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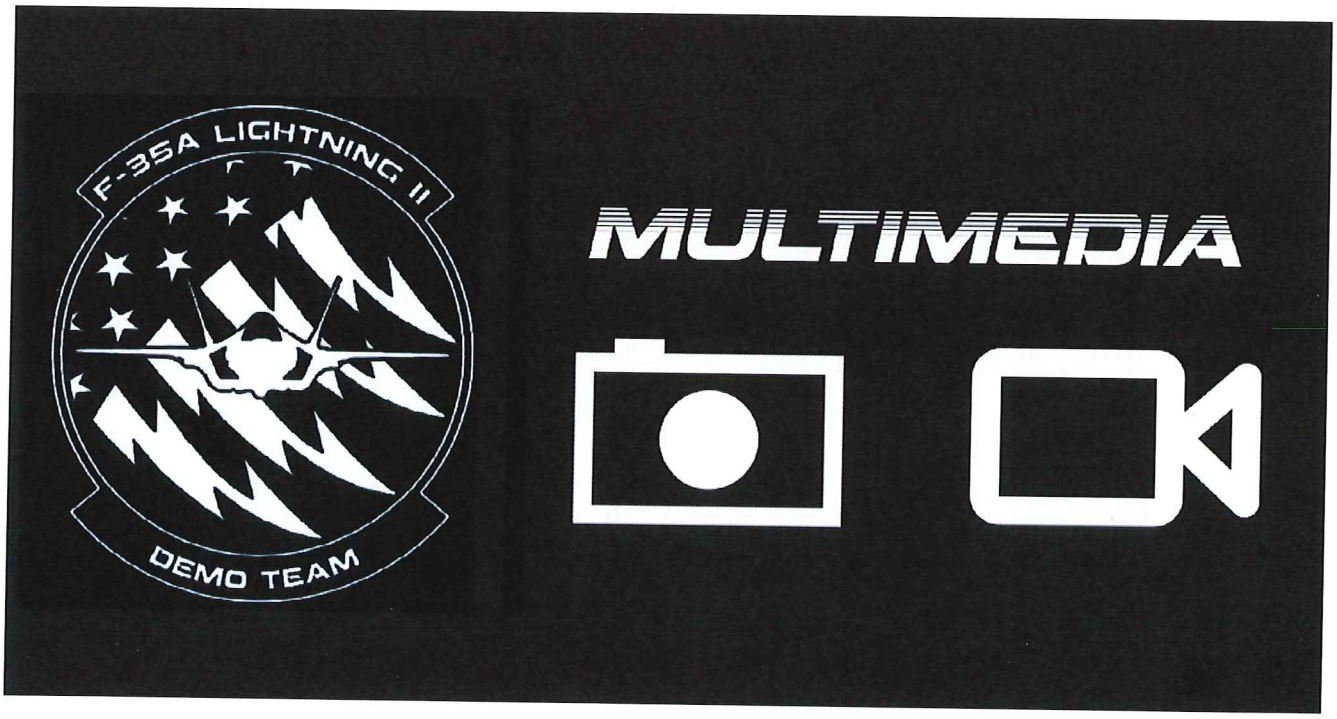
ATTACHMENTS

F-35 LIGHTNING II DEMO TEAM

2021 SCHEDULE

22-23 MAY: PEACHTREE CITY, GA
12-13 JUNE: LA CROSSE, WI
3-4 JUL: TACOMA (GIG HARBOR), WA*
4 JUL: TACOMA, WA
23-25 JUL: KENNEWICK, WA
31 JUL - 1 AUG: EIELSON AFB, AK
7-8 AUG: YPSILANTI, MI
4-6 SEP: TORONTO, CANADA
*HERITAGE FLIGHT ONLY

11 SEP: TRUCKEE, CA
16-19 SEP: RENO, NV
25-26 SEP: SACRAMENTO, CA
2-3 OCT: HUNTINGTON BEACH, CA
16-17 OCT: LOVELAND, CO
23-24 OCT: LANCASTER, CA
30-31 OCT: CHINO, CA
TBD: RAF LAKENHEATH, UK
CURRENT AS OF MAY 19



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his belt, SSgt Tejada has crewed aircraft for not just one but two Air Force demonstration teams.

F-35 DEMONSTRATION TEAM PRACTICES AT HILL AIR FORCE BASE, UTAH

Today 2/1/2021

January **February 2021** **March**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
31	1	2	3	4	5	6
7	8	9	10 9:30 AM - Hill AFB Practice	11	12	13
14	15	16 CANCELLED: 11:30 AM - Hill AFB Practice	17	18 3:00 PM - Hill AFB Practice	19	20
21	22	23	24	25 11:20 A.M - Hill AFB Practice	26	27
28	1	2	3	4	5	6
7	8	9	10	11	12	13

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F-35 DEMONSTRATION TEAM PRACTICES AT HILL AIR FORCE BASE, UTAH

Today 3/1/2021

February **March 2021** **April**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
28	1 Away - Heritage Flight Training Conference	2 Away - Heritage Flight Training Conference	3 Away - Heritage Flight Training Conference	4 Away - Heritage Flight Training Conference	5 Away - Heritage Flight Training Conference	6 Away - Heritage Flight Training Conference
7 Away - Heritage Flight Training Conference	8 Away - Heritage Flight Training Conference	9	10	11	12	13
14	15	16	17	18 12:00 PM - Hill AFB Practice	19	20
21	22	23 8:30 AM - Hill AFB Practice	24	25	26	27
28	29	30	31 CANCELLED: 12:30 PM - Hill AFB Practice	1	2	3
4	5	6	7	8	9	10

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F-35 DEMONSTRATION TEAM PRACTICES AT HILL AIR FORCE BASE, UTAH

Today 4/1/2021

March **April 2021** May

Sun	Mon	Tue	Wed	Thu	Fri	Sat
28	29	30	31	1	2	3
4	5	6	7 1:00 PM - Hill AFB Practice	8	9 1:00 Hill AFB Practice	10
11	12	13	14 9:45 AM - Hill AFB Practice-CANCELLED	15	16	17
18	19 10:45 AM - Hill AFB Practice	20	21	22	23	24
25	26	27	28 9:30 AM - Hill AFB Practice	29	30	1
2	3	4	5	6	7	8

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F-35 DEMONSTRATION TEAM PRACTICES AT HILL AIR FORCE BASE, UTAH

Today 5/1/2021

April **May 2021** June

Sun	Mon	Tue	Wed	Thu	Fri	Sat
25	26	27	28	29	30	1
2	3	4	5 4:25 - Hill AFB Practice	6	7	8
9	10	11	12	13 12:45 - Hill AFB Practice	14	15
16	17	18	19	20 2021 Atlanta Air Show	21 2021 Atlanta Air Show	22 2021 Atlanta Air Show
23 2021 Atlanta Air Show	24 2021 Atlanta Air Show	25	26	27	28	29
30	31	1	2	3	4	5

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F-35 DEMONSTRATION TEAM PRACTICES AT HILL AIR FORCE BASE, UTAH

Today 6/1/2021

May **June 2021** July

Sun	Mon	Tue	Wed	Thu	Fri	Sat
30	31	1	2	3	4 09:00AM - Hill AFB Practice	5
6	7 CANCELLED: 10:20AM - Hill AFB Practice	8	9	10	11 Deke Slayton Airfest- La Cross, WI	12 Deke Slayton Airfest- La Cross, WI
13 Deke Slayton Airfest- La Cross, WI	14 Deke Slayton Airfest- La Cross, WI	15	16	17	18	19
20	21	22	23	24 1:00 - Hill AFB Practice	25	26
27	28	29	30 Tacoma/Gig Harbor Air Show	1	2	3
4	5	6	7	8	9	10

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his belt, SSgt Tejada has crewed aircraft for not just one but two Air Force demonstration teams.

F-35 DEMONSTRATION TEAM PRACTICES AT HILL AIR FORCE BASE, UTAH

Today 7/1/2021

June **July 2021** **August**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	1 Tacoma/Gig Harbor Air Show	2 Tacoma/Gig Harbor Air Show	3 Tacoma/Gig Harbor Air Show
4 Tacoma/Gig Harbor Air Show	5 Tacoma/Gig Harbor Air Show	6	7	8	9	10
11	12	13	14 8:20 a.m. Hill AFB Practice	15	16	17
18	**19**	20	21 Tri-Cities, Wa. Air Show	22 Tri-Cities, Wa. Air Show	23 Tri-Cities, Wa. Air Show	24 Tri-Cities, Wa. Air Show
25 Tri-Cities, Wa. Air Show	26 Tri-Cities, Wa. Air Show	27	28 Eielson, Alaska	29 Eielson, Alaska	30 Eielson, Alaska	31 Eielson, Alaska
1	2	3	4	5	6	7

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https://www.388fw.acc.af.mil/F-35A-Demo-Team/



Capt Kip Sumner
F-35A Lightning II Demonstration Team
Public Affairs Advisor
kippun.sumner.1@us.af.mil
801-867-1636

"If folks follow their Instagram (F-35A Lightning II Demo Team)/ Facebook (U.S. Air Force F-35A Lightning II Demonstration Team) pages they are fantastic about keeping folks informed of what is going on."

https://twitter.com/F35demoteam

https://www.facebook.com/F35DEMOTEAM/

https://www.instagram.com/f35demoteam/c

https://www.youtube.com/channel/UCLYWZJ1_Zuv0rr-sOhNB6Erg

OR
TRIMBLE, CODIE E SSgt
USAF ACC 388 FW/PA
codie.trimble@us.af.mil

Mayor, Council Contact
Hill AFB Noise Complaints (general)
Barbara Fisher
(801) 775-3653
barbara.fisher.1@us.af.mil

Hill AFB General Noise Complaints: **Noise Hotline 877-885-9595**

https://www.388fw.acc.af.mil/F-35A-Demo-Team/



F-35 DEMONSTRATION TEAM PRACTICES AT HILL AIR FORCE BASE, UTAH

Today 7/15/2021

June **July 2021** **August**

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	1 Tacoma/Gig Harbor Air Show	2 Tacoma/Gig Harbor Air Show	3 Tacoma/Gig Harbor Air Show
4 Tacoma/Gig Harbor Air Show	5 Tacoma/Gig Harbor Air Show	6	7	8	9	10
11	12	13	**14 8:20 a.m. Hill AFB Practice**	**15**	16	17
18	19	20	21 Tri-Cities, Wa. Air Show	22 Tri-Cities, Wa. Air Show	23 Tri-Cities, Wa. Air Show	24 Tri-Cities, Wa. Air Show
25 Tri-Cities, Wa. Air Show	26 Tri-Cities, Wa. Air Show	27	28 Eielson, Alaska	29 Eielson, Alaska	30 Eielson, Alaska	31 Eielson, Alaska
1	2	3	4	5	6	7

MAJOR KRISTIN "BEO" WOLFE

0

PRINT | E-MAIL

Major Kristin Wolfe is the Commander, F-35A Lightning II Demonstration Team, 388th Fighter Wing, Hill Air Force Base, Utah. The mission of the F-35A Lightning II Demonstration team is to showcase the unique aerial capabilities of the Air Force's most advanced 5th generation multi-role stealth fighter, the F-35A Lightning II, as well as highlight the history of the Air Force's service through heritage formation flights. Additionally, she provides operational oversight and direction for the 13-personnel team, to include maintenance, aircrew flight equipment, and public affairs Airmen.



