2.0
DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES
2.0 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES

2.1 PROPOSED ACTION

The U.S. Department of the Air Force (Air Force) proposes to:

- Establish Joint Primary Pilot Training (JPPT) and beddown the associated Joint Primary Aircraft Training System (JPATS) at Moody Air Force Base (AFB) (Figure 2.1-1). This would add a total of 49 T-6A aircraft and 444 manpower authorizations to Moody AFB;
- Renovate existing facilities and construct new facilities at Moody AFB to accommodate JPATS squadron operations, classroom training activities, and maintenance activities for T-6A aircraft;
- Conduct parasail training operations at Bemiss Field in conjunction with the JPPT course;
- Conduct sortie-operations by T-6A aircraft within the Moody 1 Military Operations Area (MOA), Moody 3 MOA, Live Oak MOA, Low Altitude Tactical Navigation (LATN) area, and along two Military Training Routes (MTRs): Visual Route 1065 (VR-1065) and VR-1066;
- Establish mutual use agreements with five civilian airfields in the vicinity of Moody AFB for the purposes of T-6A transition training, including the practice of multiple overhead patterns, emergency landing patterns, and instrument approaches;
- Change the airspace utilization of Moody 2 North and South (N/S) MOAs by T-38 aircraft associated with the existing Introduction to Fighter Fundamentals (IFF) pilot training program; and
- Assign 10 T-38 aircraft as Backup Aircraft Inventory (BAI), increasing the total number of T-38 aircraft at Moody AFB to 67. No operational changes would occur.

Under the proposed action, the beddown at Moody AFB would begin with the arrival of the first T-6A aircraft the second quarter of fiscal year 2001 (FY01/2) and would be completed by FY02/1. Proposed changes in airspace utilization by the T-38s would occur in FY00/3. The proposed changes in airspace use would not require any changes to the structure of any airspace or range used by Moody AFB aircraft. As part of the proposed action, building renovations and construction would be necessary to support JPATS program operations.

Characteristics of T-6A aircraft are described in Section 2.1.1. Proposed aircraft inventory; aircraft operations; personnel changes; and building renovations, construction, and communications network modifications are described in sections 2.1.2, 2.1.3, 2.1.4, and 2.1.5, respectively.

2.1.1 Aircraft Characteristics

The need for the JPATS was identified in a 1989 Department of Defense (DoD) Trainer Aircraft Master Plan because existing aircraft used for primary pilot training by the Air Force and U.S. Department of the Navy (Navy) were outdated. In 1995, the Secretary of the Air Force announced the selection of the T-6A Texan II (a modified Beech Mk. II) as the replacement for the Air Force’s T-37B and the Navy’s T-34C aircraft, which are 36 and 21 years old, respectively. The T-6A is being acquired as the primary trainer aircraft for the next generation of Air Force and Navy entry-level student pilots. In addition to its primary mission of training entry-level student pilots, the T-6A will support Air Force Navigator Training and Undergraduate Naval Flight Officer Training (DoD 1995).
Figure 2.1-1
Moody AFB Base Map

2.0 Description of Proposed Action and Alternatives
The T-6A Texan II is a single-engine, stepped tandem, two-seat primary trainer aircraft. It has a Pratt & Whitney Canada PT6A-68 turboprop powerplant flat rated at 1,100 shaft horsepower. The aircraft combines very low fuel consumption with the overall economy of a turboprop. The T-6A has a maximum cruising speed of 270 knots indicated air speed (KIAS), a ceiling of 31,000 feet above mean sea level (MSL), and a maximum range of 900 nautical miles (NM). It has an initial rate of climb of more than 4,500 feet per minute and a short field capability, with a takeoff distance of only 1,775 feet at sea level (Raytheon Aircraft 1997, 1999; Navy 1999). A single-engine turboprop typically requires extensive rudder control to compensate for engine torque, but most student pilots would graduate to jet aircraft where engine torque is not a factor. Therefore, a computer-controlled rudder trim aid device (TAD) was developed especially for the T-6A to reduce the need for constant rudder control (Raytheon Aircraft 1997).

