

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

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

Senator Ben Ray Lujan
US Senate
Dirksen Senate Building, Suite B40C
Washington DC 20510

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

Representative Yvette Herrell
US House of Representatives
1305 Longworth House Office Building
Washington DC 20515

Representative Teresa Leger Fernandez
US House of Representatives
1305 Longworth House Office Building
Washington DC 20515

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

Ms. Sarah Cottrell Propst
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New Mexico Energy, Minerals and Natural
Resources Department
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Bernalillo County Board of Commissioners

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Councilmember
Albuquerque City Councilmembers
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Southwest Regional Office
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Mr. Matt Wunder, Chief
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Mr. Alan Varela
Director
City of Albuquerque Planning Department
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Native American Tribes

Pueblo of Acoma
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Pueblo of Cochiti
Governor Phillip Quintana
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Hopi Tribal Council
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Kykotsmovi AZ 86039

Pueblo of Isleta
Governor Vernon Abeita
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Isleta Pueblo NM 87022

Pueblo of Jemez
Governor Raymond Loretto, DVM
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Jicarilla Apache Nation
President Edward Velarde
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Pueblo of Laguna
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Mescalero Apache Tribe of the Mescalero
Apache Reservation
President Eddie Martinez
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Pueblo of Nambé
Governor Nathaniel S. Porter
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Navajo Nation
President Jonathan Nez
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Window Rock AZ 86515

Ohkay Owingeh Pueblo
Governor Joseph P. Aguino
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Pueblo of Picuris
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Pueblo of Sandia
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Pueblo of San Felipe
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Governor Clyde M. Romero, Sr.
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Pueblo of Tesuque
Governor Robert Mora, Sr.
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Fort Sill Apache Tribe of Oklahoma
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Kiowa Tribe of Oklahoma
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Pawnee Nation of Oklahoma
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Southern Ute Indian Tribe
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Ute Mountain Ute Tribe
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Wichita & Affiliated Tribes
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Wichita Executive Committee
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Anadarko OK 73005

Tonkawa Tribe of Indians of Oklahoma
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Eight Northern Indian Pueblos Council
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24th Navajo Nation Council
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Window Rock AZ 86515

Interested Parties

Peaceful Skies Coalition
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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

Attachment 1- List of Proposed Projects at Kirtland AFB

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	<ul style="list-style-type: none"> 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). <p><i>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.</i></p>	FY 2023	75,900	27,900
2	Permanent New Squadron Operations Facility and Parking	<ul style="list-style-type: none"> 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. <p><i>Estimated project total of 53,800 SF. Includes 20,000 SF for new facility construction, 4,500 SF for the new</i></p>	FY 2028	53,800	53,800

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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)
		<i>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.</i>			
3	Addition to Building 957 for Classroom and Administration	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 SF¹) to Building 950 and an additional parking area (58,500 SF, location to be determined). 	FY 2025	104,400	103,700 ¹

Attachment 1 - List of Proposed Projects at Kirtland AFB

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)
		<p><i>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).</i></p>			
7	Addition to Pipeline Dormitory	<ul style="list-style-type: none"> 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). <p><i>Estimated project total of 33,000 SF for the additional 80 rooms.</i></p>	FY 2024	None	None
8	New Administration Building east of MSA Parking Lot	<ul style="list-style-type: none"> Construct an administration building to hold the additional manning to support the AC-130J mission move east of the MSA. <p><i>Estimated project total of 10,000 SF for new facility construction.</i></p>	FY 2025	10,000	10,000
9	New Munitions Trailer Holding Pad	<ul style="list-style-type: none"> 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. <p><i>Estimated project total of 10,000 SF for the new paved holding pad.</i></p>	FY 2023	10,000	10,000

Attachment 1 - List of Proposed Projects at Kirtland AFB

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	<ul style="list-style-type: none"> 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. <p><i>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.</i></p>	FY 2023	18,000	11,000
11	New Explosive Operations Building	<ul style="list-style-type: none"> 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. <p><i>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.</i></p>	FY 2025	19,100	19,100
12	Construct Small Arms Storage Facility	<ul style="list-style-type: none"> Construct a small arms storage facility (also called Butler Building) (100 x 100 ft [10,000 SF]). <p><i>Estimated project total of 10,000 SF for new facility construction.</i></p>	FY 2023	10,000	10,000

Attachment 1- List of Proposed Projects at Kirtland AFB

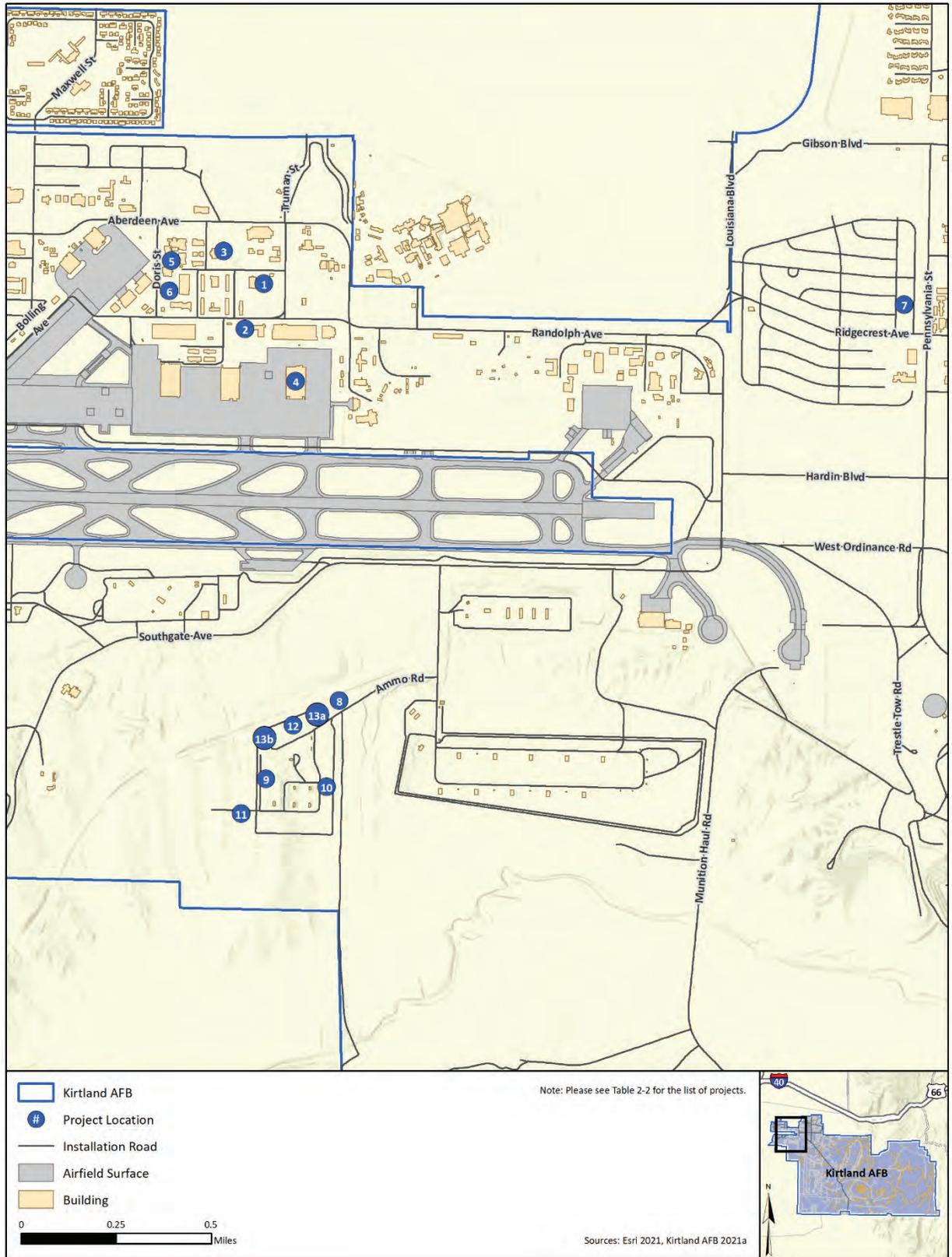
List of Proposed Projects

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	<ul style="list-style-type: none"> 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: ¹The 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



**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.

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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

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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

Attachment 1- List of Proposed Projects at Kirtland AFB

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	<ul style="list-style-type: none"> 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). <p><i>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.</i></p>	FY 2023	75,900	27,900
2	Permanent New Squadron Operations Facility and Parking	<ul style="list-style-type: none"> 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. <p><i>Estimated project total of 53,800 SF. Includes 20,000 SF for new facility construction, 4,500 SF for the new</i></p>	FY 2028	53,800	53,800

Attachment 1- List of Proposed Projects at Kirtland AFB

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)
		<i>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.</i>			
3	Addition to Building 957 for Classroom and Administration	<ul style="list-style-type: none"> 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. <p><i>Estimated project total of 5,000 SF for new addition construction.</i></p>	FY 2025	5,000	5,000
4	Renovate Hangar 1002 (Island B) for AC-130J AMU	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 SF¹) to Building 950 and an additional parking area (58,500 SF, location to be determined). 	FY 2025	104,400	103,700 ¹

Attachment 1 - List of Proposed Projects at Kirtland AFB

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)
		<p><i>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).</i></p>			
7	Addition to Pipeline Dormitory	<ul style="list-style-type: none"> 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). <p><i>Estimated project total of 33,000 SF for the additional 80 rooms.</i></p>	FY 2024	None	None
8	New Administration Building east of MSA Parking Lot	<ul style="list-style-type: none"> Construct an administration building to hold the additional manning to support the AC-130J mission move east of the MSA. <p><i>Estimated project total of 10,000 SF for new facility construction.</i></p>	FY 2025	10,000	10,000
9	New Munitions Trailer Holding Pad	<ul style="list-style-type: none"> 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. <p><i>Estimated project total of 10,000 SF for the new paved holding pad.</i></p>	FY 2023	10,000	10,000

