very loud buzzing.

455am to 515am loud buzzing

720am to 8am buzzing

815am to 845am Rumble strong vibration and windbreaking noise from the sky slight buzz too

9am to 930am buzzing953am to 10am buzzing

11am very loud passover

10am to 11 am intermittent buzzing433pm to 445pm loud buzzing

445pm to 450pm buzzing

737pm to 748pm buzzing

May 2 2023

645am to 730am buzzing

935am loud buzzing passover

951am loud passover

1009am loud passover

1020am to 1022am loud passover

Around 555pm to 6 pm Loud buzzing

Around 610pm very loud passover

May 3 2023

152am to 155am buzzing

6am to 9am loud buzzing

9am to 11am frequent buzzing

1028am to 1030am extremely loud passover

504pm around 200 ft AGL helicopter

830 pm to 944 pm frequency buzzing

935pm to 940pm loud passover

945pm to 1230am almost constant loud buzzing

May 4 2023

1230am to 330am intermittent loud buzzing

330am am 430am constant very loud buzzing

545am to 555am extremely loud buzzing
and passover

555am to 608am loud buzzing

608am extremely loud buzzing

730am loud buzzing passover

845am to 850am loud buzzing over high winds

950am to 954am Loud passover

10 am to 1045 am frequent loud buzzing

4 pm loud passover

7pm (may 4) to 9am (may 5) constant buzzing and loud buzzing

May 5th 2023

7pm (PREV day--May 4) to 9am (may 5) constant buzzing and loud buzzing

925am extraordinarily loud low helicopter pass , maybe 300 ft agl

755pm to 8 pm buzzing

833pm to 838pm buzzing

1037pm to 1055pm buzzing

May 8 2023

313am to 330 am intermittently buzzing

126pm 2 super low helicopters going west

147pm to 152pm maybe 2000 AGL slow going west

154 pm to 156 pm 2 aircraft maybe all along going east the turning south

May 11 below add to other may 11

155 am buzzing 602am to 607am buzzing

647am to 652am buzzing

858am to 901am loud passover

926am to 930am buzzing

928am to 930am very strong sudden rumbling vibration and then buzzing after

610pm to 625pm loud buzzing mixed with extremely loud buzzing

625pm to 720pm frequent buzzing

854 to 858am buzzing

840pm to 850 buzzing

850pm to 853pm loud passover

1001pm to 1005pm buzzing

May 12 2023

950am to 955am loud buzzing

1157am to 1203 am buzzing

732pm to 736pm strong vibration and buzzing. Helicopter sounding

740 pm. buzzing vibrations

740pm to 810pm frequent buzzing with strong vibration

Sunday may 14 2023

853am to 9am loud buzzing

May 15 2023

706am to 712am buzzing

945am to 1045am almost constant strong vibration and some buzzing

1107am to 1109am loud wind breaking noise and strong vibration

645pm to 649pm loud helicopter sounding noise

656pm helicopter sounding noise

748pm low flyover 3000ft AGL

839 pm loud buzzing

845pm to 855pm strong vibration coming from somewhere. Extremely low hum

Around 906pm for several minutes loud passover and strong vibrations

931pm to 940pm,,1006pm to 1012pm,1029pm to 1031pm,1037 pm to 1043pm, 1045pm to 1052pm,1106pm to 1114pm,1125pm to 1128pm,1138pm to 1143pm, 1149pm to 1152pm.two diff.135 planes...loud buzzing and strong vibrations

1144pm to 1147pm multiple blinking lights in sky , diff. off-radar aircraft than the ones immediately above)

"

Follow up requested: yes

Other:

Rec #: 38

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency

Date and time of event: 2023-05-16 01:05:00

Weather: Clear

Craft count: One

Craft description: Military a-10

Heading: West to east, south to north

Altitude: 100

Location: Zent Rd, Horseshoe Canyon, North Owls Butte Trail, Portal, Arizona

Details: "We were abruptly awakened from our sleep by loud military aircraft constantly flying back and forth at very low altitude shaking our home starting at 10pm on May 15th, 2023. We have two small children that are frightened by these loud noises from the military aircraft. This needs to stop! This is not fair and very dangerous for these loud military aircrafts flying so low late at night after 10pm. The military have millions of acres of airspace with no civilians living at that they can utilize for their night flights. Please help make a change and stop this immediately. We are very frustrated and upset about this. They continue to be flying back and forth over our home since 10pm and it's after 12am now and still flying back and forth.