The T-6A will provide improvements over existing Air Force trainer aircraft in several areas, including:

- a pressurized cockpit,
- an advanced avionics package with digital cockpit displays and navigational systems,
- a Martin/Baker 0/0 ejection seat that can operate during takeoff and landing operations,
- an anti-G (gravity force) restraining system,
- single-point refueling,
- a side-opening, one-piece canopy resistant to bird strikes at speeds up to 270 KIAS, and
- a cockpit large enough to accommodate 95 percent of the eligible pilot pool (Air Force 1995a).

2.1.2 Aircraft Inventory

Numerous force structure changes and aircraft realignments are already approved for Moody AFB and will be implemented over the next several years. These changes would result in year-to-year fluctuations in the aircraft inventory at the base. As part of the proposed action analyzed in this environmental assessment (EA), Moody AFB would gain 49 T-6A aircraft, with the first aircraft arriving in FY01/2. Realignments previously analyzed under the National Environmental Policy Act (NEPA) include a drawdown of A/OA-10 aircraft and deactivation of the 70th Fighter Squadron (70 FS) (which has been partially completed), an addition of 6 HH-60s (completed FY99/2), an addition of 57 T-38s, and a drawdown of 36 F-16 aircraft and deactivation of the 68 FS and 69 FS (to be completed FY01/2) (Air Force 1998a, 1999a).

To best present the context of the proposed action, this section describes current conditions as well as the baseline conditions against which potential impacts of the proposed action are measured (Table 2.1-1). “Current” conditions (FY99/4) represent the aircraft, personnel, operations, and other factors that exist at Moody AFB at the time the proposed action was presented to the public (August 1999) and reflects the partial implementation of force structure actions at the installation. Baseline conditions (FY01/2) represent the status of the base upon full implementation of the already approved realignments (i.e., drawdown of A/OA-10s and F-16s and addition of HH-60s and T-38s). In addition, the baseline
condition also reflects the no-action alternative, since all actions except for the T-6A beddown have already been analyzed under NEPA.

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Current Conditions (FY99/4)</th>
<th>Baseline/No-Action Alternative (FY01/2)</th>
<th>Proposed Action (FY02/1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/OA-10</td>
<td>12</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>HC-130</td>
<td>9</td>
<td>9</td>
<td>9</td>
</tr>
<tr>
<td>HH-60</td>
<td>14</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>F-16</td>
<td>36</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>T-38</td>
<td>0</td>
<td>57</td>
<td>67&lt;sup&gt;a&lt;/sup&gt;</td>
</tr>
<tr>
<td>T-6A</td>
<td>0</td>
<td>0</td>
<td>49&lt;sup&gt;b&lt;/sup&gt;</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>71</strong></td>
<td><strong>80</strong></td>
<td><strong>139</strong></td>
</tr>
</tbody>
</table>

Notes:  
<sup>a</sup>Includes 54 PAI, 10 BAI, and 3 Attrition Reserve.  
<sup>b</sup>Includes 38 PAI, 2 BAI, and 9 Attrition Reserve.  
Source: Air Force 1999a, b, t.

### 2.1.3 Proposed Aircraft Operations

Throughout this EA, three terms are used to describe aircraft operations: sortie, airfield operation, and sortie-operation. Each has a distinct meaning and commonly applies to a specific set of aircraft activities in particular airspace areas.

- A **sortie** consists of a single military aircraft flight from initial takeoff through final landing.
- An **airfield operation** represents the single movement or individual portion of a flight in the base airfield airspace environment, such as one departure or one arrival. An aircraft practicing successive approaches within the airfield environment (i.e., closed patterns) accounts for at least two operations – one approach, one departure.
- A **sortie-operation** is defined as the use of one airspace unit (e.g., a MOA or MTR) by one aircraft. Sortie-operations apply to flight activities outside the airfield airspace environment. Each time a single aircraft conducting a sortie flies in a different airspace unit, one sortie-operation is counted for that unit.

As an example, on a typical training mission an aircraft makes an initial takeoff (one airfield operation) and flies to a MOA (one sortie-operation at the MOA) to practice flight maneuvers. The aircraft proceeds to an MTR to fly a low-level route (one sortie-operation at the MTR) and then returns to the airfield and practices two approaches (two closed patterns within the airfield environment [four airfield operations]) before landing (one airfield operation). This mission generates one sortie, six airfield operations, and two sortie-operations.