Attachment 1 - List of Proposed Projects at Kirtland AFB

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	<ul style="list-style-type: none"> 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. <p><i>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.</i></p>	FY 2023	18,000	11,000
11	New Explosive Operations Building	<ul style="list-style-type: none"> 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. <p><i>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.</i></p>	FY 2025	19,100	19,100
12	Construct Small Arms Storage Facility	<ul style="list-style-type: none"> Construct a small arms storage facility (also called Butler Building) (100 x 100 ft [10,000 SF]). <p><i>Estimated project total of 10,000 SF for new facility construction.</i></p>	FY 2023	10,000	10,000

Attachment 1- List of Proposed Projects at Kirtland AFB

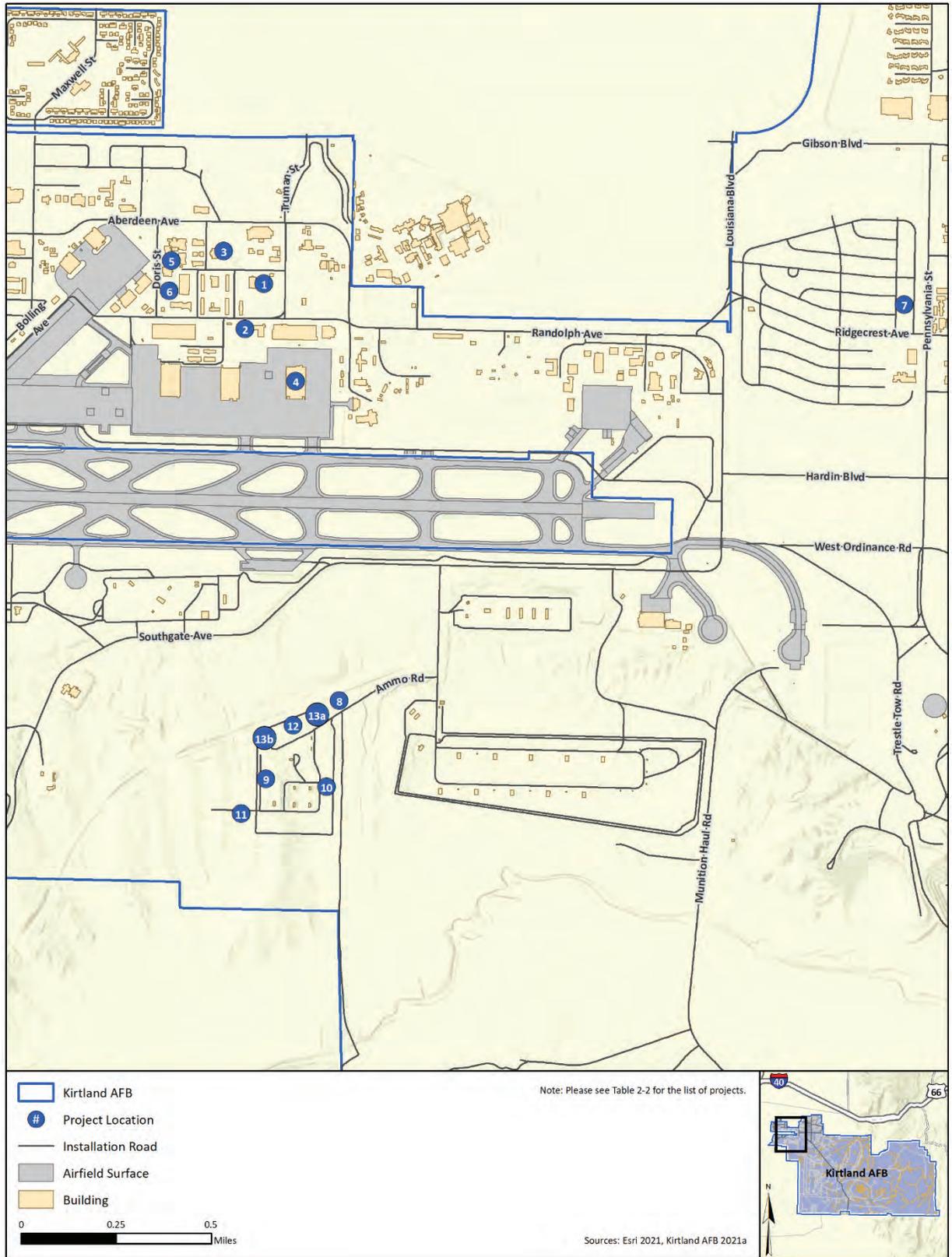
List of Proposed Projects

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	<ul style="list-style-type: none"> 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: ¹The 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



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

Pawnee Nation

Tuesday, September 13, 2022

David Reynolds
Natural and Cultural Program Manager
377th Air Base Wing
Kirtland Air Force Base
Department of the Air Force

RE: Section 106 Consultation and Review on-
*Relocation of Air Force Special Operations Command AC-13J Formal Training Unit
Kirtland Air Force Base
Albuquerque, Bernalillo County, New Mexico*

The Pawnee Nation Office of Historic Preservation has received the information and materials requested for our Section 106 Review and Consultation. Consultation with the Pawnee Nation is required by Section 106 of the National Historic Preservation Act of 1966 (NHPA), and 36 CFR Part 800.

Given the information provided, you are hereby notified that the proposed project/s should not affect the cultural landscape of the Pawnee Nation.

However, be advised that additional undiscovered properties could be encountered, and they must be immediately reported to us under both the National Historic Preservation Act and the Native American Graves Protection and Repatriation Act regulations.

This information is provided to assist you in complying with 36 CFR Part 800 for Section 106 Consultation procedures. Should you have questions, please do not hesitate to contact me at jreed@pawneenation.org or by phone at 918-762-2180 ext 220. Thank you for your time and consideration.

Sincerely,



Matt Reed
Historic Preservation Officer
Pawnee Nation of Oklahoma

Historic Preservation Office
Matt Reed
Phone: 918.762.2180
E-mail: jreed@pawneenation.org
P.O. Box 470
Pawnee, Oklahoma 74058



MICHELLE LUJAN GRISHAM
GOVERNOR

JAMES C. KENNEY
CABINET SECRETARY

October 6, 2022

NEPA Program Manager
377 MSG/CEIEC
2050 Wyoming Boulevard SE, Suite 116
Kirtland AFB NM 87117

Submitted electronically to: KirtlandNEPA@us.af.mil

RE: Kirtland Air Force Base Environmental Assessment Scoping for AC-130J FTU Relocation

Dear NEPA Program Manager,

On behalf of the New Mexico Environment Department (NMED), attached please find our comments on your letter dated August 24, 2022, regarding the request for review and comment on an Environmental Assessment Scoping for the AC-130J FTU Relocation.

Strong intergovernmental coordination, as required by the National Environmental Policy Act (NEPA), is essential to ensure protection of human health and the environment.

NMED offers a few areas of potential environmental impacts in the attachment for you to evaluate as it continues the NEPA compliance review.

Thank you for providing the opportunity to review the project materials. Please don't hesitate to reach out to us with any further questions or concerns you may have. In the future, please send all comment requests to env.review@state.nm.us. This will help expedite a timely review of your request.

Sincerely,

Michael Chacón

Michael Chacón
Science Coordinator

Attachment (1)

Attachment

Introduction

Kirtland Air Force Base has requested review and comment on an Environmental Assessment Scoping for the AC-130J FTU Relocation.

Comments

Drinking Water

There are no regulated public groundwater system wells within 500 feet of the proposed project sites, nor any regulated public surface water system intakes within 10 miles downgradient. Therefore, this project is unlikely to have a significant negative impact on any regulated public water system.

Hazardous Waste

NMED has concerns with Building 737 Trailer Maintenance/Production Facility. Proposed Renovations to Building 737 include the removal and replacement of the oil/water separator located outside on the hardstand to the southwest of the building.

The oil/water (O/W) separator is not listed on the Resource Conservation and Recovery Act (RCRA) permit indicating that it was not observed during the 1980s RCRA permit application or RCRA Facility Assessment. Many O/W separators are listed on the permit. The Building 737 O/W separator should be assessed for releases to the environment upon removal and associated contamination, if present, should be remediated. A report summarizing the observations, testing and cleanup should be submitted to the NMED Hazardous Waste Bureau.

The Building 737 Trailer Maintenance/Production Facility should be evaluated on the level of a Phase 1 Environmental Site Assessment to assess whether there have been releases of contaminants to the environment that must be addressed prior to renovation.

Petroleum Storage Tanks

The following analysis assumes that the Air Force Special Operations Command (AFSOC) will choose the alternative of relocating the AC-130J Formal Training Unit to Kirtland Air Force Base. If the project includes the installation of storage tank systems regulated under 20.5 NMAC, NMED must be notified, and the installation and all other aspects of the tank systems must be in accordance with the requirements in 20.5 NMAC for the life of the systems, as is true for existing systems. Storage tank systems in New Mexico continue to release petroleum products into the environment through human error or equipment failure, even with regulations in place, so any installation of these systems has an environmental impact that needs to be weighed against any benefit gained from the action. Only about 1 1/3 gallons of gasoline can contaminate one million gallons of groundwater. Eighty percent of New Mexicans depend on groundwater sources for their drinking water.

See below for an extensive list of facilities with tanks that are in use or have not been legally closed that are near the proposed sites, including near other bases.

Sites where petroleum has leaked or spilled from storage tanks near the proposed project -

There are several confirmed release sites that are located within ½ mile of the project perimeter.

The following site, which is within ½ mile of the project perimeter, has a status of Cleanup, Federal Facility for the Kirtland Air Force Base, which means it is being cleaned up or monitored:

- NO130 (Facility #28882, Release ID #278), located E of Lovelace RD or West of 5 & 6 on project map.

As a Federal Facility, the Responsible Party will need to continue cleanup activities as required under regulations in 20.5 NMAC, New Mexico’s Petroleum Storage Tank regulations.

There are currently 12 confirmed release sites within ½ mile of the project perimeter that have No Further Action status, which means NMED’s Petroleum Storage Tank Bureau does not currently require any further cleanup or monitoring at these sites.

