Final
Description of the Proposed Action and Alternatives for the Environmental Assessment Addressing the Air Force Special Operations Command AC-130J Formal Training Unit Relocation at Kirtland Air Force Base, New Mexico

June 2022

U.S. Air Force photos by Tommie Horton

ACRONYMS AND ABBREVIATIONS

377 ABW	377th Air Base Wing
58 SOW	58th Special Operations Wing
AETC	Air Education and Training Command
AFB	Air Force Base
AFGSC	Air Force Global Strike Command
AFR	Air Force Range
AFSOC	Air Force Special Operations Command
AGL	Above Ground Level
BAI	Backup Aircraft Inventory
BOS	Base Operating Support
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
COMAFSOC	Commander, Air Force Special Operations Command
DOPAA	Description of Proposed Action and Alternatives
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EO	Executive Order
FTU	Formal Training Unit
FY	Fiscal Year
MOA	Military Operations Area
MSL	Mean Sea Level
NEPA	National Environmental Policy Act
NOA	Notice of Availability
PFT	Programmed Flight Training
PTAI	Primary Training Aircraft Inventory
SHPO	State Historic Preservation Office(r)
SUA	Special Use Airspace
TAI	Training Aircraft Inventory
U.S.	United States
USAF	United States Air Force
USC	United States Code
USFWS	United States Fish and Wildlife Service

COVER SHEET

DRAFT DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES FOR THE ENVIRONMENTAL ASSESSMENT ADDRESSING THE AFSOC AC-130J FORMAL TRAINING UNIT RELOCATION AT KIRTLAND AIR FORCE BASE, NEW MEXICO

Responsible Agencies: United States Air Force (USAF), Air Force Global Strike Command (AFGSC), 377th Air Base Wing.

Affected Location: Kirtland Air Force Base (AFB), New Mexico.

Report Designation: Description of Proposed Action and Alternatives (DOPAA).

Abstract: This DOPAA was developed in compliance with USAF's *Environmental Impact Analysis Process* in support of the USAF Proposed Action to relocate the Air Force Special Operations Command (AFSOC) AC-130J Formal Training Unit (FTU) from Hurlburt Field, Florida to Kirtland AFB, New Mexico and organizationally realign the unit under the 58th Special Operations Wing (58 SOW) (Air Education and Training Command [AETC]). The Proposed Action would also include the repositioning of personnel needed to operate and maintain the AFSOC AC-130J, and construction of new and/or modification of existing facilities on the installation to support the relocation.

Currently, AC-130J Initial Qualification Training is conducted under AETC at Kirtland AFB and Mission Qualification training conducted under AFSOC at Hurlburt Field. The purpose of the Proposed Action is to consolidate all AC-130J FTU qualifications at one location and under one Major Command instead of two, saving operational and instructor resources.

Separation of AC-130J FTU Initial Qualification and Mission Qualification syllabi causes inefficiencies in both use of training assets and time to train. Currently student training from Hurlburt Field utilizes Eglin AFB's Range in Florida to conduct part of its Mission Qualification training. However, there is limited capacity at the Eglin Range, constraining student training by forcing longer qualification training periods waiting on range access. The need for the Proposed Action is to provide synergies between the Initial Qualification and Mission Qualification Training stages which would maximize efficiency of use of resources including aircraft, instructors and maintenance personnel, and lower operational and training costs.

Under the No Action Alternative, the USAF would not relocate the AC-130J FTU from Hurlburt Field to Kirtland AFB and organizationally realign the unit under the 58th SOW (AETC). AC-130J qualifications training would continue to occur in a split environment with Initial Qualification Training occurring at Kirtland AFB and Mission Qualification Training occurring at Hurlburt Field. Training would continue to strain capacity of the Eglin AFB Range constraining student training by forcing longer qualification training periods waiting on range access.

The DOPAA will become Sections 1 and 2 of the Environmental Assessment (EA). The EA will analyze the potential environmental impacts associated with the Proposed Action and No Action Alternative and aid in determining whether a Finding of No Significant Impact can be prepared or if an Environmental Impact Statement is required.

Written comments and inquiries regarding this document should be directed by mail to the Kirtland AFB National Environmental Policy Act Program Manager, 377 MSG/CEIC, 2050 Wyoming Boulevard SE, Suite 116, Kirtland AFB, New Mexico 87117-5270, or by email to *KirtlandNEPA@us.af.mil*.

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1 PURPOSE AND NEED FOR ACTION

1.1 INTRODUCTION

Kirtland Air Force Base (AFB), located southeast of the city of Albuquerque in New Mexico (**Figure 1-1**), is home to the 377th Air Base Wing (377 ABW) of the Air Force Global Strike Command (AFGSC). The installation is a center for research, development, and testing of nonconventional weapons, space and missile technology, and laser warfare. The 377 ABW ensures readiness and training of airmen for worldwide duty, operates the airfield for present and future United States (U.S.) Air Force (USAF) operations, and prepares personnel to deploy worldwide on a moment's notice. The installation encompasses 51,585 acres, of which 44,052 acres are under USAF control.

The USAF proposes to relocate the Air Force Special Operations Command (AFSOC) AC-130J Formal Training Unit (FTU) from Hurlburt Field, Florida to Kirtland AFB, New Mexico and organizationally realign the unit under the 58th Special Operations Wing (58 SOW) (Air Education and Training Command [AETC]), which is a tenant organization currently located at Kirtland AFB. This relocation would occur by fiscal year (FY) 2025 second quarter and would include the repositioning of AC-130J aircraft, personnel, operations squadron, and maintenance squadrons, and related construction activities.

1.2 PURPOSE OF THE PROPOSED ACTION

Currently, AC-130J Initial Qualification Training is conducted under AETC at Kirtland AFB and Mission Qualification Training conducted under AFSOC at Hurlburt Field. The purpose of the Proposed Action is to consolidate all AC-130J FTU qualifications at one location and under one Major Command instead of two, saving operational and instructor resources.

1.3 NEED FOR THE PROPOSED ACTION

Separation of AC-130J FTU Initial Qualification and Mission Qualification syllabi causes inefficiencies in both use of training assets and time to train. Currently student training from Hurlburt Field utilizes Eglin AFB's Range in Florida to conduct part of its Mission Qualification training. However, there is limited capacity at the Eglin AFB Range, constraining student training by forcing longer qualification training periods waiting on range access. The need for the Proposed Action is to provide synergies between the Initial Qualification and Mission Qualification Training stages which would maximize efficiency of use of resources including aircraft, instructors, and maintenance personnel, and lower operational and training costs.

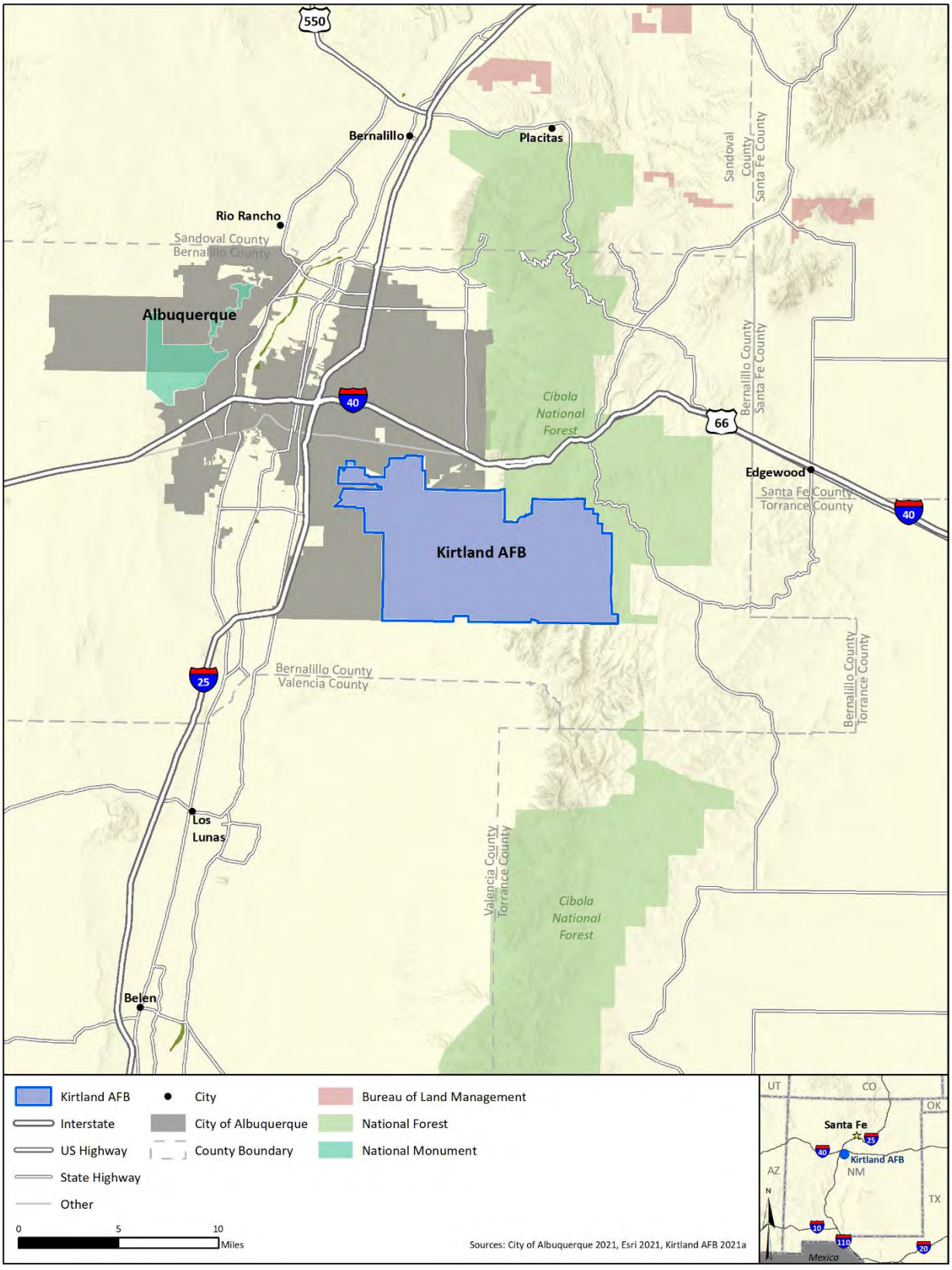

Figure 1-1 Location of Kirtland AFB

1.4 DECISION TO BE MADE

The Environmental Assessment (EA) evaluates whether the Proposed Action would result in significant impacts on the human environment. If significant impacts are identified, Kirtland AFB would undertake mitigation to reduce impacts to below the level of significance, undertake the preparation of an Environmental Impact Statement (EIS) addressing the Proposed Action, or abandon the Proposed Action. This EA is a planning and decision-making tool that will be used to guide Kirtland AFB in implementing the Proposed Action in a manner that complies with all applicable federal, state, and local environmental laws and regulations and is consistent with USAF standards for environmental stewardship. It is prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4331 et. seq.), the regulations of the President's Council on Environmental Quality (CEQ) that implement NEPA procedures (40 Code of Federal Regulations [CFR] 1500-1508) and the Air Force Environmental Impact Analysis Process (EIAP) Regulations at 32 CFR Part 989.

1.5 INTERGOVERNMENTAL COORDINATION/CONSULTATIONS

1.5.1 Interagency and Intergovernmental Coordination and Consultations

Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs*, as amended by EO 12416, requires federal agencies to provide opportunities for consultation by elected officials of state and local governments that would be directly affected by a federal proposal. In compliance with NEPA, Kirtland AFB will notify relevant stakeholders about the Proposed Action and alternatives (see **Appendix A** for all stakeholder coordination materials). The notification process will provide these stakeholders the opportunity to cooperate with Kirtland AFB and provide comments on the Proposed Action and alternatives.

Per the requirements of Section 106 of the National Historic Preservation Act and implementing regulations (36 CFR Part 800), Section 7 of the Endangered Species Act and implementing regulations (50 CFR Part 17) including the Migratory Bird Treaty Act, findings of effect and a request for concurrence will be transmitted to the State Historic Preservation Officer (SHPO) and the U.S. Fish and Wildlife Service (USFWS). A brief summary of comments received is shown below. All correspondence with SHPO and USFWS is included in **Appendix A**. Correspondence regarding the findings and concurrence and resolution of any adverse effect will be included in **Appendix A**. ***(Note to Reviewer: This is To Be Determined until comments and/or letters are sent/received.)***

1.5.2 Government to Government Coordination and Consultations

EO 13175, *Consultation and Coordination with Indian Tribal Governments* directs federal agencies to coordinate and consult with Native American tribal governments whose interests may be directly and substantially affected by activities on federally administered lands. To comply with legal mandates, federally-recognized tribes that are historically affiliated with the geographic region will be invited to consult on all proposed undertakings that have a potential to affect properties of cultural, historical, or religious significance to the tribes (see **Appendix A** for all tribal coordination materials).

Scoping letters will be provided to Native American tribes whose ancestors were historically affiliated with the land underlying Kirtland AFB and the proposed airspace that would be used, inviting them to consult on the proposed undertakings outlined within this EA.

1.6 PUBLIC AND AGENCY REVIEW OF DRAFT EA

A Notice of Availability (NOA) for the Draft EA will be published in *The Albuquerque Journal* announcing the availability of the Draft EA. Letters will be provided to relevant federal, state, and local agencies and Native American tribal governments informing them that the Draft EA is available for review. The publication of the NOA will initiate a 30-day comment period. A copy of the Draft EA will be made available for review at the San Pedro Public Library at 5600 Trumbull Avenue SE, Albuquerque, New Mexico 87108. A copy of the Draft EA will also be made available for review online at *http://www.kirtland.af.mil* under the Environment Information tab. At the closing of the public review period, applicable comments from the general public and interagency and intergovernmental coordination/consultation will be incorporated into the analysis of potential environmental impacts performed as part of the EA, where applicable, and included in **Appendix A** of the Final EA.

2 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 SELECTION STANDARDS

Selection standards were developed to assist Kirtland AFB in determining reasonable alternatives and the basis for eliminating any of them. The following selection standards were used to determine the feasibility of each alternative and to determine which of the alternatives would be the best fit to meet the needs of the project:

- The site should consolidate AC-130J training in a single location under a single organization.
- The site must have adequate munitions storage capability or the space and ability to add this capability without impacting the current operations.
- The site must have a runway of sufficient length to support increased take-off distances driven by increased weight of AC-130J airframe.
- The site should have access to a nearby live fire training range.
- The site should have Base Operating Support (BOS) to support active duty assigned personnel and students.
- Construction at the site should not be located in a wetland or floodplain.
- The site should not be located in an area that could have significant adverse impacts on children or minorities.
- The site should be located in an area that minimizes impacts to cultural resources.
- The site should be located in an area that minimizes impacts to natural resources.

In accordance with 32 CFR 989.8(c), alternatives that failed to meet the majority of the selection standards listed above were removed from further consideration.

2.2 PROPOSED ACTION

The USAF is proposing to relocate the AFSOC AC-130J FTU from Hurlburt Field, Florida to Kirtland AFB, New Mexico and organizationally realign the unit under the 58 SOW (AETC). The Proposed Action also includes personnel needed to operate and maintain the AFSOC AC-130J, and construction of new and/or modification of existing facilities on the installation to support the relocation. Students operating the AC-130J aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) (both military operations area [MOAs] and Restricted Areas) and would conduct live fire training at Melrose Air Force Range (AFR), New Mexico. No new SUA or reconfiguration of existing SUA is proposed or would be required to support the relocation of the AC-130J FTU.

2.3 SCREENING OF ALTERNATIVES

The following potential alternatives that might meet the purpose and need were considered:

Alternative 1 (Preferred Alternative) – Kirtland AFB – Under this alternative, the USAF would relocate the AFSOC AC-130J FTU from Hurlburt Field, Florida to Kirtland AFB, New Mexico and organizationally realign the unit under the 58 SOW (AETC). This relocation would include relocation of AC-130J aircraft, personnel, operations squadron, maintenance squadrons, and related construction activities.

Alternative 2 – Keesler AFB, 403rd Airlift Wing – Under this alternative, the USAF would relocate the AFSOC AC-130J FTU from Hurlburt Field, Florida to Keesler AFB, Biloxi, Mississippi.

Alternative 3 – Maxwell AFB, 908th Airlift Wing – Under this alternative, the USAF would relocate the AFSOC AC-130J FTU from Hurlburt Field, Florida to Maxwell AFB, Montgomery, Alabama.

Alternative 4 – Savannah, Georgia, 165th Airlift Wing – Under this alternative, the USAF would relocate the AFSOC AC-130J FTU from Hurlburt Field, Florida to Savannah, Georgia.

Alternative 5 – Hurlburt Field, Florida – Under this alternative, the 58 SOW would move to Hurlburt Field, Florida.

Table 2-1 provides an overview of the potential alternatives that were considered that may meet the purpose and need and weighed against the selection standards described under **Section 2.2**.

As shown in **Table 2-1**, Alternative 1 best meets the purpose and need and adheres to all of the selection standards. The selection standards of critical importance are the standards that reduce maintenance and disturbance to the local communities and provide more flexibility for minimizing disturbance to current aircraft operations such as parking and taxiing.

Alternatives 2, 3, 4, and 5 would not meet the purpose and need and do not adhere to the majority and most significant selection standards. Therefore, Alternatives 2, 3, 4, and 5 were not carried forward for detailed analysis in this EA (see **Section 2.5**).