### 2.1.3.1 Aircraft Sorties

Current, baseline, and proposed annual sorties for Moody AFB aircraft are shown in Table 2.1-2. In FY01/2, under baseline conditions, the F-16s and remaining A/OA-10s would be relocated from Moody AFB, resulting in a reduction of approximately 15,000 sorties. However, the addition of the previously approved T-38s adds 17,784 sorties to baseline conditions, resulting in an increase in sorties of 15 percent over current conditions (Air Force 1998a). Under the proposed action, annual aircraft sorties would increase by 20,350 sorties over baseline conditions. This would be about a 92 percent increase compared...
to baseline conditions (i.e., no Moody AFB F-16 sorties) or an increase of 121 percent over current conditions.

2.1.3.2 AIRFIELD OPERATIONS

Current, baseline, and proposed airfield operations at Moody AFB are presented in Table 2.1-3. Approaches and departures are derived from annual aircraft sorties (i.e., one approach and one departure per sortie) (Table 2.1-2); closed patterns are estimated based on historical and proposed airfield operations at Moody AFB.

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Current Conditions (FY99/4)</th>
<th>Baseline/No-Action Alternative (FY01/2)</th>
<th>Proposed Action (FY02/1)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/OA-10</td>
<td>3,900</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>HC-130</td>
<td>1,994</td>
<td>1,994</td>
<td>1,994</td>
</tr>
<tr>
<td>HH-60</td>
<td>1,906</td>
<td>1,906</td>
<td>1,906</td>
</tr>
<tr>
<td>F-16</td>
<td>10,920</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>T-38</td>
<td>0</td>
<td>17,784</td>
<td>17,784</td>
</tr>
<tr>
<td>T-6</td>
<td>0</td>
<td>0</td>
<td>20,350</td>
</tr>
<tr>
<td>Transient</td>
<td>500</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>Total</td>
<td>19,220</td>
<td>22,184</td>
<td>42,534</td>
</tr>
</tbody>
</table>

Sources: Air Force 1998a; 1999a, b.

The increase in approach and departure numbers reflects similar increases as aircraft sorties. Closed patterns shift from a current condition of 9,098 to 67,192 under baseline conditions as a result of the beddown of the T-38. With the beddown of the T-6A under the proposed action, the total number of airfield operations would increase from 111,560 under baseline conditions to 396,460.

2.1.3.3 AFFECTED AIRSPACE

Under the proposed action, T-6A training operations would be conducted in Moody 1, Moody 3, and Live Oak MOAs; VR-1065 and VR-1066; and within the LATN area. T-38 training operations would be conducted in Moody 2 N/S MOAs (Figure 2.1-2). Current, baseline, and proposed annual sortie-operations are summarized in Table 2.1-4. Compared to baseline conditions, sortie-operations would increase in all airspace units as a result of implementation of the proposed action.

2.0 Description of Proposed Action and Alternatives
2.0 Description of Proposed Action and Alternatives
This is primarily due to the nature of student pilot training and the associated large number of training operations required by students in order to gain full knowledge of the aircraft and flying procedures.

<table>
<thead>
<tr>
<th>Airspace Unit</th>
<th>Current Conditions (FY99/4)</th>
<th>Baseline/No-Action Alternative (FY01/2)</th>
<th>Proposed Action (FY02/1)</th>
<th>Net Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moody 1 MOA</td>
<td>3,865</td>
<td>5,834</td>
<td>19,729</td>
<td>13,895</td>
</tr>
<tr>
<td>Moody 2 N/S MOAs</td>
<td>2,685</td>
<td>957</td>
<td>1,077</td>
<td>120*</td>
</tr>
<tr>
<td>Moody 3 MOA</td>
<td>2,117</td>
<td>2,520</td>
<td>4,956</td>
<td>2,436</td>
</tr>
<tr>
<td>Live Oak MOA</td>
<td>611</td>
<td>8,336</td>
<td>9,512</td>
<td>1,176</td>
</tr>
<tr>
<td>VR-1065</td>
<td>34</td>
<td>77</td>
<td>1,323</td>
<td>1,246</td>
</tr>
<tr>
<td>VR-1066</td>
<td>295</td>
<td>692</td>
<td>1,938</td>
<td>1,246</td>
</tr>
<tr>
<td>LATN</td>
<td>2,965</td>
<td>1,715</td>
<td>1,981</td>
<td>266</td>
</tr>
</tbody>
</table>

Note: *The increase in sortie-operations within Moody 2 N/S MOAs is from T-38s only.