DOWNLOAD HI-RES

Major Wolfe entered the Air Force in 2011 after receiving her commission from the U.S. Air Force Reserve Officer Training Program at the University of Alabama. She is an experienced fighter pilot with more than 800 flying hours in the F-22A Raptor and F-35A Lightning II. Her flying assignments include Undergraduate Pilot Training at Laughlin AFB, Texas, and fighter training in the F-22A at Langley AFB, Va., and operational assignments at Langley AFB, Va., and Hill Air Force Base, Utah.

EDUCATION:
2011 Bachelor of Science in Chemical Engineering, University of Alabama, Tuscaloosa, Ala.
2017 Squadron Officer School, Maxwell AFB, Ala.

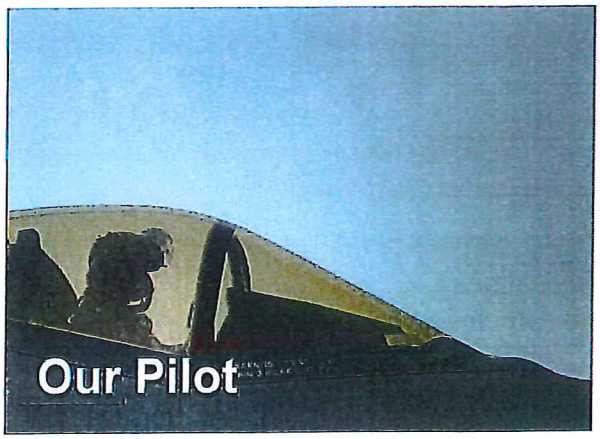
ASSIGNMENTS:
1. June 2011 – May 2013, Student, Undergraduate Pilot Training, Laughlin AFB, Texas
2. May 2013 – March 2014, Student, F-22A Basic Course, Tyndall AFB, Florida
3. March 2014 – April 2017, F-22A Instructor Pilot, Langley AFB, Virginia
4. April 2017 – September 2017, F-35A Transition Course, Eglin AFB, Florida
5. September 2017 – March 2020, F-35A Instructor and Evaluator Pilot, Hill AFB, Utah
6. March 2020 – Present, F-35A Demonstration Team Commander, Hill AFB, Utah

FLIGHT INFORMATION
Rating: Senior Pilot
Flight Hours: More than 800
Aircraft Flown: T-6, T-38C, F-22A, F-35A

MAJOR AWARDS AND DECORATIONS:
Air Force Commendation Medal
Meritorious Unit Award
Air Force Outstanding Unit Award
Air Force Expeditionary Service Ribbon with Gold Border
Air Force Expeditionary Service Ribbon

EFFECTIVE DATES OF PROMOTION:
Second Lieutenant May 25, 2011
First Lieutenant May 25, 2013
Captain, May 25, 2015
Major, April 1, 2021

(Current as of May 2021)



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REQUESTING THE DEMO TEAM

ACC Aerial Events is the **ONLY** scheduling point of contact. Please do not contact the demo/Heritage Flight teams directly.

HQ ACC/A3TA, Aerial Events Branch
205 Dodd Blvd., Ste. 101
Langley AFB, VA 23665-2789

Email: acc.a3ta@us.af.mil
(757) 764-8346, DSN: 574-8346



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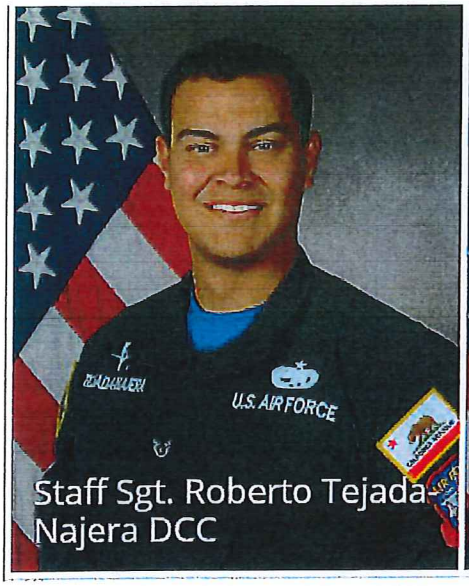
Tech. Sgt. Tim Ericksen
Team NCOIC



Staff Sgt. Hunter Glasco
Avionics Craftsman



Staff Sgt. Josh Peterson
Weapons Specialist



Staff Sgt. Roberto Tejada-Najera DCC



Staff Sgt. Patrick Burton
DCC



Staff Sgt. Codie Trimble
Public Affairs Specialist



SrA Matt Spear ADCC


SrA Malik McKenzie ADCC

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https://www.388fw.acc.af.mil/Portals/103/F35A_LightningII_ACC%20Fact%20Sheet.pdf

https://www.388fw.acc.af.mil/F-35A-Demo-Team/

AIR COMBAT COMMAND
PEOPLE FIRST - MISSION ALWAYS

F-35A LIGHTNING II

Current as of January 16, 2019



MISSION

The F-35A Lightning II is the U.S. Air Force's newest fifth-generation fighter. The Lightning II is a stealthy, multirole, all-weather air-to-air and surface attack fighter. It is designed to enable direct attack against the most heavily defended ground targets. It will replace the U.S. Air Force's aging fleet of F-16 Fighting Falcons and A-10 Thunderbolt II's, which have been the primary fighter aircraft for more than 20 years, and bring with it an enhanced capability to survive in the advanced threat environment in which it was designed to operate. With its aerodynamic performance and advanced integrated avionics, the F-35A will provide next-generation stealth, enhanced situational awareness, and reduced vulnerability for the United States and allied nations.

FEATURES

The conventional takeoff and landing (CTOL) F-35A gives the U.S. Air Force and allies the power to dominate the skies – anytime, anywhere. The F-35A is an agile, versatile, high-performance, 9g capable multirole fighter that combines stealth, sensor fusion and unprecedented situational awareness.

The F-35A's advanced sensor package is designed to gather, fuse and distribute more information than any fighter in history, giving operators unprecedented Situational Awareness and a decisive advantage over all adversaries. Its processing power, open architecture, sophisticated sensors, information fusion and flexible communication links make the F-35 an indispensable tool in future homeland defense, Joint and Coalition combat operations.

Because logistics support accounts for two-thirds of an aircraft's life cycle cost, the F-35 is designed to achieve unprecedented levels of reliability and maintainability, combined with a highly responsive support and training system linked with the latest in information technology. The Autonomic Logistics Information System (ALIS) integrates current performance, operational parameters, current configuration, scheduled upgrades and maintenance, component history, predictive diagnostics (prognostics) and health management, operations scheduling, training, mission planning and service support for the F-35. Essentially, ALIS performs behind-the-scenes monitoring, maintenance and prognostics to support the aircraft, ensure continued health and enhance operational planning and execution.

The F-35's electronic sensors include the Electro-Optical Distributed Aperture System (DAS). This system provides pilots with situational awareness in a sphere around the aircraft for enhanced missile warning, aircraft warning, and day/night pilot vision. Additionally, the aircraft is equipped with the Electro-Optical Targeting System (EOTS). The internally mounted EOTS provides extended range detection and precision targeting against ground targets, plus long range detection of air-to-air threats.

The F-35's helmet mounted display system is the most advanced system of its kind. All the intelligence and targeting information an F-35 pilot needs to complete the mission is displayed on the helmet's visor. This advanced technology eliminates the need for a Heads Up Display (HUD).

The F-35 contains state-of-the-art tactical data links that provide the secure sharing of data among its flight members as well as other airborne, surface and ground-based platforms required to perform assigned missions. The commitment of F-35 partner nations to common communications capabilities and web-enabled logistics support will enable a new level of coalition interoperability. These capabilities allow the F-35 to lead the defense community in the migration to the net-centric war fighting force of the future.

AIR COMBAT COMMAND PUBLIC AFFAIRS
115 Thompson St., Ste 121
Langley AFB, Va. 23665-1987
ACCPA.operations@us.af.mil
757-764-5007

Twitter: @USAF_ACC
Facebook: @ACConFB
Instagram: @aircombatcommand
Youtube: @ACCNEWSTV

https://www.388fw.acc.af.mil/Portals/103/F35A_LightningII_ACC%20Fact%20Sheet.pdf

AIR COMBAT COMMAND

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The F-35's engine produces 43,000 pounds of thrust and consists of a 3-stage fan, a 6-stage compressor, an annular combustor, a single stage high-pressure turbine, and a 2 stage low-pressure turbine.

The F-35 is designed to provide the pilot with unsurpassed situational awareness, positive target identification and precision strike in all weather conditions. Mission systems integration and outstanding visibility features are designed to dramatically enhance pilot performance.

With nine countries involved in its development (United States, United Kingdom, Italy, Netherlands, Turkey, Canada, Denmark, Norway and Australia), the F-35 represents a new model of international cooperation, ensuring U.S. and Coalition partner security well into the 21st century. The F-35 also brings together strategic international partnerships, providing affordability by reducing redundant research and development and providing access to technology around the world. Along these lines, the F-35 will employ a variety of US and allied weapons.

BACKGROUND

The F-35 is designed to replace aging fighter inventories including U.S. Air Force F-16s and A-10s, U.S. Navy F/A-18s, U.S. Marine Corps AV-8B Harriers and F/A-18s, and U.K. Harrier GR.7s and Sea Harriers. With stealth and a host of next-generation technologies, the F-35 will be far and away the world's most advanced multi-role fighter. There exists an aging fleet of tactical aircraft worldwide. The F-35 is intended to solve that problem.