Table 2-1 Screening of the Alternatives

Alternative Descriptions	Selection Standards								
	Consolidate AC-130J training into one location	Adequate munitions storage capability	Runway of sufficient length	Access to nearby firing range	Base Operating Support	Avoid impacts to wetlands and floodplains	Minimize impacts to children and minorities	Minimize impacts to cultural resources	Minimize impacts to natural resources
Alternative 1 – Kirtland AFB	Y	Y	Y	Y	Y	Y	Y	Y	Y
Alternative 2 – Keesler AFB	N	N	N	Y	Y	Y	Y	Y	Y
Alternative 3 – Maxell AFB	N	Y	Y	N	Y	Y	Y	Y	Y
Alternative 4 – Savannah, GA	N	N	Y	Y	N	Y	Y	Y	Y
Alternative 5 – Hurlburt Field, FL	Y	Y	Y	N	Y	Y	Y	Y	Y

2.4 DETAILED DESCRIPTION OF THE ALTERNATIVE(S)

2.4.1 Alternative 1 (Preferred Alternative)

2.4.1.1 Relocation of the AFSOC AC-130J FTU to Kirtland AFB

The relocation of the AFSOC AC-130J FTU would occur by the second quarter of FY 2025. The proposed force structure would include a total of seven AC-130J Training Aircraft Inventory (TAI)

which includes six Primary Training Aircraft Inventory (PTAI) and one Backup Aircraft Inventory (BAI).

The AC-130J (nicknamed “Ghostrider”) is the modern replacement for an aging fleet of C-130 gunships, most recently the AC-130U/W aircraft. It is an air-to-ground (attack) aircraft with many missions to support combat troops on the ground. Its primary mission sets are called “close air support,” “air interdiction,” and “armed reconnaissance.” The AC-130J provides ground forces an expeditionary, direct-fire platform that is persistent, ideally suited for urban operations, and delivers precision low-yield munitions against ground targets.

Example of an AC-130 aircraft
(U.S. Air Force photo by Tommie Horton)

Under current basing conditions, a pilot new to the AC-130 completes his/her FTU-level training in two places. First, the Initial Qualification phase of training occurs at Kirtland AFB. Then, the Mission Qualification phase of training occurs at Hurlburt Field. Under the Proposed Action, both of these phases of the FTU syllabus would be consolidated in one place, Kirtland AFB, to gain efficiency in training. Meeting this additional training requirement local to Kirtland AFB is the reason for the proposed move of the seven AC-130J aircraft from Hurlburt to Kirtland.

2.4.1.2 Construction and Modification of Facilities

To accommodate the AC-130J aircraft and FTU operations, the Proposed Action would require both new construction and modification of some existing facilities. All construction would be located within the Kirtland AFB boundaries. Thirteen construction or infrastructure improvement projects are proposed (see **Figure 2-1**). **Table 2-2** and **Figures 2-2a through 2-2i** summarize the proposed construction and modification projects. Additional project details are located in **Appendix B**.

2.4.1.3 Personnel Changes

Table 2-3 summarizes estimated personnel changes under the Proposed Action, which includes some new permanent personnel at Kirtland AFB as well as some transient personnel assigned temporarily at Kirtland AFB for training, as indicated in the table.

New permanent personnel would include approximately 390 FTU personnel stationed year-round at Kirtland AFB as a result of the proposed AFSOC AC-130J FTU relocation. This would include 28 officers, 324 enlisted, and 38 contractors. Furthermore, an additional approximately 25 BOS personnel would be based at Kirtland AFB year-round as a result of the Proposed Action.

Table 2-2 List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
1	Temporary New Squadron Operations Facility	• Install five modular trailers comprised of administrative offices that include squadron command section, AFE work center, AFE storage, restrooms, kitchen area, and rooms for briefing, mission planning, and conferences. • Construct an approximately 48,000 SF gravel parking area on open, undeveloped land (if needed). Potential location depicted in **Figure 2-2a**. • Construct approximately 2,900 SF of paved walkways between trailers and parking area (if constructed). *Estimated project total of 75,900 SF. Includes five 5,000-SF modular trailers (25,000 SF total), approximately 48,000 SF of additional gravel parking (if needed), and approximately 2,900 SF of paved walkways (see **Figure 2-2a**).*	FY 2023	75,900	27,900
2	Permanent New Squadron Operations Facility and Parking	• Construct a new 20,000 SF facility comprised of administrative offices that include squadron command section, AFE work center, AFE storage, restrooms, kitchen area, and rooms for briefing, mission planning, and conferences. • Construct a 4,500 SF entrance/egress from the existing parking lot onto Randolph Avenue. The entrance/egress would be constructed on an area that is primarily landscaped with an existing sidewalk. • Construct 46 new paved parking spaces with driving aisles and landscaping for a total of 9,300 SF of disturbed area on open, undeveloped land. • Construct a new 20,000 SF paved storage area for the Air Force Research Laboratory to replace the area used for the construction of the new Squadron Operations Facility. The new area would be constructed on open, undeveloped land.	FY 2028	53,800	53,800

Table 2-2 List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
		*Estimated project total of 53,800 SF. Includes 20,000 SF for new facility construction, 4,500 SF for the new entrance/egress, and 9,300 SF for the new paved parking area. There will also be a new 20,000 SF paved storage area for the Air Force Research Laboratory (see **Figure 2-2b**).*			
3	Addition to Building 957 for Classroom and Administration	• Construct a 5,000 SF addition to the east side of Building 957 for classroom and administrative space. The new addition would be constructed on open, undeveloped land. *Estimated project total of 5,000 SF for new addition construction (see **Figure 2-2c**).*	FY 2025	5,000	5,000
4	Renovate Hangar 1002 (Island B) for AC-130J AMU	• Renovate Island B in Hangar 1002 to include removal of existing ACM; lead paint; PCB; replacing HVAC and elevator; upgrading fire protection and electrical systems; constructing a fire protected egress from island to exterior of hangar; and installing telephone; NIPR and Wi-Fi (see **Figure 2-2d**).	FY 2024	None	None
5	Addition to Building 949 for WST	• Install an approximately 3,600 SF temporary structure to the east side of Building 949 to house a full motion WST. The temporary structure would be installed on an area that is an existing concrete hardstand. In addition, a 144 SF electrical equipment room (12 x 12 ft) would be constructed on the north side of Building 949 to house electrical transformer(s) and switching in support of the simulators and training devices. The total estimated area of ground disturbance would be approximately 3,800 SF (see **Figure 2-2e**).	FY 2024	3,800	None

Table 2-2 List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
6	New Simulator Complex	• Construct an AC-130J simulator facility (45,000 SF) to house two full motion AC-130J WSTs, two ACTs, a FuT, and a GTR. • Construct a covered paved walkway (900 SF[1]) to Building 950 and an additional parking area (58,500 SF, location to be determined). *Estimated project total of 104,400 SF. Includes 45,000 SF for new facility construction, 900 SF for the new covered walkway (maximum), and 58,500 SF for a new paved parking area (location to be determined) (see **Figure 2-2f**).*	FY 2025	104,400	103,700[1]
7	Addition to Pipeline Dormitory	• Construct an addition to the dormitory already proposed to be built in Zia Park (EA in process). The dormitory design will be increased by 80 rooms to support the AC-130J relocation, increasing the total number of rooms to 432 (178,089 SF or approximately 412 SF per room). *Estimated project total of 33,000 SF for the additional 80 rooms (see **Figure 2-2g**).*	FY 2024	None	None
8	New Administration Building east of MSA Parking Lot	• Construct an administration building to hold the additional manning to support the AC-130J mission move east of the MSA. *Estimated project total of 10,000 SF for new facility construction (see **Figure 2-2h**).*	FY 2025	10,000	10,000
9	New Munitions Trailer Holding Pad	• Construct a 100 x 100 ft (10,000 SF) holding pad south of Building 733 for munition trailers awaiting loading and loaded trailers awaiting transport to the flight line. *Estimated project total of 10,000 SF for the new paved holding pad (see **Figures 2-2h** and **2-2i**).*	FY 2023	10,000	10,000

Table 2-2 List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
10	Construct Two New Earth Covered Munition Storage Igloos	• Construct two new 25 x 80 ft (2,000 SF) Hayman Earth Covered Munitions Storage Igloos in MSA. An additional 7,000 SF would be included for the aprons and road accessing the igloos. • Construct an unpaved 3,500 SF stormwater drainage system for each igloo. *Estimated project total of 11,000 SF. Includes 4,000 SF for new construction of the igloos, 7,000 SF for the paved aprons and access road, and an additional 7,000 SF of ground disturbance for the stormwater drainage systems (see **Figure 2-2i**).*	FY 2023	18,000	11,000
11	New Explosive Operations Building	• Construct an Explosive Operations Building (6,000 SF) to house munitions builds/teardown and expenditure operations supporting the AC-130J mission. • Construct a 5,400 SF paved access road, a total of 3,700 SF for paved parking areas on the west and east sides of the building, and paved aprons (2,000 SF each) on the north and south sides of the building. *Estimated project total of 19,100 SF. Includes 6,000 SF for new facility construction, 5,400 SF for the new paved access road, 3,700 SF for the new paved parking areas, and 2,000 SF for the new paved aprons (see **Figure 2-2i**).*	FY 2025	19,100	19,100
12	Construct Small Arms Storage Facility	• Construct a small arms storage facility (also called a Butler Building) (100 x 100 ft [10,000 SF]). *Estimated project total of 10,000 SF for new facility construction (see **Figure 2-2h**).*	FY 2023	10,000	10,000

Table 2-2 List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
13	Renovate Buildings 737 and 733	• Renovate Building 733 (Brass Storage/Catenary System) and Building 737 (Trailer Maintenance/Production Facility). • Renovations to Building 737 included the removal and replacement of the oil/water separator located outside on the hardstand to the southwest of the building (approximately 4,200 SF of disturbance) (see **Figure 2-2h**).	FY 2023	4,200 SF	None

Notes: [1]The longest proposed covered walkway from the new facility to Building 950 is estimated to be a maximum of 900 SF (4 feet wide by 225 feet long). The majority of the proposed walkway is paved but uncovered so only 200 SF is estimated to be a new impervious surface. Although the location of the new parking area has not been determined, for the purposes of the EA, it is assumed to be on an undeveloped area.
ACM = asbestos containing material; ACT = Aircraft Cabin Trainer; AFE = Aircrew Flight Equipment; EA = Environmental Assessment; ft = foot/ft; FuT = Fuselage Trainer; FY = Fiscal Year; GTR = Gun Trainer; HVAC = Heating, Ventilation, and Air Conditioning; MSA = Munitions Storage Area; NIPR = Non-Secure Internet Protocol Router; PCB = polychlorinated biphenyl; SF = square foot/feet; WST = Weapons Systems Trainer.
Sources: Kirtland AFB, 2021b – 2021o; 2022a – 2022e.

