

Final EIS Introduction and Overview

Chapter 1



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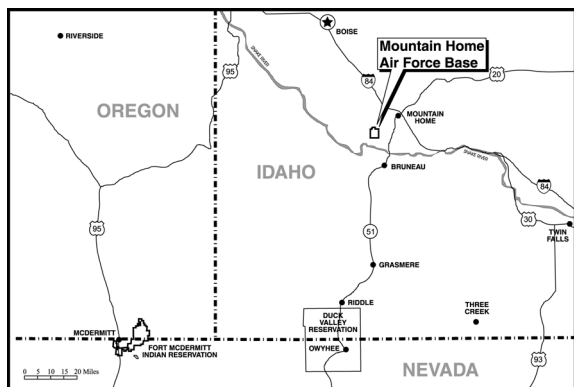
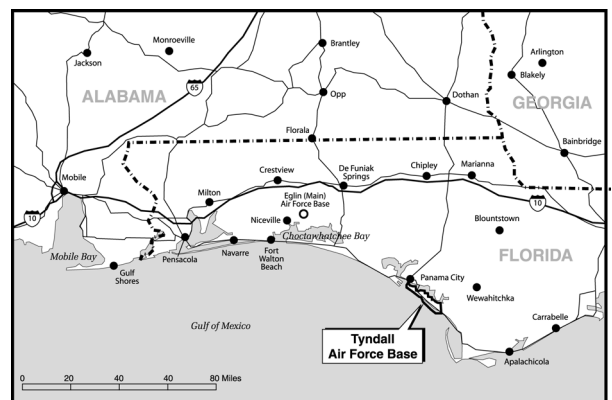
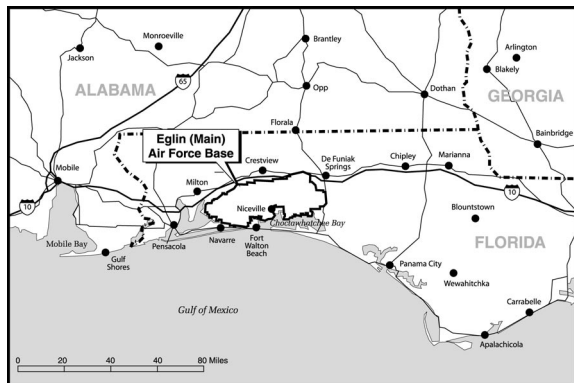
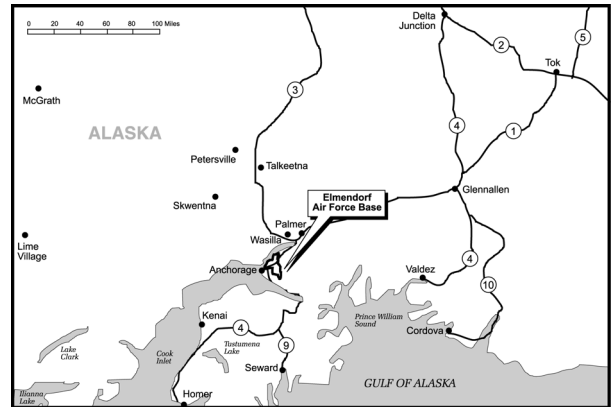
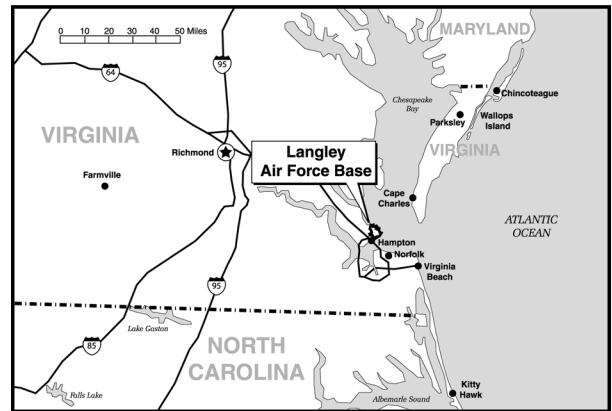
The Final Environmental Impact Statement (EIS) for the Initial F-22 Operational Wing Beddown is intended to be a reader-friendly document that clearly responds to the questions and comments raised by agencies and the public during the review of the Draft EIS. The Final EIS should be used in conjunction with the Draft EIS published in April 2001. A CD containing both the Draft and Final EIS is provided for your reference at the back of this document. Organization of the Final EIS is shown below.