First Flight: December 15, 2006
First USAF Delivery: April 2011
Initial Operational Capability: August 2, 2016
Production: Planned 1,763 USAF (F-35A)

Characteristics

Primary Function: Multirole fighter

Prime Contractor: Lockheed Martin

Power Plant: One Pratt & Whitney F135-PW-100 turbofan engine

Thrust: 43,000 pounds

Wingspan: 35 feet (10.7 meters)

Length: 51 feet (15.7 meters)

Height: 14 feet (4.38 meters)

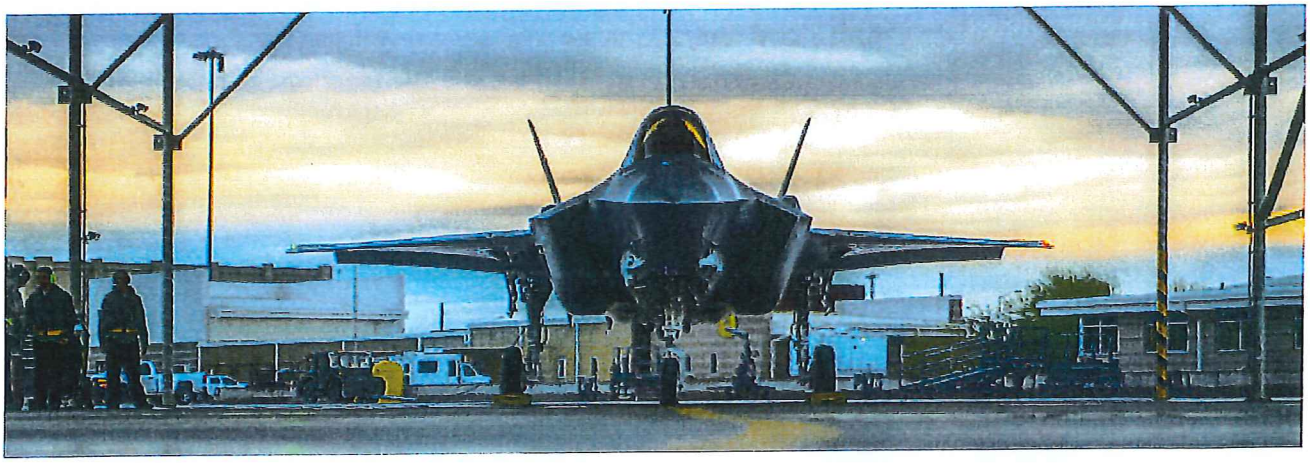
Maximum Takeoff Weight: 70,000 pound class

Fuel Capacity: Internal: 18,498 pounds

Payload: 18,000 pounds (8,160 kilograms)

Speed: Mach 1.6 (~1,200 mph)

Range: More than 1,350 miles with internal fuel (1,200+ nautical miles), unlimited with aerial refueling



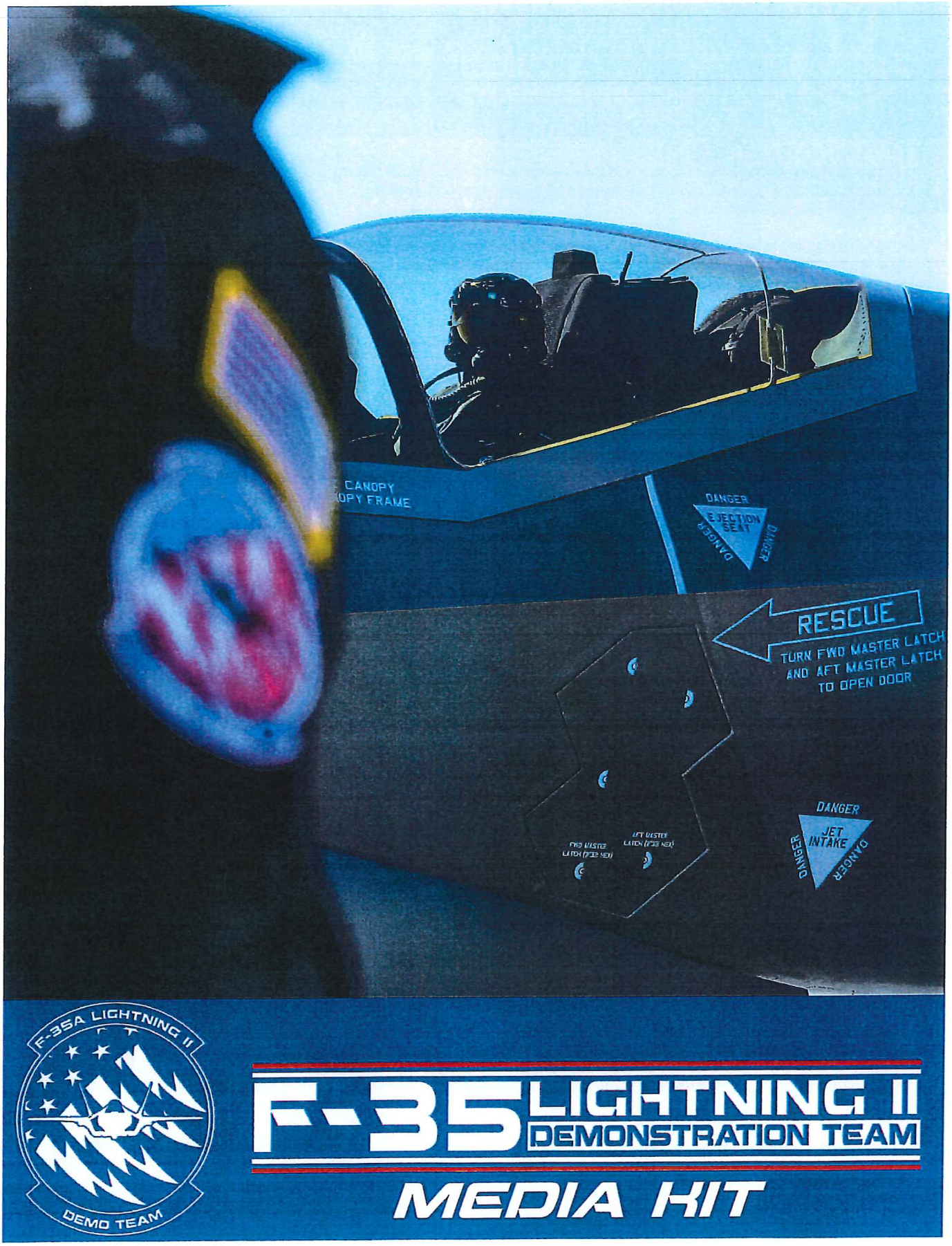
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ACCPA.operations@us.af.mil
757-764-5007

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Instagram: @aircombatcommand
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F-35A LIGHTNING II
DEMO TEAM

F-35 LIGHTNING II DEMONSTRATION TEAM

MEDIA KIT

MEDIA KIT

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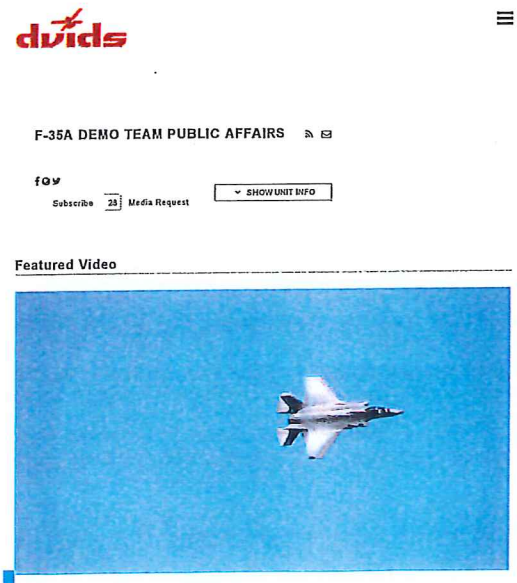
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F-35A DEMO TEAM PUBLIC AFFAIRS

Subscribe 23 Media Request SHOW UNIT INFO

Featured Video

F-35A Demo Team flies over pair of Tacoma, Wash., air shows during Fourth of July weekend

The United States Air Force F-35A Demonstration Team, based out of the 388th Fighter Wing at Hill Air Force Base, Utah, flew over a pair of air shows around Tacoma, Wash., over the Fourth of July weekend. Major Kristin "BEO" Wolfe, F-35A Demonstration Team pilot and commander, flew a pair of demonstrations during the weekend, with each being followed by a heritage flight with a P-51 Mustang. (U.S. Air Force video by Staff Sgt. Codie Trimble)

Taken: 07.04.2021 | Video by Staff Sgt. Codie Trimble

MEDIA REQUESTS

Interested media agencies should fill out the attached form **HERE** and send it to **f35demopa@gmail.com**

https://www.388fw.acc.af.mil/F-35A-Demo-Team/

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F-35 LIGHTNING II DEMONSTRATION TEAM FACT SHEET

MISSION

To showcase the unique aerial capabilities of Air Force's most advanced 5th generation multi-role stealth fighter, the F-35A Lightning II, as well as highlight the history of our service through heritage formation flights.

BACKGROUND

Formerly known as the F-35A Heritage Flight Team, the F-35A Lightning II Demonstration Team transitioned to a single-ship demonstration team while stationed at Luke AFB, Arizona, as part of the 56th Fighter Wing under Air Education Training Command. As of November, 2019, the team is now located and operates out of Hill AFB, Utah, as part of the 388th Fighter Wing under Air Combat Command.

As members of the first operational combat F-35A wing, operating out of Hill AFB, Utah, the F-35A Lightning II Demonstration Team aims to showcase the unique aerial capabilities of the Air force's newest 5th generation, multi-role stealth fighter to a global audience. Additionally, the team also honors the past and present of our service by flying with World War II, Korean War, and Vietnam War-era aircraft in Heritage Flight formations at airshows across the world.

The team currently consists of approximately 15 total Airmen to include the pilot and commander, pilot safety officers, superintendent, team chief, maintenance Airmen, aircrew flight equipment specialists, and public affairs personnel. The team works together in tight cohesion in order to safely perform aerial demonstrations as well as engages in public outreach efforts with the local communities where the airshows are performed.



https://www.388fw.acc.af.mil/F-35A-Demo-Team/

MEDIA KIT

F-35A LIGHTNING II FACT SHEET

MISSION

The F-35A Lightning II is the U.S. Air Force's latest fifth-generation fighter. It will enhance the U.S. Air Force's fleet of F-16 Fighting Falcons and A-10 Thunderbolt II's, which have been the primary fighter aircraft for more than 20 years, and bring with it an enhanced capability to survive in the advanced threat environment in which it was designed to operate. With its aerodynamic performance and advanced integrated avionics, the F-35A will provide next-generation stealth, enhanced situational awareness, and reduced vulnerability for the United States and allied nations.

F-35A LIGHTNING II FEATURES

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The F-35A's advanced sensor package is designed to gather, fuse and distribute more information than any fighter in history, giving operators a decisive advantage over all adversaries. Its processing power, open architecture, sophisticated sensors, information fusion and flexible communication links make the F-35 an indispensable tool in future homeland defense, Joint and Coalition irregular warfare and major combat operations.

Because logistics support accounts for two-thirds of an aircraft's life cycle cost, the F-35 is designed to achieve unprecedented levels of reliability and maintainability, combined with a highly responsive support and training system linked with the latest in information technology. The Autonomic Logistics Information System (ALIS) integrates current performance, operational parameters, current configuration, scheduled upgrades and maintenance, component history, predictive diagnostics (prognostics) and health management, operations scheduling, training, mission planning and service support for the F-35. Essentially, ALIS performs behind-the-scenes monitoring, maintenance and prognostics to support the aircraft and ensure continued health and enhance operational planning and execution.

https://www.388fw.acc.af.mil/F-35A-Demo-Team/

https://www.388fw.acc.af.mil/F-35A-Demo-Team/

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FEATURES (CON.)

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MEDIA KIT

F-35A LIGHTNING II BACKGROUND

The F-35 is designed to replace aging fighter inventories including U.S. Air Force F-16s and A-10s, U.S. Navy F/A-18s, U.S. Marine Corps AV-8B Harriers and F/A-18s, and U.K. Harrier GR.7s and Sea Harriers. With stealth and a host of next-generation technologies, the F-35 will be far and away the world's most advanced multi-role fighter. There exists an aging fleet of tactical aircraft worldwide. The F-35 is intended to solve that problem.