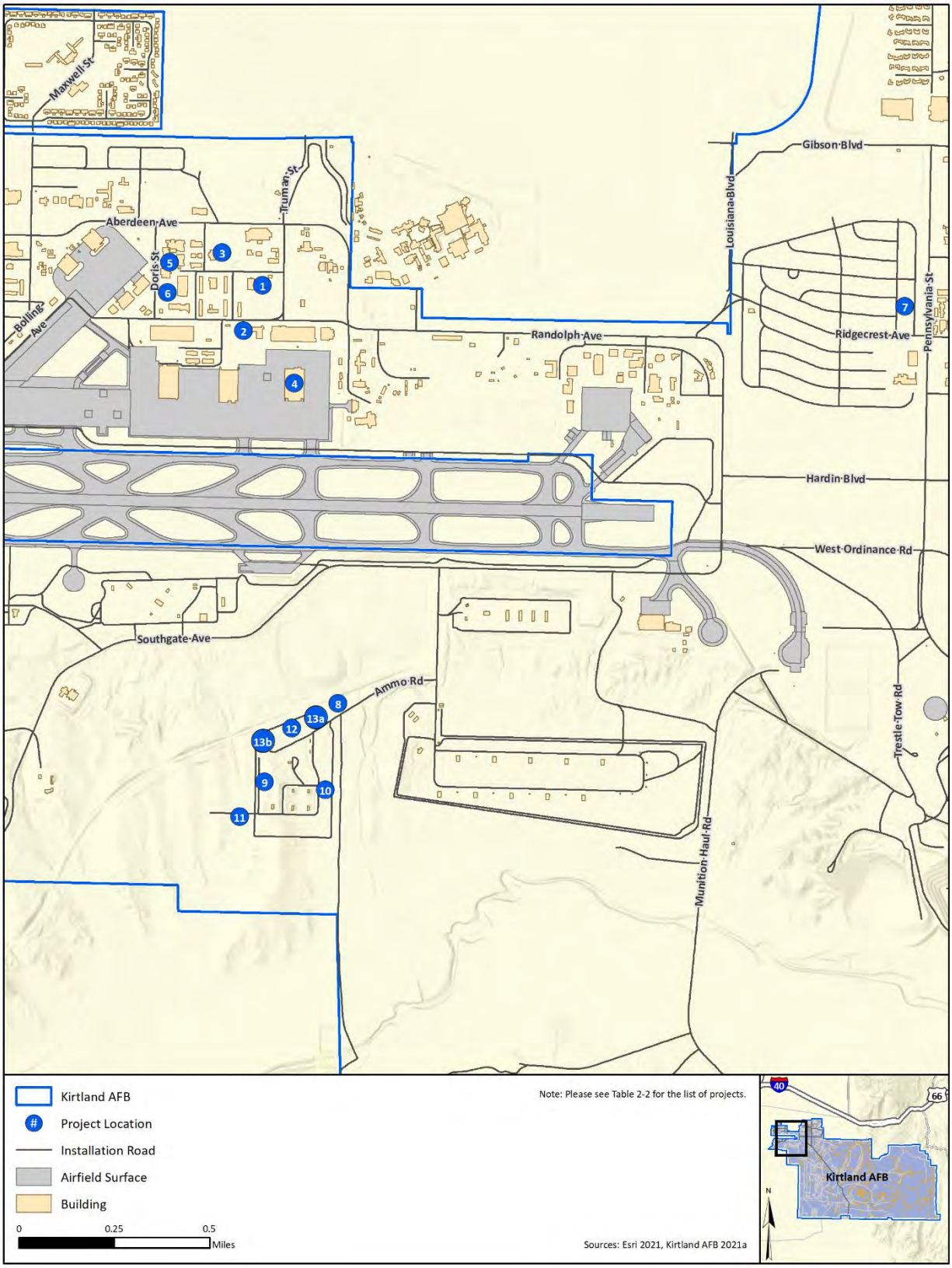

Figure 2-1 Overview of Proposed Project Locations

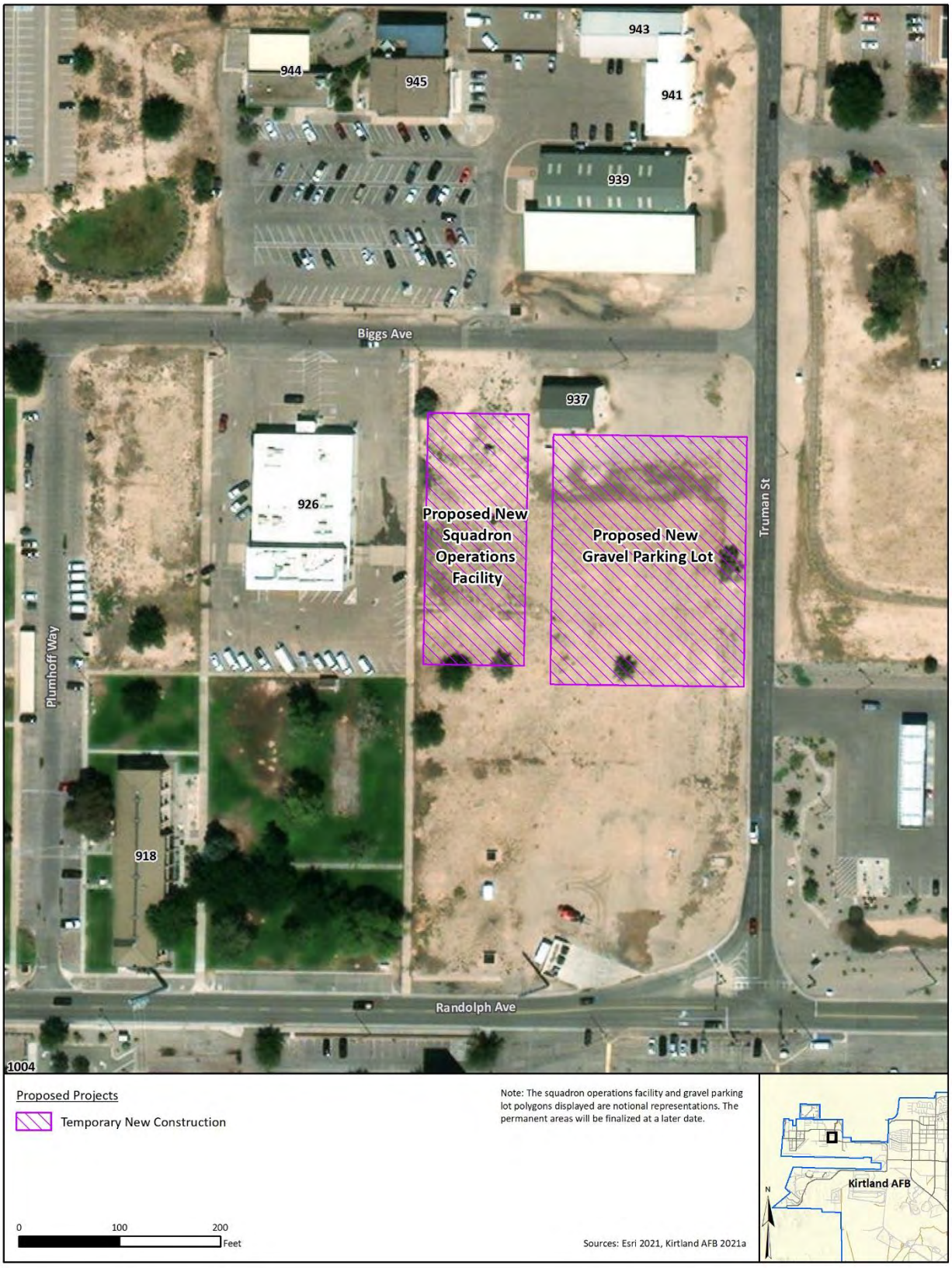

Figure 2-2a Project 1 – Temporary New Squadron Operations Facility

Figure 2-2b Project 2 – Permanent New Squadron Operations Facility and Parking

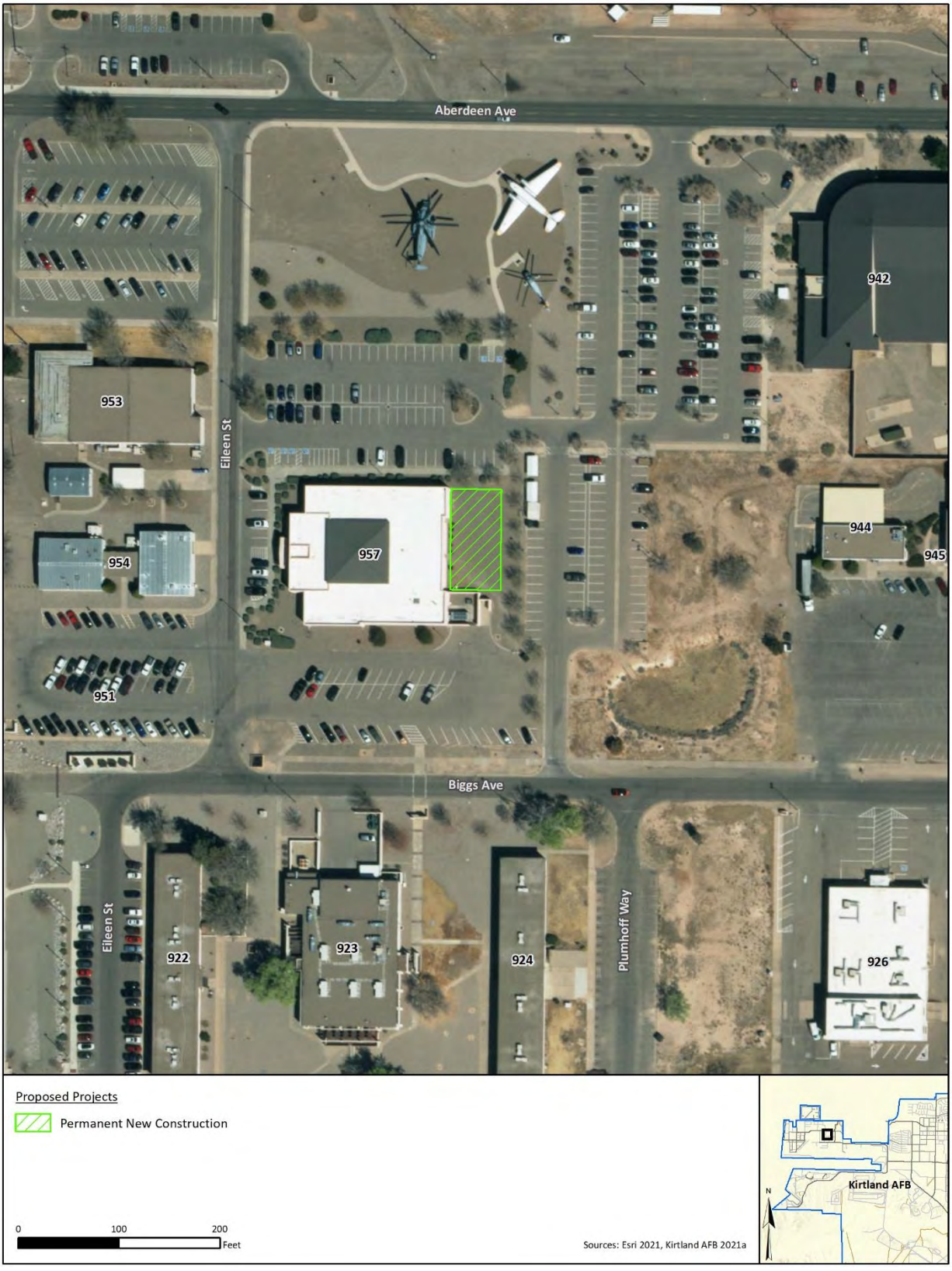

Figure 2-2c Project 3 – Addition to Building 957 for Classroom and Administration

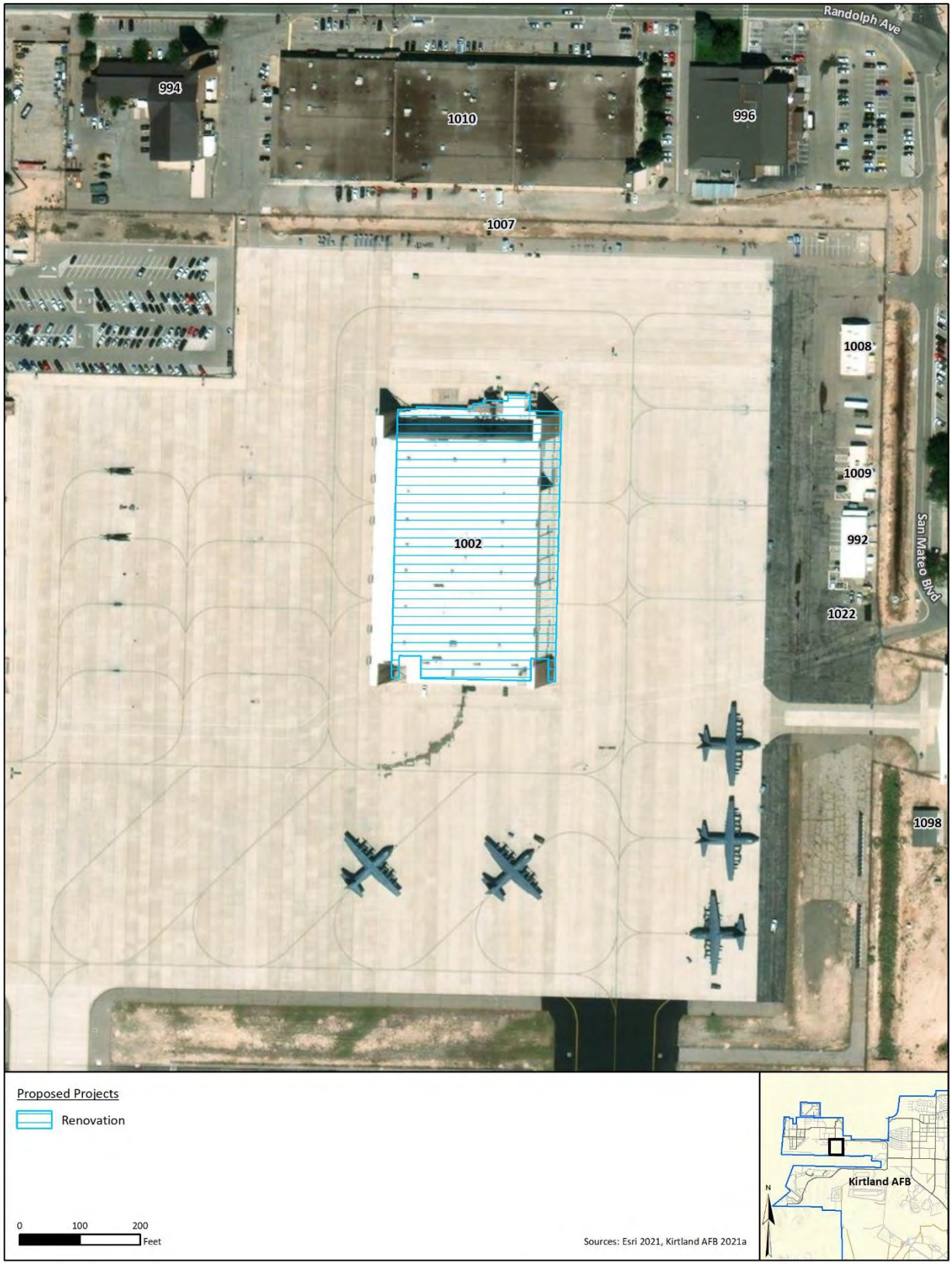

Figure 2-2d Project 4 – Renovate Hangar 1002 (Island B) for AC-130J AMU

Figure 2-2e Project 5 – Addition to Building 949 for WST

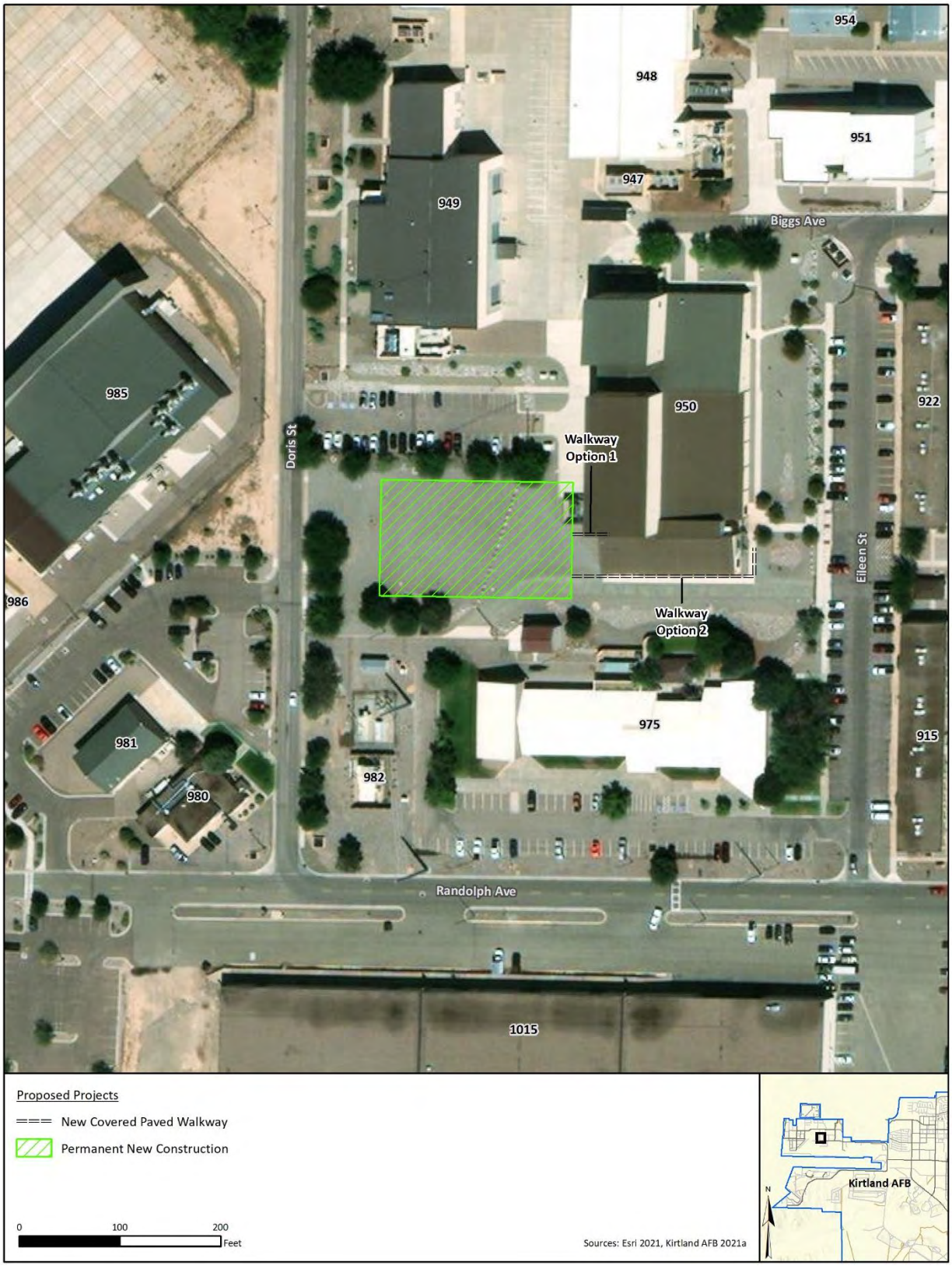

Figure 2-2f Project 6 – New Simulator Complex

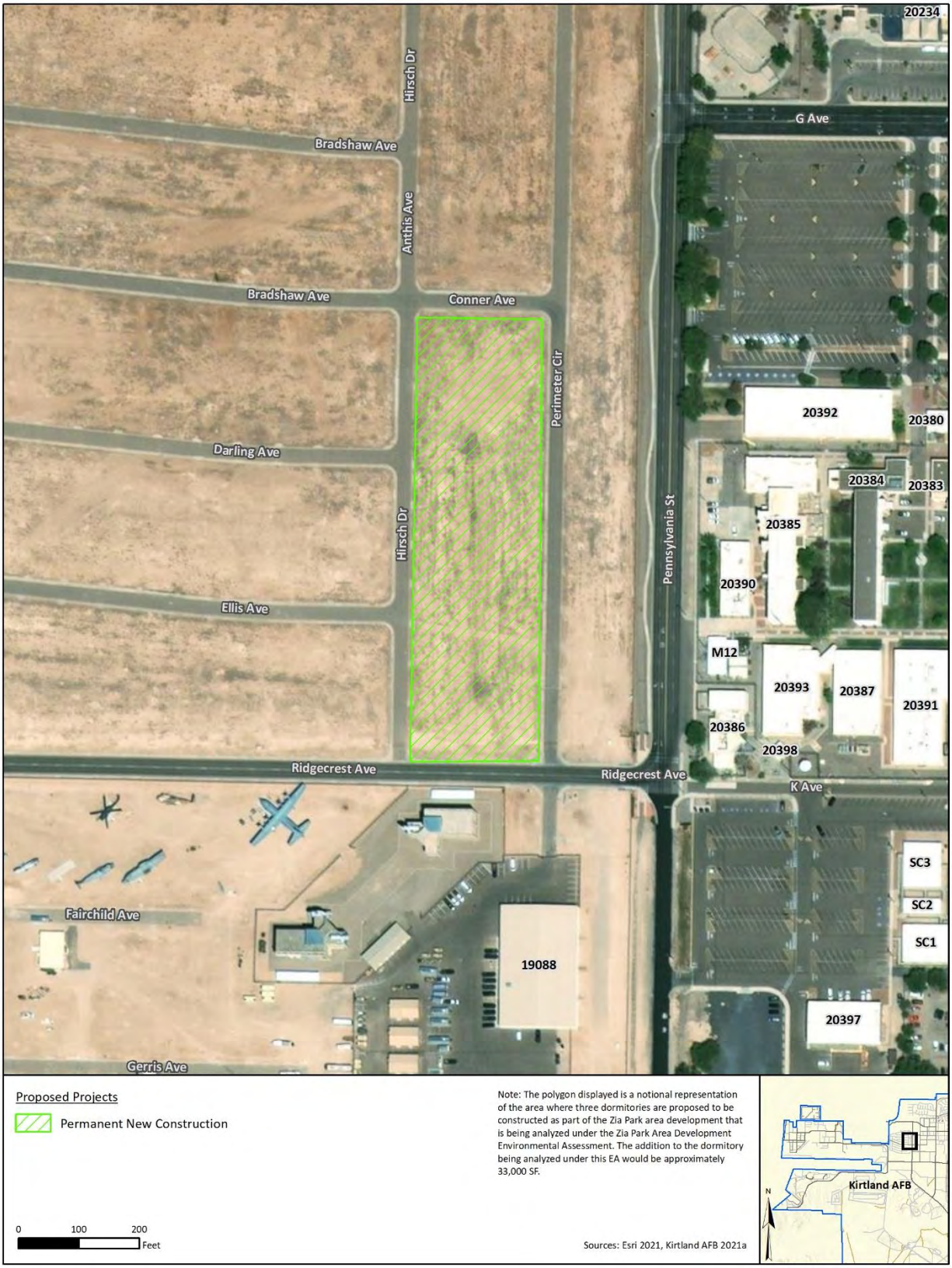

Figure 2-2g Project 7 – Pipeline Dormitory (Additional Rooms Added)

Figure 2-2h MSA North Projects (Projects 8, 9, 12, and 13)

Figure 2-2i MSA South Projects (Projects 9, 10,11, and 13)

New transient personnel assigned temporarily for training would include the following:

- Additional student and instructor personnel visiting Kirtland AFB during training periods. Throughout the year, Mission Qualification Programmed Flight Training (PFT) courses and Instructor Upgrade PFT courses would occur. Mission Qualification PFT courses would occur up to 150 training days (approximately 30 calendar weeks) a year. The 150 training days would be spread out throughout the year. Student personnel for Mission Qualification PFT courses would include a total of approximately 162 students per year (72 officers and 90 enlisted), or 18 crews of 9 individuals. Up to 50 percent of the 162 students are in residence at any one time.
- Instructor Upgrade PFT courses would occur for both pilot instructors and non-pilot instructors. Pilot instructor upgrade training would occur up to 51 training days a year for 18 total students (all officers). Non-pilot instructor upgrade training would occur up to 9 training days (approximately 2 calendar weeks) per year for a total of approximately 90 students (36 officers and 54 enlisted).