Sources: Air Force 1998a, 1999b.

Although the largest increase in sortie-operations would occur in Moody 1 MOA (an increase of 13,895 sortie-operations per year), all of these sortie-operations would be conducted at altitudes greater than 8,000 feet MSL (Table 2.1-5). Similarly, all sortie-operations within the Moody 3 and Live Oak MOAs would also be above 8,000 feet MSL. Under the proposed action, there would be an increase of 120 sortie-operations per year by T-38 aircraft in the Moody 2 N/S MOAs. Detailed current, baseline, and proposed annual airspace use by all aircraft within all airspace units is shown in Appendix B, Table B-1.

<table>
<thead>
<tr>
<th>Airspace Unit</th>
<th>Aircraft Type</th>
<th>Minutes in Airspace</th>
<th>Avg % Power</th>
<th>Avg KIAS</th>
<th>500 – 1,000 AGL</th>
<th>1,000 – 8,000 MSL</th>
<th>8,000 + MSL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moody 1 MOA</td>
<td>T-6A</td>
<td>40</td>
<td>80</td>
<td>180</td>
<td>0 %</td>
<td>0 %</td>
<td>100 %</td>
</tr>
<tr>
<td>Moody 2 N/S MOAs</td>
<td>T-38</td>
<td>40</td>
<td>90</td>
<td>420</td>
<td>90 %</td>
<td>10 %</td>
<td>0 %</td>
</tr>
<tr>
<td>Moody 3 MOA</td>
<td>T-6A</td>
<td>40</td>
<td>80</td>
<td>180</td>
<td>0 %</td>
<td>0 %</td>
<td>100 %</td>
</tr>
<tr>
<td>Live Oak MOA</td>
<td>T-6A</td>
<td>40</td>
<td>80</td>
<td>180</td>
<td>0 %</td>
<td>0 %</td>
<td>100 %</td>
</tr>
<tr>
<td>VR-1065</td>
<td>T-6A</td>
<td>80</td>
<td>80</td>
<td>210</td>
<td>80 %</td>
<td>20 %</td>
<td>0 %</td>
</tr>
<tr>
<td>VR-1066</td>
<td>T-6A</td>
<td>80</td>
<td>80</td>
<td>210</td>
<td>80 %</td>
<td>20 %</td>
<td>0 %</td>
</tr>
<tr>
<td>LATN</td>
<td>T-6A</td>
<td>80</td>
<td>80</td>
<td>210</td>
<td>80 %</td>
<td>20 %</td>
<td>0 %</td>
</tr>
</tbody>
</table>

Source: Air Force 1999b

### 2.1.3.4 Transition Training Airports

In order for student pilots to practice airfield operations in a variety of airport environments under the proposed action, five civilian airports would be used for transition training: Albany and Valdosta, Georgia; and Lake City, Gainesville, and Tallahassee, Florida (see Figure 2.1-2). For the transition training airports, the following selection criteria were used to assess the potential for a particular airport to meet the purpose and need for the training requirements:

- runway must be a minimum of 5,000 feet long, 75 feet wide, and paved;
- the airport must have a published DoD approach into the airport; and
- an Air Traffic Control tower must oversee operations at the airport.
These airports would be used for multiple overhead patterns, emergency landing patterns, and instrument approaches. The proposed requirement would consist of a maximum of 7,500 annual sorties conducted at as many of the five transition fields as possible. For example, conducting 3,500 sorties at Valdosta, 1,000 at Gainesville, 1,000 at Tallahassee, and 2,000 at Albany would accomplish the requirement of 7,500 annual sorties. Use of these airports is dependent on factors such as weather, maintenance, and airfield saturation by other air traffic. Therefore, the total number of sorties at each airport would vary but would not exceed the proposed maximum annual use (Table 2.1-6). On average, transition training would involve each aircraft conducting four airfield operations consisting of a combination of instrument approaches, overhead patterns, straight-in patterns, and/or emergency landing patterns.