GENERAL CHARACTERISTICS

- **Primary Function:** Multirole fighter
- **Prime Contractor:** Lockheed Martin
- **Power Plant:** One Pratt & Whitney F135-PW-100 turbofan engine
- **Thrust:** 43,000 pounds
- **Wingspan:** 35 feet (10.7 meters)
- **Length:** 51 feet (15.7 meters)
- **Height:** 14 feet (4.38 meters)
- **Maximum Takeoff Weight:** 70,000 pound class
- **Fuel Capacity: Internal:** 18,498 pounds
- **Payload:** 18,000 pounds (8,160 kilograms)
- **Speed:** Mach 1.6 (~1,200 mph)
- **Range:** More than 1,350 miles with internal fuel (1,200+ nautical miles), unlimited with aerial refueling
- **Ceiling:** Above 50,000 feet (15 kilometers)
- **Armament:** Internal and external capability. Munitions carried vary based on mission requirements.

https://www.388fw.acc.af.mil/F-35A-Demo-Team/

https://www.388fw.acc.af.mil/F-35A-Demo-Team/

MEDIA KIT

388 FIGHTER WING FACT SHEET

MISSION

The primary mission of the 388th Fighter Wing is to maintain combat readiness to deploy, employ, and sustain F-35A Lightning II aircraft worldwide in support of the national defense. The 388 FW is assigned to Air Combat Command, Joint Base Langley-Eustis, Virginia, and below that, Fifteenth Air Force, Davis-Monthan Air Force Base, Arizona. ACC's mission is to provide the world's best combat air forces, delivering rapid, decisive air power, anytime, anywhere.

PERSONNEL AND RESOURCES

There are approximately 1,900 airmen and civilian professionals assigned to the 388 FW. The wing employs 78 F-35A Lightning IIs, the Air Force's most advanced multi-role fighter aircraft.

ORGANIZATION

The 388th Operations Group is comprised of three fighter squadrons and the Operations Support Squadron. The 4th FS, the "Fightin' Fuujins," the 34th FS, the "Rude Rams," and the 421st FS, the "Black Widows". The 388th OSS is responsible for operational planning, pilot training and flight scheduling, intelligence, weapons and tactics development, mobility, life support activities, and personnel management for the 388th OG.

The 388th Maintenance Group is currently composed of two squadrons. The 388th Aircraft Maintenance Squadron provides on-aircraft maintenance for the F-35. The 388th Maintenance Squadron provides back-shop maintenance for the F-35.

MEDIA KIT

ORGANIZATION (CON.)

The Utah Test and Training Range (UTTR) is managed by its Headquarters unit (HQ UTTR), a group equivalent within the wing structure. It manages all aspects of training, equipment and weapons testing, and maintenance for the vast range lying in Utah's west desert.

UNIT HISTORY

The 388th Bombardment Group (Heavy) activated at Gowen Field, Idaho on Dec. 24, 1942, and relocated to the Royal Air Force Base at Knettishall, England between June 1943 and the end of World War II. Equipped with B-17 bombers, the group flew 306 missions over Europe, and received two distinguished unit citations. It attacked German ball-bearing and aircraft production, naval yards, and synthetic oil plants, and supported the Allied landings at Normandy. At the end of the war the group dropped food and supplies over Northern Europe, after which it inactivated at the end of August 1945.

On March 23, 1953, the 388th Fighter Day Wing was established, but not equipped, at Clovis AFB, New Mexico. It was redesignated the 388th Fighter-Bomber Wing on November 5 of that year, and then activated on November 23. Simultaneously, the 388th BG(H) activated and was redesignated the 388th Fighter-Bomber Group. It formed the operational core of this new wing, equipped with F-86 Sabres, and later, F-100 Super Sabres. The 388th relocated to Etain-Rouvres Air Base, France in late 1954, where it remained until 1957, when it inactivated.

The wing again activated on May 1, 1962 at McConnell AFB, Kansas and was redesignated the 388th Tactical Fighter Wing. Trained on the F-105 Thunderchief, the wing inactivated again in February 1964, but was quickly reorganized and activated again on 14 March 1966, stationed at Korat Royal Thai Air Force Base, Thailand. Flying first the F-105, and then the F-4 Phantom II, the wing flew more than 60,000 hours over Laos, Cambodia, and North Vietnam from 1966-1973. It continued to support U.S. operations in Southeast Asia after the ceasefire with North Vietnam, and participated in the recovery of the S.S. Mayaguez in May 1975. The wing departed from Korat RTAFB in December 1975, taking with it a Presidential Unit Citation, eight Air Force Outstanding Unit Awards with combat valor devices, and the Republic of Vietnam Gallantry Cross with Palm.

Restationed at Hill AFB, Utah, the 388th TFW continued to fly the F-4, but in April 1977 the Air Force announced that the wing would be the first to be equipped with the new F-16 Fighting Falcon. That multi-role fighter arrived in 1979. The wing deployed its F-16s to several North Atlantic Treaty Organization (NATO) countries during the 1980s, won the RAF bombing competition in 1981, and won the worldwide USAF GUNSMOKE competition twice, in 1987 and 1993.

https://www.388fw.acc.af.mil/F-35A-Demo-Team/

UNIT HISTORY (CON.)

From August 1990-March 1991, the wing deployed its squadrons in support of U.S. and Allied combat efforts in Operations DESERT SHIELD and DESERT STORM, the response to Iraq's invasion of Kuwait. The wing flew four thousand sorties during DESERT STORM, with no losses. After the war the wing continued to deploy elements of its combat squadrons to support postwar treaty enforcement in Operation SOUTHERN WATCH. Shortly after the Gulf War ended, on Oct. 1, 1991 the 388th was redesignated the 388th Fighter Wing.

After September 11, 2001, the wing added to its deployment duties participation in Operation NOBLE EAGLE, the defense of U.S. airspace, which included providing security over the games of the Salt Lake City Olympics in 2002. After Operation IRAQI FREEDOM began 2003, the wing deployed its three fighter squadrons and personnel in support of that mission until its end on Aug. 31, 2010. In 2009, the wing began deploying F-16s to Bagram AB, Afghanistan in support of Operation ENDURING FREEDOM, and continued to support operations in that country as part of Operation Freedom's Sentinel until 2016.

The wing was selected to fly the new F-35 Lightning II fighter in December 2013, with the first to arrive at the base unveiled on Sept. 2, 2015. In 2010 the wing's 34th Fighter Squadron inactivated. It activated again in 2015 in order to equip the new airframe. As the 4th and 421st FSs carried the operational load with singular dedication, the 34th FS and the 388th MXG trained on the new fighter and executed the wing's plan to achieve Initial Operating Capability in accordance with the directive of the Commander of Air Combat Command, accomplished on Aug. 2, 2016. The 421st FS was the last squadron to fly the F-16, and its final jets departed for other wings in September 2017. The 421st Fighter squadron recieved the wing's 78th and final F-35 in December 2019 and the wing declared "Full Warfighting Capability" with the F-35 in January 2020.

https://www.388fw.acc.af.mil/F-35A-Demo-Team/

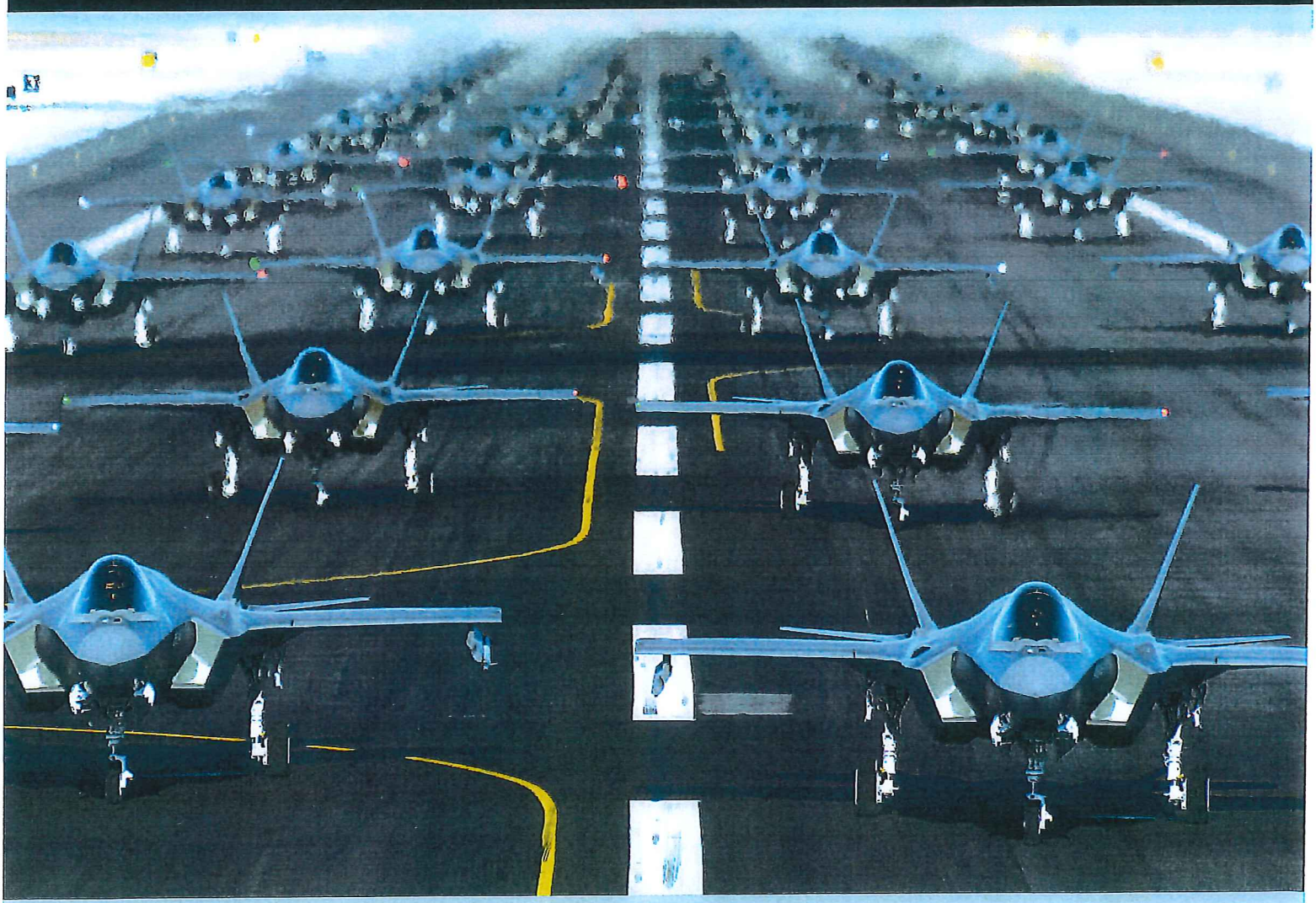
388TH FIGHTER WING

Search 388th Fighter Wing

OME NEWS ABOUT US CONTACT US F-35A DEMO TEAM CAREERS

F-35A LIGHTNING II DEMO TEAM

F-35 LIGHTNING II DEMONSTRATION TEAM



https://www.388fw.acc.af.mil/F-35A-Demo-Team/



ABOUT THE STATEMENT

The Hill AFB Economic Impact Statement provides information about the economic impact of Hill Air Force Base on the surrounding community. It is made available to federal, state and local officials and the general public.