"

Follow up requested: yes

Other:

Rec #: 35

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2023-05-16 23:00:00

Weather: clear

Craft count: at least 2

Craft description: Lockheed HC-130J Hercules & Boeing RC-135V Rivet Joint

Heading: circling repeatedly for hours

Altitude: 22,000 & 30,000

Location: Lat:31.683 Lon:-109.552

Details: These planes have been circling nonstop in the middle of the night and making a lot of noise. Why? Please put an end to this.

Follow up requested: yes

Other:

Rec #: 32

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency, Other: Sleep hour flight noise

Date and time of event: 2023-04-21 02:00:00 – multiple, see below

Weather: Varied, but flights are very loud audible even when windy

Craft count: Many

Craft description: Multiple types

Heading: Multiple

Altitude: Varied, as around 1000 ft. AGL and upwards

Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road (Tombstone C MOA).
I'm located outside the MTR.

Details: Thursday April 13th 2023:

1004pm to 1005pm buzzing

1048pm to 1050pm buzzing

Friday April 14th 2023:

147am to 149am buzzing

204am to 207am buzzing

227am to 229 am buzzing

244am to 246am buzzing

257am to 301am very loud buzzing

301am to 306am buzzing

309am to 313am very loud buzzing

313am to 315am buzzing

322am to 5am buzzing ... constant from low to moderate to very loud then cycling again

645am buzzing

All of this was so loud you could hear it over the red flag warning winds

Saturday April 15th 2023:

906am 5000 ft AGL

Monday April 17th 2023:

212am to 215 am buzzing
243am to 251am buzzing
715am to 753am buzzing
845pm to 847 pm buzzing
1105 pm to 1108pm buzzing
1150pm to 1158pm buzzing

Tue April 18th 5-630pm intermittent buzzing with loud pass at 630pm, C-17

Wednesday April 19th 2023:

7am to 900am almost constant buzzing
938am to 948am almost constant buzzing
1001am to 1019am constant buzzing
1103 to 1105 am buzzing

Thursday April 20th 2023:

1pm to 200pm very frequent loud buzzing
230pm to 245pm loud buzzing
650pm to 715pm buzzing
835pm to 845pm buzzing
940pm to 948pm buzzing

Friday April 21 2023:

159am to 205am buzzing
618am to 622am buzzing
718am to 725am buzzing
908am very loud pass
1027am very loud pass around 500 to 1000 AGL
9 to 1030 intermittently buzzing
Around 1145am very loud passover. I think 3 planes.
1205pm to 1210pm buzzing
Around 110pm loud pass
133pm to 138pm loud buzzing
144pm to 147 pm very loud buzzing
218pm to 225pm very loud buzzing
253pm to 257 pm loud pass and very loud buzzing
312pm to 322pm very loud buzzing
345pm to 350pm very loud buzzing
406 to 425pm very loud buzzing
435pm to 440 pm very loud buzzing
455pm to 725pm Constant very loud to Extremely loud and even terrifyingly loud buzzing
753pm 756pm buzzing
8pm to 807pm buzzing
About 10 or so low fighter jet passes in addition to all the buzzing"

Follow up requested: yes

Other:

Rec #: 25

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Other: Too early in morning.

Date and time of event: 2023-04-03 05:52:00

Weather:

Craft count:

Craft description: Unkonwn

Heading:

Altitude: Unknown

Location: Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. I'm located outside the MTR.

Details: "552am buzzing
713am buzzing/rumbling
755 buzzing"

Follow up requested: no

Other:

Rec #: 24

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2023-04-04 04:03:00

Weather:

Craft count:

Craft description: Unkonwn

Heading:

Altitude: Unknown

Location: Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. I'm located outside the MTR.