1. F&L Automotive (Facility ID# 29709, Release ID# 19), 3701 Simms SE
2. ATEX 351 (Facility ID# 26751, Release ID# 510), 6431 Gibson SE
3. Evans Auto (Facility ID# 27941, Release ID# 963), 1200 Carlisle SE
4. Circle K 379/Diamond Gas & Food Mart (Facility ID# 1091, Release ID# 1436), 1200 San Pedro SE
5. Veterans ADMIN/ Veterans Affairs (VA) Hospital (Facility ID# 31480, Release ID# 2046), 1501 San Pedro Dr SE
6. ATEX/T-Gas (Facility ID# 26698, Release ID# 2127), 5749 Gibson Blvd SE
7. Gibson Texaco Auto Clinic/ Gibson Food Mart (Facility ID# 26589, Release ID# 2286), 5501 Gibson Blvd SE
8. Veterans ADM Hosp/Veterans Affairs (VA) Hospital (Facility ID# 31480, Release ID# 2452), 1501 San Pedro DR
9. Cortex III Site (Service Corp) (Facility ID# 27533, Release ID# 2473), H and Pennsylvania ST NE
10. Circle K 379/Diamond Gas & Food Mart (Facility ID# 1091, Release ID# 2897), 1200 San Pedro SE (2nd Release)
11. Circle K 791 (Facility ID# 1126, Release ID# 3669), 1600 Carlisle SE
12. Kirtland Food Plaza (Facility ID# 28944, Release ID# 3688), 1620 Carlisle Blvd SE

There are no confirmed sites that are active or have a “no further action” status within the area of the project outline.

Facilities with tanks that are in use or have not been legally closed that are near the proposed project areas, including those near other bases:

FID	Facility	Street	City	County	AST	UST
26444	ALBUQUERQUE LOC	RUNWAY 26 KIRTLAND AFB	ALBUQUERQUE	BERNALILLO	0	1
27135	BUILDING 880 - GEN116	PO BOX 5800	ALBUQUERQUE	BERNALILLO	1	0
28924	KIRTLAND AIR FORCE BASE G	BUILDING 471	ALBUQUERQUE	BERNALILLO	5	0
28945	KIRTLAND UNDERGROUND	CARE OF 542 CTW EM	ALBUQUERQUE	BERNALILLO	2	0

	MUNITIONS STORAGE COMPLEX					
30432	MESA FAB BLDG 858EF	1515 EUBANK SE	ALBUQUERQUE	BERNALILLO	1	0
31480	VETERANS AFFAIRS (VA) HOSPITAL	1501 SAN PEDRO DR SE	ALBUQUERQUE	BERNALILLO	0	2
54674	FLEET SERVICES BLDG 876	1515 EUBANK BLVD SE	ALBUQUERQUE	BERNALILLO	1	0
54677	THERMAL TEST COMPLEX BLDG 6539	1515 EUBANK BLVD SE	ALBUQUERQUE	BERNALILLO	1	0
54678	BURN SITE BLDG 9830	1515 EUBANK BLVD SE	ALBUQUERQUE	BERNALILLO	1	0
54890	BLDG 871 - EME SIMULATOR	1515 EUBANK SE	ALBUQUERQUE	BERNALILLO	1	0
54892	KIRTLAND AFB, WELL #15, BLDG 900	SAN MATEO AND RANDOLPH	ALBUQUERQUE	BERNALILLO	1	0
54898	VETERANS AFFAIRS (VA) HOSPITAL BLDG #80	1501 SAN PEDRO DR SE	ALBUQUERQUE	BERNALILLO	0	1
54951	VETERANS AFFAIRS HOSPITAL BLDG # 42	1501 SAN PEDRO DR SE	ALBUQUERQUE	BERNALILLO	0	1
54952	VETERANS AFFAIRS HOSPITAL BLDG # 01	1501 SAN PEDRO DR SE	ALBUQUERQUE	BERNALILLO	0	1
54953	VETERANS AFFAIRS HOSPITAL BLDG # 03	1501 SAN PEDRO SE	ALBUQUERQUE	BERNALILLO	0	1
54954	VETERANS AFFAIRS HOSPITAL BLDG # 10	1501 SAN PEDRO DR SE	ALBUQUERQUE	BERNALILLO	0	1
54955	VETERANS AFFAIRS HOSPITAL BLDG # T 74	1501 SAN PEDRO DR SE	ALBUQUERQUE	BERNALILLO	0	1
54956	VETERANS AFFAIRS HOSPITAL BLDG # T 38	1501 SAN PEDRO DR. SE	ALBUQUERQUE	BERNALILLO	1	0
51862	KIRTLAND AIR FORCE BASE 701	BUILDING 702	KIRTLAND AFB	BERNALILLO	1	0
51863	KIRTLAND AIR FORCE BASE -NO1032	BUILDING 1032	KIRTLAND AFB	BERNALILLO	4	0
51865	KIRTLAND AIR FORCE BASE 20147	BUILDING 20147	KIRTLAND AFB	BERNALILLO	4	0
51866	KIRTLAND AIR FORCE BASE 20359	BUILDING 20359	KIRTLAND AFB	BERNALILLO	4	0
51867	KIRTLAND AIR FORCE BASE 27500	BUILDING 27500	KIRTLAND AFB	BERNALILLO	1	0
54729	KIRTLAND WEST SIDE EXPRESS BLDG 972	AAFEES WEST EXPRESS	KIRTLAND AFB	BERNALILLO	2	0
54893	KIRTLAND AFB WELL # 16 BLDG 25952	RANDOLPH AVE & RIDGECREST AVE	KIRTLAND AFB	BERNALILLO	1	0
54905	KIRTLAND AFB, DISA, BLDG # 323	CARLISLE BLVD SE & HAMILTON	KIRTLAND AFB	BERNALILLO	1	0
53066	TANK 280A	FACILITY 280	CANNON AFB	CURRY	1	0
53067	TANK 280B	FACILITY 280B	CANNON AFB	CURRY	1	0
53069	AFFES EXPRESS	108 N EAGLE CLAW BLVD	CANNON AFB	CURRY	0	3
54815	FUELS YARD	602 N CHINDIT	CANNON AFB	CURRY	4	0

54816	AIRFIELD (RUNWAY 04/22)	602 N CHINDIT	CANNON AFB	CURRY	1	0
54817	551ST SOS	119 E COCHRAN AVENUE	CANNON AFB	CURRY	1	0
54818	SECURITY FORCES	122 E COCHRAN AVENUE	CANNON AFB	CURRY	1	0
54820	BASE OPERATIONS	207 W ALISON AVENUE	CANNON AFB	CURRY	1	0
54821	3RD SOS	208 S CHINDIT BLVD	CANNON AFB	CURRY	1	0
54822	AIRFIELD/AIRFIELD LIGHTS	211 E ALBRIGHT AVENUE	CANNON AFB	CURRY	1	0
54825	WASTE WATER TREATMENT PLANT	413 N ANDERHOLT LOOP	CANNON AFB	CURRY	1	0
54843	AIRCRAFT MAINT SQUADRON (GPMX)	128 SOUTH DAGGER BLDG 4617	CANNON AFB	CURRY	1	0
54988	MELROSE AIR FORCE RANGE	12 MILES WEST AND 4 MILES SOUTH OF MELROSE NM	CANNON AFB	CURRY	3	0
903	ALLSUPS # 102045	BASE GATE	CLOVIS	CURRY	0	1
54596	AGE COMPLEX BLDG #850	113 E OCTAGON	CLOVIS	CURRY	1	0
54920	WSMR COCO FUEL FACILITY MAIN POST	WSMR ROUTE 1 BUILDING 21049	WHITE SANDS MISSILE RANG	DONA ANA	7	0
54921	WSMR COCO FUEL FACILITY RHODES CANYON	WSMR RD 7 BUIKING 30724	WHITE SANDS MISSILE RANG	DONA ANA	2	0
54922	WSMR COCO FUEL FACILITY STALLION RANGE	WSMR RD 7 BUILDING 34244	WHITE SANDS MISSILE RANG	DONA ANA	5	0
31695	WSMR BLDG 270 1	STEWES EL N	WHITE SANDS MISSILE RANGE	DONA ANA	0	1
31696	WSMR BLDG 270 2	BLDG #270 ROCK ISLAND AVE	WHITE SANDS MISSILE RANGE	DONA ANA	0	1

Facilities where our database shows all petroleum storage tanks have been removed or closed and where our database does not show a release, and facilities unknown to the NMED Petroleum Storage Tank Bureau, if any, are not listed here.

If an abandoned storage tank system or petroleum contaminated soil or water is discovered, the NMED Petroleum Storage Tank Bureau must be notified (20.5.118 NMAC). Contact the Leak of the Week here during business hours: https://www.env.nm.gov/petroleum_storage_tank/ (see box to the right, Report a Leak or Spill) or call 505-476-4397. During non-business hours, call 505-827-9329.

Surface Water Quality

NMED reviewed the above-referenced request for modification as requested, focusing specifically on the potential effect to surface water resources in the area of the proposed projects.

A Construction General Permit (CGP) is not required if the disturbing activities are part of the normal day-to-day operation of a completed facility (e.g., daily cover for landfills, maintenance of gravel roads or parking areas, landscape maintenance. If work performed is routine maintenance that is performed to maintain the original line and grade, hydraulic capacity, or original purpose of the facility. The thirteen construction or infrastructure improvement projects that are proposed may need coverage under the Construction General Permit (CGP), see below.

Clean Water Act, Section 402 NPDES Industrial Storm Water Construction General Permit

The U.S. Environmental Protection Agency (USEPA) may require a National Pollutant Discharge Elimination System (NPDES) Construction General Permit (CGP) coverage for storm water discharges from construction activities (such as clearing, grading, excavating, and stockpiling) that disturb (or re-disturb) one or more acres. Prior to discharging storm water, construction operators may need to obtain coverage under an NPDES permit.

Among other things, this permit requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared for the project, including support and staging areas, and that appropriate Best Management Practices (BMPs) be installed and maintained both during and after construction to prevent, to the extent practicable, pollutants (primarily sediment, oil & grease and construction materials from construction sites) in storm water runoff from entering waters of the U.S. This permit also requires that permanent stabilization measures (re-vegetation, paving, etc.), and permanent storm water management measures (storm water detention/retention structures, velocity dissipation devices, etc.) be implemented post construction to minimize, in the long term, pollutants in storm water runoff from entering these waters.