An installation's economic impact on the local community is calculated by identifiable off-base local area spending from gross expenditures. All financial figures are rounded to the nearest dollar.

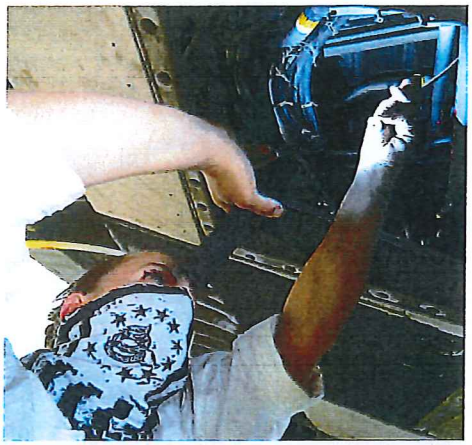
AT A GLANCE

There are 22,566 total personnel working within Hill Air Force Base (5,843 military 14,312 civilians, and 2,411 contractors) with an additional 6,144 military dependents. Hill AFB has an annual federal payroll of $1.44 billion and annual expenditures of $589 million. Annually, Hill AFB creates approximately $2.52 billion in indirect jobs with a $4.55 billion total annual economic impact.

The Hill Economic Impact Analysis is prepared by the Cost and Economics Division, Hill AFB. Any questions, please contact 75th Air Base Wing Public Affairs at (801) 777-5201.

SUMMARY OF PERSONNEL AND PAYROLL

Category	Personnel	Payroll
Appropriated Fund Military	**5,843**	**$347,770,834**
Active Duty Personnel	*4,942*	*$327,342*
Air Force Reserve / Air National Guard	*13*	*$1,423*
Non-Extended Active Duty Reserve / ANG	*888*	*$19,006*
Appropriated Fund Civilians	**14,074**	**$1,076,517,258**
General Schedule	*8,816*	*$674,439*
Federal Wage Board	*4,240*	*$324,227*
Other Civilians	*1,018*	*$77,852*
Non-Appropriated Fund Civilians Paid with Appropriated Funds	**2,649**	**$18,201,107**
Appropriated Fund AAFES Civilians (BX)	*178*	*$13,613*
Appropriated Fund DeCA Civilians (Commissary)	*60*	*$4,589*
Contract Civilians (not elsewhere included)	*2,411*	*N/A*
TOTAL:	**22,566**	**$1,442,489,198**



Military Dependents	6,144

EXPENDITURES

Construction	$76,210,008
Locally Produced Goods and Services	$480,034,735
Retail of Non-Local Goods and Services	$25,372,298
Local Travel Spending	$7,252,436
TOTAL:	**$588,869,477**



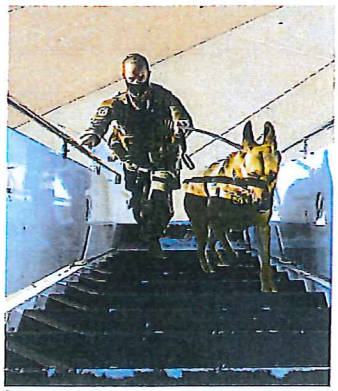
ESTIMATED JOBS CREATED

Jobs	22,824

ESTIMATED INDIRECT IMPACT FOR PAYROLL AND MATERIALS

Annual Value	$2,521,454,178



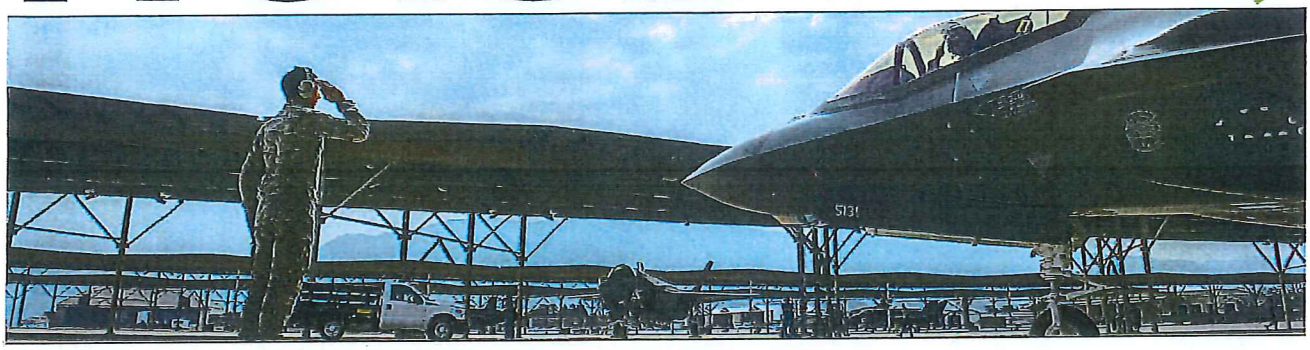


TOTAL ANNUAL ECONOMIC IMPACT ESTIMATE

Category	Amount
Annual Payroll	**$1,442,489,198**
Annual Expenditures	**$588,869,477**
Estimated Indirect Economic Impact	**$2,521,454,178**
GRAND TOTAL:	**$4,552,812,853**

https://www.hill.af.mil/Portals/58/documents/Hill%20AFB%20Noise%20FAQ%202020.pdf

HILL AIR FORCE BASE NOISE FAQ



WHY DO I HEAR JET NOISE NEAR HILL AFB?

Hill Air Force Base operates one of the busiest airfields in the Air Force with approximately 45,000 operations annually. Various U.S. and international military aircraft transit the base for mission requirements, including depot maintenance with the Ogden Air Logistics Complex and participating in flying activity at the nearby Utah Test and Training Range. Hill's active duty 388th and Reserve 419th Fighter Wings execute the bulk of flight operations at Hill AFB as they train to remain combat ready with the F-35 Lightning II that are used to defend the United States and our allies. The 514th Flight Test Squadron at Hill AFB also routinely performs functional check flights on the F-35 Lightning II, F-22 Raptor, F-16 Fighting Falcon, C-130 Hercules and A-10 Thunderbolt to certify the aircraft are airworthy again after undergoing maintenance or overhaul at Ogden ALC.

WHERE DO THE F-35s AND OTHER AIRCRAFT FROM HILL AFB FLY?

The majority of the aircraft departing and arriving at Hill AFB, train in the air space of the UTTR, located in the western Utah desert. They also periodically conduct currency training and evaluations at Wendover Airfield and Salt Lake International Airport. This currency training is mandated by the Air Force to keep our pilots proficient.



WHAT ROLE DOES THE WEATHER PLAY IN TAKEOFFS AND LANDINGS? HOW DOES WEATHER IMPACT HOW JET NOISE IS HEARD?



Weather, including winds and cloud cover, affect flight operations at Hill and can change the various procedures and flying options for the local air traffic pattern. For example, when winds are above 10 knots, instead of taking off and landing to the south, Hill AFB flight operations shift to the north. Weather inversions with low cloud cover can also set up over the Hill AFB area, which trap and amplify the sounds created when aircraft operate near the base. Because of these conditions, local residents may hear sounds not typically produced by normal aircraft operations.

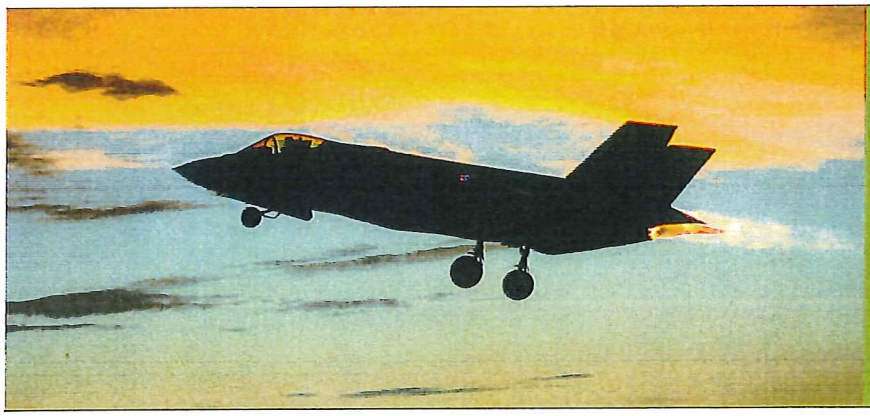
HILL AIR FORCE BASE **NOISE FAQ**



WHAT IS THE BASE DOING TO MINIMIZE THE NOISE IMPACT ON SURROUNDING COMMUNITIES?

Hill AFB arrival and departure procedures are coordinated with the Federal Aviation Administration and are managed alongside Salt Lake International Airport arrival and departure procedures. To the maximum extent possible, Air Force pilots avoid flying over densely populated areas, schools, churches and public buildings. On departure, pilots climb to assigned altitudes as rapidly as possible to mitigate environmental noise effects.

WHEN DO THE JETS USE THEIR AFTERBURNERS?



Aircraft flying in the surrounding area are allowed to use afterburners only during takeoff and emergencies. Afterburners used on takeoff are generally extinguished by the time the aircraft reaches the end of the runway. If carrying heavyweight weapons, afterburners may be used a bit longer in order to gain safe operating airspeed.

HOW LOW ARE THE JETS ALLOWED TO FLY?

Hill's fighter wings comply with all Air Force and Federal Aviation Administration guidelines, including not flying lower than 500 feet at any time other than takeoff and landing, unless there is an emergency. The FAA controls the flight paths for the commercial air traffic landing at Salt Lake City International Airport by limiting the altitude of aircraft taking off from Hill AFB. Once a jet is clear of the commercial air traffic flight path, they gain altitude.



https://www.hill.af.mil/Portals/58/documents/Hill%20AFB%20Noise%20FAQ%202020.pdf

https://www.hill.af.mil/Portals/58/documents/Hill%20AFB%20Noise%20FAQ%202020.pdf

HILL AIR FORCE BASE **NOISE FAQ**

WHY DO I SEE AIRCRAFT FLYING AT NIGHT?



The active-duty 388th Fighter Wing and the Air Force Reserve 419th Fighter Wing are required to train at night to maintain their readiness and all-weather capabilities. The wings limit their night operations to what is required to remain proficient in night-flying training. During after-dark operations, the wings' personnel train with advanced targeting pods and night vision goggles. When deployed, the 388th and 419th provide close air support and must remain proficient in night flying to successfully accomplish their mission. When on a night schedule, flying is anticipated to be completed before midnight and residents will be notified.

