



A3 State Historic Preservation Office (SHPO) Correspondence

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The sample scoping letter following was distributed to the list below:

104th Fighter Wing, Barnes Air National Guard Base, MA

Ms. Brona Simon, State Historical Preservation Officer, Secretary of the Commonwealth, Massachusetts Historical Commission, 220 Morrissey Blvd, Boston, MA 02125-3314

144th Fighter Wing, Fresno Air National Guard Base, CA

Ms. Julianne Polanco, California Office of Historic Preservation, State Historic Preservation Officer, 1725 23rd St, Ste 100, Sacramento, CA 95816

144th Fighter Wing, Naval Air Station Lemoore, CA

Ms. Julianne, Polanco, California Office of Historic Preservation, State Historic Preservation Officer, 1725 23rd St, Ste 100, Sacramento, CA 95816

159th Fighter Wing, Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, LA

Ms. Kristin, Sanders, State Historic Preservation Officer, Office of Cultural Development, PO Box 44247, Baton Rouge, LA 70804



Sample SHPO Letter
NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

JUL 25 2022

Jennifer Harty
Cultural Resources Program Manager
Air National Guard Readiness Center
3501 Fetchet Avenue,
Joint Base Andrews MD 20762-5157

California Office of Historic Preservation
Ms. Julianne Polanco
State Historical Preservation Officer
1725 23rd St, Ste 100
Sacramento, CA 95816

Dear Ms. Polanco

The National Guard Bureau (NGB) would like to initiate consultation with your office under Section 106 of the National Historic Preservation Act of 1966 (NHPA), and its implementing regulations (36 CFR § 800).

Pursuant to the National Environmental Policy Act of 1969 (42 USC 4321 et seq.), the NGB is preparing an Environmental Impact Statement for a proposed undertaking that will analyze potential effects to human health and the natural environment, including historic and traditional cultural properties. The undertaking includes aircraft changes, personnel increases, and construction activities in support of the beddown of one F-15EX Eagle II squadron at two of three alternative locations and one squadron of F-35A Lightning II aircraft at one of four alternative locations, including Fresno Air National Guard Base (ANGB), located at the Fresno Yosemite International Airport, California (Attachment 1). The other three locations include Barnes ANGB, located at Westfield-Barnes Regional Airport in Westfield, Massachusetts; Naval Air Station (NAS) Lemoore, California; and NAS Joint Reserve Base (JRB) New Orleans, Belle Chasse, Louisiana.

The F-15EX would replace existing F-15C/D aircraft at two installations analyzed. The F-35A would replace existing F-15C/D aircraft at one of the installations analyzed. This action would involve the beddowns of two F-15EX squadrons consisting of 21 aircraft at the selected installation locations. The action would also involve the beddown of one F-35A squadron consisting of 21 aircraft at the selected installation location.

The purpose of the undertaking is to maintain combat capability and mission readiness in the full spectrum of Department of the Air Force (DAF) aircraft as the Air National Guard (ANG) faces deployments for conflicts abroad, while also providing for homeland defense. The proposed beddown and operation of the F-15EX and the F-35A would represent a significant step toward meeting the DAF's goals. The beddown action and follow-on training would ensure availability of combat-ready pilots utilizing the most advanced fighter aircraft in the world. The action is needed to replace aging F-15C/D aircraft, which would be retired from service due to the age of the aircraft and the resulting maintenance costs.

The DAF and the NGB are the lead agencies for the Proposed Action. The Federal Aviation Administration (FAA) and Department of the Navy (Navy) are cooperating agencies because two of the alternative locations are on joint-use airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan, and two of the alternative locations are on Navy installations where the Navy has special expertise and may have a connected federal action.

The Area of Potential Effects (APE) for the proposed undertaking includes areas of proposed ground disturbance (including areas for newly constructed buildings), facilities that would be renovated, air-to-ground ranges, and lands located beneath existing operations/training airspace to include Military Operations Areas and Air Traffic Control Assigned Airspace (Attachment 2). Attachment 3 includes tables of the proposed construction and modifications at Fresno ANGB.