Part 9 of the 2022 CGP includes permit conditions applicable to specific states, Indian country lands, or territories. In the State of New Mexico, except on tribal land, permittees must ensure that there is no increase in sediment yield and flow velocity from the construction site (both during and after construction) compared to pre-construction, undisturbed conditions (see Subpart 9.6.1.c.ii of the 2022 CGP). USEPA requires that all "operators" (see Appendix A of the 2022 CGP) obtain NPDES permit coverage by submitting a Notice of Intent (NOI) for construction projects. Generally, this means that at least two parties will require permit coverage.

The owner/developer of this construction project who has operational control over project specifications, the general contractor who has day-to-day operational control of those activities at the site, which are necessary to ensure compliance with the SWPPP and other permit conditions, and possibly other "operators" will require appropriate NPDES permit coverage for this project. The CGP, NOI, deadlines for submitting an NOI, Fact Sheet, and Federal Register notice are available at:

<https://www.epa.gov/npdes/stormwater-discharges-construction-activities>

Clean Water Act, Section 402 Industrial Multi-Sector Permit (MSGP)

The USEPA issued the new "2021 Multi-Sector General Permit (MSGP)" for industrial storm water discharges on January 15, 2021. This permit replaces the 2015 MSGP Permit. All new and existing industrial storm water discharges, as determined by your facility's NAIC/SIC code, must apply for coverage under the new Permit by submitting a Notice of Intent (NOI) to USEPA. Your facility's written storm water pollution prevention plan (SWPPP) will also need to be revised to comply with the new Permit. The new

Permit was effective March 1, 2021. The MSGP, NOI, deadlines for submitting an NOI, Fact Sheet, and Federal Register notice are available at: Stormwater Discharges from Industrial Activities-EPA's 2021 MSGP | US EPA

Clean Water Act, Section 404 USACE/Section 401 Certification

Information is provided below if the project (or associated construction support areas, if any) during construction requires discharge of dredged/fill material into Waters of the U.S., including wetlands. Section 404 of the Clean Water Act requires approval from the U.S. Army Corp of Engineers (USACE) prior to discharging dredged or fill material into waters of the United States (U.S.).

Any person, firm, or agency (including Federal, state, tribal and local governmental agencies) planning to work in waters of the United States should first contact the USACE regarding the need to obtain a permit from the Regulatory Division. Failure to receive and implement proper permit coverage would be a violation of the Clean Water Act.

More information on the §404 permitting process, including applicability of Nationwide Permits, mitigation requirements, requirements for certification for any discharges on state, private or tribal land, can be obtained from the USACE at:

<http://www.spa.usace.army.mil/Missions/RegulatoryProgramandPermits.aspx>

For additional information, including permitting procedures and jurisdictional water determination, contact the USACE, Albuquerque District, 4101 Jefferson Plaza NE, Albuquerque, New Mexico 87109-343, 505-342-3262.



White Mountain Apache Tribe

Office of Historic Preservation

PO Box 1032

Fort Apache, AZ 85926

Ph: (928) 338-3033 Fax: (928) 338-6055

To: Jason F. Vattioni, Colonel, USAF Commander

Date: October 28, 2022

Re: *Environmental Assessment for the proposed Relocation of the Air Force Special Operations Command to Kirtland Air Force Base, New Mexico*

.....

The White Mountain Apache Tribe Historic Preservation Office appreciates receiving information on the project dated; August 2022. In regards to this, please refer to the following statement(s) below.

Thank you for allowing the White Mountain Apache tribe the opportunity to review and respond to the above proposed relocation of AC-130J aircraft, personnel, operation squadron, maintenance squadron, and related construction activities at the Kirtland Air Force Base, New Mexico.

Please be advised, we reviewed the consultation letter and the information provided, and we've determined the proposed project plans will have "***No Adverse Effect***" on the tribe's cultural heritage resources and/or historic properties. We concur with the proposed project plans.

Thank you for your continued collaborations in protecting and preserving places of cultural and historical importance.

Sincerely,

Mark T. Altaha

White Mountain Apache Tribe – THPO
Historic Preservation Office

Vernon B. Abeita
Governor



Lt. Governor, Virgil N. Lucero
Lt. Governor, Blane M. Sanchez

PUEBLO OF ISLETA OFFICE OF THE GOVERNOR

P.O. Box 1270
Isleta, New Mexico 87022
Telephone: 505-869-3111
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November 9, 2022

Kirtland AFB National Environmental Policy Act Program Manager
377 MSG/CEIC
2050 Wyoming Boulevard SE, Suite 116
Kirtland Air Force Base, NM 87117-5270
KirtlandNEPA@us.af.mil
By Email and First Class Mail

Dear NEPA Program Manager:

On behalf of the Pueblo of Isleta (“Pueblo”), I submit these comments on the Department of the Air Force’s 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, dated June 2022. I am also copying these comments to Col. Jason F. Vattioni, Commander of the 377th Air Base Wing at Kirtland Air Force Base (“AFB”), in response to his letter of August 24, 2022, requesting government-to-government consultation on this matter. The Pueblo reserves the right to supplement these comments, in consultation or otherwise, at any time.

The Pueblo is extremely concerned about the effects of the relocation of the Air Force Special Operations Command AC-130J Formal Training Unit (“AFSOC AC-130J FTU”) to Kirtland AFB, as described in the Final Description of the Proposed Action and Alternatives (“FDOPAA”).¹ As I describe further below, the Pueblo is particularly concerned that about the negative impacts of military overflights to our people and resources on the Reservation, including impacts to the Village, other residential areas, and resources throughout the Reservation, and that an increase in military operations from Kirtland AFB will also increase those negative impacts.

After review of the FDOPAA, I understand that, in the course of National Environmental Policy Act (“NEPA”) review, the Air Force will be reviewing effects on airspace management, noise, cultural resources, hazardous materials and wastes, safety, and socioeconomic and environmental justice. *See* FDOPAA at 2-27, tbl.2-8. The Pueblo’s concerns reach across all these areas, and so they must be considered by the Air Force in its NEPA evaluation of this

¹ Appendix A to the FDOPAA contains a copy of a letter to the Governor of the Pueblo of Acoma that is substantively identical to the letter which my office received from Col. Vattioni on August 24, 2022.



proposed major federal action. I also raise issues of concern that should be addressed in the Air Force's National Historic Preservation Act ("NHPA") evaluation of this proposed federal undertaking.

Factual Background

The Pueblo has lived on its ancestral lands in and around Albuquerque since before the arrival of European settlers. For centuries, the Pueblo community has been centered on the Village on the west bank of the Rio Grande. The Village houses the historic St. Augustine Catholic Church, which was founded as a Catholic mission in 1613 and dozens of residences where our families and children live. Our members engage in all parts of life there, from simple day-to-day activities to engaging in important cultural and religious ceremonies such as our Feast Day dances. As described in the Memorandum of Understanding Between Federal Military Flying Organizations and the New Mexico Indian Affairs Department ("OTAM MOU"), the Pueblo's Traditional Village is a space for "sacred tribal religious ceremonies and cultural events [that] constitute the core religious, spiritual and sociological practices and beliefs" of the Pueblo. OTAM MOU § III.a. The religious use of the Village routinely requires a "noise and disturbance free environment," as described in the Memorandum of Understanding Between the Pueblo of Isleta and Kirtland Airforce Base ("JLUS MOU"). In recognition of the unique and immeasurable historic value of the Village, the entire Isleta Village is included on the National Register of Historic Places ("NRHP"), property number 75001162.

The lands of our Reservation are also important to us. They are places where we hunt, gather, recreate, and engage in cultural ceremonies. They are our ancestral homelands that we have lived on and used for thousands of years. The resources of those lands, including ground and surface water that moves under and over the land, the plants and animals on the land, the air above it, historical and cultural sites, items of cultural patrimony, our ancestors' remains, and the open spaces, viewscapes, and sense of place, all found on these lands, are all important. Additionally, specific regions within the Pueblo's wilderness areas are reserved under Pueblo of Isleta law for specific cultural practices, including traditional hunts.

The lands beyond the boundaries of the Pueblo, including the land where Kirtland AFB is now located, are also important to us, because they contain natural, historic, and cultural resources connected to us. Air and water know no boundaries. Noise and air pollution travel onto our reservation, as does pollution that enters into ground or surface water upstream. At the least, these can be annoying and disrupt our lives. At worst, they make residents of the Reservation sick or make it impossible for us to use resources on the Reservation to sustain our lives here. And damage to historic or cultural resources that are connected to our people is also disturbing because it impacts our ability to honor our ancestors and pass down our culture to the next generations.

Unfortunately, the Pueblo has been subject to historical injustices which have continuing effects on us and our resources. Our land was subjected to colonization by the Spanish and the control of Mexico and the United States. This reduced our land base and our resources. Our Reservation has been subject to disproportionate effects from pollution, because sources of



pollution are placed near us—and the minority communities near us in the South Valley—rather than wealthier, more politically influential areas. We are still being impacted from industrial development in the South Valley and the Albuquerque area. The land around the Pueblo is still often the first place where developers seek to put polluting industries like asphalt plants. So, it should go without saying that impacts to the Pueblo raise questions of socioeconomic and environmental justice, which the Air Force must consider. *See* 32 C.F.R. § 989.33.

I am concerned that the AFSOC AC-130J FTU relocation will threaten the resources and values I describe above, by increasing the number of military overflights of the Reservation and the surrounding area. I describe these concerns in further detail below.

Impacts from Additional C-130 Type Overflights

The FDOPAA projects that the proposed relocation of the AFSOC AC-130J FTU would increase total airfield operations by three sorties a day. FDOPAA at 2-20. 2/3 of the new sorties are proposed to occur at night. *Id.* at 2-20 to 2-21. The FDOPAA downplays this increase in flights by comparing it to the total number of annual flights from Kirtland AFB *and* the Albuquerque International Sunport. *Id.* at 2-20, tbl.2-4. In our view, that is not an appropriate comparison, as in our experience overflights from Air Force aircraft have very different impacts on our Reservation than do civilian overflights.