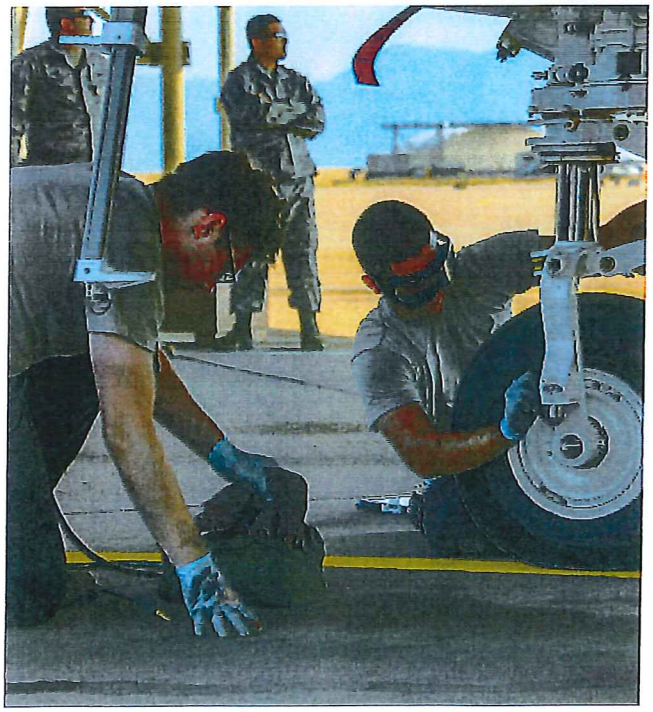
WHY IS THE UTAH TEST AND TRAINING RANGE USED FOR TRAINING?

The UTTR is a major range and test facility that provides an ideal location for operational test and evaluation for weapons requiring a large safety footprint. The UTTR is also the only location capable of supporting overland testing of cruise missiles. The UTTR is used in a training capacity for air-to-air-combat, air-to-ground inert and live practice bombing and gunnery training by Department of Defense aircrews. The UTTR provides a vast area of realistic terrain for world-class test and training scenarios to ensure the war fighter is prepared to deploy at a moment's notice to win any conflict with decisive air and space power. This range is a national asset, critical to the readiness of the Air Force.

SOMETIMES NOISE INCREASES DURING EXERCISES AT THE BASE, WHY IS THAT?

When aircraft from other installations come to Hill to train, it often increases the number of takeoffs and departures. Many times, visiting aircraft have different noise profiles than Hill's aircraft, which can affect noise levels as well. Additionally, during an exercise there may be an increase in the total number of flights planned and executed in an effort to provide a more realistic combat training environment for air and ground crews.



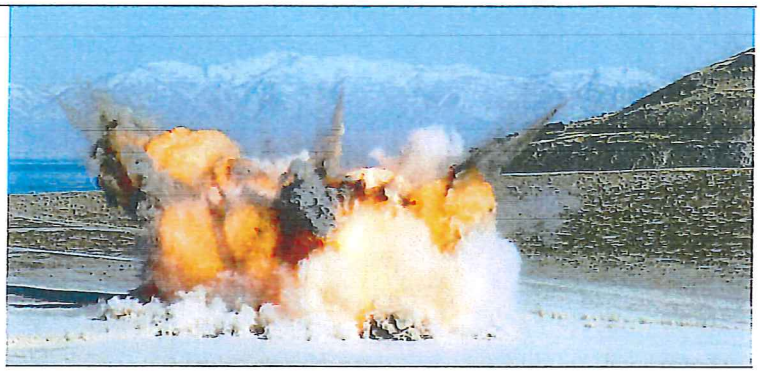


HILL AIR FORCE BASE **NOISE FAQ**

HOW DO I FILE A NOISE OR OVER FLIGHT COMPLAINT? WHAT DOES THE AIR FORCE DO ABOUT COMPLAINTS?

Write down the time, date, location, direction of flight, how many aircraft and their description such as one or two tails, color, jet or propeller, etc. You may email this information to 75abw.pa@us.af.mil, or call the toll free noise complaint hotline at 877-885-9595. Hill Public Affairs officials log noise complaints into a database and review every complaint for anything out of the ordinary. The majority of the aircraft noise complaints come from areas where routine flying operations take place. If we are provided details of something out of the ordinary, the Air Force investigates each incident and, if it was a violation of directives, takes steps to prevent it from reoccurring.

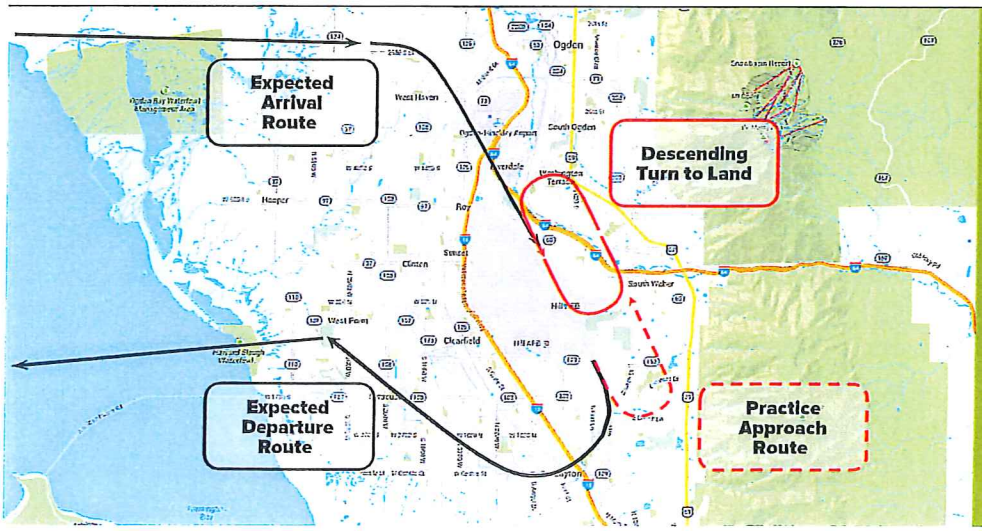




WHY ARE THERE BOOMS OCCURRING ALONG THE WASATCH FRONT?

There are a few reasons that booms can be caused by Air Force activities on the Utah Test and Training Range. In the special use airspace of the UTTR, our pilots can perform maneuvers to simulate combat conditions and these maneuvers could at times cause sonic booms. Munitions dropped by aircraft performing training on the range can also cause booms. With the right weather conditions, such as inversions or cloud cover, the noise from these sonic booms or munition drops can be amplified and travel some distance to populated areas of the Wasatch Front.

The UTTR also plays a key role in disposing of the nation's ballistic missile rocket motors, and the Air Force typically performs detonations at the UTTR two or three times a week between April and October each year. Detonation is the best environmental method of disposing of the rocket motors and propellant. To date, the Air Force has safely detonated more than a million pounds of missile motor propellant. Before each detonation, the Air Force takes atmospheric readings to check wind speed, direction and other factors that are entered into a sound model to determine if conditions are acceptable for a large detonation. Detonations are delayed if the conditions are determined to be unacceptable. Because of the viability of upper atmospheric weather conditions at certain times of the year, however, the sound model may not accurately predict sound levels along the Wasatch Front and booms can be heard.



MOST COMMON FLIGHT PATTERN AT HILL AFB

https://www.hill.af.mil/Portals/58/documents/Hill%20AFB%20Noise%20FAQ%202020.pdf

https://www.hill.af.mil/Portals/58/documents/Hill%20AFB%20Noise%20FAQ%202020.pdf

HILL AIR FORCE BASE **NOISE FAQ**

F-35A LIGHTNING II DEMONSTRATION TEAM





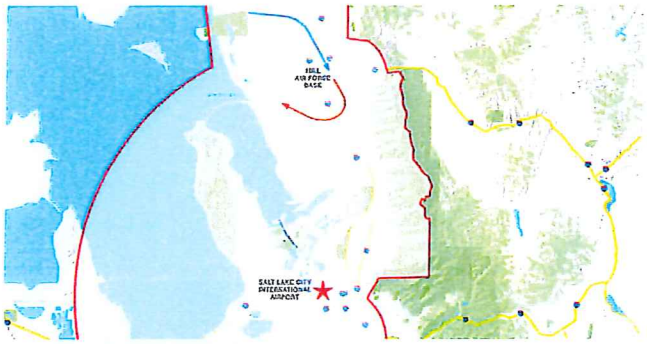


The U.S. Air Force F-35A Lightning II Demonstration Team is operated by the 388th Fighter Wing at Hill. The team is typically on the road from March-October, performing across the country at more than 20 shows. During the season they may practice locally, above Hill AFB, once per week. The routine lasts approximately 15–30 minutes. In the offseason, November–February, they may practice more frequently. The team is required to have maintenance personnel and safety observers on the ground for each practice and demonstration. The pilot is also required to practice the routine over an airfield, similar to an air show. For these reasons, they cannot practice properly over the Utah Test and Training Range.

VIDEO RESOURCES



FLYING OPERATIONS AT HILL AFB
https://www.dvidshub.net/video/735025/f-35-flying-operations-hill



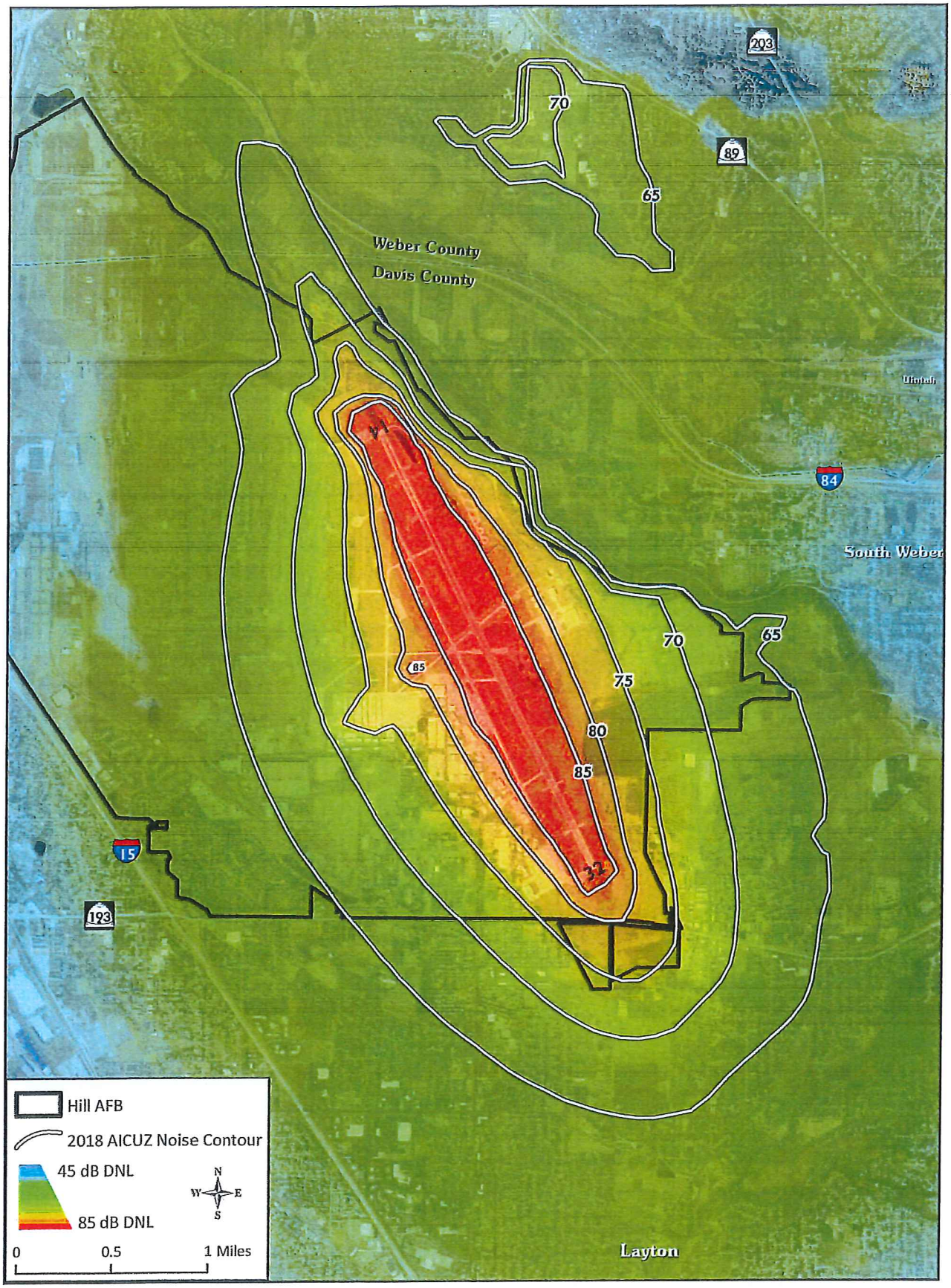
F-35s AND HILL AFB
https://www.dvidshub.net/video/735040/f-35s-and-hill-afb