Table 2-3 Proposed Estimated Manpower under the Proposed Action

Manpower	Number of Personnel	Training Days per Year
FTU	390	N/A – Based at Kirtland Year-Round
BOS	25	N/A – Based at Kirtland Year-Round
Mission Qualification PFT Students	162	150
Pilot Instructor Upgrade PFT students	18	51
Non-Pilot Instructor Upgrade PFT students	90	9

Notes: BOS = Base Operating Support; FTU = Formal Training Unit; N/A = Not Applicable; PFT = Programmed Flight Training.
Source: Kirtland AFB, 2020.

2.4.1.4 Airfield Operations

To provide the training needed to ensure combat readiness, AC-130J aircrews would conduct operations in two types of areas: (1) the installation airfield, and (2) training ranges and SUA. Additionally, pilots would use simulators extensively. Simulator training includes all facets of flight operations and comprehensive emergency procedures.

This EA uses three terms to describe different components of aircraft flying activities: *sortie*, *operation*, and *event*. Each has a distinct meaning and commonly applies to a specific set of activities in a particular airspace environment or unit. These terms also provide a means to quantify activities for the purposes of analysis.

A *sortie* consists of a single military aircraft from a take-off through a landing. For this EA, the term sortie is commonly used when summarizing the amount of flight activities from an installation. A sortie can include more than one operation.

The term *operation* can apply to both airfield and airspace activities, and represents the primary analytic and descriptive quantifier of aircraft flight activities presented in this EA. At an airfield, an operation comprises one action such as a landing or a take-off. For airspace and ranges, an operation comprises the use of one airspace unit (e.g., MOA, Restricted Area) by one aircraft. Each time a single aircraft flies in a different airspace unit, one operation is counted for the unit.

Thus, different installations could support the same number of sorties for the same aircraft type, but generate different numbers of operations in the airspace due to the configuration of airspace units.

As a subset of operations, the term *event* is used to define specific training elements (e.g., a defensive countermeasure or ordnance delivery event). More than one event may be performed during the use of an airspace unit. During a single sortie, an aircraft could fly in several airspace units, conducting a number of operations and events. For these reasons, the number of operations and events may exceed total sorties and are not additive to one another.

AC-130J flight operations in and around Kirtland AFB would be very similar to those performed by the MC-130J and HC-130J aircraft currently based there. Typical training events for the MC-130J and HC-130J involve an aircraft taking off from Kirtland AFB, going to a training area elsewhere, then returning later for recovery at Kirtland AFB. Pilot proficiency requirements also necessitate practice of some additional landings, often accomplished by landing to a "touch-and-go," then flying a closed pattern to another landing. This allows multiple landing practices. During a normal sortie, one or both of the pilots may need extra landings or instrument approaches. This type of activity will be nearly identical for the AC-130J and will likely be indistinguishable to the average observer.

Current M/HC-130J aircraft based at Kirtland AFB fly about five sorties per day, five days per week (about 1,250 sorties per year). Each of these sorties has at least a takeoff and landing, and there are about 2,500 closed patterns conducted per year as well (with two airfield operations each). Addition of the new AC-130J aircraft would add approximately three more sorties per day and would primarily occur Monday through Friday. This would total approximately 750 sorties per year each having an average of six airfield operations for a total of 4,500 annual airfield operations. Table 2-4 shows the current operations at Kirtland AFB/Albuquerque International Sunport, using civil aircraft data from 2019 as representative of status quo annual operations prior to COVID-19. The proposal to increase the USAF activity with AC-130J aircraft conducting 4,500 annual flight operations represents an increase of about 3.5% over the representative current operations.

Table 2-4 Current and Proposed Annual Airfield Operations at Kirtland AFB/Albuquerque International Sunport

	Total Current Operations	Proposed AC-130J Operations
Current Military Aircraft	17,596	-
Proposed AC-130J Aircraft	N/A	4500
Other Aircraft	109,763	-
Total Airfield Operations	127,359	131,859
Percent Change at Airfield	N/A	3.5%

Current M/HC-130J aircraft stationed at Kirtland AFB fly sorties both day and night to meet training requirements for combat missions that will occur at all times of day. For flight training purposes, "after dark" is considered to be the time period from 1 hour after sunset to 1 hour before sunrise. The time of day flown in the dark varies between the units because of their geographic location, and also varies seasonally. "After dark" training is different from "environmental night," which is used to predict changes to the noise environment. "Environmental night" is considered to be after 10:00 p.m. and before 7:00 a.m. and is used in the noise analysis to account for the added

intrusiveness of aircraft operations during this time period. The proposed AC-130J sorties would also occur both during the day and night, with generally two sorties per day occurring during the night (10:00 p.m. to 7:00 a.m.) and one sortie per day occurring during the day (7:00 a.m. to 10:00 p.m.).

2.4.1.5 Training Airspace and Range Operations

2.4.1.5.1 Airspace Use

No new airspace or reconfigurations are needed or proposed to support the relocation of the AFSOC AC-130J FTU from Hurlburt Field, Florida to Kirtland AFB, New Mexico. The AC-130J would operate within SUA (both MOAs and Restricted Areas), and other existing airspace and training areas, including live fire training at Melrose AFR, already designated for C-130 flight operations normally conducted out of Kirtland AFB and Cannon AFB. These include the Pecos and Taiban MOAs, R-5104, and R-5105 (**Figure 2-3**). The majority of the flights from Kirtland AFB airfield to this SUA would occur above 10,000 ft mean sea level (MSL).

Increase in operations within the SUA under the Proposed Action would be minimal compared to existing. AC-130J operations resulting from the Proposed Action would result in fewer sorties in the airspace than the operations for the C-130 airframe assessed in previous NEPA analysis. The AC-130J aircraft would fly similar to the other C-130 aircraft currently flying in the airspace. Specifically, environmental impacts to the airspace and range were evaluated in the *AFSOC Assets Beddown at Cannon Air Force Base, New Mexico Environmental Impact Statement* (USAF, 2007). **Table 2-5** includes the annual aircraft operations for Melrose AFR, Restricted Areas, and MOAs that were analyzed in the previously mentioned EIS. **Table 2-6** compares existing operations with those proposed under this Proposed Action and those analyzed in the 2007 EIS.

2.4.1.5.2 Ordnance Use and Defensive Countermeasures

Approximately 80 percent of the training sorties would include training at Melrose AFR. Sorties that would include weapons training would be conducted at Melrose AFR, including within the Pecos and Taiban MOAs, R-5104, and R-5105, near Clovis, New Mexico, proximate to Cannon AFB. Normal live fire operations would include munition upload at Kirtland AFB; the weapons would not be chambered or armed until over the impact range. No changes to the range would be required or occur under the Proposed Action.

The type of defensive countermeasures used by the AC-130J within the Pecos and Taiban MOAs, R-5104, and R-5105, including chaff and flares, would be similar to what is currently used by the MC-130J and HC-130J at Melrose AFR. It is projected that the AC-130J would use approximately 12,500 M-206 flares and approximately 7,800 RR-188 chaff bundles annually under the Proposed Action. This would be an increase of approximately 3,860 flares and an increase of approximately 4,560 chaff bundles compared to what is currently used. However, chaff and flare use would fall within the numbers analyzed and planned for in previous NEPA documents that proposed a larger AC-130 presence at Cannon AFB than currently exists. Environmental impacts for a projected use of 36,000 chaff bundles and 24,000 defensive flares annually were evaluated in the *AFSOC Assets Beddown at Cannon Air Force Base, New Mexico Environmental Impact Statement* (USAF, 2007).

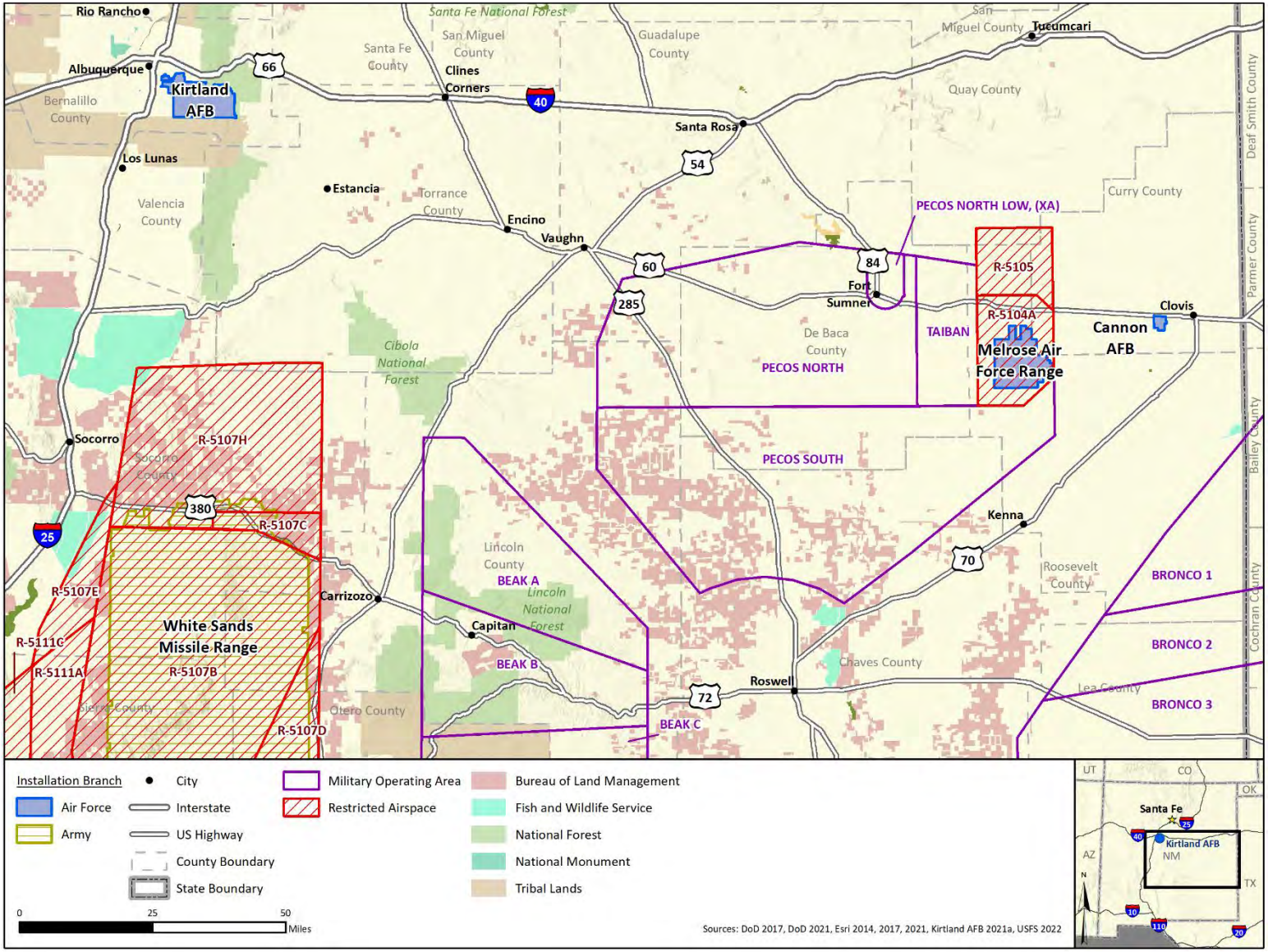

Figure 2-3 Airspace Near Kirtland AFB

Table 2-5 Annual Aircraft Sortie-Operations for Melrose AFR Restricted Areas and MOAs Analyzed in the 2007 EIS for AFSOC Assets Beddown at Cannon AFB, New Mexico

Aircraft	R-5104A[1]		R-5104B[2]		R-5105[3]		Pecos MOA		Taiban MOA	
	Day[4]	Night[5]	Day[4]	Night[5]	Day[4]	Night[5]	Day[4]	Night[5]	Day[4]	Night[5]
AC-130H	936	312	9	3	936	312	811	437	811	437
MC-130H	468	312	60	39	468	312	507	273	507	273
MC-130P	468	312	60	39	468	312	507	273	507	273
CV-22	750	500	0	0	750	500	1,008	543	813	438
C-47 Type	137	91	0	0	137	91	148	80	148	80
UH-1	113	38	0	0	113	38	130	70	107	57
NSA	456	456	0	0	456	456	130	70	593	319
UAS	90	90	90	90	90	90	-	-	-	-
MC-130W	468	312	60	39	468	312	507	273	507	273
Transient	1,170	300	1,170	300	1,170	300	606	200	1,170	300

Notes: [1]To 18,000 feet
[2]18,000 feet to 23,000 feet
[3]To 10,000 feet
[4]Day operations would be from 7:00 a.m. to 10:00 p.m.
[5]Night operation is considered 10:00 p.m. to 7:00 a.m.
Source: USAF 2007.

Table 2-6 Proposed Annual Aircraft Sortie-Operations for Melrose AFR Restricted Areas and MOAs Compared to Existing Operations and those Analyzed in the 2007 EIS for AFSOC Assets Beddown at Cannon AFB, New Mexico

Aircraft	R-5104A			R-5104B			R-5105			Pecos MOA			Taiban MOA		
	EIS	2019	Proposed[1]	EIS	2019	Proposed[1]	EIS	2019	Proposed[1]	EIS	2019	Proposed[1]	EIS	2019	Proposed[1]
AC-130	1,248	291	400	12	21	30	1,248	7	10	1,248	22	30	1,248	6	10
Other C-130 Models[2]	6,531	752	0	3,906	472	-0	14,310	146	0	5,325	1,947	0	6,365	743	0
Other Aircraft	4,191	675	0	3,609	449	0	11,970	37	0	2,985	1,703	0	4,025	600	0

Notes: [1] The noise generated from the AC-130J models proposed under this action would be almost identical, or slightly quieter, to the other C-130 aircraft currently flown in the airspace. Some of the C-130 aircraft analyzed in the previous EIS and flown in 2019 are older models (e.g., H/N/P) and therefore slightly louder than the newer J model (which has more efficient propellers) proposed under this action.
[2] This includes the MC-130, KC-130, and C-130 aircraft.
EIS = Environmental Impact Statement; MOA = Military Operations Area

Source: USAF, 2007.

The minimum altitude for M-206 or equivalent defensive countermeasure flare release in assessed New Mexico Training Range Initiative SUA outside Melrose AFR continues to be above 2,000 feet above ground level (AGL). When the National Fire Danger Rating System indicates high fire conditions or above, the minimum altitude for flare release in SUA outside Melrose AFR shall be raised to above 5,000 feet AGL. Flares and other munitions would be used over Melrose AFR in accordance with the Melrose AFR Operations Condition Matrix Restrictions derived from the new Cannon AFB responsibilities and procedures supplement to Air Force Instruction 13-212 for the maintenance and use of Melrose AFR.

In addition to the defensive countermeasures, the AC-130J also employs other weapons systems, the use of which are one of the focus areas of the Mission Qualification phase of the FTU training syllabus. The proposed operations on Melrose AFR due to the consolidation of the AC-130J FTU at Kirtland AFB would result in fewer sorties in the airspace, and fewer rounds of ordnance on the range than what was analyzed and planned for in the previous *Environmental Assessment for Utilization Enhancements at Melrose Air Force Range* in 2016 (USAF, 2016) and the *AFSOC Assets Beddown at Cannon Air Force Base, New Mexico Environmental Impact Statement* (USAF, 2007) **(Table 2-7)**.

Table 2-7 Existing and Proposed Annual Munitions Expenditures

Munitions	Existing Expenditures	Proposed Additional Expenditures	Previously Analyzed in Past NEPA
30 mm High Explosive Incendiary	0	93,600	165,000[1]

Notes: [1]Analyzed in the USAF 2016 EA.
[2]Analyzed in the USAF 2007 EIS.
Mm = millimeter; NEPA = National Environmental Policy Act.
Sources: USAF, 2007, 2016.

2.4.2 No Action Alternative

Under the No Action Alternative, the USAF would not relocate the AFSOC AC-130J FTU from Hurlburt Field, Florida to Kirtland AFB, New Mexico and organizationally realign the unit under the 58 SOW (AETC). AC-130J qualifications training would continue to occur in a split environment with Initial Qualification Training occurring at Kirtland AFB and Mission Qualification Training occurring at Hurlburt Field. Training would continue to strain capacity of the Eglin AFB Range constraining student training by forcing longer qualification training periods waiting on range access.

The No Action Alternative would not meet the purpose of and need for the Proposed Action as described in **Section 1.3**; however, the USAF EIAP (32 CFR Part 989.8[d]) requires consideration of the No Action Alternative. Therefore, this alternative will be carried forward for detailed analysis in the EA.

2.5 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED ANALYSIS

The following alternatives were eliminated from further consideration based upon the selection standards stated in **Section 2.2** and other reasons as explained below.

Alternative 2 – Keesler AFB, 403rd Airlift Wing – Under this alternative, the USAF would relocate the AFSOC AC-130J FTU from Hurlburt Field, Florida to Keesler AFB in Biloxi, Mississippi. This alternative action does not meet the Commander, Air Force Special Operations Command

(COMAFSOC) intent to consolidate AC-130J training in a single location under a single organization with the intent of providing synergies and lower costs. AC-130J qualification training would continue to occur in a split environment with Initial Qualification Training occurring at Kirtland AFB and Mission Qualification Training occurring at Keesler AFB. In addition, Keesler AFB lacks adequate munitions storage capability to support AC-130J munitions requirements; Keesler AFB's runway is not long enough to support the increase take-off distances driven by the increased weight of the AC-130J airframe and the location of Keesler AFB near numerous casinos that routinely use lasers on a nightly basis significantly increase the flight safety risk to student pilots.

