

ENVIRONMENTAL IMPACT STATEMENT FOR

Beddown of Foreign Military Sales Pilot Training Center

at Ebbing ANGB, Arkansas or Selfridge ANGB, Michigan



Public Scoping Brochure

Environmental Impact Statement (EIS)

for the Beddown of Foreign Military Sales Pilot Training Center

at Ebbing Air National Guard Base, Arkansas

or Selfridge Air National Guard Base, Michigan



February 2022

What is the National Environmental Policy Act? The National Environmental Policy Act (NEPA) is our national charter for making informed decisions while considering environmental impacts. NEPA requires all federal agencies making a proposal that may significantly impact the environment to consider:

- ▶ A range of reasonable alternatives.
- ▶ Potential environmental or human health consequences.
- ▶ Public and government agency input.

What is Scoping?



NEPA and the Department of the Air Force (DAF) regulations require

tribal, government, agency, and public participation throughout the environmental impact analysis process. Scoping is part of the ongoing public involvement process associated with the development of an Environmental Impact Statement (EIS).

All public scoping meetings will occur virtually. During scoping, the DAF is actively seeking feedback from federal, state and local agencies, federally recognized tribes, and the public in development of the EIS.

What Environmental Resources will be Studied in the EIS?

- ▶ Air Quality
- ▶ Airspace Use and Management
- ▶ Biological Resources
- ▶ Cultural Resources
- ▶ Environmental Justice
- ▶ Hazardous Materials and Solid Wastes
- ▶ Health and Safety
- ▶ Land Use
- ▶ Noise
- ▶ Physical Resources (water and soils)
- ▶ Socioeconomics
- ▶ Transportation

Timeline



What is the Background of the Project?

The DAF proposes to beddown a Foreign Military Sales (FMS) Pilot Training Center (PTC) at a single location within the Continental United States (CONUS).

The Proposed Action proposes to beddown the FMS PTC at Ebbing Air National Guard Base (ANGB), Arkansas, and the Alternative to the Proposed Action would be to beddown the FMS PTC at Selfridge ANGB, Michigan.

The Proposed Action would establish a FMS PTC at Ebbing ANGB, Arkansas to accommodate up to 24 foreign F-35 aircraft at any one time, and relocate 12 Republic of Singapore Air Force F-16 aircraft from Luke Air Force Base (AFB), Arizona.

The Proposed Action also includes the development of necessary infrastructure to support the F-16 and F-35 FMS aircraft and providing flight training within the established airspace.



THIS IS A REGIONAL MAP OF
EBBING ANGB, ARKANSAS AND
SELFEDGE ANGB, MICHIGAN.

What is the Purpose and Need for the Proposed Action?

THE DAF'S PURPOSE OF THE PROPOSED ACTION IS TO ESTABLISH A PERMANENT FMS PTC, INITIALLY PROVIDING BEDDOWN OF UP TO 36 TOTAL AIRCRAFT, AT A SINGLE LOCATION WITHIN THE CONUS.

THE DAF'S NEED FOR THE PROPOSED ACTION IS TO:

- ▶ Provide a centralized location for training and pilot production associated with Foreign Military Sales. Multiple nations have agreements with the Air Force to purchase F-35 aircraft
- ▶ This drives the need for a location suitable for initial F-35 training before returning to their home country. The Republic of Singapore is among the nations purchasing F-35s and plans to keep some of their aircraft in the U.S. for an indefinite period of time
- ▶ Additionally, the Republic of Singapore would relocate 12 F-16s from Luke AFB, Arizona, to the FMS PTC location

How Were the Alternatives Developed?