Executive Summary	Executive Summary <ul style="list-style-type: none"><input type="checkbox"/> Summary of the EIS<input type="checkbox"/> Identification of the Preferred and Environmentally Preferred Alternatives
Overview	Chapter 1 Introduction and Overview <ul style="list-style-type: none"><input type="checkbox"/> Introduction to the Final EIS<input type="checkbox"/> Preferred and Environmentally Preferred Alternatives<input type="checkbox"/> Public and Agency Involvement<input type="checkbox"/> Consultation and Coordination<input type="checkbox"/> Mitigations to Reduce the Potential for Environmental Consequences
Errata	Chapter 2 Errata <ul style="list-style-type: none"><input type="checkbox"/> Introduction<input type="checkbox"/> Clarification and Corrections to the Draft EIS
Comments and Responses	Chapter 3 Comments and Responses <ul style="list-style-type: none"><input type="checkbox"/> Introduction<ul style="list-style-type: none"><input type="checkbox"/> Comment Directory<input type="checkbox"/> Written, Oral, and Agency Comments<ul style="list-style-type: none"><input type="checkbox"/> Written Comments and Submitted Letters<input type="checkbox"/> Native American and Alaska Native Letters<input type="checkbox"/> Public Hearing Transcripts and Summaries<input type="checkbox"/> Agency Letters<input type="checkbox"/> Responses to Comments
Distribution and Glossary	Distribution, Glossary, Acronyms and Abbreviations <ul style="list-style-type: none"><input type="checkbox"/> Distribution List for the Final EIS<input type="checkbox"/> Glossary<input type="checkbox"/> Acronyms and Abbreviations

1 INTRODUCTION AND OVERVIEW

In 1985, Congress determined that a need existed to provide the United States Air Force (Air Force) with a next-generation fighter to replace and supplement the aging F-15C fleet and to ensure air dominance well into the 21st century. Congress also determined that the new-generation F-22 fighter would meet this need. The Air Force now proposes to establish (beddown) the Initial Operational Wing of F-22 Raptors at Langley Air Force Base (AFB), Virginia. Four alternative Air Force bases are also analyzed; those bases are Eglin AFB, Florida; Elmendorf AFB, Alaska; Mountain Home AFB, Idaho; and Tyndall AFB, Florida. The no-action alternative is also analyzed.

The beddown would involve basing 72 Primary Aircraft Inventory (PAI) and 6 Backup Aircraft Inventory (BAI) operational F-22 aircraft, construction of and modifications to facilities, personnel changes, and aircraft operations.



These maps show the locations of the proposed base for the F-22 beddown (Langley AFB, Virginia) and the four alternative bases.

This Final Environmental Impact Statement (EIS) describes the potential environmental consequences resulting from the Air Force proposal to beddown the initial three-squadron F-22 Operational Wing at an existing Air Combat Command (ACC) base. The Final EIS is structured in accordance with 40 Code of Federal Regulations (CFR) 1503.4(c) with minor changes presented in the errata sheets (Chapter 2) and responses to comments (Chapter 3). The Final EIS was prepared by Air Force Headquarters ACC in accordance with the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations implementing NEPA, and Air Force Instruction (AFI) 32-7061 directing all Air Force NEPA efforts. In conformance with these laws, regulations, and instructions, this Final EIS consists of the following:

- The Executive Summary provides an overview of the Draft and Final EIS. It includes a summary of the purpose and need, the beddown proposal, environmental consequences by resource category, and identifies the preferred and environmentally preferred alternatives.
- Chapter 1 (this chapter) serves as a guide to the Final EIS and briefly describes the Air Force's preferred and environmentally preferred alternative. A summary of the public involvement process including scoping, and public review and comment on the Draft EIS, is provided. The consultation and coordination process is also summarized. This chapter concludes with mitigation measures designed to reduce potential environmental effects associated with the preferred alternative.
- Chapter 2 provides the errata and clarifications to the two-volume Draft EIS. Errata rectify minor errors found in the Draft EIS ranging from misspellings to inserting words or phrases omitted from the Draft EIS. Clarifications consist of explanatory information designed to enhance understanding of information in the Draft EIS.
- Chapter 3 presents oral and written comments received during the public comment period for the Draft EIS and Air Force responses to substantive comments. A directory is included to locate comments by commentor name.

This Final EIS should be used in conjunction with the Draft EIS. All substantive descriptions, data, and analyses presented in the Draft EIS are incorporated by reference into this Final EIS. To ensure that all interested parties who receive a copy of this Final EIS have a copy of the Draft EIS, a CD containing both the Draft and Final EIS is provided at the back of this document.

1.1 Preferred and Environmentally Preferred Alternatives

This EIS evaluates the environmental consequences of the Air Force proposal to beddown the Initial F-22 Operational Wing at Langley AFB, Virginia, in comparison with the alternative locations and the no-action alternative. This section summarizes why Langley AFB is the Air Force's preferred alternative and also describes how the environmental analysis contained in this EIS supports identification of the environmentally preferred alternative.

The Preferred Alternative

The establishment of the first Operational Wing of F-22 aircraft must be accomplished at an Air Force installation with the infrastructure and facilities to support three operational squadrons of F-22 aircraft without displacing other missions or affecting a unit's ability to meet day-to-day operational requirements. The Operational Wing must be combat-ready and able to perform its mission anywhere in the world at any time. The installation for the beddown of the Initial F-22

Operational Wing must provide training facilities, access to training airspace, existing base infrastructure, and the capability to expand or accommodate new facilities and personnel.

The EIS analyzed the proposal to beddown the Initial F-22 Operational Wing of 72 F-22 fighters at Langley AFB, Virginia, or at one of four alternative locations (Eglin AFB, Florida; Elmendorf AFB, Alaska; Mountain Home AFB, Idaho; and Tyndall AFB, Florida). Under the no-action alternative, no base for the Initial F-22 Operational Wing would be selected at this time. For each beddown location, facilities would be constructed, modified, and/or demolished to accommodate the Initial F-22 Operational Wing. F-22 aircraft would conduct flights (sorties) from the base, training flights in associated airspace (sortie-operations), and operational deployments as required.

While all beddown locations meet Air Force operational goals, a Langley AFB beddown would result in the least disruption to overall ACC and Air Force readiness. At Langley AFB, the almost one-for-one replacement of F-22s for F-15Cs would permit a smoother and more efficient transition from one aircraft type to the other. Conditions at the other four bases would not allow for such an efficient transition. Langley AFB, Virginia is the Air Force's *preferred* alternative in accordance with 40 CFR 1502.14.

The Environmentally Preferred Alternative

Differences among the alternatives were evaluated and compared during the NEPA process in the environmental resource areas of Aircraft Operations; Natural Resources; Cultural and Traditional Resources; Human Resources; and Community and Infrastructure. Recommendation of an environmentally preferred alternative (in accordance with 40 CFR 1505.2(b)) followed review of the environmental technical analysis, comments from the public, input from agencies, and information provided by Alaska Natives and Native American tribes.

The comparison of beddown locations by environmental resource areas is summarized in the color-coded Table ES-1 found in the Executive Summary of this Final EIS. Table ES-1 is the same as Table 2.4-2 in the Draft EIS. This table is a simplified color-coded depiction of the relative environmental consequences associated with the different beddown locations. Table 2.4-3 in the Draft EIS provides a text summary of the alternative locations by environmental resource area.