NIGHT FLYING AND COMBAT EXERCISES
https://www.dvidshub.net/video/735029/f-35-night-operation-and-combat-exercises-hill-afb



F-35 DEMONSTRATION TEAM
https://www.dvidshub.net/video/741904/f-35-demonstration-team-and-hill-afb

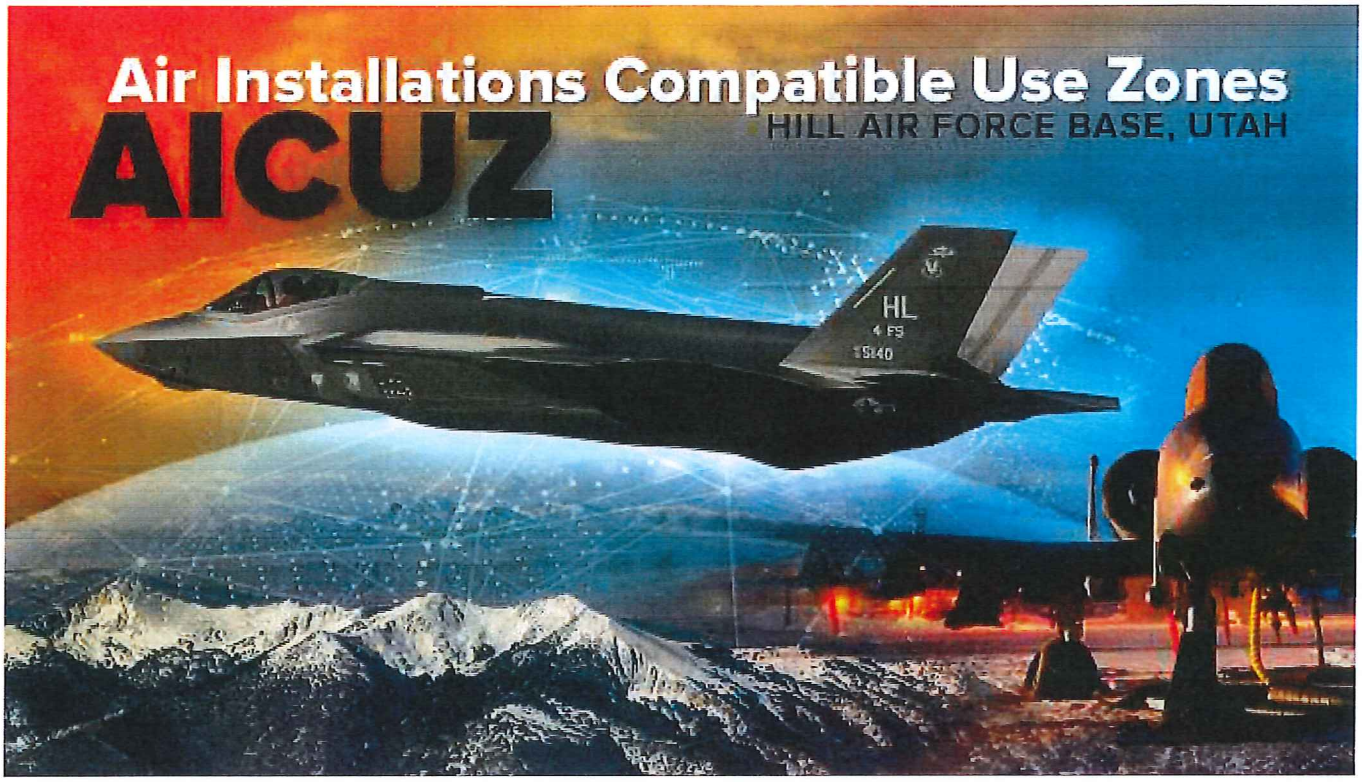


https://www.hill.af.mil/Portals/58/documents/AICUZ/AICUZ%20Study%20-%20Hill%20100%20percent_August2018.pdf?ver=2018-07-27-173043-497

Figure 4-2. 2018 AICUZ Noise Contours with Gradient Shading

https://www.hill.af.mil/AICUZ/

AICUZ



AICUZ OVERVIEW

AICUZ Program

Air Installations Compatible Use Zones (AICUZ) is a program concerning people, safety, and protection. This brochure summarizes the 2018 AICUZ Study for Hill Air Force Base (AFB), Utah. The AICUZ Program is an extensive analysis of the effects of aircraft noise, aircraft accident potential, and land use development upon present and future neighbors of Hill AFB. The AICUZ Program seeks a cooperative understanding and a reasonable solution to this intricate situation. The 2018 AICUZ Study provides an update to the previous 1993 AICUZ Study and documents changes in flight operations, noise contours, and compatible use guidelines for land areas surrounding Hill AFB.

Noise Zones and Noise Metric

Under the AICUZ Program, the DoD provides noise zones as a planning tool for local agencies. Noise exposure is measured using the Day-Night Average Sound Level (DNL). The DNL metric is based on the number of annual average daily aircraft operations over a 24-hour period. The DNL includes a 10 decibel (dB) adjustment, or penalty, for aircraft noise occurring between 10 p.m. and 7 a.m. because people are more sensitive to noise during that period. DNL has become the standard metric used by many government agencies and organizations, including the U.S. Environmental Protection Agency (EPA) and the Federal Aviation Administration (FAA) for addressing aircraft noise. The map to the right displays the relevant DNL contours over existing land use. Under the existing land use there are 678 acres of incompatible development within the 65 dB DNL contour. Under future land use, incompatible land development may increase within the 65 dB DNL contour as residentially zoned lands are developed.

Accident Potential Zones

The DoD provides Accident Potential Zones (APZs) as another planning tool for local agencies. APZs are where an aircraft accident is likely to occur, if one occurs. However, they do not reflect the probability of an accident. APZs extend 15,000 feet from the end of each runway along the runway's extended centerline. It should be noted that flight tracks are not roadways in the sky. Weather conditions, wind, pilot technique, and other air traffic will cause some lateral deviation within the landing pattern around an airport. The map to the right displays the relevant APZs. Under existing land use, there is 293 acres of incompatible land development within the APZs. Under the future land use planning, incompatible land development within the APZs may decrease as cities redevelop property with compatible uses.

Hazards to Aircraft Flight Zone

Certain land uses and activities can pose potential hazards to flight. To ensure land uses and activities are examined for compatibility, the Air Force has identified a Hazards to Aircraft Flight Zone (HAFZ). The HAFZ is defined as the area within the "Imaginary Surfaces" that are described in the UFC 3-260-01, and in 14 CFR Part 77.17. Unlike Noise and Safety Zones, the HAFZ does not have recommended land use compatibility tables. Instead, it is a consultation zone for the purposes of project applicants and local planning bodies to consult with the Air Force to ensure the project is built compatibly. These land uses and activities include:

Additional hazards to flight safety include:

- Uses that would attract birds, especially waterfowl;
- Towers, structures, and vegetation that penetrate navigable airspace or are to be constructed near the airfield;
- Lighting (direct or reflected) that would impair pilot vision;
- Uses that would generate smoke, steam, or dust; and
- Electromagnetic interference (EMI) with aircraft communication, navigation, or other electrical systems.

Land Use Compatibility

In general, the Air Force land use compatibility guidelines, as outlined in Air Force Instruction (AFI) 32-7063, recommend that noise-sensitive land uses be placed outside high-noise zones and people-intensive uses not be placed in APZs. Certain land uses are considered incompatible with APZs and high-noise zones, while other land uses may be considered compatible or compatible under certain conditions (compatible with restrictions). Land use development should be compatible with noise zones and APZs around a military airfield. Although the military can serve in an advisory capacity, local governments control the development beyond the boundaries of Hill AFB.

SUMMARY OF AICUZ RECOMMENDATIONS

- Continue to incorporate AICUZ policies and guidelines into the comprehensive plans of Davis and Weber counties and the nearby cities. Use overlay maps of the AICUZ noise contours and Air Force Land Use Compatibility Guidelines to evaluate existing and future land use proposals.

- Monitor any subdivision regulations in Davis and Weber counties and the nearby cities related to noise level reduction based on current noise contours and update the regulations if necessary.

- Continue to inform Hill AFB personnel of planning and zoning actions that have the potential of affecting Hill AFB operations. Maintain the working group of city/county planners and base planners that regularly meets to discuss AICUZ concerns and major development proposals that could affect airfield operations.

Skip to main content (Press Enter).

• Modify existing zoning ordinances and subdivision regulations in Davis and Weber counties and the nearby cities to support the compatible land uses outlined in this study.

• Modify building codes within Davis and Weber counties and the nearby cities to ensure new construction within the AICUZ area has the recommended noise level reductions incorporated into its design and construction.

• Continue to implement height and obstruction ordinances that reflect current Air Force Title 14 Code of Federal Regulations Part 77 requirements.