Alternative 3 – Maxwell AFB, 908th Airlift Wing – Under this alternative, the USAF would relocate the AFSOC AC-130J FTU from Hurlburt Field, Florida to Maxwell AFB in Montgomery, Alabama. This alternative action does not meet the COMAFSOC intent to consolidate AC-130J training in a single location under a single organization with the intent of providing synergies and lower costs. AC-130J qualification training would continue to occur in a split environment with Initial Qualification Training occurring at Kirtland AFB and Mission Qualification Training occurring at Maxwell AFB. In addition, Maxwell AFB lacks access to a nearby live fire training range forcing students to fly to the Eglin Range to train. This would continue to strain capacity of the Eglin Range constraining student training by forcing longer qualification training periods waiting on range access.

Alternative 4 – Savannah, Georgia, 165th Airlift Wing – Under this alternative, the USAF would relocate the AFSOC AC-130J FTU from Hurlburt Field, Florida to Savannah, Georgia. This alternative action does not meet the COMAFSOC intent to consolidate AC-130J training in a single location under a single organization with the intent of providing synergies and lower costs. AC-130J qualification training would continue to occur in a split environment with Initial Qualification Training occurring at Kirtland AFB and Mission Qualification Training occurring at the 165th Airlift Wing. The 165th Airlift Wing is located on a commercial airport that lacks any munitions storage capabilities. No BOS is available to support active duty assigned personnel or students.

Alternative 5 – Hurlburt Field, Florida – Under this alternative, the 58 SOW at Kirtland AFB, New Mexico would relocate to Hurlburt Field, Florida. Currently, student training from Hurlburt Field utilizes Eglin AFB's Range in Florida to conduct part of its Mission Qualification training. However, there is limited capacity at the Eglin Range, constraining student training by forcing longer qualification training periods waiting on range access. This would continue to strain capacity of the Eglin Range constraining student training by forcing longer qualification training periods waiting on range access.

2.6 COMPARATIVE SUMMARY OF IMPACTS

Table 2-8 presents a summary of the impacts anticipated under the Proposed Action, Alternatives, and No Action Alternative.

Table 2-8 Summary of Potential Impacts

Affected Resource	Alternative 1 – Preferred Action	No Action Alternative
Airspace Management	TBD	TBD
Noise	TBD	TBD
Land Use	TBD	TBD
Air Quality	TBD	TBD
Geology and Soils	TBD	TBD
Water Resources	TBD	TBD
Biological Resources	TBD	TBD
Cultural Resources	TBD	TBD
Infrastructure	TBD	TBD
Hazardous Materials and Wastes	TBD	TBD
Safety	TBD	TBD
Socioeconomics and Environmental Justice	TBD	TBD

(Note to Reviewer: Table 2-8 is TBD until the analysis is complete. Resource areas will be analyzed and could be eliminated from detailed analysis in the Preliminary Draft EA. Summary of potential impacts will be complete in the Preliminary Draft EA.)

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APPENDIX A
INTERAGENCY AND INTERGOVERNMENTAL COORDINATION FOR ENVIRONMENTAL PLANNING AND PUBLIC INVOLVEMENT MATERIALS

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Appendix A

Interagency and Intergovernmental Coordination for Environmental Planning and Public Involvement Materials

The 377th Air Base Wing (377 ABW) solicited comments on the Environmental Assessment (EA) by distributing letters (example follows) to potentially interested federal, state, and local agencies; Native American tribes; and other stakeholder groups or individuals. The following is a list of potentially interested parties.

Federal, State, and Local Agencies – Scoping Letter

Senator Martin Heinrich
US Senate
303 Hart Senate Office Building
Washington DC 20510

Senator Ben Ray Luján
US Senate
Dirksen Senate Building, Ste B40C
Washington DC 20510

Representative Melanie Ann Stansbury
US House of Representatives
1305 Longworth House Office Building
Washington DC 20515

Representative Deb Haaland
US House of Representatives
1421 Longworth House Office Building
Washington DC 20515

Representative Teresa Leger Fernandez
US House of Representatives
1432 Longworth House Office Building
Washington DC 20515

Ms. Stephanie Garcia Richard
Commissioner of Public Lands
New Mexico State Land Office
310 Old Santa Fe Trail
Santa Fe NM 87501

Ms. Sarah Cottrell Propst
Cabinet Secretary
New Mexico Energy, Minerals and Natural Resources Department
1220 South St Francis Drive
Santa Fe NM 87505

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Bernalillo County Board of Commissioners
One Civic Plaza NW, 10th Floor
Albuquerque NM 87102

Councilmember
Albuquerque City Councilmembers
PO Box 1293
Albuquerque NM 87103

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US Fish & Wildlife Service
Southwest Regional Office
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Albuquerque NM 87103-1306

Mr. Matt Wunder, Chief
New Mexico Department of Game and Fish
Conservation Services
PO Box 25112
Santa Fe NM 87504

Ms. Patricia Mattingly, Acting Regional Director and Regional Environmental Specialist
Bureau of Indian Affairs
Southwest Regional Office
1001 Indian School Road NW
Albuquerque NM 87104

Mr. Rob Lowe, Regional Administrator
Federal Aviation Administration
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Mr. Martin Meairs, District Conservationist
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Los Lunas Service Center
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Los Lunas NM 87031

Mr. George MacDonell
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Albuquerque NM 87109-3435

Mr. David Gray, Acting Regional Administrator
US Environmental Protection Agency, Region 6
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Ms. Cheryl Prewitt
Regional Environmental Coordinator
US Forest Service
Southwestern Region
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Albuquerque NM 87102-3407

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Mid Region Council of Governments
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Albuquerque NM 87102

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New Mexico State Land Office
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City of Albuquerque Planning Department
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Acting District Manager
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Native American Tribes

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Pueblo of Cochiti
Governor Phillip Quintana
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Cochiti Pueblo NM 87072

Hopi Tribal Council
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Kykotsmovi AZ 86039

Pueblo of Isleta
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Isleta Pueblo NM 87022

Pueblo of Jemez
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Jicarilla Apache Nation
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Dulce NM 87528

Pueblo of Laguna
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Laguna NM 87026

Mescalero Apache Tribe
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Mescalero NM 88340

Pueblo of Nambé
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Ohkay Owingeh Pueblo
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Pueblo of Zia
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Fort Sill Apache Tribe of Oklahoma
Chairwoman Lori Gooday Ware
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San Carlos Apache Tribe
Chairman Terry Rambler
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Comanche Nation of Oklahoma
Chairman Mark Woommavovah
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Kiowa Tribe of Oklahoma
Chairman Matthew Komalty
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President Walter Echo-Hawk
PO Box 470
Pawnee OK 74058

Southern Ute Indian Tribe
Chairman Melvin Baker
PO Box 737
Ignacio CO 81137

Ute Mountain Ute Tribe
Chairman Manuel Heart
PO Drawer JJ
Towaoc CO 81334

Wichita & Affiliated Tribes
President Terri Parton
Wichita Executive Committee
PO Box 729
Anadarko OK 73005

Tonkawa Tribe of Indians of Oklahoma
President Russell Martin
1 Rush Buffalo Road
Tonkawa OK 74653

Pueblo of Zuni
Governor Val Panteah, Sr.
PO Box 339
Zuni NM 87327

All Pueblo Council of Governors
Chairman E. Paul Torres
2401 12th Street NW
Albuquerque NM 87103

Five Sandoval Indian Pueblos
Executive Director Joshua Madalena
4321-B Fulcrum Way NE
Rio Rancho NM 87144

Eight Northern Indian Pueblos Council
Executive Director Gilbert Vigil
PO Box 969
Ohkay Owingeh NM 87566

24th Navajo Nation Council
Office of the Speaker
Speaker Seth Damon
PO Box 3390
Window Rock AZ 86515

Interested Parties

Peaceful Skies Coalition
PO Box 322
Arroyo Hondo, NM 87513

Sample Agency Letter

DEPARTMENT OF THE AIR FORCE
377TH AIR BASE WING (AFGSC)

Colonel Jason F. Vattioni, USAF
Commander
377th Air Base Wing
2000 Wyoming Blvd SE
Kirtland Air Force Base NM 87117

The Honorable Martin Heinrich
U.S. Senate
400 Gold Ave SW, Ste 1080
Albuquerque NM 87102

Dear Senator Heinrich

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF is preparing an Environmental Assessment (EA) to evaluate the potential environmental impacts resulting from the relocation of the Air Force Special Operations Command (AFSOC) AC-130J Formal Training Unit (FTU) from Hurlburt Field, Florida to Kirtland Air Force Base (AFB), New Mexico and the organizational realignment of the unit under the 58th Special Operations Wing (Air Education and Training Command) which is a tenant organization located at Kirtland AFB.

The purpose of the Proposed Action is to consolidate all AC-130J qualifications. The action is needed to provide synergies between the Basic Qualification and Mission Qualification training and lower operational costs. This Proposed Action would include relocation of AC-130J aircraft, personnel, operation squadron, maintenance squadron, and related construction activities.

To accommodate the AC-130J aircraft and FTU operations, the Proposed Action would require both new construction and modification of some existing facilities at Kirtland AFB. All construction would be located within the Kirtland AFB boundaries. Thirteen construction or infrastructure improvement projects are proposed. Attachment 1 summarizes the proposed construction and modification projects, and attachment 2 depicts these project locations.

The AC-130J will operate within special use airspace (SUA) and other existing airspace and training areas already designated for the C-130 flight operations normally conducted out of Kirtland AFB. These include the Melrose Range Complex, with supporting SUA (Pecos and Taiban Military Operations Areas [MOAs], and Restricted Areas R-5104 and R-5105 [attachment 3]), which are also used by C-130 aircraft originating from Cannon AFB in Clovis,

New Mexico. No new airspace or reconfigurations are needed or proposed to support the relocation of the AFSOC AC-130J FTU from Hurlburt Field to Kirtland AFB.

AC-130 use of the Melrose Range Complex was previously evaluated in the *AFSOC Assets Beddown at Cannon Air Force Base, New Mexico Environmental Impact Statement (EIS),* which anticipated a higher number of AC-130s using this training area (airspace and range) than what has actually transpired, based on reduced numbers of aircraft at Cannon AFB than were anticipated. Additional use of the Melrose Range Complex by the AC-130s being proposed for basing at Kirtland AFB will result in use that is still below the levels analyzed in the aforementioned EIS. Specifically, the current C-130 use of this training area plus the proposed increase is still below the EIS levels, including total sorties, total ordnance used, and total expendable countermeasures used. All the impacts from the proposed additional sorties from Kirtland AFB-based AC-130s would still be at or below the previous levels analyzed.

The environmental analysis for the Proposed Action is being conducted by the USAF in accordance with the Council on Environmental Quality guidelines pursuant to the NEPA of 1969. In accordance with Executive Order 12372, *Intergovernmental Review of Federal Programs*, we solicit your comments concerning the proposal and any potential environmental consequences of the action. If you have additional information regarding impacts of the Proposed Action on the natural environment or other environmental aspects of which we are unaware, we would appreciate receiving such information for inclusion and consideration during the NEPA compliance process. A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the AFSOC AC-130J Formal Training Unit Relocation at Kirtland AFB, New Mexico is available at *http://www.kirtland.af.mil/Home/Environment* under the heading "Environmental Assessments." Please provide any comments you may have within 30 days of receipt of this letter.

Please send your written responses to the NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Suite 116, Kirtland AFB NM 87117 or via email to KirtlandNEPA@us.af.mil.

Sincerely

JASON F. VATTIONI, Colonel, USAF
Commander

3 Attachments:
1. List of Proposed Projects
2. Proposed Projects Figure
3. Kirtland AFB Airspace Figure

List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
1	Temporary New Squadron Operations Facility	• Install five modular trailers comprised of administrative offices that include squadron command section, AFE work center, AFE storage, restrooms, kitchen area, and rooms for briefing, mission planning, and conferences. • Construct an approximately 48,000 SF gravel parking area on open, undeveloped land (if needed). • Construct approximately 2,900 SF of paved walkways between trailers and parking area (if constructed). *Estimated project total of 75,900 SF. Includes five 5,000-SF modular trailers (25,000 SF total), approximately 48,000 SF of additional gravel parking (if needed), and approximately 2,900 SF of paved walkways.*	FY 2023	75,900	27,900
2	Permanent New Squadron Operations Facility and Parking	• Construct new 20,000 SF facility comprised of administrative offices that include squadron command section, AFE work center, AFE storage, restrooms, kitchen area, and rooms for briefing, mission planning, and conferences. • Construct a 4,500 SF entrance/egress from the existing parking lot onto Randolph Avenue. The entrance/egress would be constructed on an area that is primarily landscaped with an existing sidewalk. • Construct 46 new paved parking spaces with driving aisles and landscaping for a total of 9,300 SF of disturbed area on open, undeveloped land. • Construct a new 20,000 SF paved storage area for the Air Force Research Laboratory to replace the area used for the construction of the new Squadron Operations Facility. The new area would be constructed on open, undeveloped land. *Estimated project total of 53,800 SF. Includes 20,000 SF for new facility construction, 4,500 SF for the new*	FY 2028	53,800	53,800

List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
		entrance/egress, and 9,300 SF for the new paved parking area. There will also be a new 20,000 SF paved storage area for the Air Force Research Laboratory.			
3	Addition to Building 957 for Classroom and Administration	• Construct a 5,000 SF addition to the east side of Building 957 for classroom and administrative space. The new addition would be constructed on open, undeveloped land. *Estimated project total of 5,000 SF for new addition construction.*	FY 2025	5,000	5,000
4	Renovate Hangar 1002 (Island B) for AC-130J AMU	• Renovate Island B in Hangar 1002 to include removal of existing ACM; lead paint; PCB; replacing HVAC and elevator; upgrading fire protection and electrical systems; constructing a fire protected egress from island to exterior of hangar; and installing telephone; NIPR and Wi-Fi.	FY 2024	None	None
5	Addition to Building 949 for WST	• Install an approximately 3,600 SF temporary structure to the east side of Building 949 to house a full motion WST. The temporary structure would be installed on an area that is an existing concrete hardstand. In addition, a 144 SF electrical equipment room (12 x 12 ft) would be construction on the north side of Building 949 to house electrical transformer(s) and switching in support of the simulators and training devices. The total estimated area of ground disturbance would be approximately 3,800 SF.	FY 2024	3,800	None
6	New Simulator Complex	• Construct an AC-130J simulator facility (45,000 SF) to house two full motion AC-130J WSTs, two ACTs, a FuT, and a GTR. • Construct a covered paved walkway (900 SF[1]) to Building 950 and an additional parking area (58,500 SF, location to be determined).	FY 2025	104,400	103,700[1]

List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
		Estimated project total of 104,400 SF. Includes 45,000 SF for new facility construction, 900 SF for the new covered walkway (maximum), and 58,500 SF for a new paved parking area (location to be determined).			
7	Addition to Pipeline Dormitory	• Construct addition to the dormitory already proposed to be built in Zia Park (EA in process). The dormitory design will be increased by 80 rooms to support the AC-130J relocation, increasing the total number of rooms to 432 (178,089 SF or approximately 412 SF per room). *Estimated project total of 33,000 SF for the additional 80 rooms.*	FY 2024	None	None
8	New Administration Building east of MSA Parking Lot	• Construct an administration building to hold the additional manning to support the AC-130J mission move east of the MSA. *Estimated project total of 10,000 SF for new facility construction.*	FY 2025	10,000	10,000
9	New Munitions Trailer Holding Pad	• Construct a 100 x 100 ft (10,000 SF) holding pad south of Building 733 for munition trailers awaiting loading and loaded trailers awaiting transport to the flight line. *Estimated project total of 10,000 SF for the new paved holding pad.*	FY 2023	10,000	10,000

List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
10	Construct Two New Earth Covered Munition Storage Igloos	• Construct two new 25 x 80 ft (2,000 SF) Hayman Earth Covered Munitions Storage Igloos in MSA. An additional 7,000 SF would be included for the aprons and road accessing the igloos. • Construct an unpaved 3,500 SF stormwater drainage system for each igloo. *Estimated project total of 11,000 SF. Includes 4,000 SF for new construction of the igloos, 7,000 SF for the paved aprons and access road, and an additional 7,000 SF of ground disturbance for the stormwater drainage systems.*	FY 2023	18,000	11,000
11	New Explosive Operations Building	• Construct an Explosive Operations Building (6,000 SF) to house munitions builds/teardown and expenditure operations supporting the AC-130J mission. • Construct a 5,400 SF paved access road, a total of 3,700 SF for paved parking areas on the west and east sides of the building, and paved aprons (2,000 SF each) on the north and south sides of the building. *Estimated project total of 19,100 SF. Includes 6,000 SF for new facility construction, 5,400 SF for the new paved access road, 3,700 SF for the new paved parking areas, and 2,000 SF for the new paved aprons.*	FY 2025	19,100	19,100
12	Construct Small Arms Storage Facility	• Construct a small arms storage facility (also called Butler Building) (100 x 100 ft [10,000 SF]). *Estimated project total of 10,000 SF for new facility construction.*	FY 2023	10,000	10,000