Review of Table ES-1 in this Final EIS demonstrates that there are differences among the beddown locations in terms of environmental consequences. Comparisons among the proposed action and the alternatives, such as Table ES-1, are intended to assist decisionmakers with respect to this initial wing beddown action alone. Any future F-22 beddown decision will consider that action in comparison to other reasonable alternatives appropriate at that time. Such actions will be subject to their own environmental analysis.

The factors in the Initial F-22 Operational Wing beddown that contribute to environmental impacts include the number of aircraft and associated personnel at a location and the environmental sensitivity of that location. The near one-for-one replacement of F-22s for F-15Cs results in a lower potential for impacting environmental resources at Langley AFB than at any other location. Although the environmental sensitivity of on-base historic resources is higher at Langley AFB, the off-base environmental consequences near Langley AFB are generally lower due to the almost equivalent number of aircraft and personnel. Langley AFB is identified by the Air Force as the environmentally preferable alternative because the on-base impacts to historic buildings can be mitigated through established historic preservation procedures, and the off-base consequences are somewhat less than at the alternative beddown locations. Eglin AFB has the second least potential

for impacts, with somewhat less on-base and somewhat greater off-base consequences than Langley AFB.

If the no-action alternative is also included in the selection of an environmentally preferred alternative, it would have less overall potential for environmental consequences than any action alternative, although the Langley AFB alternative has the potential for fewer impacts than the no-action alternative in the areas of population-driven community infrastructure demands. Of the five beddown locations, Langley AFB is considered to be the alternative that is environmentally preferable.

1.2 Public and Agency Involvement

CEQ regulations (40 CFR § 1501.7 and 1503.1) and AFI 32-7061 require an early and open process for identifying significant issues related to a proposed action and obtaining input from the public prior to making a decision that could significantly affect the environment. These regulations specify public involvement at various junctures in the development of an EIS, including public scoping prior to the preparation of a Draft EIS and public review of the Draft EIS prior to preparing and publishing the Final EIS. A decision will be made only after completion of the Final EIS and following at least a 30-day waiting period.

Prior to the publication of the Draft EIS, the public involvement process for the Initial F-22 Operational Wing beddown included publishing the Notice of Intent in the *Federal Register* on March 3, 2000. After public notification in newspapers and public service announcements on television and radio stations, public and agency scoping meetings were held from March through November 2000. Thirty-three scoping meetings in five states were held in two phases to actively solicit input from the public, local governments, federal and state agencies, Native Americans, Alaska Natives, and environmental groups. Table 1-1 identifies locations, dates, and number of attendees at the Phase One and Phase Two scoping meetings. In addition, written comments were received during and after the scoping meetings. The Draft EIS further summarizes the issues raised during scoping.

Following these scoping meetings, the Air Force prepared the Draft EIS and made it available to the public and agencies for review and comment. Official public notification commenced with the publication in the *Federal Register* of the Notice of Availability on April 27, 2001.

Two newsletters were prepared and distributed to interested persons prior to publication of the Draft EIS. The newsletters provided information regarding the environmental impact analysis process (EIAP) and encouraged opportunities for public involvement.

Approximately 800 copies of the Draft EIS were sent to federal, state, and local agencies, Alaska Native and Native American organizations, special interest groups, and citizens. The document was sent to those in the public who requested a copy and was made available at selected public facilities such as libraries and local government agencies at communities within proximity of the proposed action and alternative base locations.

The public review and comment period for the Draft EIS was extended from 45 days to 60 days. During this time, hearings were held to provide an opportunity for the public to evaluate the proposal and the analysis contained within the Draft EIS. The public was notified of the hearings through local newspaper advertisements. Table 1-2 presents the newspapers in five states, including the dates display ads appeared in each. In the vicinity of each installation, approximately 10 television stations, 20 radio stations, and 10 local web sites also ran public service announcements. Advertisements supplied the time, date, and location and were placed at least one week prior to the