Details: "403am buzzing
735pm to 917pm buzzing"

Follow up requested: no

Other:

Rec #: 23

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2023-04-05 02:00:00

Weather:

Craft count:

Craft description: Unkonwn

Heading:

Altitude: Unknown

Location: Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. I'm located outside the MTR.

Details: "Around 2 am, 30 minutes of continuous buzzing

655pm to 705pm buzzing"

Follow up requested: no

Other:

Rec #: 22

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2023-04-07 05:20:00

Weather:

Craft count:

Craft description: Muleiple

Heading:

Altitude: Unknown

Location: Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. I'm located outside the MTR.

Details: "(correction: last submission with 520am to 540am buzzing, meant to have date of April 7th, not April 6th. So I resubmit here with the correct date. April 6th was already reported--it was the day where there were multiple very low C130 passes between 6 and 7 pm and almost constant buzzing between around 612pm to 8 pm, in addition to the other ones reported)

520am to 540 am buzzing

203 to 207 Buzzing

1230 to 130 pm frequent loud passovers
Around 822pm buzzing for a few min
910 to 913pm buzzing"

Follow up requested: no

Other:

Rec #: 21

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise, Frequency

Date and time of event: 2023-04-06 05:20:00

Weather:

Craft count:

Craft description: Muleiple

Heading:

Altitude: Unknown

Location: Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. I'm located outside the MTR.

Details: "520am to 540 am buzzing

203 to 207 Buzzing

1230 to 130 pm frequent loud passovers

Around 822pm buzzing for a few min

910 to 913pm buzzing"

Follow up requested: no

Other:

Rec #: 20

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise, Frequency, Other: Flying at very low AGL , well under 1000' outside of MTR in Tombstone C MOA

Date and time of event: 2023-04-06 11:13:00

Weather:

Craft count:

Craft description: Multiple, probably fighter jet in morning and C130 in evening

Heading:

Altitude: Varied, including very low well under 1000 AGL

Location: Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. I'm located outside the MTR.

Details: "1113 to 1116 am loud passover

1143 am to 1146 am loud passover

614pm extremely low flyover

622pm extremely low flyover

638pm extremely low flyover

612pm to around 8 pm frequent buzzing combined with multiple very low flyover...looking just a few hundred feet above ground. (C130)

"

Follow up requested: no

Other:

Rec #: 19

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Noise

Date and time of event: 2023-04-10 07:09:00

Weather:

Craft count:

Craft description: Multiple

Heading:

Altitude: Unknown

Location: Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. I'm located outside the MTR.

Details: 709am to 712am very loud buzzing style passover

725am to 729am buzzing

1253pm to 1 pm very loud buzzing

Late afternoon, 10 min of continuous buzzing

1046pm to 1055pm buzzing

Follow up requested: no

Other:

Rec #: 18

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Noise

Date and time of event: 2023-04-11 01:52:00

Weather:

Craft count:

Craft description: Multiple

Heading:

Altitude: Unknown

Location: Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. I'm located outside the MTR.

Details: 152am to 230am buzzing

554am to 557am buzzing

1057am strong impulse vibration

Follow up requested: no

Other:

Rec #: 16

Name: ██████████

Address: ██████████

Phone: ██████████

Email: ██████████

Multiple complaints: yes

Complaint Type: Noise

Date and time of event: 2023-03-31 04:00:00

Weather:

Craft count:

Craft description: Multiple

Heading:

Altitude: Varied

Location: Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. I'm located outside the MTR.

Details: "

405am to 410 am buzzing

Somewhere around 815am very loud passover

11am to 1150am very loud rumbling/buzzing

1121am extremely loud sudden multi-second rumble/vibration

1154am impulsive low-frequency rumble

1155am loud passover

1201pm loud passover

119pm to 123pm loud passovers

226pm to 230pm buzzing/rumbling

650pm to 7pm buzzing

752pm to 8pm buzzing

818pm buzzing "

Follow up requested: no

Other:

Rec #: 13

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Low level, Noise, Frequency, Other:

Date and time of event: 2023-03-30 07:13:00

Weather:

Craft count: Multiple types throughout the day

Craft description: Multiple types throughout the day

Heading:

Altitude: Unknown

Location: Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. I'm located outside the MTR.