NEPA requires the development and identification of reasonable alternatives to a proposed action. After a disciplined and iterative Strategic Basing process, the Secretary of the Air Force selected reasonable alternatives that met the following criteria:

Enterprise-Wide Evaluation Criteria

The DAF developed and applied screening criteria for the Proposed Action from the Strategic Basing process. This includes:

- ▶ **Mission:** The action must not result in major operational constraints to existing and proposed missions. Weather and airspace operations must also be acceptable.
- ▶ **Capacity:** The proposed location for the Proposed Action must have the capacity to handle the additional aircraft and mission requirements. This includes enough hanger space, facilities, ramp space, parking, runway areas, and all the services, units and personnel provided by the host base that allows the base and the operational units on it to operate.
- ▶ **Environment:** The proposed location would have minimal impacts associated with environmental constraints.
- ▶ **Cost:** The proposed location features facilities that can be reutilized, requiring minimal renovation and limiting the requirement for new construction.

Based on the enterprise-wide evaluation, the following locations were identified for the Proposed Action:



POTENTIAL ALTERNATIVE	SELECTION STANDARDS			
	MISSION	CAPACITY	ENVIRONMENT	COST
ALTERNATIVE 1: JOINT BASE SAN ANTONIO, TEXAS	✓	✗	✗	✗
ALTERNATIVE 2: SELFRIDGE ANGB, MICHIGAN	✓	✓	✓	✓
ALTERNATIVE 3: EBBING ANGB, ARKANSAS	✓	✓	✓	✓
ALTERNATIVE 4: BUCKLEY SFB, COLORADO	✗	✗	✗	✗
ALTERNATIVE 5: HULMAN FIELD ANGB, INDIANA	✗	✓	✓	✓

How Were the Alternatives Developed? (continued)

Application of Site-Specific Criteria

The DAF developed and applied more refined screening criteria through the Strategic Basing process. This includes:

- ▶ **Training Airspace and Weather:** The location must have airspace that meets airframe training requirements in terms of proximity, volume, attributes, and availability. The location must also have adequate weather to support airframe training requirements.
- ▶ **Facilities, Runway, Ramp, Base Support:** Adequate facilities and ramp space are required to accommodate all aircraft. If existing facilities and ramp space are not adequate, there must be sufficient space to construct the necessary facilities and ramp space.
- ▶ **Environmental Considerations:** The DAF's intent is to analyze the beddown effect on Air Quality, Encroachment, Environmental Impact and Noise.
- ▶ **Cost Considerations:** The DAF's intent is to use existing facilities and space as much as possible to control costs of the beddown.
- ▶ **CONUS:** The location must be in the CONUS to support the amount of airspace required for adequate training.
- ▶ **Timing:** The location must be able to support permanent beddown of the F-16 aircraft by June 2023 and the F-35 aircraft by July 2024 to facilitate other proposed actions.



Based on the site-specific evaluation, potential locations were further refined as alternatives for the Proposed Action:

ALTERNATIVE LOCATIONS (RSAF F-16 SQUADRON AND F-35 FMS PTC)	SELECTION STANDARDS					
	TRAINING AIRSPACE AND WEATHER	FACILITIES, RUNWAY, RAMP, AND BASE SUPPORT	ENVIRONMENTAL	COSTS	CONTINENTAL U.S.	TIMING
EBBING ANGB, ARKANSAS	✓	✓	✓	✓	✓	✓
SELFIDGE ANGB, MICHIGAN	✓	✓	✓	✓	✓	✓
JOINT BASE SAN ANTONIO-LACKLAND, TEXAS	✓	✓	✓	✗	✓	✗
BUCKLEY SFB, COLORADO	✓	✗	✓	✗	✓	✗
HULMAN FIELD ANGB, INDIANA	✓	✓	✓	✗	✓	✗

What Are the Alternatives Being Considered in the EIS?

Based on the screening criteria process previously described, the DAF is preparing this EIS for two proposed locations:

- ▶ **Proposed Action Alternative** – Ebbing ANGB, Arkansas (Preferred Alternative)
- ▶ **Alternative 1** – Selfridge ANGB, Michigan