The NGB invites you to attend an agency meeting, held from 2:00 to 4:00 p.m., just prior to public scoping meetings being held from 5:00 to 7:00 p.m. We will be holding both virtual and in-person meetings for each location. The dates, times, and addresses for the scoping meetings are listed below:

Fresno ANGB	NAS Lemoore
In-person meeting	In-person meeting
August 9, 2022	August 10, 2022
2:00 to 4:00 p.m. and 5:00 to 7:00 p.m.	2:00 to 4:00 p.m. and 5:00 to 7:00 p.m.
Piccadilly Inn	L.T.A. Portuguese Hall
5115 E McKinley Ave	470 Champion St
Fresno, CA 93727	Lemoore, CA 93245
Virtual meeting	Virtual meeting
August 25, 2022	August 25, 2022
5:30 to 6:30 p.m.	5:30 to 6:30 p.m.
www.ANGF15EX-F35A-EIS.com	www.ANGF15EX-F35A-EIS.com

NAS JRB New Orleans In-person meeting August 16, 2022 2:00 to 4:00 p.m. and 5:00 to 7:00 p.m. Belle Chasse Auditorium 8398 LA-23 Belle Chasse, LA 70037 Virtual meeting August 23, 2022 5:30 to 6:30 p.m. www.ANGF15EX-F35A-EIS.com	Barnes ANGB In-person meeting August 18, 2022 2:00 to 4:00 p.m. and 5:00 to 7:00 p.m. Westfield Intermediate School 350 Southampton Rd Westfield, MA 01085 Virtual meeting August 24, 2022 5:30 to 6:30 p.m. www.ANGF15EX-F35A-EIS.com
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In accordance with 36 CFR § 800.4(a)1, we are providing your office with this opportunity to comment on our proposed APE for this undertaking. Please respond in writing to the NGB within the 30-day comment period. Thank you for your prompt attention to this matter.

Please provide any comments to me at 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157 or by email at jennifer.harty@us.af.mil. Thank you for your assistance and we look forward to working with you on this undertaking.

Sincerely



Jennifer L. Harty, GS-13, DAF
Cultural Resources Program Manager

- 3 Attachments:
1. General Location of Fresno ANGB
 2. Area of Potential Effects Maps
 3. Proposed Construction Tables



DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND SOUTHEAST
JACKSONVILLE, FL 32212-0030

5090
Ser EV23/00677
September 5, 2023

Ms. Maggie Moore, SHPO
Texas Historical Commission
P.O. Box 12276
Austin, TX 78711

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Department of the Air Force (DAF) and the National Guard Bureau (NGB) is preparing an Environmental Impact Statement (EIS) for a proposed undertaking for three fighter wings, including the 159th Fighter Wing (159 FW), located at Naval Air Station (NAS) Joint Reserve Base (JRB) New Orleans, Belle Chasse, Louisiana (LA). The other two fighter wings include the 144th Fighter Wing (144 FW), located at the Fresno Yosemite International Airport, California (CA); and the 104th Fighter Wing (104 FW), located at Westfield-Barnes Regional Airport in Westfield, Massachusetts (MA).

The DAF and the NGB are the lead agencies for the Proposed Action. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the Fighter Wings are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan and one of the Fighter Wings in on DON installation where the DON has special expertise and may have a connected federal action.

The environmental analysis for the Undertaking is being conducted by the DAF and the NGB in accordance with the Council on Environmental Quality guidelines pursuant to the National Environmental Policy Act of 1969. The Draft EIS is available at: <https://www.angf15ex-f35a-eis.com/>.

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations found at 36 Code of Federal Regulations § 800. This letter serves to define the Area of Potential Effects (APE) for the undertaking and gauge project effects located within the bounds of the proposed action.

Background

The 159 FW installation of the Louisiana Air National Guard is located within the boundaries of NAS JRB New Orleans. The 159 FW installation is 16 miles south of downtown New Orleans, LA in the northern part of Plaquemines Parish. The 159 FW installation comprises approximately 111 acres.

The 159 FW is tasked to carry out both federal and state missions. The federal mission is to maintain well-trained, well-equipped units available for prompt mobilization during war and provide assistance during national emergencies (e.g., natural disasters or civil disturbances). The state mission is to provide protection of life, property and preserve peace and order and public safety as directed by the Governor of Louisiana. The 159 FW currently flies and maintains 18 PAA F-15C/D fighter aircraft.