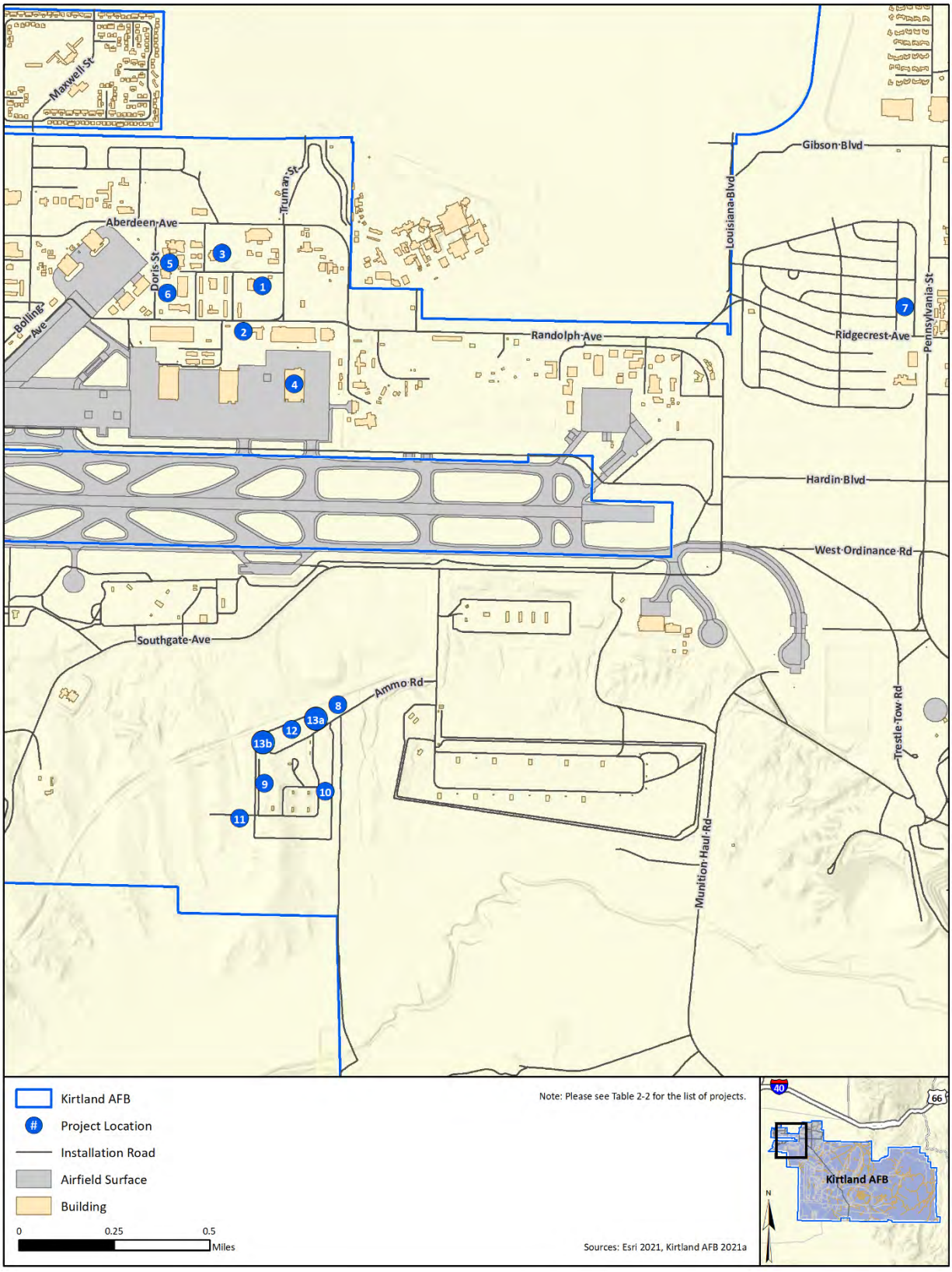
List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
13	Renovate Buildings 737 and 733	• Renovate Building 733 (Brass Storage/Catenary System) and Building 737 (Trailer Maintenance/Production Facility). • Renovations to Building 737 included the removal and replacement of the oil/water separator located outside on the hardstand to the southwest of the building (approximately 4,200 SF of disturbance).	FY 2023	4,200 SF	None

Notes: [1]The longest proposed covered walkway from the new facility to Building 950 is estimated to be a maximum of 900 SF (4 feet wide by 225 feet long). The majority of the proposed walkway is paved but uncovered so only 200 SF is estimated to be a new impervious surface. Although the location of the new parking area has not been determined, for the purposes of the EA, it is assumed to be on an undeveloped area.

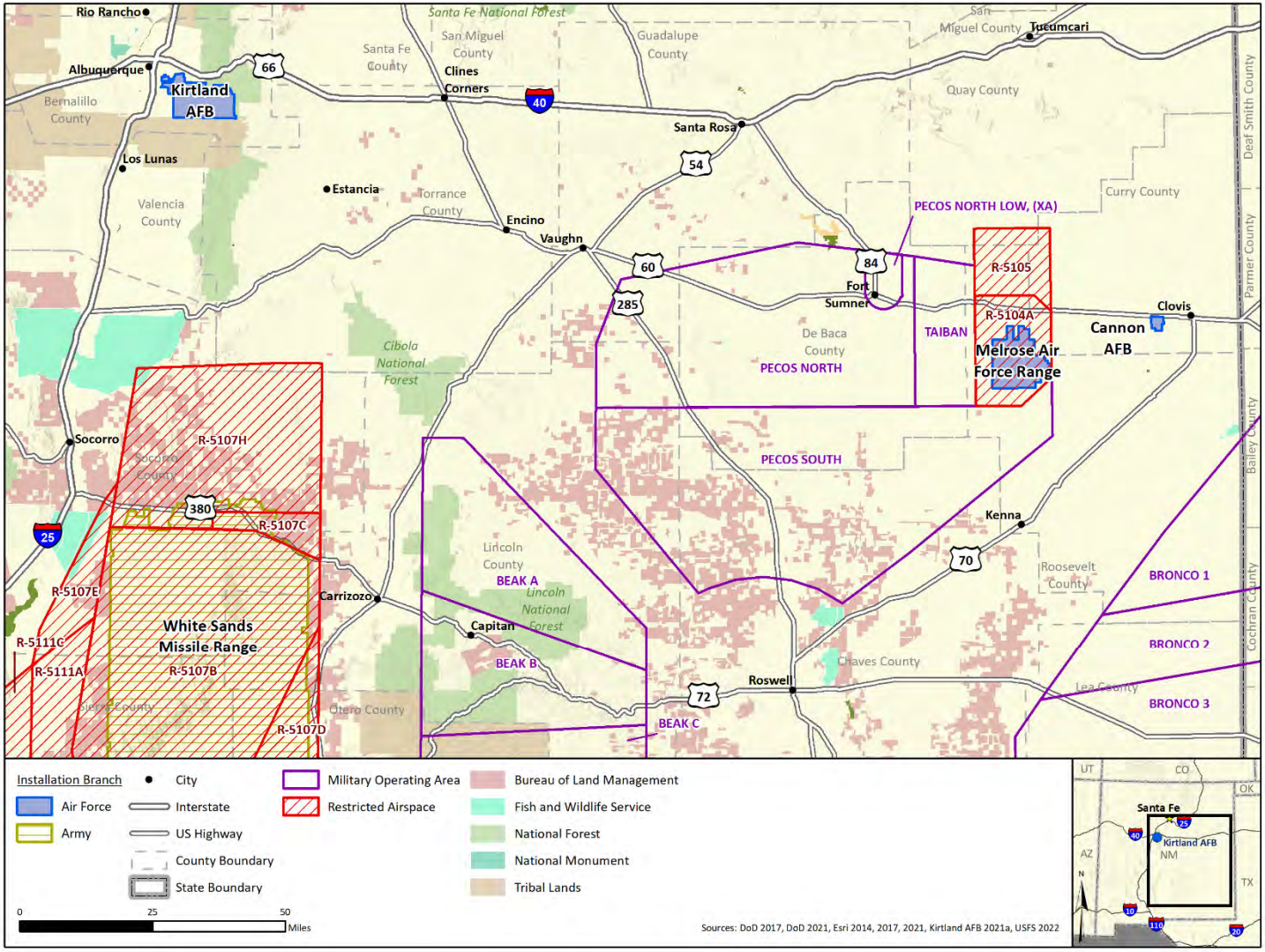
ACM = asbestos containing material; ACT = Aircraft Cabin Trainer; AFE = Aircrew Flight Equipment; EA = Environmental Assessment; ft = foot/ft; FuT = Fuselage Trainer; FY = Fiscal Year; GTR = Gun Trainer; HVAC = Heating, Ventilation, and Air Conditioning; MSA = Munitions Storage Area; NIPR = Non-Secure Internet Protocol Router; PCB = polychlorinated biphenyl; SF = square foot/feet; WST = Weapons Systems Trainer.

Attachment 2- Proposed Projects at Kirtland Air Force Base



Proposed Projects at Kirtland Air Force Base

Attachment 3- Airspace Near Kirtland AFB



Airspace Near Kirtland Air Force Base

DEPARTMENT OF THE AIR FORCE
377TH AIR BASE WING (AFGSC)

Colonel Jason F. Vattioni, USAF
Commander
377th Air Base Wing
2000 Wyoming Blvd SE
Kirtland Air Force Base NM 87117

Mr. Craig Johnson
Assistant Commissioner for Commercial Resources
New Mexico State Land Office
PO Bo 1148
Santa Fe NM 87504

Dear Mr. Johnson

As set forth in the Kirtland Air Force Base (AFB) – New Mexico State Land Office Joint Land Use Study Memorandum of Understanding, and as required by the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF is preparing an Environmental Assessment (EA) to evaluate the potential environmental impacts resulting from the relocation of the Air Force Special Operations Command (AFSOC) AC-130J Formal Training Unit (FTU) from Hurlburt Field, Florida to Kirtland Air Force Base (AFB), New Mexico and the organizational realignment of the unit under the 58th Special Operations Wing (Air Education and Training Command) which is a tenant organization located at Kirtland AFB.

The purpose of the Proposed Action is to consolidate all AC-130J qualifications. The action is needed to provide synergies between the Basic Qualification and Mission Qualification training and lower operational costs. This Proposed Action would include relocation of AC-130J aircraft, personnel, operation squadron, maintenance squadron, and related construction activities.

To accommodate the AC-130J aircraft and FTU operations, the Proposed Action would require both new construction and modification of some existing facilities at Kirtland AFB. All construction would be located within the Kirtland AFB boundaries. Thirteen construction or infrastructure improvement projects are proposed. Attachment 1 summarizes the proposed construction and modification projects, and attachment 2 depicts these project locations.

The AC-130J will operate within special use airspace (SUA) and other existing airspace and training areas already designated for the C-130 flight operations normally conducted out of Kirtland AFB. These include the Melrose Range Complex, with supporting SUA (Pecos and Taiban Military Operations Areas [MOAs], and Restricted Areas R-5104 and R-5105

[attachment 3]), which are also used by C-130 aircraft originating from Cannon AFB in Clovis, New Mexico. No new airspace or reconfigurations are needed or proposed to support the relocation of the AFSOC AC-130J FTU from Hurlburt Field to Kirtland AFB.

AC-130 use of the Melrose Range Complex was previously evaluated in the *AFSOC Assets Beddown at Cannon Air Force Base, New Mexico Environmental Impact Statement (EIS)*, which anticipated a higher number of AC-130s using this training area (airspace and range) than what has actually transpired, based on reduced numbers of aircraft at Cannon AFB than were anticipated. Additional use of the Melrose Range Complex by the AC-130s being proposed for basing at Kirtland AFB will result in use that is still below the levels analyzed in the aforementioned EIS. Specifically, the current C-130 use of this training area plus the proposed increase is still below the EIS levels, including total sorties, total ordnance used, and total expendable countermeasures used. All the impacts from the proposed additional sorties from Kirtland AFB-based AC-130s would still be at or below the previous levels analyzed.

The environmental analysis for the Proposed Action is being conducted by the USAF in accordance with the Council on Environmental Quality guidelines pursuant to the NEPA of 1969. In accordance with Executive Order 12372, *Intergovernmental Review of Federal Programs*, we solicit your comments concerning the proposal and any potential environmental consequences of the action. If you have additional information regarding impacts of the Proposed Action on the natural environment or other environmental aspects of which we are unaware, we would appreciate receiving such information for inclusion and consideration during the NEPA compliance process. A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the Air Force Special Operations Command AC-130J Formal Training Unit Relocation at Kirtland AFB, New Mexico is available at *http://www.kirtland.af.mil/Home/Environment* under the heading "Environmental Assessments." Please provide any comments you may have within 30 days of receipt of this letter.

Please send your written responses to the NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Suite 116, Kirtland AFB NM 87117 or via email to KirtlandNEPA@us.af.mil.

Sincerely

JASON F. VATTIONI, Colonel, USAF
Commander

3 Attachments:
1. List of Proposed Projects
2. Proposed Projects Figure
3. Kirtland AFB Airspace Figure

DEPARTMENT OF THE AIR FORCE
377TH AIR BASE WING (AFGSC)

Colonel Jason F. Vattioni, USAF
Commander
377th Air Base Wing
2000 Wyoming Boulevard SE
Kirtland Air Force Base NM 87117

Ms. Amy Leuders, Regional Director
US Fish & Wildlife Service
Southwest Regional Office
PO Box 1306
Albuquerque NM 87103-1306

Dear Ms. Leuders

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality regulations, and the United States Air Force (USAF) NEPA regulations, the USAF is preparing an Environmental Assessment (EA) to evaluate the potential environmental impacts resulting from the relocation of the Air Force Special Operations Command (AFSOC) AC-130J Formal Training Unit (FTU) from Hurlburt Field, Florida to Kirtland Air Force Base (AFB), New Mexico and the organizational realignment of the unit under the 58th Special Operations Wing (Air Education and Training Command) which is a tenant organization located at Kirtland AFB.

The purpose of the Proposed Action is to consolidate all AC-130J qualifications. The action is needed to provide synergies between the Basic Qualification and Mission Qualification training and lower operational costs. This Proposed Action would include relocation of AC-130J aircraft, personnel, operation squadron, maintenance squadron, and related construction activities.

To accommodate the AC-130J aircraft and FTU operations, the Proposed Action would require both new construction and modification of some existing facilities at Kirtland AFB. All construction would be located within the Kirtland AFB boundaries. Thirteen construction or infrastructure improvement projects are proposed. Attachment 1 summarizes the proposed construction and modification projects, and attachment 2 depicts these project locations.

The AC-130J will operate within special use airspace (SUA) and other existing airspace and training areas already designated for the C-130 flight operations normally conducted out of Kirtland AFB. These include the Melrose Range Complex, with supporting SUA (Pecos and Taiban Military Operations Areas [MOAs], and Restricted Areas R-5104 and R-5105 [attachment 3]), which are also used by C-130 aircraft originating from Cannon AFB in Clovis, New Mexico.

No new airspace or reconfigurations are needed or proposed to support the relocation of the AFSOC AC-130J FTU from Hurlburt Field to Kirtland AFB.

AC-130 use of the Melrose Range Complex was previously evaluated in the *AFSOC Assets Beddown at Cannon Air Force Base, New Mexico Environmental Impact Statement (EIS),* which anticipated a higher number of AC-130s using this training area (airspace and range) than what has actually transpired, based on reduced numbers of aircraft at Cannon AFB than were anticipated. Additional use of the Melrose Range Complex by the AC-130s being proposed for basing at Kirtland AFB will result in use that is still below the levels analyzed in the aforementioned EIS. Specifically, the current C-130 use of this training area plus the proposed increase is still below the EIS levels, including total sorties, total ordnance used, and total expendable countermeasures used. All the impacts from the proposed additional sorties from Kirtland AFB-based AC-130s would still be at or below the previous levels analyzed.

Pursuant to Section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 United States Code 1531 et seq.), the USAF is requesting concurrence from the United States Fish and Wildlife Service that the Proposed Action is not likely to adversely affect any species or critical habitat. We carefully reviewed your agency's Section 7 Consultation website for a list of species and critical habitat that "may be present" within the project area and have found none. For these reasons, we conclude that the Proposed Action is not likely to adversely affect any species or critical habitat and we request your concurrence with our determination.

A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the AFSOC AC-130J Formal Training Unit Relocation at Kirtland AFB, New Mexico is available at *http://www.kirtland.af.mil/Home/Environment* under the heading "Environmental Assessments." As we move forward through this process, we welcome your participation and input. Please respond within 30 days of receipt of this letter to ensure your concerns are adequately addressed in the EA.

Please send your written responses to the NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Suite 116, Kirtland AFB NM 87117, or via email to KirtlandNEPA@us.af.mil.

Sincerely

JASON F. VATTIONI, Colonel, USAF
Commander

3 Attachments:
1. List of Proposed Projects
2. Proposed Projects Figure
3. Kirtland AFB Airspace Figure

DEPARTMENT OF THE AIR FORCE
377TH AIR BASE WING (AFGSC)

Colonel Jason F. Vattioni, USAF
Commander
377th Air Base Wing
2000 Wyoming Blvd SE
Kirtland Air Force Base NM 87117

Jeff Pappas, PhD
State Historic Preservation Officer and Director
New Mexico Historic Preservation Division
Department of Cultural Affairs
Bataan Memorial Building
407 Galisteo Street Suite 236
Santa Fe NM 87501

Dear Dr. Pappas

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality (CEQ) regulations and the United States Air Force (USAF) NEPA regulations, the USAF is preparing an Environmental Assessment (EA) to evaluate the potential environmental impacts resulting from the relocation of the Air Force Special Operations Command (AFSOC) AC-130J Formal Training Unit (FTU) from Hurlburt Field, Florida to Kirtland Air Force Base (AFB), New Mexico and the organizational realignment of the unit under the 58th Special Operations Wing (Air Education and Training Command) which is a tenant organization currently located at Kirtland AFB.

The purpose of the Proposed Action (herein "Undertaking" pursuant to the National Historic Preservation Act [NHPA]) is to consolidate all AC-130J qualifications. The Undertaking is needed to provide synergies between the Basic Qualification and Mission Qualification training and lower operational costs. This Undertaking would include relocation of AC-130J aircraft, personnel, operation squadron, maintenance squadron, and related construction activities.

To accommodate the AC-130J aircraft and FTU operations, the Undertaking would require both new construction and modification of some existing facilities at Kirtland AFB. All construction would be located within the Kirtland AFB boundaries. Thirteen construction or infrastructure improvement projects are proposed. Attachment 1 summarizes the proposed construction and modification projects, and attachment 2 depicts these project locations.