<table>
<thead>
<tr>
<th>Airport</th>
<th>Proposed Maximum Annual Sorties</th>
<th>Proposed Maximum Annual Airfield Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany, Georgia</td>
<td>3,750</td>
<td>15,000</td>
</tr>
<tr>
<td>Valdosta, Georgia</td>
<td>3,750</td>
<td>15,000</td>
</tr>
<tr>
<td>Lake City, Florida</td>
<td>1,500</td>
<td>6,000</td>
</tr>
<tr>
<td>Gainesville, Florida</td>
<td>1,500</td>
<td>6,000</td>
</tr>
<tr>
<td>Tallahassee, Florida</td>
<td>2,500</td>
<td>10,000</td>
</tr>
</tbody>
</table>

Source: Air Force 1999b.

2.1.4 Personnel Changes

Moody AFB currently supports 4,589 full-time military and civilian personnel. Current conditions include all personnel associated with the F-16s and half of the A/OA-10 personnel (i.e., 281, since only half of the aircraft and associated personnel have relocated from Moody AFB as of August 1999); no T-38 personnel are included. Baseline conditions include all 408 personnel associated with the T-38s and the addition of 15 personnel due to the arrival of a detachment of the 820th Security Forces Group (820 SFG) in FY00/1 (Air Force 1999c). Baseline conditions do not include the remaining 281 personnel associated with the A/OA-10 drawdown, the 1,259 F-16 personnel (i.e., the A/OA-10 and F-16 realignments are complete), and the 136 manpower authorizations as the result of the relocation of the 71st Air Control Squadron (71 ACS) in FY00/4 (Air Force 1999d). As part of the proposed action, 444 manpower authorizations would be reassigned to Moody AFB (Table 2.1-7). The proposed action consists of baseline conditions plus personnel at Moody AFB associated with the proposed T-6A beddown. The proposed action would result in a 13 percent increase in personnel compared to baseline conditions.
2.1.5 Construction and Renovation Projects

2.1.5.1 Building Renovations and Construction

The proposed action would require the modification and construction of several facilities in order to meet the operational and maintenance requirements for the T-6A aircraft and JPPT course beddown. Many of the proposed facility renovations and/or construction projects would be collocated with other facilities already approved for the T-38 and IFF beddown (Air Force 1998a) and would require only minor additional renovations or construction to accommodate JPPT program specific requirements. Table 2.1-8 describes the proposed construction and renovation program, and Figure 2.1-3 shows the location of the proposed projects at Moody AFB.

<table>
<thead>
<tr>
<th>Project*</th>
<th>Proposed Use</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Renovate Bldg. 707 and Bldg. 709</td>
<td>IFF Headquarters Squadron Operations and Academics/Classroom/Computer Assisted Instruction Lab</td>
<td>13,258 ft²</td>
</tr>
<tr>
<td>2. Renovate Bldg. 796*</td>
<td>IFF Contractor Operated and Managed Base Supply (COMBS) Warehouse</td>
<td>3,000 ft²</td>
</tr>
<tr>
<td>3. Restripe parking apron and install aircraft tie-downs</td>
<td>T-6A aircraft parking</td>
<td>50,142 yd²</td>
</tr>
<tr>
<td>4. Construct addition to Bldg. 785b</td>
<td>Electrical/Battery shop</td>
<td>50 ft²</td>
</tr>
<tr>
<td>5. Install Barrier Arresting Kit 15 (BAK-15)</td>
<td>Aircraft arresting cables at ends of runway</td>
<td>1 kit</td>
</tr>
<tr>
<td>6. Renovate Bldg. 753</td>
<td>Survival equipment inspection shop (parachute packing, etc.)</td>
<td>4,424 ft²</td>
</tr>
<tr>
<td>7. Renovate Bldg. 778</td>
<td>JPATS COMBS</td>
<td>12,330 ft²</td>
</tr>
<tr>
<td>8. Renovate Squadron Operations, Bldg. 704c</td>
<td>AETC Squadron Operations</td>
<td>10,800 ft²</td>
</tr>
<tr>
<td>9. Construct addition to Bldg. 717</td>
<td>Corrosion control</td>
<td>1,200 ft²</td>
</tr>
<tr>
<td>10. Renovate Bldg. 711</td>
<td>Flight simulator facility</td>
<td>9,560 ft²</td>
</tr>
<tr>
<td>11. Renovate Bldg. 771</td>
<td>IFF Operations Group office space</td>
<td>8,000 ft²</td>
</tr>
<tr>
<td>12. a. Construct addition to Bldg. 770</td>
<td>Physiological Training Unit</td>
<td>1,500 ft², 11,100 ft²</td>
</tr>
<tr>
<td>b. Renovate Bldg. 770</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Construct Parachute Swing Landing Trainer adjacent to Bldg. 770</td>
<td>Parachute training facility</td>
<td>One 30-foot tower</td>
</tr>
<tr>
<td>14. Construct Runway Control Structure (RCS) between runways and 1,500 ft. from ends</td>
<td>RCS</td>
<td>Two RCSs</td>
</tr>
<tr>
<td>15. Relocation of selected targets at Bemiss Field</td>
<td>Paraisel Training Area</td>
<td>NA</td>
</tr>
<tr>
<td>16. Trenching and laying of fiber-optic cable between Bldgs. 590, 701,772,773,774, 775, and 780.</td>
<td>Combat Information Transport System (CITS)</td>
<td>NA</td>
</tr>
</tbody>
</table>