Details: "713am loud passover (likely fighter jet)
1001am loud passover maybe 3000''-5000'' AGL (likely fighter jet)
1004am loud passover (likely fighter jet)
829pm to 831pm buzzing (likely C 130)
1001pm to 1003pm buzzing (likely C 130)"

Follow up requested: no

Other:

Rec #: 11

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: yes

Complaint Type: Noise

Date and time of event: 2023-03-27 09:00:00

Weather:

Craft count:

Craft description:

Heading:

Altitude:

Location: Location: Countryside of Douglas, AZ near hwy 80 and N. Perilla Road. I'm located outside the MTR.

Details: [I have already emailed this to DM and AZ NG and PCS. I am just re-inputting it here to test the new reporting platform.]

9am-12pm continuous buzzing

Follow up requested: no

Other:

Rec #: 12

Name: [REDACTED]

Address: [REDACTED]

Phone: [REDACTED]

Email: [REDACTED]

Multiple complaints: no

Complaint Type: Low level, Noise

Date and time of event: 2023-03-29 08:25:00

Weather: clear, windy

Craft count: 3

Craft description: F-16s

Heading: west to east, then south and back east to west

Altitude: 700

Location: 31.774904, -109.121144

Details: "Very loud F-16s flying low and fast out of Horseshoe Canyon headed east then looping back to the south around the west side of the Chiricahuas. "

Follow up requested: yes

Other:

Photographic evidence provided separate from nuisance flight report (unknown if nuisance flight report was submitted):

Date: October 7, 2022

Location: Portal, AZ



Radar evidence provided separate from nuisance flight report (unknown if nuisance flight report was submitted):

Date: September 16, 2022

Location: see map



Photographic evidence provided separate from nuisance flight report (unknown if nuisance flight report was submitted):

Date: July 28, 2022

Location: Portal, AZ



Appendix C: Protected Public Lands in the Tombstone MOA (with proposed expansion)

DEPARTMENT OF INTERIOR

1. National Park Service

Chiricahua National Monument – 12, 025 acres

Chiricahua National Monument Wilderness – 10,290 acres*

2. U.S. Fish and Wildlife Service

Leslie Canyon NWR – 2,770 acres

San Bernardino NWR – 2,309 acres

3. Bureau of Land Management

Antelope Pass RNA (Peloncillo Mtns.) – 8,710 acres

Baker Canyon WSA (Peloncillo Mtns.) – 4,812 acres

Grey Peak WSA and Central Peloncillo Mountains ACEC – 19,630 acres

Guadalupe Canyon WSA and ACEC (Peloncillo Mtns.) – 4,170 acres

Cowboy Springs WSA and ACEC (Animas Mtns.) – 6,740 acres

Alamo Huecos Mountains WSA and ACEC – 25,278 acres

Big Hatchet Mountains WSA and ACEC – 65,872 acres

Continental Divide National Scenic Trail – over 40 miles, including the southern terminus

Big Hatchet/Alamo Hueco Mountains Habitat Management Area for Bighorn Sheep and Deer

