

Environmental Resource Areas

The U.S. Air Force understands the potential for the proposed relocation of the 18th Aggressor Squadron from Eielson AFB to JBER, Alaska to affect environmental resources. As part of the Environmental Impact Statement process, the Air Force will analyze potential environmental consequences associated with the proposed 18th Aggressor Squadron relocation, including changes in personnel, facilities, and training and flight operations.



The Air Force anticipates that the environmental resource areas most likely to experience negative impacts with the proposed relocation include:

- (1) Socioeconomics, primarily the impact on the Fairbanks and North Pole economies resulting from the loss of income due to the reduced workforce; and
- (2) Noise, primarily in the vicinity of JBER.



The environmental resource areas under consideration in the process include:

- **Airspace Management and Air Traffic Control**
- **Noise**
- **Safety**
- **Air Quality**
- **Physical Resources (Earth and Water)**
- **Hazardous Materials and Waste Management**
- **Biological Resources**
- **Cultural Resources**
- **Land Use, Recreation, and Transportation**
- **Socioeconomics**
- **Environmental Justice**



Proposal Overview and Purpose and Need



The Air Force is assessing a proposal to relocate the 18th Aggressor Squadron, supporting units, and personnel who provide maintenance on the

F-16s, from Eielson Air Force Base (AFB) to Joint Base Elmendorf-Richardson (JBER), Alaska.

The Proposed Action would:

- Relocate the 18th Aggressor Squadron to JBER and
- Decrease Eielson AFB personnel to reflect the reduced base operating support requirements.

The purpose of the Proposed Action is to:

- Reduce defense spending,
- Support congressionally-mandated Budget Control Act deficit reductions, and
- Protect the broad range of U.S. national security interests.

This proposed action would result in military cost savings and reduce duplicate capabilities while maintaining the mission effectiveness of Air Force bases in Alaska and their unique airspace training assets.

February 4 - 7, 2013 Scoping Meeting Agenda*

- Open House Poster Session.....6:00 PM
(Air Force representatives will be available to answer questions, and receive input regarding where to focus the environmental analysis)
- Air Force Presentation.....7:00 PM
- Open House and Open Mike
Comment Period7:30 PM
- Adjourn.....9:30 PM

*The Fairbanks mid-day scoping meeting runs from 12 – 2 PM, with the open house beginning at noon and the presentation starting at 12:30 PM, to accommodate those attending during their lunch hour.

Please take this opportunity to:

- Learn about the proposal
- Identify community-specific issues
- Make sure you are included on our mailing list



This Proposal Would:

1. Relocate the 18th Aggressor Squadron and their eighteen (18) primary assigned F-16 aircraft (and three [3] backup aircraft) from Eielson AFB to JBER, Alaska, in FY14
2. In FY14, affect 623 military positions involving personnel who operate, maintain, and support the F-16s:
 - 542 positions would transfer from Eielson AFB to JBER
 - 81 positions eliminated
3. In FY15/FY16, eliminate approximately 749 military and 179 civilian positions at Eielson AFB, none of which would be transferred to JBER; 769 personnel would remain at Eielson AFB (559 military and 210 civilian)
4. Modify eight (8) existing JBER facilities to accommodate basing the squadron:
 - No new JBER facilities constructed
 - No existing JBER facilities demolished, as related to this proposal
5. Consolidate Eielson AFB functions and operations to reduce energy and sustainment costs:
 - Seventeen (17) Eielson AFB facilities vacated, making them available for re-use or demolition
6. Result in the following F-16 training operations changes:
 - For take-off and landings, training, and deployment F-16s would use the JBER runways and fly in base environs similar to the current forty-two (42) F-22 aircraft
 - For training, the F-16s would:
 - Continue to use the Military Operating Areas (MOAs) and other special use airspace in Alaska for major flying exercises, as usual
 - Use MOAs and training airspace closer to JBER for regular F-16 training flights
 - For flying exercises in Alaska, such as Red Flag-Alaska and Distant Frontier, the F-16s would train out of either Eielson AFB, or JBER depending upon the alternative selected (see EIS Alternatives).

EIS Alternatives

- Two Action Alternatives (A & B)
- No Action (leave the 18th Aggressor Squadron at EAFB)

Alternative A	Alternative B
Proposed 18th Aggressor Squadron relocation, re-sizing of Base Operation Support at EAFB, modification of 8 JBER facilities, reuse or demolition of 17 EAFB facilities, F-16 utilization of JBER runways and existing training airspace in Alaska.	
Conduct Major Flying Exercises out of EAFB <ul style="list-style-type: none"> • F-16s and personnel would deploy to EAFB for typically 12 weeks/year 	Conduct Major Flying Exercises out of JBER, beginning in FY15 <ul style="list-style-type: none"> • F-16s would not deploy to EAFB for training • Major flying exercises would utilize air refueling tanker aircraft to support the F-16 participation in the flying exercises.
Transient aircraft/personnel from outside of Alaska participating in Major Flying Exercises would continue to deploy to, and operate out of Eielson AFB and JBER.	

The Air Force will not make a decision regarding which alternative to select, or how to proceed, until the EIS is complete and all comments are reviewed.

The National Environmental Policy Act (NEPA)

NEPA is our national mandate for making informed decisions while considering environmental impacts. When Federal agencies propose projects having the potential to significantly impact the environment, NEPA requires the following process be undertaken as part of planning before final decisions are made:

- Evaluation and consideration of potential environmental consequences for proposals that may significantly impact the environment, and
- Consideration of public and government agency comments.

Where the potential for significant environmental impacts exists, this evaluation is presented in an Environmental Impact Statement (EIS), which:

- Identifies and describes the affected environment;
- Evaluates the potential environmental consequences from a range of reasonable alternatives; and
- Identifies environmental permits and specific mitigation measures that could avoid, minimize, or reduce potential environment consequences.

There are many opportunities to be involved in the EIS process.



Your involvement and participation are essential to the EIS process.