The AC-130J will operate within special use airspace (SUA) and other existing airspace and training areas already designated for the C-130 flight operations normally conducted out of Kirtland AFB. These include the Melrose Range Complex, with supporting SUA (Pecos and Taiban Military Operations Areas [MOAs], and Restricted Areas R-5104 and R-5105 [attachment 3]), which are also used by C-130 aircraft originating from Cannon AFB in Clovis, New Mexico. No new airspace or reconfigurations are needed or proposed to support the relocation of the AFSOC AC-130J FTU from Hurlburt Field to Kirtland AFB.

AC-130 use of the Melrose Range Complex was previously evaluated in the *AFSOC Assets Beddown at Cannon Air Force Base, New Mexico Environmental Impact Statement (EIS)*, which anticipated a higher number of AC-130s using this training area (airspace and range) than what has actually transpired, based on reduced numbers of aircraft at Cannon AFB than were anticipated. Additional use of the Melrose Range Complex by the AC-130s being proposed for basing at Kirtland AFB will result in use that is still below the levels analyzed in the aforementioned EIS. Specifically, the current C-130 use of this training area plus the proposed increase is still below the EIS levels, including total sorties, total ordnance used, and total expendable countermeasures used. All the impacts from the proposed additional sorties from Kirtland AFB-based AC-130s would still be at or below the previous levels analyzed.

USAF has determined that the Area of Potential Effects (APE) for this Undertaking encompasses the areas where ground-disturbing activities, including new construction, building renovations and modifications, building demolitions, and the lands underlying the SUA and other existing airspace and training areas (see attachments 2 and 3). USAF is currently conducting research and investigations to identify historic properties within the APE to determine the potential effects, if any, of the proposed Undertaking.

Pursuant to Section 106 of the NHPA of 1966 as amended, and its implementing regulation, 36 Code of Federal Regulations Part 800, the USAF would like to initiate consultation concerning the Undertaking to allow you the opportunity to identify any comments, concerns, and suggestions you might have. A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the Air Force Special Operations Command AC-130J Formal Training Unit Relocation at Kirtland AFB, New Mexico is available at *http://www.kirtland.af.mil/Home/Environment* under the heading "Environmental Assessments." As we move forward through this process, we welcome your participation and input.

As noted above, the USAF would like to initiate consultation pursuant to Section 106 of the NHPA concerning this Undertaking and is seeking concurrence on the APE, as defined. Please send your written responses to the NEPA Program Manager, 377 MSG/CEIEC, 2050 Wyoming Boulevard SE, Suite 116, Kirtland AFB NM 87117. Please contact David Reynolds, Cultural Resources Program Manager, at david.reynolds.37@us.af.mil if you have any technical questions.

Sincerely

JASON F. VATTIONI, Colonel, USAF
Commander

3 Attachments:
1. List of Proposed Projects
2. Kirtland AFB APE Figure
3. APE Underlying SUA, Airspace, and Training Areas Figure

List of Proposed Projects

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5	Addition to Building 949 for WST	• Install an approximately 3,600 SF temporary structure to the east side of Building 949 to house a full motion WST. The temporary structure would be installed on an area that is an existing concrete hardstand. In addition, a 144 SF electrical equipment room (12 x 12 ft) would be construction on the north side of Building 949 to house electrical transformer(s) and switching in support of the simulators and training devices. The total estimated area of ground disturbance would be approximately 3,800 SF.	FY 2024	3,800	None
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EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
		Estimated project total of 104,400 SF. Includes 45,000 SF for new facility construction, 900 SF for the new covered walkway (maximum), and 58,500 SF for a new paved parking area (location to be determined).			
7	Addition to Pipeline Dormitory	• Construct addition to the dormitory already proposed to be built in Zia Park (EA in process). The dormitory design will be increased by 80 rooms to support the AC-130J relocation, increasing the total number of rooms to 432 (178,089 SF or approximately 412 SF per room). *Estimated project total of 33,000 SF for the additional 80 rooms.*	FY 2024	None	None
8	New Administration Building east of MSA Parking Lot	• Construct an administration building to hold the additional manning to support the AC-130J mission move east of the MSA. *Estimated project total of 10,000 SF for new facility construction.*	FY 2025	10,000	10,000
9	New Munitions Trailer Holding Pad	• Construct a 100 x 100 ft (10,000 SF) holding pad south of Building 733 for munition trailers awaiting loading and loaded trailers awaiting transport to the flight line. *Estimated project total of 10,000 SF for the new paved holding pad.*	FY 2023	10,000	10,000

List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
10	Construct Two New Earth Covered Munition Storage Igloos	• Construct two new 25 x 80 ft (2,000 SF) Hayman Earth Covered Munitions Storage Igloos in MSA. An additional 7,000 SF would be included for the aprons and road accessing the igloos. • Construct an unpaved 3,500 SF stormwater drainage system for each igloo. *Estimated project total of 11,000 SF. Includes 4,000 SF for new construction of the igloos, 7,000 SF for the paved aprons and access road, and an additional 7,000 SF of ground disturbance for the stormwater drainage systems.*	FY 2023	18,000	11,000
11	New Explosive Operations Building	• Construct an Explosive Operations Building (6,000 SF) to house munitions builds/teardown and expenditure operations supporting the AC-130J mission. • Construct a 5,400 SF paved access road, a total of 3,700 SF for paved parking areas on the west and east sides of the building, and paved aprons (2,000 SF each) on the north and south sides of the building. *Estimated project total of 19,100 SF. Includes 6,000 SF for new facility construction, 5,400 SF for the new paved access road, 3,700 SF for the new paved parking areas, and 2,000 SF for the new paved aprons.*	FY 2025	19,100	19,100
12	Construct Small Arms Storage Facility	• Construct a small arms storage facility (also called Butler Building) (100 x 100 ft [10,000 SF]). *Estimated project total of 10,000 SF for new facility construction.*	FY 2023	10,000	10,000

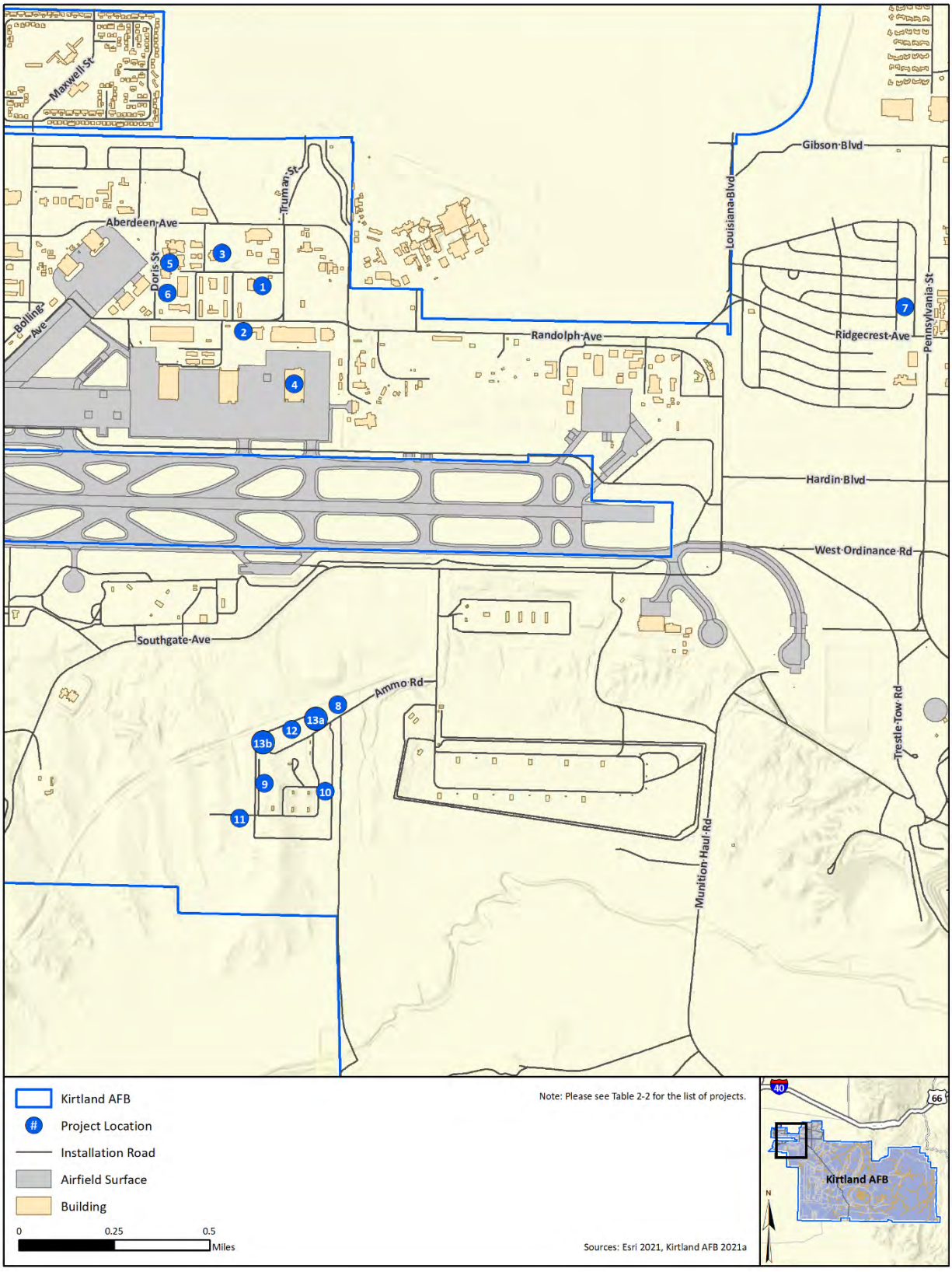
List of Proposed Projects

EA Project #	Project Name	Description	Year of Implementation	Approximate Total Area of New Ground Disturbance (SF)	Approximate New Impervious Surface (SF)
13	Renovate Buildings 737 and 733	• Renovate Building 733 (Brass Storage/Catenary System) and Building 737 (Trailer Maintenance/Production Facility). • Renovations to Building 737 included the removal and replacement of the oil/water separator located outside on the hardstand to the southwest of the building (approximately 4,200 SF of disturbance).	FY 2023	4,200 SF	None

Notes: [1]The longest proposed covered walkway from the new facility to Building 950 is estimated to be a maximum of 900 SF (4 feet wide by 225 feet long). The majority of the proposed walkway is paved but uncovered so only 200 SF is estimated to be a new impervious surface. Although the location of the new parking area has not been determined, for the purposes of the EA, it is assumed to be on an undeveloped area.

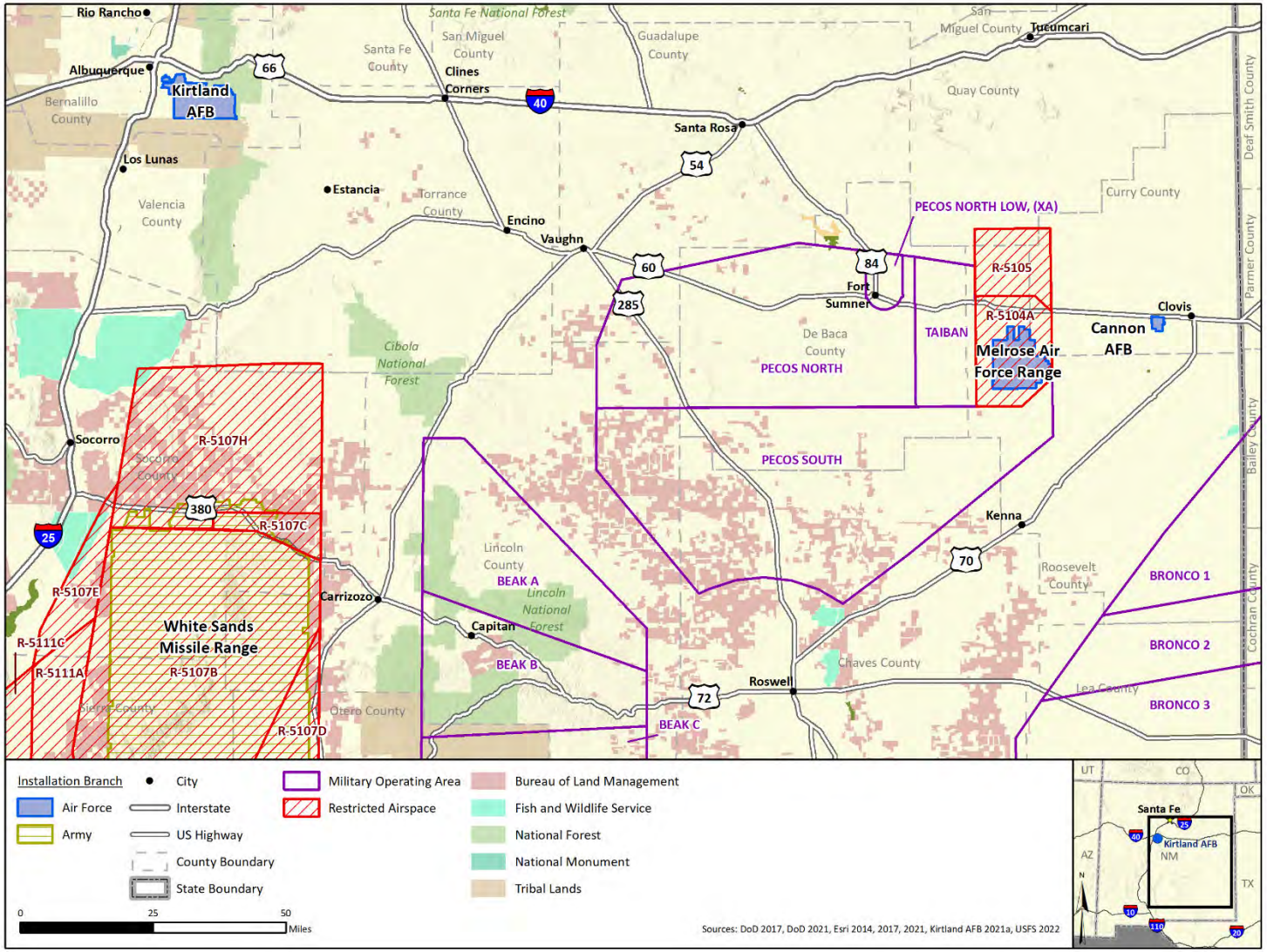
ACM = asbestos containing material; ACT = Aircraft Cabin Trainer; AFE = Aircrew Flight Equipment; EA = Environmental Assessment; ft = foot/ft; FuT = Fuselage Trainer; FY = Fiscal Year; GTR = Gun Trainer; HVAC = Heating, Ventilation, and Air Conditioning; MSA = Munitions Storage Area; NIPR = Non-Secure Internet Protocol Router; PCB = polychlorinated biphenyl; SF = square foot/feet; WST = Weapons Systems Trainer.

Attachment 2- Area of Potential Effects at Kirtland Air Force Base



Area of Potential Effects at Kirtland Air Force Base

Attachment 3- Area of Potential Effects Underlying the SUA, MTRs, Existing Airspace, and Training Areas



Area of Potential Effects Underlying the SUA, Existing Airspace, and Training Areas

Sample Tribal Letter

DEPARTMENT OF THE AIR FORCE
377TH AIR BASE WING (AFGSC)

Colonel Jason F. Vattioni, USAF
Commander
377th Air Base Wing
2000 Wyoming Blvd SE
Kirtland Air Force Base NM 87117

Governor Vicente Randall
Pueblo of Acoma
PO Box 309
Acoma NM 87034

Dear Governor Randall

In accordance with the National Environmental Policy Act (NEPA) of 1969, the Council on Environmental Quality (CEQ) regulations, and the United States Air Force (USAF) NEPA regulations, the USAF is preparing an Environmental Assessment (EA) to evaluate the potential environmental impacts resulting from the relocation of the Air Force Special Operations Command (AFSOC) AC-130J Formal Training Unit (FTU) from Hurlburt Field, Florida to Kirtland Air Force Base (AFB), New Mexico and the organizational realignment of the unit under the 58th Special Operations Wing (Air Education and Training Command) which is a tenant organization currently located at Kirtland AFB.

The purpose of the Proposed Action (herein "Undertaking" pursuant to the National Historic Preservation Act [NHPA]) is to consolidate all AC-130J qualifications. The Undertaking is needed to provide synergies between the Basic Qualification and Mission Qualification training and lower operational costs. This Undertaking would include relocation of AC-130J aircraft, personnel, operation squadron, maintenance squadron, and related construction activities.

To accommodate the AC-130J aircraft and FTU operations, the Undertaking would require both new construction and modification of some existing facilities at Kirtland AFB. All construction would be located within the Kirtland AFB boundaries. Thirteen construction or infrastructure improvement projects are proposed. Attachment 1 summarizes the proposed construction and modification projects, and attachment 2 depicts these project locations.

The AC-130J is the modern replacement for the aging fleet of C-130 aircraft. Addition of the new AC-130J aircraft would add approximately two to three more airfield sorties per training day and would primarily occur Monday through Friday. A sortie consists of a single military aircraft from a take-off through a landing. With a total of roughly 201 training days per year, this would be approximately 603 sorties per year. The AC-130J will operate within special use airspace (SUA) and other existing airspace and training areas already designated for the C-130 flight operations normally conducted out of Kirtland AFB. These include the Melrose Range

Complex, with supporting SUA (Pecos and Taiban Military Operations Areas [MOAs], and Restricted Areas R-5104 and R-5105 [attachment 3]), which are also used by C-130 aircraft originating from Cannon AFB in Clovis, New Mexico. No new airspace or reconfigurations are needed or proposed to support the relocation of the AFSOC AC-130J FTU from Hurlburt Field to Kirtland AFB.