That is because military aircraft are operated in very different ways from civilian aircraft. C-130 type and other military aircraft fly over our Reservation at a much lower altitude than do civilian aircraft, so the impact of noise, vibration, and visual impacts are much greater. These aircraft fly at low altitudes over residential areas much more frequently than do civilian flights. They cause air pressure differentials which are physically unpleasant and may damage delicate or sensitive cultural, historic, or natural resources. Military training flights are low and loud and occur throughout the night, encroaching on traditional community practices taking place in resident’s traditional homes, the Village’s Church, and other sacred locations within the Village. And unlike the sorties proposed in the FDOPAA, civilian flights mostly take place during the day, not at nighttime hours.

Military aircraft operators also operate planes in ways that disrupt our work and lives even more than the “typical” effects of military overflights described above. Pilots at night have shown spotlights into buildings and at Isleta Tribal Members, disturbing and intimidating those participating in cultural practices or simply going about their daily lives. Our Second Lieutenant Governor has experienced this at his home firsthand. Military aircraft have flown low over people, livestock, and wildlife in rural, undeveloped areas of the Reservation. For these reasons, military aircraft have unusual impacts on our people’s ability to live, work, relax, and engage in cultural and religious practices in their homes and places of worship.²

² Additionally, military aircraft are involved in very different operations than civilian aircraft. The AC-130Js will carry ordnance, which civilian aircraft do not. C-130 type aircraft are involved in helicopter refueling training near the Reservation. These operations produce more low-altitude noise than civilian aircraft operations, and they are more dangerous. Although I



It is therefore more appropriate to compare new AC-130J operations to existing military aircraft operations, rather than to overall flights out of the Sunport and Kirtland AFB. This fairer comparison shows that the AFSOC AC-130J FTU relocation is estimated to add about 4,500 annual military aircraft operations to the existing 17,596 operations out of Kirtland AFB. FDOPAA at 2-20 tbl.2-4. That is an increase of 25.6% - over a quarter. And the total number of C-130 type sorties would increase from five sorties a day to an average total of eight. *Id.* at 2-20. Since a sortie includes “at least” a take-off and a landing, *id.*, that means that, in an average day, the AFSOC AC-130J FTU relocation would add at least six low-altitude overflights in the area around the AFB to the existing ten or more, for a daily total of at least sixteen. *Id.* That is an increase of at least 37%. And, as noted, two of those sorties – that is, at least four overflights – are projected to occur at night, between 10 PM and 7 AM, when most people are trying to sleep. *See id.* at 2-20 to 2-21. If these overflights occur over the Reservation, especially its residential areas, that would be extremely disruptive to our people.

We are also concerned that there is significant uncertainty about the overall effects on Kirtland AFB operations as a result of these new operations. The FDOPAA does not say anything about how the increase in flights will affect existing operations out of Kirtland AFB. However, it stands to reason that if total C-130 type aircraft sorties increase by more than a third, the timing of other flights will be adjusted to accommodate these new planes on the tarmac and in the air. That could mean more flights at night and even more aircraft over the Pueblo’s Reservation, especially residential areas that include the Village. This greatly concerns me.

The Pueblo needs more information about how existing operations will be adjusted to accommodate the increase in operations from the AFSOC AC-130J FTU relocation to comment further on this issue, but at the very least the Air Force should study this matter further, and what impacts it will have on the minority communities of the Reservation.

Those impacts are likely to be serious and long-lasting. As I have explained, military overflights have already caused many problems on the Reservation. I expect it will be quite difficult to mitigate such impacts from even more flights. Although the Pueblo can designate some dates or times as “no-fly” times for airspace over the Reservation, the Pueblo’s use of its Village and other residential areas is constant. People live there, and use it for cultural and religious ceremonies, all the time. Additionally, the Pueblo’s cultural and religious uses of restricted land areas on the Reservation outside of the Village are routine and common. We do not, and cannot, categorically prevent our members from engaging in their traditional lifeways anywhere on the Reservation on certain days or times or set a schedule by which they must take part in these critical elements of Isleta people’s culture and identity.

believe that AC-130J aircraft are not used in helicopter refueling, this emphasizes that the comparison of military aircraft and civilian aircraft operations is apples-to-oranges. And, as noted below, helicopter operations out of Kirtland AFB are supposed to increase dramatically over the next four years, so the risks from helicopter operations are only going to increase.



Unfortunately, overflights also have impacts on non-human resources on the Pueblo that are difficult to mitigate or prevent. Training flights across the Pueblo's traditionally-protected wilderness areas disturb the Pueblo's domestic cattle herds as well as wildlife, both of which are protected under Isleta Traditional laws. The Pueblo is concerned that long-term exposure to low altitude flights, both on- and off-reservation, is stressing wild and domesticated animals and impacting their growth and reproduction. Unfortunately, military flights across the Pueblo's important wilderness lands have been witnessed and video recorded harassing wildlife like elk. It is unknown how additional species like black bear and federally protected wildlife like golden and bald eagles have already been affected by existing low-level flights. These impacts from overflights also affect our members' ability to raise and maintain the health of their livestock. The Air Force needs to study these effects at not only current levels, but also how they would be exacerbated by adding additional flights, and determine how to avoid these effects, before allowing even more military overflights over and near the Pueblo's Reservation.

UXO Issues

The FDOPAA says that approximately 80 percent of sorties out of Kirtland AFB would include training at Melrose Air Force Range ("AFR"), and that munitions would be uploaded at Kirtland AFB, but that "weapons would not be chambered or armed until over the impact range." FDOPAA at 2-21. Additionally, defensive countermeasure training at Melrose AFR would include the use of approximately 12,500 flares and 7,800 chaff bundles annually, which would be "an increase compared to what is currently being used." *Id.* This increase in operations by aircraft carrying munitions and defensive countermeasures is extremely concerning, because it will almost certainly mean that more aircraft carrying ordnance will fly over the Reservation.

Even if munitions are not "chambered or armed" until after the overflights, accidents may happen and unexploded ordnance ("UXO") may end up on Pueblo land. Indeed, dangerous explosives have already ended up on the Pueblo's land, as have debris and fuel from past military flight crashes. Some of the munitions identified on Tribal land are so hazardous that the Pueblo has been unable to safely provide for their detonation and removal, and has instead relied on the U.S. Department of Energy to do so. The Pueblo fears that these hazardous munitions have resulted in long-term environmental impacts that have yet to be properly assessed or remediated by the federal agencies that caused them.

An increase in overflights means more chances for UXO and related debris to end up on Pueblo land, and that puts our people at risk. Before approving the AFSOC AC-130J FTU relocation, the Air Force should evaluate how UXO and related debris ended up on Pueblo land in the past, the resulting impacts on the environment, and how the Air Force will ensure that the AFSOC AC-130J FTU relocation will not result in any more UXO or related dangerous materials on Pueblo land.

The Air Force Should Prepare an EIS

The Air Force must study all the above-described impacts and determine how and whether they can be mitigated. Given the scope of these likely significant impacts on the human environment, which are extremely disruptive to the Pueblo, its culture, its resources, and the



environment, the Air Force could not issue a FONSI for this proposed action and must develop an EIS. *See* 40 C.F.R. § 1501.3(a)(3) (EIS required when an action “[i]s likely to have significant effects”).³ The impacts of the relocation will be felt intensely on the Pueblo’s Reservation and Village, while other impacts will only impact unpopulated areas. *See id.* § 1501.3(b)(1). The impacts will be felt as long as the relocation is in place, so are likely to be long-term, and adverse with no offsetting beneficial impacts to the Pueblo. *Id.* § 1501.3(b)(2)(i)-(ii). (Although the Pueblo does acknowledge the beneficial effects of military training for the entire Nation, those benefits are not site specific and could be obtained through training elsewhere.) Impacts from the overflights interfere with tribal law that protects areas of the Reservation, and would negatively impact at least one NHPA-protected historic property. *See id.* § 1501.3(b)(2)(iv); *infra* (discussing NHPA compliance).

Additionally, impacts of overflights from AC-130J aircraft would be cumulative with increased sorties from MH-139 aircraft out of Kirtland AFB. The Pueblo understands, according to notice that the Kirtland AFB Commander provided the Governor’s office in August 2020, that helicopter sorties are going to increase significantly from Kirtland AFB. *See* Letter from Col. David S. Miller, Commander, 377th Air Base Wing, Kirtland Air Force Base, to Max A. Zuni, Governor, Pueblo of Isleta (Aug. 16, 2020). That will be from the replacement of the current force of UH-1N aircraft at the 58th Special Operations Wing with new MH-139 aircraft. According to Col. Miller’s 2020 letter, the Air Force anticipates that helicopter sorties out of Kirtland AFB will increase by nearly 90 percent from fiscal year 2020 to fiscal year 2026. After fiscal year 2028, helicopter sorties will remain at a level approximately 31 percent above fiscal year 2020 levels. Helicopters engage in low level flying on and near the Reservation, including landing at helicopter landing zones near our Reservation boundary. Helicopters also engage in the sort of inherently dangerous military training activities that I described above. Unfortunately, these operations result in many similar impacts on our people and resources as those caused by C-130 type aircraft.

The AFSOC AC-130J FTU relocation cannot be viewed in isolation from the anticipated increase in helicopter overflights. As you know, a NEPA analysis must assess cumulative impacts. *See* 40 C.F.R. § 1508.8. If helicopter and C-130 type sorties are increasing dramatically at the same time—which every indication is that they will—then the effect on our Reservation is going to be even greater than the FDOPAA suggests. Thus, an environmental assessment that focuses only on the impacts of AC-130J operations will not adequately evaluate all the impacts of this proposed relocation. Therefore, the Air Force must prepare an EIS for that reason, as well.

³ If the Air Force does prepare a FONSI, it must make it available for public review for at least thirty days before approval, because the proposed action will have a disproportionate impact on the Reservation and Village, which is a “disproportionately high and adverse environmental impact on minority populations and low-income populations.” 32 C.F.R. § 989.15(e)(2)(vi).