Table 1-1. Phase One and Two Scoping Meeting Schedule

<i>Date</i>	<i>City</i>	<i>Meeting Attendees</i>
FLORIDA SCOPING MEETINGS		
April 3, 2000	Ft. Walton Beach (Phase One)	27
April 4, 2000	Panama City (Phase One)	11
July 10, 2000	Apalachicola	0
July 11, 2000	Panama City	29
July 12, 2000	Niceville	10
July 13, 2000	Navarre	10
VIRGINIA SCOPING MEETINGS		
March 30, 2000	Hampton (Phase One)	34
July 17, 2000	Hampton	52
July 19, 2000	Parksley	0
July 20, 2000	Farmville	1
NORTH CAROLINA SCOPING MEETING		
July 18, 2000	Manteo	0
IDAHO SCOPING MEETINGS		
April 11, 2000	Mountain Home (Phase One)	22
July 25, 2000	Boise	14
July 26, 2000	Twin Falls	9
July 27, 2000	Mountain Home	8
NEVADA SCOPING MEETING		
August 9, 2000	Duck Valley Indian Reservation	15
ALASKA SCOPING MEETINGS		
April 6, 2000	Anchorage (Phase One)	11
September 18, 2000	Anchorage	19
September 19, 2000	Dillingham	2
September 20, 2000	McGrath	6
September 21, 2000	Sleetmute	17
September 22, 2000	Talkeetna	7
September 25, 2000	Circle Hot Springs	17
September 26, 2000	Fairbanks	11
September 27, 2000	Delta Junction	13
September 28, 2000	Chalkyitsik	22
September 29, 2000	Eagle	16
September 29, 2000	Fort Yukon	20
October 2, 2000	Venetie	32
October 2, 2000	Arctic Village	6
October 3, 2000	Galena	16
October 4, 2000	Lime Village	8
November 1, 2000	King Salmon	8

Table 1-2. Newspaper Schedule for Public Hearing Display Ads

<i>Newspaper</i>	<i>Dates Ads Appear in Newspapers</i>
ALASKA	
Anchorage Daily News	May 2, 13, 25, 2001
Fairbanks Daily News Miner	May 9, 20, 2001
Delta Wind - Delta Junction	May 10, 17, 2001
The Anchorage Press and Sourdough Sentinel	May 3, 10, 17, 2001
Great Lander Bush Mailer and Great Lander Fairbanks	1 st week in May, 2001
Bristol Bay Times, Dillingham	May 3, 17, 24, 2001
The Alaska Bush Shopper	1 st week in May, 2001
Alaska Star	May 3, 10, 24, 2001
Frontiersman (Wasilla)	May 4, 11, 25, 2001
FLORIDA	
NW Florida Daily News	May 7, 18, 20, 2001
Pensacola News Journal	May 7, 18, 20, 2001
Bay Beacon	May 9, 16, 19, 2001
Crestview News Bulletin	May 9, 16, 2001
Navarre Press	May 10, 17, 2001
DeFuniak Herald	May 10, 17, 2001
Panama City News Herald	May 7, 18, 20, 2001
Apalachicola Times	May 10, 17, 2001
Walton Sun	May 5, 12, 19, 2001
The Destin Log	May 9, 16, 19, 2001
IDAHO	
Mountain Home News	May 3, 10, 2001
The Gunfighter	May 4, 11, 2001
Idaho Statesman	May 4, 13, 2001
Times News	May 2, 13, 2001
NEVADA	
Elko Daily Free Press	May 1, 13, 2001
Sho-Pai News	1 st week in May, 2001
VIRGINIA	
Daily Press	May 11, 18, 23, 2001
Virginian Pilot	May 9, 16, 20, 2001
Poquoson Post	May 9, 16, 23, 2001
Yorktown Crier	May 9, 16, 23, 2001
Farmville Herald	May 16, 23, 25, 2001
Richmond Times - Dispatch	May 16, 23, 2001
Charlotte Gazette - Madisonville	May 16, 23, 2001
Crewe Burkeville Journal	May 16, 23, 2001

hearing dates to ensure proper public notification. In Alaska, 12 cities also received flyers containing information on the public hearings and Alaska Natives received public hearing notification letters.