AC-130 use of the Melrose Range Complex was previously evaluated in the *AFSOC Assets Beddown at Cannon Air Force Base, New Mexico Environmental Impact Statement (EIS)*, which anticipated a higher number of AC-130s using this training area (airspace and range) than what has actually transpired, based on reduced numbers of aircraft at Cannon AFB than were anticipated. Additional use of the Melrose Range Complex by the AC-130s being proposed for basing at Kirtland AFB will result in use that is still below the levels analyzed in the aforementioned EIS. Specifically, the current C-130 use of this training area plus the proposed increase is still below the EIS levels, including total sorties, total ordnance used, and total expendable countermeasures used. All the impacts from the proposed additional sorties from Kirtland AFB-based AC-130s would still be at or below the previous levels analyzed.

USAF has determined that the Area of Potential Effects (APE) for this Undertaking encompasses the areas where ground-disturbing activities, including new construction, building renovations and modifications, building demolitions, and the lands underlying the SUA and other existing airspace and training areas (see attachments 2 and 3). USAF is currently conducting research and investigations to identify historic properties within the APE to determine the potential effects, if any, of the Proposed Action.

Pursuant to Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations Part 800) and Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*, the USAF would like to initiate government-to-government consultation concerning the Undertaking to allow you and your designee the opportunity to identify any comments, concerns, and suggestions you might have. As we move forward through this process, we welcome your participation and input.

A copy of the Final Description of the Proposed Action and Alternatives for the EA addressing the Air Force Special Operations Command AC-130J Formal Training Unit Relocation at Kirtland AFB, New Mexico is available at *http://www.kirtland.af.mil/Home/Environment* under the heading “Environmental Assessments.” We look forward to and welcome your participation in this process. For technical information, please contact my Natural and Cultural Program Manager, Mr. David Reynolds, by email at david.reynolds.37@us.af.mil.

As noted above, the USAF would like to initiate government-to-government consultation pursuant to Section 106 of the NHPA concerning this Undertaking and is seeking concurrence on the APE, as defined. Please contact my office at (505) 846-7377 if you would like to meet to discuss the proposed project or proceed with the Section 106 consultation.

Sincerely

JASON F. VATTIONI, Colonel, USAF
Commander

3 Attachments:
1. List of Proposed Projects
2. Kirtland AFB APE Figure
3. APE Underlying SUA, Airspace, and Training Areas Figure

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APPENDIX B
DESCRIPTION OF PROPOSED CONSTRUCTION AND MODIFICATION FACILITIES

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Appendix B

Description of Proposed Construction and Modification Facilities

B.1 TEMPORARY NEW SQUADRON OPERATIONS FACILITY

The temporary squadron operations facility is required to support the AC-130J aircraft training function until the permanent solution military construction (MILCON) project is completed in fiscal year (FY) 2028. This project would include five temporary 5,000-square foot (SF) modular trailers (four for the AC-130J squadron personnel and one for the 58th Training Squadron [58 TRS] personnel) that would be used for administrative offices that comprise a squadron command section, aircrew flight equipment (AFE) work center, AFE storage, restrooms, kitchen area, and rooms for briefing, mission planning, and conferences. In addition, utilities, additional parking (if required), and walkways would be added to support these trailers. The utility connections would include electricity, stormwater, potable water, natural gas, telephone, Non-Secure Internet Protocol Router (NIPR), and Wi-Fi. Additional gravel parking would be needed unless the parking area at Building 926 can be used. The maximum number of parking spaces required is 119 (approximately 48,000 SF with 3 handicap spaces and 116 standard spaces and driving aisles) assuming all personnel (62 AC-130J personnel and 57 58 TRS personnel) were working at the same time and every 58 TRS classroom was at capacity (Kirtland AFB, 2021a). (Note: Location of the additional parking is yet to be determined. Potential location depicted in **Figure 2-2a in the EA**) There would also be paved pedestrian walkways as needed between the trailers and from the parking area. The temporary squadron operations facility would be sited east of Building 926 in an area that is currently an open field (see **Figure 2-2a in the EA**) until the permanent MILCON project is complete in FY 2028/2029 (see **Section B.2**) (Kirtland AFB, 2021b, 2021c, 2021d). The total estimated area of ground disturbance would be 75,900 SF.

B.2 PERMANENT NEW SQUADRON OPERATIONS FACILITY AND PARKING

This MILCON project is required to provide a permanent solution for AC-130J squadron operations. This project would involve the construction of administrative offices that would include a squadron command section, AFE work center, AFE storage, restrooms, kitchen area, and rooms for briefing, mission planning, and conferences. The new facility would be 20,000 SF and sited on the current Air Force Research Laboratory (AFRL) storage yard, west of Building 994 (see **Figure 2-2b in the EA**). The yard space will be replaced with a new paved storage area (20,000 SF) on the north side of Randolph Avenue in an undeveloped area as part of the MILCON project to meet the needs of the AFRL. The utility connections to the new facility would include electricity, stormwater, potable water, natural gas, telephone, fire protection system, NIPR, Secure Internet Protocol Router (SIPR), and Wi-Fi. A paved entrance/egress (4,500 SF) from the existing parking lot, east of the water tank, onto Randolph Avenue would also be constructed. An additional 46 paved parking spaces with driving aisles and landscaping (9,300 SF) would need to be constructed on the open lot on the east side of Building 995 across from the west side of the water tank (Building 1004) and Plumhoff Way (Kirtland AFB, 2021b, 2021c). The total estimated area of ground disturbance would be 53,800 SF.

B.3 ADDITION TO BUILDING 957 FOR CLASSROOM AND ADMINISTRATION

The project is required to provide additional space for course instructor and other training support offices. This project would involve the construction of a 5,000 SF addition to the east side of Building 957 on an undeveloped area (see **Figure 2-2c in the EA**). The addition would include

four classrooms with a 12-student capacity, office/administrative space for 5 personnel, and 800 SF of storage. The height of the addition would match the existing building (Building 957). The utilities would be connected through Building 957 existing services and the communication infrastructure would include, NIPR, Wi-Fi, and the Learning Management System. No additional parking would be required (Kirtland AFB, 2021c, 2021e). The total estimated area of ground disturbance would be 5,000 SF.

B.4 RENOVATE HANGAR 1002 (ISLAND B) FOR AC-130J AMU

This project is required to provide space for the beddown of the AC-130J Aircraft Maintenance Unit (AMU) and associated equipment. The project would involve complete renovation of Hangar 1002, Island B and would include administrative offices, storage area, classified storage area, consolidated tool kit area, restrooms, and a break room (see **Figure 2-2d in the EA**). In addition, there would be the removal of existing asbestos containing material (ACM), lead paint, and polychlorinated biphenyl (PCB); replacement of the HVAC and passenger/freight elevator; upgrades to the fire protection and electrical systems; construction of a fire protected egress from the Island to exterior of hangar; and installation of telephone connection; NIPR and Wi-Fi (Kirtland AFB, 2021f). There would be no ground disturbance with this project.

B.5 ADDITION TO BUILDING 949 FOR WST

This project is required to provide space for the Weapons Systems Trainer (WST) simulator and renovation of two adjacent rooms to accommodate the aircraft cabin trainer (ACT) and the gun trainer (GTR). All three trainers are required to provide AC-130J formal training. The project involves installing an approximately 3,600 SF temporary structure on the east side of Building 949 where there is an existing concrete hardstand to house a full motion WST (see **Figure 2-2e in the EA**). The project shall include trenching from Building 949 to the temporary simulator location. The two existing adjacent rooms would be renovated for the ACT and GTR simulators and would require HVAC and electrical upgrades. In addition, the room housing the GTR would require sound proofing the walls. The three existing 10-ft exterior doors would be replaced with steel roll-up doors (Kirtland AFB, 2021c, 2021g, 2022a). In addition, a 144 SF electrical equipment room (12 x 12 ft) would be constructed on the north side of Building 949 to house electrical transformer(s) and switching in support of the simulators and training devices. The total estimated area of ground disturbance would be approximately 3,800 SF.

B.6 NEW SIMULATOR COMPLEX

This project is required to provide space for the AC-130J simulator facility to house two full motion AC-130J WSTs, two ACTs, a fuselage trainer (FuT), and a GTR. The project would involve constructing a 120-ft long x 60-ft wide x 60-ft high bay (7,200 SF) with a 2.5-ton overhead crane to house the WSTs. Each ACT requires construction of a 28 x 32 ft (896 SF) room. The FuT trainer room would be 140 x 40 ft (5,600 SF) and the GTR room would be 31 x 25 ft (775 SF). The facility would include an image generation room, classrooms, mission planning rooms, administrative area, restrooms, break area, and all necessary facility features to fully support the operations of the various trainers. The new facility would be 45,000 SF and sited to the west of Building 950 (see **Figure 2-2f in the EA**) (Kirtland AFB, 2021c, 2021h). In addition, the project would involve installing all supporting utilities and constructing a covered paved walkway to Building 950 and additional parking (185 parking spaces, driving aisles, landscaping, motorcycle parking for a total of 58,500 SF, location to be determined). The maximum square footage of the covered walkway would be approximately 900 SF. The total estimated area of ground disturbance would be 104,400 SF.

B.7 ADDITION TO PIPELINE DORMITORY

This project is required to provide space for the additional personnel to support the AC-130J relocation. The project would involve the construction of 80 additional rooms in the joint use pipeline dormitory already proposed to be built in Zia Park, increasing the total number of rooms to 432 (separate EA in process) (178,089 SF or approximately 412 SF per room). The floor plan layout would comply with the Unaccompanied Housing Design Guide, and would be single occupancy with desks, visitor space, private bathrooms, and kitchenette areas (Kirtland AFB, 2021c). The proposed location of the project is west of Pennsylvania Street within the Zia Park Area Development Plan boundary (see **Figure 2-2g in the EA**). There would be no ground disturbance with this addition.

B.8 NEW ADMINISTRATION BUILDING EAST OF MSA PARKING LOT

This project is required to provide an administration building to hold the additional manning to support the AC-130J mission move. The project would involve constructing a 10,000 SF facility. The utility connections would include electric, natural gas, HVAC, potable water, sanitary, fire suppression, telephone, NIPR, SIPR, and Wi-Fi. The facility would be located east of the Munitions Storage Area (MSA) parking lot and northeast of Building 737 outside of the gate to the MSA on open, undeveloped land in an unsecured area (see **Figure 2-2h in the EA**) (Kirtland AFB, 2021i, 2021j, 2021k). The total estimated area of ground disturbance would be 10,000 SF.

B.9 NEW MUNITIONS TRAILER HOLDING PAD

This project is required to provide space to hold munition trailers within the MSA awaiting loading and loaded trailers awaiting transport to the flight line. In addition, this area would be used to park government vehicles used in transporting munitions. The number of government vehicles will increase by 10 (forklifts/trucks) (350 percent increase) in order to accommodate the AC-130J mission. This increase in vehicles is due to the increase of deliveries to the flightline as well as Technical Order requirements when towing the ammunition supporting the AC-130J mission – hence the need for the bobtails and trailers (Kirtland AFB, 2022b). The project would involve the construction of a 100 x 100 ft (10,000 SF) concrete munitions trailer holding pad south of Building 733 along the perimeter road (see **Figures 2-2h** and **2-2i in the EA**). The project would also include exterior lighting and a lightning protection system (Kirtland AFB, 2021i, 2021j, 2021l, 2022b). The total estimated area of ground disturbance would be 10,000 SF.

B.10 CONSTRUCT TWO NEW EARTH COVERED MUNITION STORAGE IGLOOS

This project is required to provide earth covered igloos at the MSA to support the movement of the AC-130J FTU to Kirtland AFB. Current munition structures are at 85 percent capacity with current Kirtland AFB mission requirements and the AC-130J mission quarterly munitions requirements will increase floor space by a 65-pallet position per quarter (approximately one and a half the size of the current igloos) (Kirtland AFB, 2022c). The project would involve the construction of two 25 x 80 ft (2,000 SF) Hayman Earth Covered Munitions Storage Igloos. An additional 7,000 SF would be included for the aprons and access road. The two igloos would be located across the perimeter road to the east (see **Figure 2-2i in the EA**). The two igloos would be covered with a minimum of 24 inches of soil and would each have a paved surrounding apron to facilitate maneuvering of trailers and equipment. Utility connections would include electric, lightning protection system, an alarm system, and a fire protection system. In addition, a 3,500 SF stormwater drainage system would be constructed for each igloo. The total estimated area of ground disturbance would be 18,000 SF including the stormwater drainage systems (Kirtland AFB, 2021i, 2021j, 2021m).

B.11 NEW EXPLOSIVE OPERATIONS BUILDING

This project is required to provide an additional operating location to meet the new AC-130J Formal Training mission requirements without impeding the current missions' requirements at Kirtland AFB. The current operating location is not large enough to handle current mission requirements and new AC-130J mission requirements. The project would involve the construction of an Explosive Operations Building (approximately 6,000 SF) to house munitions builds/teardown and expenditure operations supporting the AC-130J mission. Utility connections would include electric, natural gas, HVAC, potable water, sanitary, fire suppression system, telephone, NIPR, and an alarm system. The new building would be located west of Building 748 outside of the current fence line (see **Figure 2-2i in the EA**). In addition, a 5,400 SF paved access road, a total of 3,700 SF for paved parking areas on the west and east sides of the building, and paved aprons (2,000 SF each) on the north and south sides of the building would be constructed. The total estimated area of ground disturbance would be 19,100 SF (Kirtland AFB, 2021i, 2021j, 2021m, 2022d).

B.12 CONSTRUCT SMALL ARMS STORAGE FACILITY

The project is required to provide additional small arms storage space at the MSA to support the movement of the AC-130J FTU to Kirtland AFB. The project would involve the construction of a 100 x 100 ft (10,000 SF) small arms storage facility (also called a Butler Building) (see **Figure 2-2h in the EA**). Utility connections would include electric, an alarm system, fire suppression system, and a lightning protection system. The total estimated area of ground disturbance would be 10,000 SF (Kirtland AFB, 2021i, 2021j, 2022e).

B.13 RENOVATE BUILDINGS 737 AND 733

The project is required to provide improved facilities to serve the 377 MXS enhanced mission requirements due to the AC-130J mission beddown, including various trailer maintenance operations and other munitions equipment with working bays plus renovate available space to accommodate additional 40 personnel inbound. The project would involve the renovation of Building 733 (Brass Storage/Catenary System) and Building 737 (Trailer Maintenance/Production Facility) (see **Figure 2-2i in the EA**) (Kirtland AFB, 2021i, 2021j). Building 733 renovations would include repairs to the concrete paving, transformer, and lightning protection. Building 737 renovations would include upgrades to electrical, removal and replacement of the oil/water separator (approximately 4,200 SF of disturbance outside on the hardstand to the southwest of the building), installation of an electric hoist system and a compressed air station, and repairs to the concrete flooring in the bays (Kirtland AFB, 2022f). The total estimated area of ground disturbance would be 4,200 SF.

B.14 REFERENCES

Kirtland AFB. 2021a. Email correspondence between Mr. Robert McDonald and Amanda Kreider and Lisa Woeber, Cardno personnel. October 13.

Kirtland AFB. 2021b. *Base Civil Engineer Work Request, AF Form 332, Work Request No. WO-55957*, June 24.

Kirtland AFB. 2021c. Facilities Board PowerPoint Presentation, July 27.

Kirtland AFB. 2021d. *Request for Environmental Impact Analysis, AF 813, Report Control Symbol 35-04-297*, September 1.

Kirtland AFB. 2021e. *Base Civil Engineer Work Request, AF Form 332, Work Request No. WO-55958*, June 24.

Kirtland AFB. 2021f. *Base Civil Engineer Work Request, AF Form 332, Work Request No. WO-55961*, June 24.

Kirtland AFB. 2021g. *Base Civil Engineer Work Request, AF Form 332, Work Request No. WO-55963*, June 24.

Kirtland AFB. 2021h. *Base Civil Engineer Work Request, AF Form 332, Work Request No. WO-55964*, June 24.

Kirtland AFB. 2021i. *Request for Environmental Impact Analysis, AF 813, Report Control Symbol 35-09-1059*, September 2.

Kirtland AFB. 2021j. Facilities Board PowerPoint Presentation, November 8.

Kirtland AFB. 2021k. *DD Form 1391, FY 2024 Military Construction Project Data, Munitions Administration Facility, Project Number MHMV213105*, 15 July.

Kirtland AFB. 2021l. *Base Civil Engineer Work Request, AF Form 332, Work Request No. WO-55950*, June 15.

Kirtland AFB. 2021m. *Base Civil Engineer Work Request, AF Form 332, Work Request No. WO-55951*, June 15.

Kirtland AFB. 2022a. Base Civil Engineer Work Request, AF Form 332, Work Request No. Not provided, March 25

Kirtland AFB. 2022b. *DD Form 1391, FY 2023 Project Data, Construct Trailer Pad, Project Number MHMV210014*, 01 February.

Kirtland AFB. 2022c. *DD Form 1391, FY 2023 Project Data, Construct Hayman Structure, Munitions Area, Project Number MHMV210019*, 01 February.

Kirtland AFB. 2022d. *DD Form 1391, FY 2024 Military Construction Project Data, Explosive Operations Building, Munitions Storage Area, Project Number MHMV213107*, 22 January.

Kirtland AFB. 2022e. *DD Form 1391, FY 2024 Military Construction Project Data, Small Arms Storage Facility, Project Number MHMV213104*, 07 February.

Kirtland AFB. 2022f. *DD Form 1391, FY 2023 Project Data, Renovate B737 and B733 Munitions Area for AC-130J FTU, Project Number MHMV210015*, 07 February.

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