Peloncillo Mountains Habitat Management Area for Bighorn Sheep and Deer

DEPARTMENT OF AGRICULTURE

U.S. Forest Service – Coronado National Forest

Chiricahua Wilderness – (Original Wilderness Act, 1964) – 87,700 acres

Cave Creek Canyon Birds of Prey ZBA (USFS) – 26,240 acres

Barfoot Park National Natural Landmark - 680 acres

Bunk Robinson WSA (Peloncillo Mtns.) – 19,052 acres

Pole Bridge RNA (USFS) – 478 acres

Whitmire Canyon WSA (Peloncillo Mtns.) – 12,163 acres

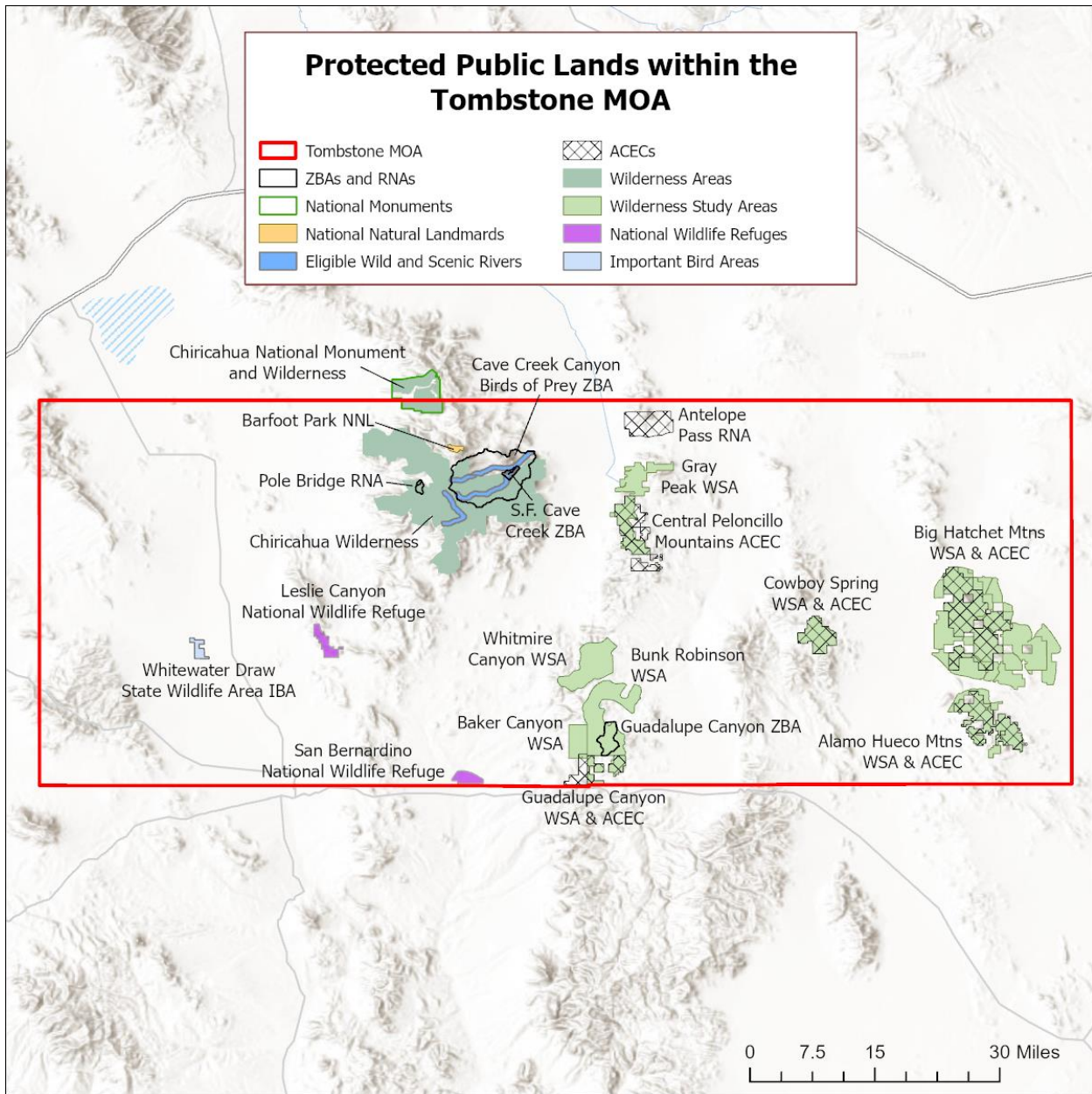
IMPORTANT BIRD AREAS

Chiricahua Mountains IBA – 289,600 acres – Global IBA for Mexican Spotted Owl

Whitewater Draw State Wildlife Area IBA – 1,509 acres – Global IBA for Sandhill Crane

** Chiricahua National Monument Wilderness is a subset of the Chiricahua National Monument, and not all of the Chiricahua National Monument is included in the Tombstone MOA proposed expansion, though it is all likely to be affected by that.*

Map of Protected Public Lands within the Tombstone MOA



Map of Critical Habitats Within the MOAs