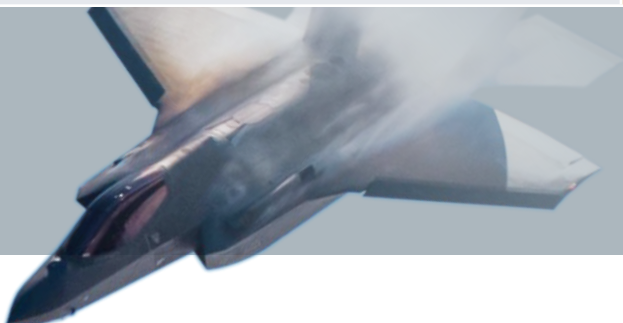
The DAF has selected Ebbing ANGB as the preferred alternative because Ebbing ANGB previously accommodated a larger F-16 squadron. Ebbing ANGB can also accommodate the Proposed Action with minimal renovation and new construction to meet critical F-16 and F-35 timing. Additionally, existing airspace at Ebbing ANGB allows for adequate training.

The Proposed Action includes elements that would be required at both proposed locations, these include:

- ▶ Increased personnel
- ▶ Modified aircraft numbers and operations
 - Up to 12 F-16s
 - Up to 24 F-35s
- ▶ F-35 flight simulator facilities
 - Required two approximate 20,000-50,000 square foot buildings
- ▶ Facilities requiring new construction at the selected base
 - Aircraft arresting barrier kits



MISSION	PROPOSED ACTION			
	TYPE PERSONNEL	NUMBER OF PERSONNEL	DEPENDENTS	TOTAL
F-16/F-35	Security Forces	24	72	1,185
F-16	DAF	5	15	
F-16	DAF Civilian	91	180	
F-16	RSAF Pilots/Maintenance	180	300	
F-35	DAF	14-16	30	
F-35	Contractor Maintenance	60	180	
F-35/F-16	Medical	8	24	
TOTAL		384	801	



What Are the Alternatives Being Considered in the EIS?

Proposed Action Alternative: Ebbing ANGB, Arkansas (Preferred Alternative)

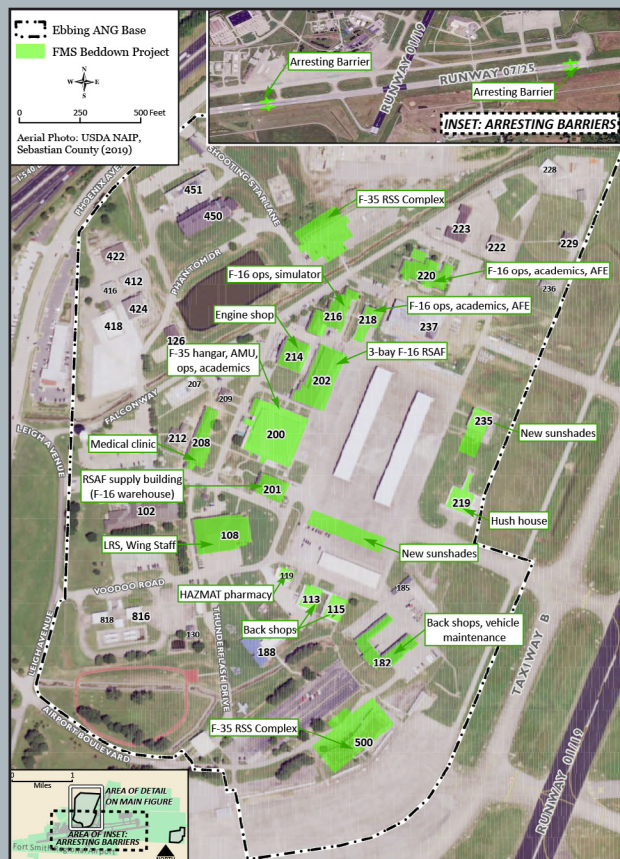
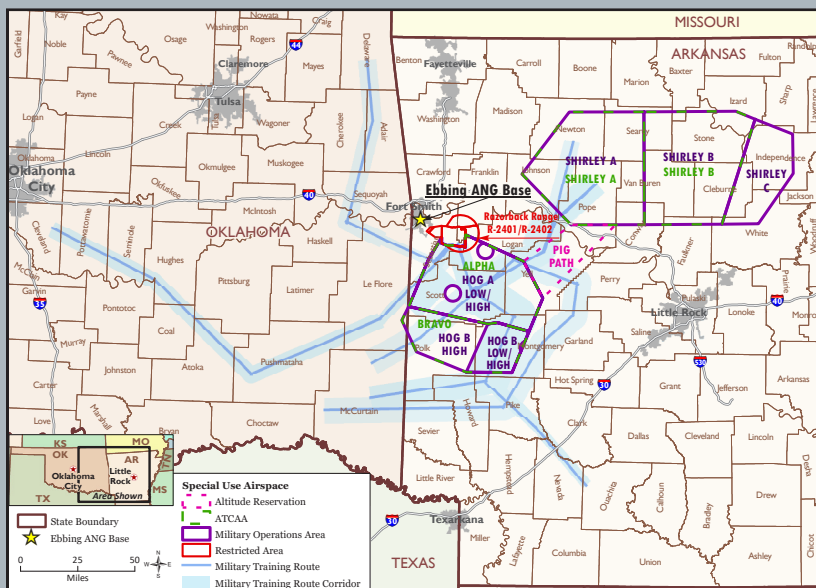
The DAF Preferred Alternative would establish an FMS PTC at Ebbing ANGB, Arkansas. This alternative includes the common elements discussed above, as well as:

- ▶ Increased aircraft operations
 - Approximately 3,500-6,600 annual operations per year depending on aircraft rotations
 - Approximately 10%–15% of flight operations conducted between 10 p.m. and 7 a.m.
- ▶ Facility construction and upgrades to include approximately 150,000+ square feet of support facilities and construction of infrastructure
- ▶ Utilization of associated airspace and ranges for flight training

Because some of the infrastructure required for this alternative will require the Federal Aviation Administration's (FAA) approval of Fort Smith Regional Airport's Airport Layout Plan, the FAA has agreed to be a cooperating agency in this EIS.



This map shows the
airspace associated with
Ebbing ANGB, Arkansas.



This map shows the planned
areas of construction for
Ebbing ANGB, Arkansas.

What Are the Alternatives Being Considered in the EIS?

Alternative 1: Selfridge ANGB, Michigan

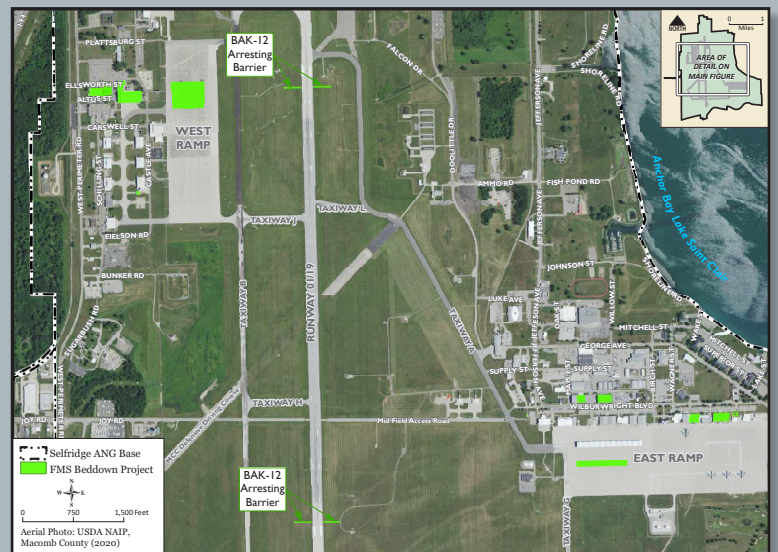
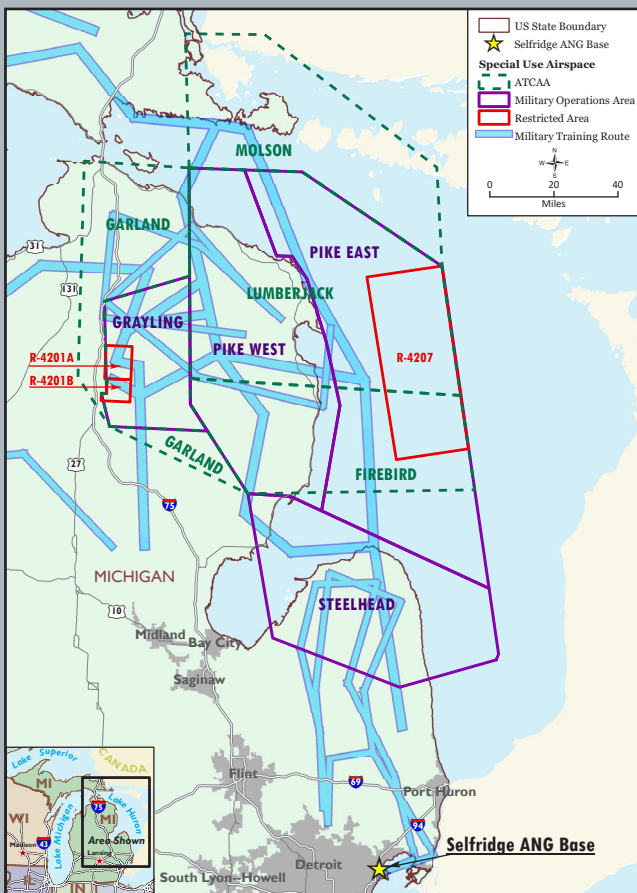
Alternative one would establish an FMS PTC at Selfridge ANGB, Michigan. This alternative includes the common elements discussed above, as well as:

- ▶ Increased aircraft operations
 - Approximately 3,500-6,600 annual operations per year depending on aircraft rotations
 - Approximately 10%–15% of flight operations conducted between 10 p.m. and 7 a.m.
- ▶ Facility construction and upgrades to include approximately 100,000+ square feet of support facilities and construction of infrastructure
- ▶ Construction of infrastructure and aircraft arresting barrier kits
- ▶ Utilization of associated airspace and ranges for flight training



This map shows the planned areas of construction for Selfridge ANGB, Michigan.

This map shows the airspace associated with Selfridge ANGB, Michigan.



No Action Alternative

NEPA requires the alternatives analysis in an EIS to include a No Action Alternative. The No Action Alternative provides a baseline against which decision makers can compare the magnitude of potential environmental effects of the action alternatives. Under this EIS, the No Action Alternative states each installation would continue their individual missions at current levels which will be used as the baseline for analysis.

Under the No Action Alternative the DAF would not beddown the F-35 FMS Mission at Ebbing, Arkansas or Selfridge ANGB, Michigan. The DAF would also not relocate the RSAF F-16 mission from Luke AFB, Arizona to Ebbing ANGB, Arkansas or Selfridge ANGB, Michigan. As a result, the RSAF F-16 training currently conducted at Luke AFB, Arizona, would remain in place at that location.

The continuing presence of the FMS program at Luke AFB would negatively impact the DAF and Pooled Partner F-35A ability to train effectively, as airspace and F-35 simulator availability at Luke AFB move towards full capacity. Because every foreign aircraft based at Luke AFB takes the place of one DAF aircraft, FMS missions remaining at Luke AFB would severely affect the ability of the DAF to meet the F-35A flying training mission.

Subsequent NEPA analysis would be required to resolve/fix the stated purpose and need for the FMS program to not be co-located with USAF F-35s, to include being at Luke AFB.





For more information or to submit scoping comments electronically,
please visit the project website at FMSPTCEIS.com

Inquiries should be directed to:

www.FMSPTCEIS.com

Written scoping comments can be mailed to:

By U.S. mail FMS PTC EIS Project Manager, AFCEC/CZN, 2261 Hughes Avenue, Suite 155,
JBSA Lackland, TX 78236-9853

For FedEx and UPS Deliveries: FMS PTC EIS Project Manager, AFCEC/CZN, 3515 S General McMullen, Suite 155,
San Antonio, TX 78226-2018

Electronic scoping comments can be submitted on the public website at www.FMSPTCEIS.com

Scoping comments must be received or postmarked by February 14, 2022.