The Air Force Cannot Rely on Existing NEPA Documents to Evaluate the AFSOC AC-130J FTU Relocation

Col. Vattioni stated in his August letter that “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)*,” Vattioni Letter at 2, and in the FDOPAA, the Air Force states that environmental impacts from airspace use and ordnance use and defensive countermeasures at Melrose Air Force Range were evaluated in “*AFSOC Assets Beddown at Cannon Air Force Base, New Mexico Environmental Impact Statement.*” See FDOPAA at 2-21. I understand that EIS is the one available at the Defense Technical Information Center’s website, at <https://apps.dtic.mil/sti/pdfs/ADA611274.pdf>. The Pueblo has reviewed that document, which, as the Vattioni Letter and the FDOPAA note, focuses primarily on impacts at military operating areas and restricted airspace and the Melrose AFR southeast of Albuquerque. It neither considered impacts on, at, or near the Pueblo, nor did it consider the importance of historic or other resources to the Pueblo. In fact, it does not mention the Pueblo of Isleta at all.⁴ Moreover, many of the impacts I have noted in these comments occurred after 2007, when the EIS was finalized, so the Air Force could not have considered them in that document. For these reasons, the Air Force cannot use the analysis in that EIS as a substitute for evaluating the impacts on the Pueblo from the proposed AFSOC AC-130J FTU relocation.

The Air Force Cannot Rely on the JLUS MOU or the OTAM MOU to Avoid Environmental Review

As you know, Kirtland AFB is a party to the JLUS MOU, Section 4.6 of which incorporates by reference the OTAM MOU. The OTAM MOU provides a process for tribal signatories, including the Pueblo, to request times when there should not be overflights of tribal lands and to report concerns about overflights that have already occurred. Although I greatly appreciate Kirtland AFB’s agreement to the JLUS MOU and the process of the OTAM MOU, those MOUs have not resolved the Pueblo’s concerns discussed at length above. Although the MOUs provide for a process to avoid overflights of specific areas at specific times and give us a process to voice our concerns about overflight impacts after they occur, they have not resolved the existing overflight problem. And as I have noted, there really is no time at which low-altitude overflights can occur at residential areas without negative impacts. The Pueblo must always protect our cultural, historic, and environmental resources and sacred sites, which Isleta people use throughout their daily lives. Even if the MOUs had resolved the existing problems, it is unclear that they could provide a solution to an increased number of overflights resulting from the AFSOC AC-130J FTU relocation. The Air Force must therefore review how the MOUs can

⁴ Similarly, the 2016 Environmental Assessment for Utilization Enhancements at Melrose Air Force Range, which the FDOPAA cites at page 2-25, apparently only deals with impacts at the Melrose AFR. Our staff has not been able to find a copy of this document, and I would appreciate it if your office could provide a copy to my office. Moreover, although the Air Force has already undertaken a NEPA analysis of its helicopter overflights, the Air Force cannot simply rely on that NEPA analysis, either. That analysis did not consider the effect of AC-130J overflights, or the cumulative impact of increased helicopter sorties with AC-130J operations, because the AFSOC AC-130J FTU relocation had not been proposed at that time.



be used as part of the response to additional problems that would result from the proposed AFSOC AC-130J FTU relocation—but it cannot rely on them to avoid consideration of impacts and how they will be mitigated.

Definition of APE for National Historic Preservation Act Review

Col. Vattioni’s letter and the FDOPAA explain that, for NHPA purposes, the Air Force considers that the Area of Potential Effects (“APE”) for the relocation includes only areas within the boundaries of Kirtland AFB, *see* FDOPAA at 2-9, fig.2-1, and special use airspace and military operations areas roughly southeast and east-southeast of Albuquerque and the Pueblo, *see id.* at 2-22, fig.2-3. This underestimates the APE. The APE for any project is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties” 36 C.F.R. § 800.16(d). Because the entire Village is listed on the NRHP, it constitutes a “historic property.” *Id.* § 800.16(l)(1). The overflights from Kirtland AFB—the noise, vibrations, spotlights, and intimidating close presence of military hardware—are affecting our people’s ability to “use” the Village as a place to live and engage in cultural and religious activities. Those are some of its primary purposes as a major settlement on the Reservation. Moreover, our people have observed that vibrations from low flying aircraft appear to affect the structure of historic buildings in the Village, the walls of which are made out of sod. Vibrations from overflights are shaking loose dust and dirt from the walls and roofs of the buildings. Clearly then, the APE should include at least the portion of the Reservation that includes the Village, and you should study the impacts of additional overflights resulting from the increase in operations out of Kirtland AFB before approving this federal undertaking.

Additionally, there are numerous culturally and historically significant sites and properties throughout the Pueblo. Prior evaluation by our Tribal Historic Preservation Office staff has determined that these resources are, or are likely to be, eligible for listing on the NRHP. On the eastern portion of the Reservation, there are heavy concentrations of historic and cultural resources in the Manzano Mountains and foothills, including sacred sites as well as properties that include evidence of our ancestors’ historical use of the land. Sacred sites include shrines, which in our traditional beliefs are understood as places where spirits live and where people engage in religious exercises like offering prayers. Shrines and other sacred sites are located in the western portion of the Reservation, and along the western side of the Rio Grande in the central portion of the Reservation near the Village. Isleta people visit and maintain these sites and shrines throughout the year, without a set schedule. The noise, vibrations, and visual disruptions caused by low elevation overflights, including by C-130 type aircraft, disrupt Isleta people’s ability to engage in cultural and religious ceremonies at these locations and use those sites in their religious and cultural lives.

I am also concerned that the effects of overflights will impact other resources. Near the northern border of the Reservation, at Black Mesa, and in the western portion of the reservation at the Cat Hills lava flow, there is a profusion of rock art, including prehistoric and historic panels. Vibrations from aircraft could damage these resources. Pueblo staff has informed me that in other parts of the State, railroad operations caused vibrations that harmed rock art. Rock



art is an irreplaceable artistic, cultural, and historic resource and so any potential impacts to NRHP-eligible rock art locations must be studied.

For these reasons, the APE should not only include the Village, but the entire Reservation.

Evaluation of Sites within the APE

Once the APE is properly identified to include areas at Kirtland AFB, the Air Force Special Use Airspace southeast and east-southeast of the Pueblo's Reservation, *and* the Pueblo's Reservation, the Air Force will need to evaluate possible impacts to historic properties in the area. Your invitation to government-to-government consultation provides a first step for doing that. The Air Force will need to work with our Tribal Historic Preservation Officer and staff to identify additional properties beside the Pueblo's Village that could be impacted, and what those impacts may be.

It is important to remember that the Pueblo wants to keep the location of many historical and sacred sites confidential. Many of our sacred and historic sites have been damaged or destroyed in the past by bad actors or by members of the public who simply did not know how to treat the sites carefully. And public attention could disrupt Isleta people's uses of the sites for religious and cultural activities. So, consultation will be necessary for us to control the release of information that might lead to damage or disruption of areas and sites that are important to us.

Thank you for the opportunity to submit these comments. I look forward to discussing these matters further with Col. Vattioni in government-to-government consultation on these matters.

Sincerely,

Vernon B. Abeita
for
Vernon B. Abeita
Governor

Cc Col. Jason F. Vattioni, Commander, 377th Air Base Wing, Kirtland AFB





Sample Agency Letter

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



14 November 2022

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

Ms. Sabrina Flores, District Manager
Bureau of Land Management
New Mexico State Office
Albuquerque District Office
Pan American Building
100 Sun Avenue NE, Suite 330
Albuquerque NM 87109-4676

Dear Ms. Flores

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 prepared 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. Thirteen construction or infrastructure improvement projects are proposed. All construction would be located within the Kirtland AFB boundaries.

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.

In accordance with Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs*, as amended, by EO 12416, *Intergovernmental Review of Federal Programs*, I am requesting your participation in the NEPA document review and comment process. A copy of the Draft EA and the proposed Finding of No Significant Impact (FONSI) are available at <http://www.kirtland.af.mil> under the "Environment" button at the bottom of the webpage. If, after review of the Draft EA and proposed FONSI, 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 process. 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 Ms. Brianne Sisneros, 377 MSG/CEIEC NEPA Program Manager, 2050 Wyoming Boulevard SE, Suite 118, Kirtland AFB NM 87117, or via email to KirtlandNEPA@us.af.mil.

Sincerely

VATTIONI.JASON.
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JASON F. VATTIONI, Colonel, USAF
Commander

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



14 November 2022

Colonel Jason F. Vattioni, USAF
Commander
377th Air Base Wing
2000 Wyoming Blvd 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 prepared 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. Thirteen construction or infrastructure improvement projects are proposed. All construction would be located within the Kirtland AFB boundaries.

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.

Pursuant to Section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 United States Code 1531 et seq.), Kirtland AFB conducted an effect determination for this project. All interrelated and interdependent actions were analyzed during that review. The US Fish & Wildlife Service (USFWS) Information for Planning and Consultation Official Species and Habitat List was received on 16 September 2021 under Consultation Code 02ENNM00-2021-SLI-1643. It was determined that there are no federally listed threatened or endangered species or critical habitat and no state-listed threatened or endangered species occurring within the project area. However, to ensure no impact, an updated species list from the USFWS would be obtained within 90 days of the start of construction activities. There are no wetlands within the project area.

In accordance with Executive Order (EO) 12372, *Intergovernmental Review of Federal Programs*, as amended by EO 12416, *Intergovernmental Review of Federal Programs*, I am requesting your participation in the NEPA document review and comment process. Copies of the Draft EA and the proposed Finding of No Significant Impact (FONSI) are available at <http://www.kirtland.af.mil> under the "Environment" button at the bottom of the webpage. If, after review of the Draft EA and proposed FONSI, 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 process. 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 Ms. Brianne Sisneros, 377 MSG/CEIEC NEPA Program Manager, 2050 Wyoming Boulevard SE, Suite 118, Kirtland AFB NM 87117, or via email to KirtlandNEPA@us.af.mil.

Sincerely

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JASON F. VATTIONI, Colonel, USAF
Commander



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



14 November 2022

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 regulations, and the United States Air Force (USAF) NEPA regulations, the USAF has prepared an Environmental Assessment 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 [AETC]) which is a tenant organization currently located at Kirtland AFB.