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Recommended Land Use Compatibility

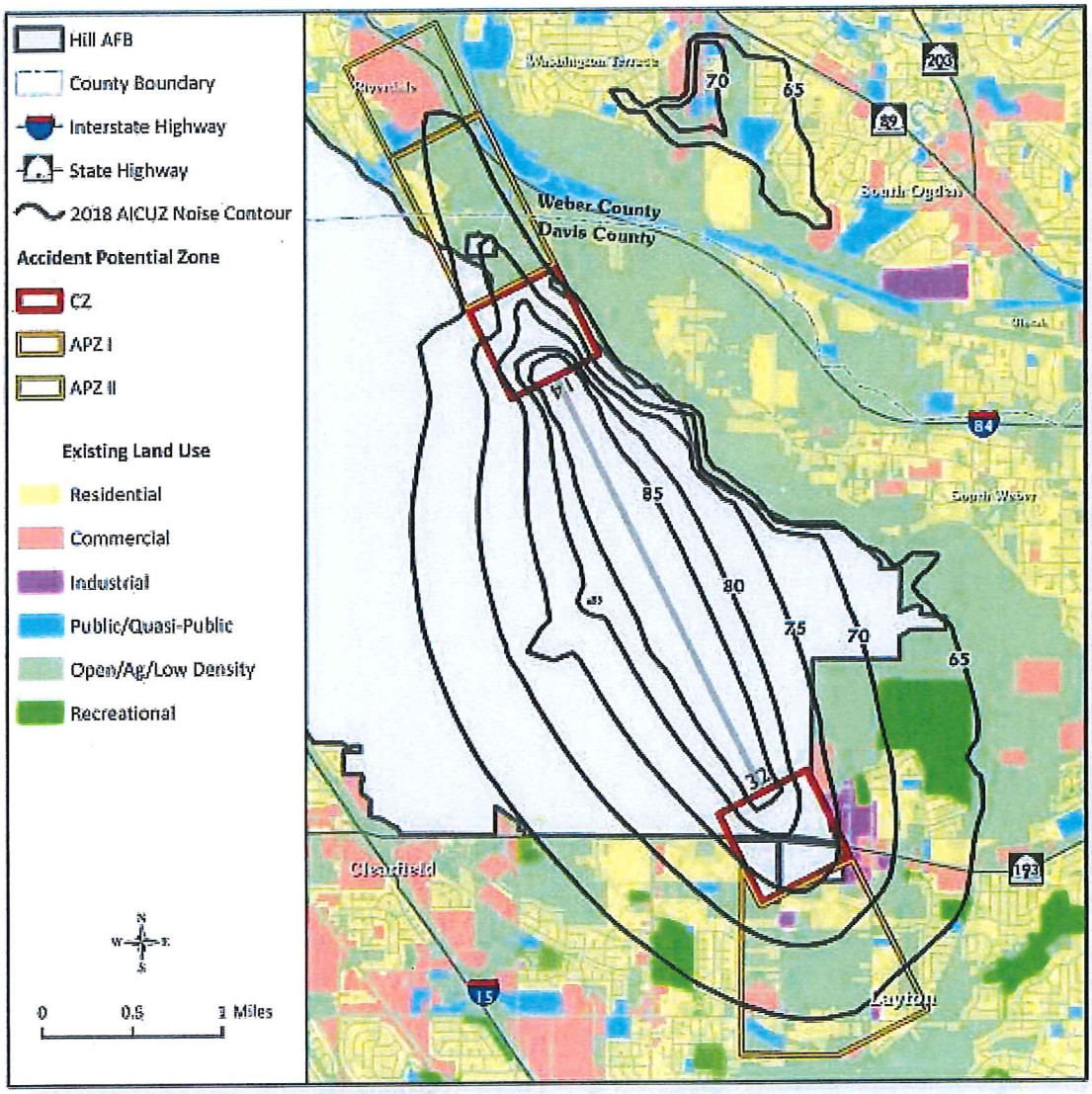
Generalized Land Use Category[3]	Noise Zone (dB DNL)						CZ	APZ I	APZ II
	<65	65-69	70-74	75-79	80-84	85+			
Residential	Yes								
Commercial	Yes	Yes	Yes[1]	Yes[1]				Yes[1]	Yes[1]
Industrial	Yes	Yes	Yes	Yes	Yes[2]			Yes[1]	Yes[1]
Public/Quasi-Public	Yes	Yes[1]	Yes[1]	Yes[1]					Yes[1]
Recreation	Yes	Yes[1]	Yes[1]					Yes[1]	Yes[1]
Open/Agriculture/ Low Density	Yes	Yes[1]	Yes[1]	Yes	Yes[1]	Yes[2]		Yes[1]	Yes[1]
Undesignated	Yes								

Source: Adapted from AFI 32-7063

[1] Incompatible with exceptions
[2] Compatible with restrictions
[3] Refer to AICUZ Study Appendix A for details

Key: Compatible Incompatible

More detailed information can be found in the 2018 Hill AICUZ Study.



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WHAT'S BEEN DONE?

Hill AFB has placed restrictions on flying activities that could adversely affect its neighbors in an effort to reduce noise impacts while maintaining safe operations. Hill AFB has also demonstrated a spirit of cooperation by consulting with local communities in the area-wide planning process relating to land use near the base. Davis and Weber counties and the nearby cities have also played a major role by supporting the Hill AFB AICUZ Program in its ongoing planning and zoning decisions. Continued cooperation between Hill AFB, the local authorities, and local populace around the base will further reduce potential land use conflicts. This action will also help to ensure that future land uses are compatible and beneficial.

THE BENEFITS?

In addition to protecting the public health and safety, other benefits provided by Hill AFB include protecting the taxpayer's investment in national defense and protecting economic benefits to the surrounding communities.

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The local economy is enhanced by Hill AFB's expenditures for salaries, contracts, construction, retirement pay, tuition aid to schools, health insurance payments, and off-installation accommodations for travelers. In terms of total economic impact in the region, Hill AFB employs more than 21,100 military and civilian personnel. These jobs have an estimated total economic impact of nearly $3.4 billion resulting from payroll expenditures, annual expenses, and the estimated value of indirect jobs in the local area. Hill AFB is a strong partner in the economic future of the region.

HOW CAN I HELP?

Historically, citizens of Davis and Weber counties and the nearby cities and personnel from Hill AFB have cooperated to better serve the needs and desires of all concerned. The Air Force has developed strategies intended to maximize the benefits of Hill AFB while minimizing annoyances. If the future of Hill AFB is to be as bright as its past, you, the citizens of this area, need to participate in the process of achieving a suitable resolution of our mutual concerns. We request your careful review of the Hill AFB 2018 AICUZ Study (/Portals/58/documents/AICUZ/AICUZ%20Study%20-%20Hill%20100%20percent_August2018.pdf?ver=2018-07-27-173043-497) recommendations.

SOUND / REAL ESTATE

Sound Insulation
Constructing a new building, structure, or an addition to an existing building must comply with the Utah Building Code. The AICUZ Program, as specified in AFI 32-7063, has noise attenuation recommendations. Some local governments have adopted sound attenuation requirements consistent with Guidelines for Sound Insulation of Residences Exposed to Aircraft Operations (Ehrlich et al., April 2005). Local enforcement of these requirements helps to minimize the impact that noise has on building inhabitants.

Real Estate Disclosure
There is no formal disclosure of military operations required by law, but the Air Force recommends buyers be aware of noise zones and APZs near military airfields.

REVIEW AICUZ STUDY

For more information on the Hill AFB 2018 AICUZ Study (/Portals/58/documents/AICUZ/AICUZ%20Study%20-%20Hill%20100%20percent_August2018.pdf?ver=2018-07-27-173043-497), contact the Hill Public Affairs Office at 801-777-5201 or email 75abw.pa@us.af.mil (mailto:75abw.pa@us.af.mil).

NOISE CONCERNS

Review the Noise FAQs (/Portals/58/documents/Noise-FAQ.pdf).

You can also email 75abw.pa@us.af.mil (mailto:75abw.pa@us.af.mil) or call toll free 877-885-9595. Please take note of the date, time, location, and type of aircraft (if known) to allow Hill personnel to best assist with noise concerns.

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UTAH BUSINESS

Economic impact of Hill Air Force Base valued at $3.7 billion

By Jasen Lee | @JasenLee1 | Feb 18, 2020, 8:00am MST



An F-35A Lightning II from Hill Air Force Base's 388th and 419th fighter wings climbs into the sky during a combat power exercise at the base near Ogden on Monday, Jan. 6, 2020. During the exercise, 52 F-35A Lightning IIs launched within a condensed period of time. | Steve Griffin, Deseret News

HILL AIR FORCE BASE — Utah's military installations and properties have a significant impact on local communities, but none greater than Hill Air Force Base, a new report shows.

The Beehive State's biggest military installation and largest single-site employer is responsible for generating $3.7 billion in annual economic impact, according to the 2019 Economic Impact Statement. The report found the main base operates using 27,650 total personnel, including 5,705 military, 5,292 military dependents and 16,653 civilians, with an annual federal payroll of $1.43 billion and yearly expenditures of $811 million.



An F-35A Lightning II from Hill Air Force Base's 388th and 419th fighter wings climbs into the sky during a combat power exercise at the base near Ogden on Monday, Jan. 6, 2020. During the exercise, 52 F-35A Lightning IIs launched within a condensed period of time. | Steve Griffin, Deseret News

The report also stated the base is responsible for creating approximately $1.47 billion in jobs. The Economic Impact Statement provides information about the overall impact the base has on surrounding communities using figures calculated from identifiable off-base local area spending from gross expenditures, the report stated.

Last year, the base spent more than $810 million for construction, services, procurement of materials, equipment and supplies.

"This is off-base spending by on-base units, organizations and activities," explained Hill Air Force Base public affairs director Thomas Mullican. "Each Air Force base puts money into the economy of its host community by spending on locally purchased

materials, supplies, equipment and contracts. The base also spends locally for services and construction contracts, as well as utilities and countless other items, large and small."

RELATED

Fleet of F-35s rapid-launched from Hill Air Force Base in show of combat readiness

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In addition to spending by official Air Force units, recreational and other supporting organizations also make off-base purchases, as do on-base vendors, banks and many other unofficial on-base activities, he added.

The major on-base projects in 2019 included repairs to some buildings, roads and streets, as well as the main runway. Data from the report estimated the base helped produce more than 30,000 indirect jobs that earned an average of $48,778 in annual salary.

"Known as secondary effects, this reflects how money spent by base organizations and individuals ripple through the local economy, increasing the income of local businesses, which in turn allow them to hire new employees and do more spending of their own at their suppliers and other businesses," Mullican said. "We measure this additional economic impact by estimating the number of indirect jobs created as a result of local base spending, and multiplying that by the estimated average salary in the local area."

The report included an economic impact analysis, which approximates the amount of dollars that go into the local economy.



F-35A Lightning IIs from Hill Air Force Base's 388th and 419th fighter wings line up during a combat power exercise at the base near Ogden on Monday, Jan. 6, 2020. During the exercise, 52 F-35A Lightning IIs launched within a condensed period of time. | Steve Griffin, Deseret News

"By its very presence in local communities, both in the continental U.S. and around the world, each Air Force base puts money into the economy of its host community by spending on locally purchased goods and services," he said. "In addition, individuals who work on base spend their own money in the local community on things like rent, food and entertainment."

Located in Davis and Weber counties, Hill Air Force Base is home to the 75th Air Base Wing, which manages 1 million acres and more than 1,700 facilities valued at $4 billion, according the the base website. The installation houses the Air Force active duty 388th and Reserve 419th fighter wings and also supports the Ogden Air Logistics Complex, Air Force Life Cycle Management Center and Air Force Nuclear Weapons Center.

The base is also responsible for the operation of the Utah Test and Training Range located in Utah's west desert — the largest section of overland contiguous special-use airspace in the continental United States.

At Hill, the 388th and 419th fighter wings are the U.S. Air Force's only combat-capable F-35A fighter jets — the nation's most advanced multirole stealth aircraft.

The 388th is composed of three personnel units — the 4th, 34th and 421st fighter squadrons — each assigned 24 primary F-35 aircraft with six backup jets. In addition, the 419th's 466th Fighter Squadron also supports routine F-35 operations along with the active duty squadrons, according to the website.