Notes: NA = Not Applicable.
*The locations of these projects are shown in Figure 2.1-3.
*Additional renovation; 1,000 ft² of renovation has been covered under a previous EA (Air Force 1998a).
*Additional construction; 950 ft² of construction has been covered under a previous EA (Air Force 1998a).
*Additional renovation; 11,200 ft² of renovation has been covered under a previous EA (Air Force 1998a).

Source: Air Force 1999g.

2.1.5.2 Use of Bemiss Field for Parasail Training

Although the majority of the JPPT course would consist of flight training in T-6A aircraft in southern Georgia and northern Florida and classroom instruction at Moody AFB, one training activity would occur in the Bemiss Field area: parasail training (i.e., practicing parachute landings). Site preparation of Bemiss Field prior to training would involve the moving of some existing targets (i.e., tanks) to other locations on the field; no clearing, ground disturbance, or other site preparation would be conducted.
Location of Proposed Construction and Renovation Projects at Moody AFB

- Renovate Buildings 707 and 709
- Renovate Building 796
- Restripe Parking Apron and Install Aircraft Tie-Downs
- Construct Addition to Building 785
- Install BAK-15
- Renovate Building 753
- Renovate Building 778
- Renovate Squadron Operations Building 704
- Construct Addition to Building 717
- Renovate Building 711
- Renovate Building 771
- Renovate and Construct Addition to Building 770
- Construct Parachute Swing Landing Trainer Adjacent to Building 770
- Construct RCS between Runways and 1,500 feet from ends
- Move Selected Targets at Bemiss Field (not shown)

Note: Project numbers correspond to those presented in Table 2.1-8.

LEGEND

- Moody Air Force Base Boundary
- Runways/Taxiways/Aircraft Aprons
- See Key above
- Base Road

Figure 2.1-3
Parasail training would involve towing a parasail-equipped student behind a long-bed pickup truck until the student reaches an appropriate altitude. The truck would slowly accelerate and would not exceed 25-30 miles per hour. The tow rope would then be released and the student would practice parachute landing skills. Air Force safety requirements call for a 2,500-foot long travel distance; however, less than half that distance is usually needed. Vehicle travel direction and exact location would depend on specific wind direction; all traffic, however, would be confined to the former Bemiss Field airstrip, with the majority of use in the vicinity of the intersection of the two airstrips.

On a typical training day, 20 students would be bussed to Bemiss Field at 6 A.M. Following a safety briefing and exercise warm-up period, the first launch/training event would occur at approximately 7 A.M. Depending on weather conditions (e.g., winds within training limit of 15 mph), training would continue until 12 P.M. If weather conditions were not favorable, training would be postponed and resumed the next day. Student training would be conducted for 2-4 half-days every 3 weeks, plus some additional crew proficiency or instructor training for 2 half-days every 3 months. This results in approximately 64 half-day parasail training events per year. Currently, Air Force parasail training averages approximately 8 launches per hour resulting in a total of 40 launches per half-day. As part of the JPPT course, each student is required to receive three parasail launches. Since a class size is approximately 20 students, it takes 2-4 half-days to complete 20 students in parasail training, allowing for weather delays.

The only vehicle that would be used on Bemiss Field during parasail training events would be the parasail truck towing the student. The bus used to transport the students to and from Bemiss Field would remain on established roads. Instructors would take two vehicles, but these would remain parked during all training exercises and drip pans would be used while vehicles are parked in the field training area.