In accordance with Section 306108 of the National Historic Preservation Act (NHPA) 1966, as amended and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, the USAF, Kirtland AFB, is notifying you of a proposed Undertaking that has the potential to affect historic properties.

The purpose of the Undertaking pursuant to the NHPA is to consolidate all AC-130J FTU qualifications (initial and mission) at one active duty AETC location that already has existing MC-130J maintenance and support. In addition, the AC-130J FTU would be combined under one Major Command instead of two, saving operational and instructor resources. This consolidation would allow the command to focus on operational mission execution and streamline training pipeline as well as create an AFSOC C-130J Center of Excellence. 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 and training areas, 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.

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), 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 AC-130J FTU from Hurlburt Field to Kirtland AFB.

The Area of Potential Effects (APE) for this Undertaking is therefore defined as 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. Direct impacts to historic properties within the APE and indirect effects to adjacent historic properties within the viewshed were assessed.

The Undertaking has the potential to impact three historic properties, hangar 1002, building 955, and building 956. Island B, located within hangar 1002, will be renovated to provide training and administrative capabilities (Project 4). Because the renovations to hangar 1002 would be limited to the building's interior, the Undertaking would not impact the character-defining features of the historic property that contribute to the building's National Register of Historic Places (NRHP) eligibility. Project 5 consists of a temporary addition to building 949 for Weapons Systems Trainer with a small 144 square foot (SF) permanent electrical shed added. Historic properties, buildings 955 and 956, are within the viewshed of Project 5. The setting of these buildings and associated viewsheds are not character-defining features that contribute to the building's NRHP eligibility; the Undertaking would not adversely affect the NRHP-eligibility of buildings 955 and 956. Analysis and effect determinations for each component of the project are detailed in attachment 1. Project maps are included at attachment 2 and building forms are included at attachment 3.

Kirtland AFB has reviewed the Criteria of Adverse Effect as stated in 36 CFR 800.5(a)(1) and has determined that none apply to the activities that would be carried out in this Undertaking. Pursuant to 36 CFR §800.5(b), the USAF has determined that there would be no adverse effects to historic properties by the Undertaking.

We request your comment and/or concurrence on the finding of *No Adverse Effect*. If we do not receive your comments and/or concurrence within the required 30 days, we will assume concurrence and proceed with the Undertaking as described.

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

VATTIONI.JASO
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JASON F. VATTIONI, Colonel, USAF
Commander

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3 Attachments:

1. Cultural Resources Analysis
2. Maps
3. Building Forms

Attachment 1 Cultural Resources Analysis

Kirtland Air Force Base (AFB) conducted an analysis of potential effects to historic properties as a result of the proposed Undertaking. Activities included new archaeological surveys, prefield research, review of previous archaeological and historic structure surveys, analysis, and effects determination. Following is a summary of effect determinations originating from each component of the project.

Cultural Resources Surveys/Prefield Research

Pursuant to 36 Code of Federal Regulations (CFR) 800.4, Kirtland AFB conducted background research to identify historic properties located at Kirtland AFB and beneath the affected airspace; national historic landmarks; national battlefields; national historic trails; cultural landscapes, historic forts, or historic ranches recorded or known within the same area; and American Indian Reservations, sacred areas, or traditional use areas. The Undertaking includes approximately 315,200 square feet (SF) of new ground disturbance at Kirtland AFB.

Special Use Airspace (SUA)

Six historic properties are located beneath the Pecos North Military Operations Area (MOA) including Fort Sumner, the De Baca County Courthouse, Fort Sumner Community House/Fort Sumner Woman's Club, Fort Sumner Railroad Bridge, Fort Sumner Cemetery Wall and Entry, and the Fort Sumner State Monument (National Park Service 2022). Five of the architectural resources are also listed in the State Register of Cultural Properties (New Mexico Historic Preservation Division 2012). Additionally, two architectural resources are listed in the State Register of Cultural Properties: Rodrick Drug Store and Taiban Church (New Mexico Historic Preservation Division 2012). The Rodrick Drug Store is in the town of Fort Sumner and underlies the Pecos North MOA, and the Taiban Church is located in the town of Taiban, underlying the Taiban MOA.

Kirtland AFB

In accordance with Section 110 of the National Historic Preservation Act (NHPA), 5 cultural resources inventories have been conducted within the area of potential effects (APE) on Kirtland AFB. Results of the archaeological surveys are reported in *Report on the Results of an Archaeological Inventory of 16,000 Acres on Kirtland Air Force Base, New Mexico* (NMCRIS 72870); *Archaeological Survey of the Lower Tijeras Arroyo and Arroyo del Coyote, Kirtland Air Force Base, Bernalillo County, NM* (NMCRIS 125941); *Cultural Resources Survey and Building Evaluation for Proposed Privatization of Military Housing Kirtland Air Force Base, Bernalillo County, New Mexico* (NMCRIS 64623); *A Cultural Resources Survey of 55.5 Acres for Kirtland Air Force Base, Bernalillo County, New Mexico* (NMCRIS 149934).

A historic resources survey was conducted in 2002 and is reported in *National Register of Historic Places and Evaluation for Kirtland Air Force Base, Albuquerque, New Mexico*. Buildings 955 and 956 were reevaluated in 2017 (NMCRIS 138110).

No archaeological sites or historic districts were identified within the APE on Kirtland AFB. One historic property, Hangar 1002, is located within the APE of Project 4. Two historic properties, Buildings 955 and 956, are located adjacent to Project 5.

Building 955

Building 955 was constructed in 1977 and is historically significant for support training conducted during the Cold War. The building was used as a flight simulator bay for the MH-53 and H-3 helicopters used by the 1550th Aircrew Training and Test Wing for rescue and recovery training. Rescue and recovery was necessary for international mobility, one of the elements of deterrence during Cold War operations and strategies. The building is constructed with ribbed metal siding, with large bay doors on the south elevation. There is an aluminum gutter and downspout system. In consultation with the State Historic Preservation Officer (SHPO) in 2002, Building 955 was deemed eligible for inclusion on the National Register of Historic Places (NRHP) (HPD log 65815) under criteria consideration G. The period of significance is between 1977 and 1987, for Cold War Training.

Character-defining features include massing, metal siding, bay door, and the interior high bay space. Site and landscape features were assessed and neither were determined to be character-defining features; the surrounding area does not maintain sufficient integrity to be eligible for inclusion on the NRHP as a historic district.

Building 956

Building 956 was constructed in 1981 and is historically significant for support training during the Cold War. The building was used as a flight simulator bay for the C-130P Hercules aircraft used by the 1550th Aircrew Training and Test Wing, for fixed-wing rescue and recovery training. Rescue and recovery was necessary for international mobility, one of the elements of deterrence during Cold War operations and strategies. The building has a flat roof with a parapet and large stuccoed band at the parapet/roofline. Pebble dash stucco covers the main walls, and the windows are anodized aluminum. In consultation with SHPO in 2002, Building 956 was deemed eligible for inclusion on the NRHP (HPD log 65815) under criteria consideration G. The period of significance is between 1977 and 1987, for Cold War Training.

Character-defining features include the high bay section at the southeast portion of the building, stucco banding, and interior high bay space. Site and landscape features were assessed and neither were determined to be character-defining features; the surrounding area does not maintain sufficient integrity to be eligible for inclusion on the NRHP as a historic district.

Building (Hangar) 1002

Hangar 1002 was constructed in 1955 for the Naval Air Special Weapons Facility [NASWF], the Naval organization dedicated to providing its forces with nuclear capability. The NASWF and its successor, the Naval Weapons Evaluation Facility, operated the hangar until after the Cold War era. The structure has a flat roof, walls made of corrugated asbestos siding, and large sliding bay doors with fixed steel framed/divided light windows. There is a central door for

aircraft tail extension, and one-story lean-tos on the north and south elevations. In consultation with the SHPO in 2002, Building 1002 was deemed eligible for inclusion on the NRHP (HPD log 65979) under criteria consideration A. The Period of Significance is between 1955 and 1993, for Cold War Functional Support.

Character-defining features include massing, sliding doors with wings, fenestration, and the large interior aircraft maintenance space. Island B, located in the interior of the hangar, is a 3-story building used for administrative and training activities. It is not a character-defining feature of the hangar as the interior has been remodeled several times to support various missions since the hangar was constructed. Site and landscape features were assessed and only the concrete flightline is included as a character-defining feature. The surrounding area does not maintain sufficient integrity to be eligible for inclusion on the NRHP as a historic district.

Project Descriptions and Effect Determinations

Overflights

Description: 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.

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). 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.

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. These include the Melrose Range Complex, with supporting SUA (Pecos and Taiban MOAs, and Restricted Areas R-5104 and R-5105), 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 Air Force Special Operations Command (AFSOC) AC-130J FTU to Kirtland AFB, New Mexico. The AC-130J would operate within the SUA and other existing airspace and training areas already designated for C-130 flight operations normally conducted out of Kirtland AFB and Cannon AFB.

Environmental impacts for a projected use of 36,000 chaff bundles and 24,000 defensive flares annually were evaluated in the 2007 *AFSOC Assets Beddown at Cannon Air Force Base, New Mexico* Environmental Impact Statement (EIS), copies are available upon request.

The minimum altitude for M-206 or equivalent defensive countermeasure flare release in assessed New Mexico Training Range Initiative SUA outside Melrose Air Force Range (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 AFB shall be raised to above 5,000 feet AGL.

Effect Determination: Visual intrusions associated with the Undertaking, beneath the SUA, would be minimal and would not represent an increase sufficient to cause adverse impacts to the setting of historic properties. Due to the high altitude of the overflights, the aircraft would not be readily visible to observers on the ground and would not physically damage historic properties from vibratory effects. For the Undertaking, aircraft would be flying at an altitude above 10,000 feet mean sea level.

AC-130J flights over tribal lands would occur on the Pueblo of Isleta. Kirtland AFB implemented the *Memorandum of Understanding Between State and Federal Military Organizations and The New Mexico Indian Affairs Department for Military Low-Level Overflights of Tribal Lands* in 2016. The memorandum of understanding (MOU) established a process to coordinate use of airspace over tribal lands in order to mitigate adverse effects from the mission. A no-flyover request form is available at <https://www.iad.state.nm.us/resources/low-level-fly-overs/>.