During the public comment period, public hearings were held in five states potentially affected by the proposed action and alternatives (see Table 1-3 for location and dates of the public hearings). Conducted in 23 locations, the public hearings provided an opportunity for the public to evaluate the proposal and analysis contained in the Draft EIS. There were 253 people who attended the hearings, with 106 people providing oral or written comments during that time. It was noted on public displays and sign-in and comment sheets, that providing personal information along with comments was considered consent to publish that information. The Air Force received 74 additional comments during the 60-day public comment period. The closing date of the public comment period was June 25, 2001.

Comments received at the public hearings may be summarized as follows:

- ***Langley AFB, Virginia:*** Most comments centered on the impacts of noise from F-22 operations (quality of life issues, noise vibrations, possible noise-related damage, and the effects of noise on livestock). Other comments related to hazardous waste generation, air pollution, and accident risk.
- ***Eglin AFB, Florida:*** A single commentor expressed enthusiasm for basing the F-22 at Eglin AFB.
- ***Elmendorf AFB, Alaska:*** Comments focused primarily on the F-22 and its capabilities, cost, likelihood of being based in Alaska, sonic booms under the airspace, and comparison to the F-15C. Other comments centered on radio communications, possible radar interference, and the impact of F-22 operations on civilian air traffic.
- ***Mountain Home, Idaho:*** Comments focused on natural and cultural resources, specifically, impacts on species of concern, visual impacts, and subsonic and supersonic effects of overflights including those on Native American communities.
- ***Tyndall AFB, Florida:*** The only comment was made by the Mayor of Panama City who expressed satisfaction with the environmental analysis.

Chapter 3 of this document includes all comments received; they are provided to the decisionmaker for consideration. Chapter 3 also includes responses to these comments. All written and oral comments were carefully reviewed, although not all comments received responses. The Air Force thanks all those who commented during the EIAP.

Following publication of the Final EIS and a minimum of 30 days, the Air Force will sign a Record of Decision.

1.3 Consultation and Coordination

Agency Consultation and Coordination: Both NEPA and CEQ regulations (40 CFR 1502.19) require intergovernmental notifications prior to any detailed statement of environmental impacts. Through the process of Interagency and Intergovernmental Coordination for Environmental Planning (IICEP) AFI 32-7060, concerned federal, state, and local agencies must also be notified and allowed sufficient time to evaluate potential environmental impacts of a proposed action. This was accomplished in four ways: (1) agencies were contacted early in the EIS process via letters to inform them of the proposal and to solicit their comments on the proposed action and alternatives,

Table 1-3. Public Hearing Schedule		
<i>Date</i>	<i>City</i>	<i>Meeting Attendees</i>
IDAHO PUBLIC HEARINGS		
Tuesday, May 15, 2001	Twin Falls	14
Wednesday, May 16, 2001	Mountain Home	20
Thursday, May 17, 2001	Boise	15
NEVADA PUBLIC HEARING		
Wednesday, May 16, 2001	Duck Valley Indian Reservation	16
FLORIDA PUBLIC HEARINGS		
Monday, May 21, 2001	Panama City	15
Tuesday, May 22, 2001	Fort Walton Beach	13
VIRGINIA PUBLIC HEARINGS		
Thursday, May 24, 2001	Hampton	39
Tuesday, May 29, 2001	Farmville	33
ALASKA PUBLIC HEARINGS		
Monday, May 14, 2001	Anchorage	12
Tuesday, May 15, 2001	Lime Village	12
Tuesday, May 15, 2001	Sleetmute	6
Wednesday, May 16, 2001	McGrath	6
Wednesday, May 16, 2001	Galena	6
Thursday, May 17, 2001	Chalkyitsik	8
Thursday, May 17, 2001	Fort Yukon	6
Monday, May 21, 2001	Eagle	1
Monday, May 21, 2001	Central	3
Tuesday, May 22, 2001	Fairbanks	2
Wednesday, May 23, 2001	Delta Junction	6
Thursday, May 24, 2001	Talkeetna	9
Tuesday, May 29, 2001	Wasilla	4
Wednesday, May 30, 2001	King Salmon	6
Wednesday, May 30, 2001	Dillingham	1

(2) the Air Force conducted scoping meetings, (3) the Air Force sent copies of the Draft EIS to federal, state, and local agencies, and (4) the Air Force held public hearings. More than 50 federal, state, and local agencies were included through the IICEP process.