2.1.5.3 COMMUNICATIONS INFRASTRUCTURE

Under the proposed action, a fiber-optic communication system would be installed at Moody AFB to augment the current system. This system would provide connectivity between 13 different facilities to support the Training Integrated Management System (TIMS). It would also provide network capability for the numerous unique information systems required by the JPPT program. The Combat Information Transport System (CITS) is an Air Force program to upgrade infrastructure throughout the Air Force. CITS would be implemented in three phases. Phase one (which has already been implemented) provides the necessary connectivity to buildings 101, 109, 622, 704, 709, and 711. Phases two and three would require connectivity to buildings 590, 701, 772, 773, 774, 775, and 780 (see Figure 2.1-3). This would require trenching along the periphery of the aircraft apron to replace the existing copper cable with fiber optics.

2.2 ALTERNATIVES

In compliance with NEPA and Air Force Instruction (AFI) 32-7061, *The Environmental Impact Analysis Process* (Air Force 1995c), which implements the NEPA process, the Air Force must consider reasonable alternatives to the proposed action. Only those alternatives determined reasonable relative to their ability to fulfill the need for the action warrant detailed analysis.

A number of alternative sites were evaluated to determine the most feasible location for the T-6A aircraft beddown and associated JPPT course. Selection criteria used to evaluate potential beddown locations included: 1) the use of an existing Air Education and Training Command (AETC) base with the T-37 and Specialized Undergraduate Pilot Training (SUPT) program; 2) a non-AETC base with an operational pilot.
training program (to maximize infrastructure sharing); 3) available ramp space for parking 49 T-6A aircraft; and 4) close access to training airspace.

2.2.1 Alternatives Carried Forward

2.2.1.1 NO-ACTION ALTERNATIVE

Under the no-action alternative the beddown of the JPATS program and associated aircraft would not occur at Moody AFB. All airfield, airspace, and range use would be the same as baseline conditions. No change in personnel authorizations would occur, and no building renovations or construction would be necessary.

2.2.2 Alternatives Considered but Not Carried Forward

Eight AETC flight training installations were considered potential alternative locations to beddown the JPPT program: Columbus and Keesler AFBs, Mississippi; Vance and Altus AFBs, Oklahoma; Laughlin, Sheppard, and Randolph AFBs, Texas; and Little Rock AFB, Arkansas. Four of these installations (Laughlin, Vance, Columbus, and Sheppard AFBs) are currently proposed as JPATS beddown sites with the replacement of the current T-37 and associated facilities. Randolph AFB has been approved for the beddown of the JPATS program, and a Finding of No Significant Impact (FONSI) was signed in June 1997 (Air Force 1997a). Decisions made as a result of the Defense Base Closure and Realignment Act of 1990 resulted in the closure of two other AETC bases: Williams and Reese AFBs, Texas. The pilot production requirements of these two bases were redistributed to Columbus, Laughlin, and Vance AFBs. This consolidation, in addition to the change from a single track Undergraduate Pilot Training program to the two track SUPT and requirements to increase pilot production, has resulted in these installations reaching their maximum capacity for pilot training. Capacity is determined by the physical and spatial capacity of the airfield to accommodate aircraft landings and takeoffs, the amount of available airspace in which to conduct training, and the physical capability to park the aircraft. Since these bases are at capacity and are already proposed to receive the JPPT program to replace their existing T-37 program, they were eliminated from further consideration (Air Force 1999f).

Keesler AFB supports training for the C-21, a small personnel transport jet. This installation has only one runway and no room for expansion of the existing runway or addition of another runway. Since the existing runway is inadequate and a second runway would be required to accommodate the JPATS training program, Keesler AFB was eliminated from further consideration (Air Force 1999f).

Altus and Little Rock AFBs currently train pilots in flying “heavy” aircraft such as transport aircraft (e.g., C-5) and air refueling aircraft (e.g., KC-135R). Airspeeds, approach and departure patterns, and air turbulence associated with heavy aircraft at Altus and Little Rock AFBs are not compatible with the flight profiles of a primary training aircraft such as the T-6A. In addition, available airspace in the vicinity of the installations is fully utilized. Therefore, due to safety concerns regarding the mixing of the flight profiles of two different types of aircraft (i.e., large, transport aircraft with smaller trainer aircraft) and scheduling conflicts in available airspace, Altus and Little Rock AFBs were eliminated from further consideration as potential JPPT program beddown sites (Air Force 1999f).