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*, copies available upon request. The analysis 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. 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. Kirtland AFB concludes that overflights from the AC-130J will not adversely affect historic properties within the APE.

Project: 1

Name: Temporary New Squadron Operations Facility

Description: 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. The temporary squadron operations facility would be sited east of Building 926 in an area that is currently an open field. This project would include five temporary 5,000-SF modular trailers 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, and walkways would be added to support these trailers. The utility connections would include electricity, stormwater, potable water, natural gas, telephone, computer network, 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). There would also be paved pedestrian walkways as needed between the trailers and from the parking area.

Ground Disturbance (square feet): 75,900

Effect Determination: Kirtland AFB concludes that Project 1 will not adversely affect any historic properties. No historic properties were identified within the APE and the temporary facility will be demolished once the permanent operations facility is constructed.

Project: 2

Name: New Squadron Operations Facility and Parking

Description: 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. 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, computer network, 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.

Ground Disturbance (square feet): 53,800

Effect Determination: No historic properties were identified within the APE and Kirtland AFB concludes that Project 2 will not adversely affect any historic properties.

Project: 3

Name: Addition to Building 957

Description: 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, constructed in 1997, on an undeveloped area. The addition would include four classrooms with a 12-student capacity, office/administrative space for five personnel, and 800 SF of storage. The height of the addition would match the existing building. The utilities would be connected through Building 957 existing services and the communication infrastructure would include computer network, Wi-Fi, and the Learning Management System. No additional parking would be required.

Ground Disturbance (square feet): 5,000

Effect Determination: No historic properties were identified within the APE and Kirtland AFB concludes that Project 3 will not adversely affect any historic properties.

Project: 4

Name: Renovate Hangar 1002 (Island B)

Description: 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. In addition, there would be the removal of existing asbestos-containing material (ACM), lead paint, and polychlorinated biphenyl (PCB); replacement of the heating, ventilation, and air conditioning (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. There would be no ground disturbance with this project.

Ground Disturbance (square feet): 0

Effect Determination: Prior to the planning for the proposed relocation of the M/HC-130J to Kirtland AFB, renovations to Island B were proposed in 2016 to support ongoing mission activities not associated with the M/HC-130J. In consultation with the SHPO, Kirtland AFB determined that the renovations would not adversely affect historic properties (HPD log 104787). The only change in scope from the 2016 consultation is the proposed replacement of the existing elevator in Island B.

Project 4 of the Undertaking calls for the renovation of Hangar 1002, an NRHP-eligible building. Because the renovations would be limited to Island B within the building's interior, the Undertaking would not impact the character-defining features of the historic property. Kirtland AFB concludes that Project 4 will not adversely affect any historic properties.

Project: 5

Name: Addition to Building 949

Description: 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). 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. The project shall include trenching from Building 949, constructed in 1996, 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-foot (ft)

exterior doors would be replaced with steel roll-up doors. 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.

Ground Disturbance (square feet): 5,000

Effect Determination: Project 5 consists of the installation of a temporary structure to Building 949 for WST with a small 144 SF permanent electrical shed added. The temporary structure will be removed after the permanent WST is constructed. Two NRHP-eligible resources (HPD log 65815), Buildings 955 and 956, are within the viewshed of Project 5; however, the setting of these buildings and associated viewshed are not character-defining characteristics that contribute to their eligibility and would not be impacted. Kirtland AFB concludes that Project 5 will not adversely affect any historic properties.

Project: 6

Name: New Simulator Complex

Description: 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, which was constructed in 2008. 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, and 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.

Ground Disturbance (square feet): 103,700

Effect Determination: No historic properties were identified within the APE and Kirtland AFB concludes that Project 6 will not adversely affect any historic properties.

Project: 7

Name: Addition to Pipeline Dormitory

Description: 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 proposed to be built in Zia Park, increasing the total number of rooms to 432 (separate Environmental Assessment, 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. The proposed location of the project is west of Pennsylvania Street within the Zia Park Area Development Plan boundary.

Ground Disturbance (square feet): 33,000

Effect Determination: No historic properties were identified within the APE and Kirtland AFB concludes that Project 7 will not adversely affect any historic properties.

Project: 8

Name: New Administration Building

Description: 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, network, 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.

Ground Disturbance (square feet): 10,000

Effect Determination: No historic properties were identified within the APE and Kirtland AFB concludes that Project 8 will not adversely affect any historic properties.

Project: 9

Name: New Munitions Trailer Holding Pad

Description: 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) in order to accommodate the AC-130J mission. This increase in vehicles is due to the increase of deliveries to the flight line as well as Technical Order requirements. 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. The project would also include exterior lighting and a lightning protection system.

Ground Disturbance (square feet): 10,000

Effect Determination: No historic properties were identified within the APE and Kirtland AFB concludes that Project 9 will not adversely affect any historic properties.

Project: 10

Name: New Munitions Trailer Holding Pad

Description: 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). 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 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.

Ground Disturbance (square feet): 18,000

Effect Determination: No historic properties were identified within the APE and Kirtland AFB concludes that Project 10 will not adversely affect any historic properties.

Project: 11

Name: New Explosive Operations Building

Description: This project is required to provide an additional operating location to meet the new AC-130J FTU mission requirements without impeding the current missions' requirements at Kirtland AFB. 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, computer network, and an alarm system. The new building would be located west of Building 748 outside of the current fence line. 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.

Ground Disturbance (square feet): 19,100

Effect Determination: No historic properties were identified within the APE and Kirtland AFB concludes that Project 11 will not adversely affect any historic properties.

Project: 12

Name: Construct Small Arms Storage Facility

Description: 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). 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.

Ground Disturbance (square feet): 10,000

Effect Determination: No historic properties were identified within the APE and Kirtland AFB concludes that Project 12 will not adversely affect any historic properties.

Project: 13

Name: Renovate Buildings 737 and 733

Description: The project is required to provide improved facilities to serve the 377th Maintenance Squadron 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 constructed in 1999) and Building 737 (Trailer Maintenance/Production Facility constructed in 1999). 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.

Ground Disturbance (square feet): 10,000

Effect Determination: No historic properties were identified within the APE and Kirtland AFB concludes that Project 13 will not adversely affect any historic properties.

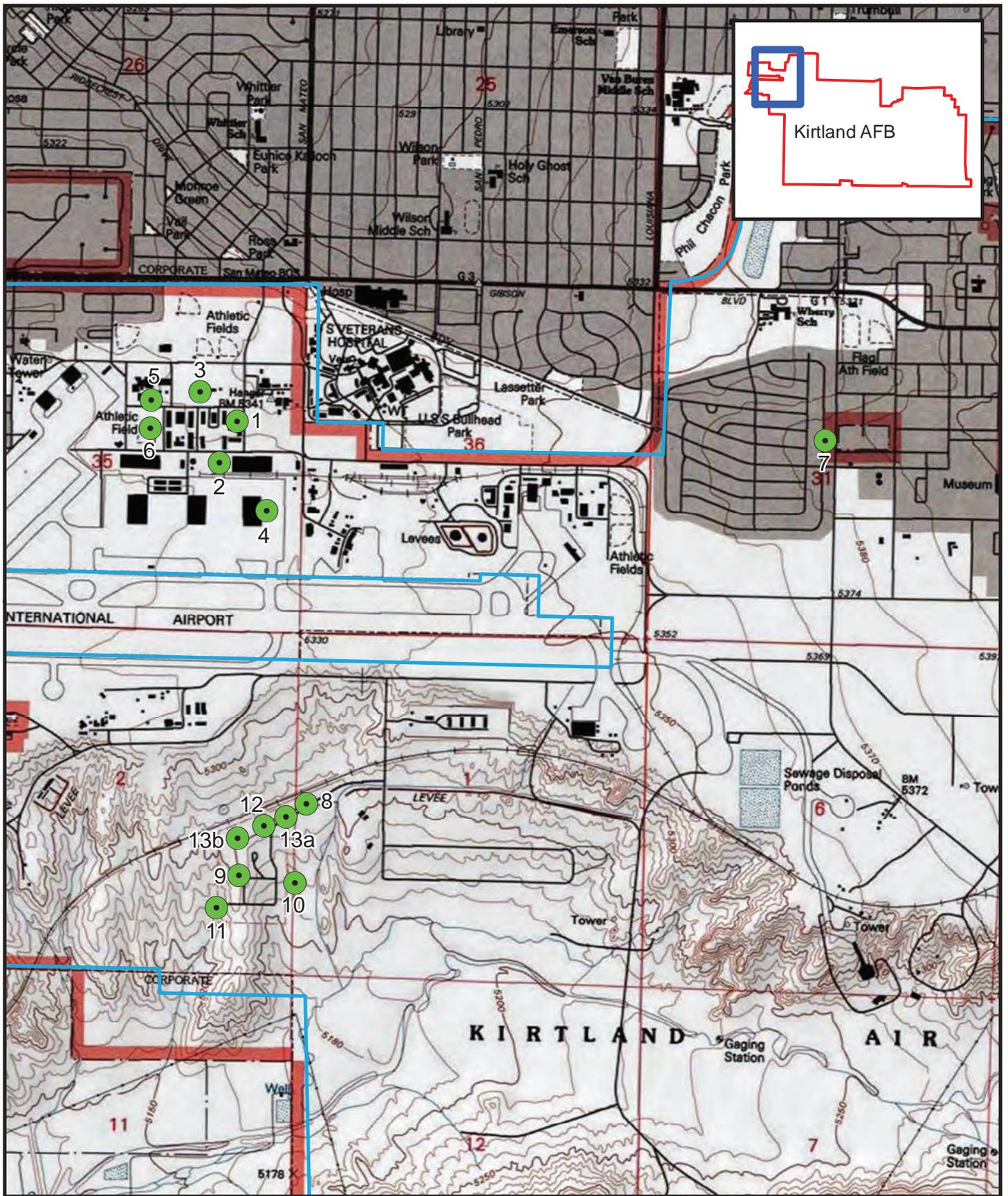
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Attachment 2

Maps



- APE
- Installation Boundary