In addition to these four methods, the Air Force consulted or coordinated directly with federal and state agencies in all states containing basing locations. Key consultation and coordination letters between the Air Force and public agencies are contained in Appendix PI-1, Volume 2 of the Draft EIS and in Chapter 2 of the Final EIS. Additional letters documenting agency consultation and coordination are retained on file by the Air Force. Comments from agencies on the Draft EIS are presented in Chapter 3 of this document.

The U.S. Navy, as a cooperating agency for this EIS, was coordinated with closely, particularly for those locations where its activities overlap with Air Force activities. For the proposed action (Langley AFB) and the four alternative basing locations, the Air Force coordinated and consulted with the following federal agencies:

- Department of Interior (Headquarters)
- Bureau of Land Management
- National Park Service
- U.S. Fish and Wildlife Service
- National Marine Fisheries Service
- U.S. Environmental Protection Agency
- Federal Aviation Administration (FAA)
- U.S. Army Corps of Engineers

Consultation with other federal agencies occurred for specific basing locations due to the potential for environmental consequences to lands or resources under their jurisdiction. Since the proposed action had the potential to affect buildings within a historic district at Langley AFB, the Air Force provided the Advisory Council on Historic Preservation (ACHP) with the opportunity to participate in consultation. No other basing location required similar interaction with the ACHP. Coordination with the U.S. Forest Service applied only to Alaska because only in training airspace associated with Elmendorf AFB would the F-22 potentially overfly U.S. Forest Service lands.

For the four states with potential basing locations, the Air Force coordinated with the respective Departments of Environmental Quality and State Historic Preservation Officers. Other state agencies contacted during the consultation and coordination process included Departments of Transportation, Fish and Game/Wildlife, Parks and Recreation, and Natural Resource Management. The nature and degree of coordination with these state agencies varied depending upon their request for coordination, the potential for effects on resources under their jurisdictions, and the organization of departments within a given state.

Alaska Native/Native American Coordination: Several laws and regulations address the requirement for federal agencies to notify or consult with Alaska Native and Native American groups, or otherwise consider their interests when planning and implementing federal undertakings.

On April 29, 1994, the President issued the *Memorandum on Government-to-Government Relations with Native American Tribal Governments*, which specifies a commitment to developing more effective day-

to-day working relationships with sovereign tribal governments. The intent of this memorandum has been incorporated in the *Department of Defense (DoD) American Indian and Alaska Native Policy* and Executive Order 13084, *Consultation and Coordination with Indian Tribal Governments*, which the Air Force is following. The *DoD American Indian and Alaska Native Policy* supports tribal self-government and government-to-government relations with the federal government. It specifies that DoD will meet its trust responsibilities to tribes and will address tribal concerns related to protected tribal resources, tribal rights, and Indian lands. The policy also addresses procedures for building stable and enduring relationships with tribes.

As part of the NEPA process, Alaska Native and Native American groups were notified at the initiation of the EIS effort to solicit their comments on the proposed action and alternatives. They were sent newsletters, fact sheets, and the Draft EIS. In addition, a series of scoping meetings and public hearings were held in eight federally-recognized Alaska Native villages and at the Duck Valley Reservation, Owyhee, Nevada. The hearing at Duck Valley Reservation was for tribal members only in order to facilitate communication between tribal members and the Air Force. Comments from Alaska Native and Native American groups are included in Chapter 3 of this document.

1.4 Mitigations to Reduce the Potential for Environmental Consequences

The Draft EIS lists management actions for each alternative. The term “management action” is encompassed by the definition of “mitigation” as outlined in 40 CFR § 1508.20 Mitigation. These management actions are design, operational, or avoidance actions to mitigate the potential for environmental consequences. This section of the Final EIS presents mitigations proposed as part of a decision to beddown the Initial F-22 Operational Wing at any of the alternative locations. Each of the bases at the five alternative beddown locations conducts ongoing efforts to reduce the effects of their operations on the community. Key personnel at each of those bases routinely work with the local communities to address environmental issues. These efforts will continue whether or not a base is selected for implementation of the Initial F-22 Operational Wing Beddown.

All practicable means to avoid or minimize environmental harm from the alternatives analyzed have been proposed. Specific actions to mitigate or reduce the potential for environmental impacts are associated with the Initial F-22 Operational Wing beddown as follows:

Hazardous Material/Waste Management Program Update: The Air Force will use existing procedures (HAZMARTs) for handling hazardous materials. It will update hazardous waste management plans to reflect changes in hazardous waste generation and will add hazardous waste accumulation sites, as necessary, in waste generation locations. It will also implement hazardous waste control procedures to minimize all potential risks generated by any F-22 maintenance activities that present any unique hazards.

Air Installation Compatible Use Zone (AICUZ) Program Update: This program was developed by the Air Force to make recommendations to communities on land use compatibility with military aircraft operations. The AICUZ program provides recommendations to local governments on land uses compatible with exposure to aircraft noise and safety considerations. Each of the bases at the five beddown locations and their local communities have worked with the AICUZ program for decades. Base personnel would continue to work with local authorities to ensure compatible land use development based on the established land use recommendations contained in the AICUZ program. Once flying operations have commenced, the Air Force will conduct a detailed noise study and land use analysis based on actual flight parameters in the vicinity of the selected beddown location.

Pollution Prevention and Stormwater Plans: Current pollution prevention and stormwater prevention programs and plans, in existence at each of the five alternative bases, will be applied to the F-22 maintenance and operational activities at the selected beddown location and updated as appropriate to address any unique F-22 characteristics.

Air Traffic Safety Measures: The Air Force will continue close coordination of base air traffic with the FAA to prevent conflicts with other air traffic. It will continue to employ existing arrival and departure routes that have proven effective for air traffic control and avoiding conflicts and to adhere to FAA rules for avoiding airports. The base Bird Aircraft Strike Hazard (BASH) program will apply to the F-22.

Construction-Related Measures: Construction will be phased in a manner to reduce total noise generation and construction will occur during normal work days/working hours to reduce temporary effects of construction noise on off-base communities. The Air Force will employ standard best management practices such as watering of graded areas, covering of soil stockpiles, and contour grading (if necessary), to minimize temporary generation of dust and particulate matter. The Air Force will also employ standard construction practices such as erosion control and sediment retention measures to minimize soil erosion and sediment transport into bodies of water.

Noise Management: Each of the bases at the five beddown locations has a noise abatement program that focuses on reducing noise over residential areas near the base or affected by base aircraft. By continuing to employ this program, the selected beddown location will minimize, where feasible, the potential for noise impacts on populations and resources. Each of the five proposed bases operates under a program particularly designed to reduce noise at night. A local quiet-hours program is employed to limit disturbance. As much as possible, Air Force requirements for flying at night (i.e., after dark) are met during seasons (like winter) with early sunsets. This practice limits the amount of late night flight operations to the maximum extent possible. Air Force aircraft are authorized for supersonic activity only in approved airspace. Aircrews and mission planners follow procedures that avoid or minimize supersonic activity that could result in sonic booms reaching the ground.

Natural and Cultural Resources: The Air Force will avoid or reduce potential impacts to cultural resources by completion of the National Historic Preservation Act's Section 106 process. In accordance with the DoD American Indian and Alaska Native Policy (21 November 1999), an assessment will be made, through consultations with tribal governments, on the likelihood of the proposed action to significantly affect tribal resources, tribal rights, and Indian lands before a decision is made. Likewise, all required Endangered Species Act, Section 7 consultations will be completed prior to initiation of the proposed action.