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The Proposed Action

The purpose of the Proposed Action is to maintain combat capability and mission readiness for the Air National Guard (ANG) 104 FW in Westfield-Barnes, MA, 144 FW in Fresno, CA and 159 FW in New Orleans, LA. Beddown and operation of the F-15EX and F-35A to replace the aging F-15C/D fleet at the 104 FW, 144 FW and 159 FW would enable this goal. These beddown actions and associated training would ensure availability of combat-ready pilots in the most advanced fighter aircraft in the world.

The Proposed Action includes additional personnel needed to operate and maintain the F-15EX or F-35A and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Pilots operating the aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) associated with each proposed location. No new SUA or reconfiguration of existing SUA is proposed to support the ANG beddowns for any of these fighter wings, however, there would likely be an increase in operations within the SUA. Two existing SUAs, Warrior 1 Military Operations Area (MOA) and Warrior 2 MOA, overly both LA and Texas (TX).

If the 159 FW is selected to receive one squadron of F-15EX or F-35A aircraft, there are four components of this action at the 159 FW installation: (1) conversion from F-15C/Ds to F-15EX or F-35As, (2) operations conducted at the airfield and within the SUA by F-15EX or F-35A aircraft, (3) construction and modification projects to support beddown of the F-15EX or F-35A, and (4) personnel changes to meet the requirements for either aircraft.

No Action Alternative

Under the No Action Alternative, no F-15EX or F-35A operational aircraft would be based, no personnel changes or construction, even construction for the F-15C/D legacy aircraft, would be performed and no training activities by the F-15EX or F-35A operational aircraft would be conducted in the airspace. Under the No Action Alternative, the 159 FW would continue to conduct its current mission using existing, legacy aircraft with multiple configurations and existing infrastructure. No infrastructure or facility construction would occur in support of the mission under the No Action Alternative.

Area of Potential Effects

An APE is defined in 36 CFR Section 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.” The APE for the Proposed Action encompasses the areas where ground-disturbing activities, including new construction, building renovations and modifications and building demolitions would occur. The APE is also defined as the areas affected by noise levels of 65 decibels day-night average sound level and greater from the aircraft operations. The areas affected by noise generated and release of chaff and flares underlying the SUAs also fall under the APE. The enclosure includes maps of the APE.

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Airspace Resources

Four National Register of Historic Places (NRHP)-listed sites underlay the airspace on lands beneath the SUA used by 159 FW in TX, National Park Service 2022a. These include a historic bridge, a courthouse, a plantation and homestead.

Table 1. NRHP-Listed Historic Properties Beneath SUA in TX used by 159 FW	
SUA	Number of NRHP Properties Under Airspace
Warrior 1 MOA	1
Warrior 2 MOA	3

Legend: MOA = Military Operations Area; SUA = Special Use Airspace; NRHP = National Register of Historic Places

Source: National Park Service 2022b.

No national monuments, national historic battlefields or National Historic Landmarks are located under the existing SUA in TX, National Park Service 2022b, 2022c, 2022d.

To date, no traditional cultural resources or Native American sacred places have been identified within the SUA in TX associated with the 159 FW installation.

Effects Analysis for Airspace Resources

No additional ground disturbance would occur under the airspace as part of the Proposed Action. Use of ordnance and defensive countermeasures would occur in areas already used for these activities. Flares deployed from the aircraft would not pose a visual intrusion either, as flares are small in size and burn only for a few seconds and the high relative altitude of the flights would make them virtually undetectable to people on the ground. Overall, flares are unlikely to cause significant impacts to cultural resources or adverse effects to historic properties. Use of the SUA under the Proposed Action would increase but would be similar in nature to ongoing operations. Visual intrusions under the Proposed Action would be minimal and would not represent an increase sufficient to cause adverse effects to historic properties. Due to the high altitude of the overflights, small size of the aircraft and the high speeds, the aircraft would not be readily visible to observers on the ground.

Known historic properties are present within the APE under the airspace, however, the DON has determined that implementation of the proposed action warrants a finding of NO ADVERSE EFFECTS with respect to historic properties beneath the SUA.

Conclusions

Based on this discussion, we have determined that the implementation of the Proposed Action warrants a finding of NO ADVERSE EFFECTS with respect to historic properties beneath the SUA. We seek your concurrence with these determinations.

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If you have any questions regarding this matter, point of contact is Dr. John Calabrese, Staff Archaeologist, who may be reached at (904) 542-6985 or john.a.calabrese4.civ@us.navy.mil.

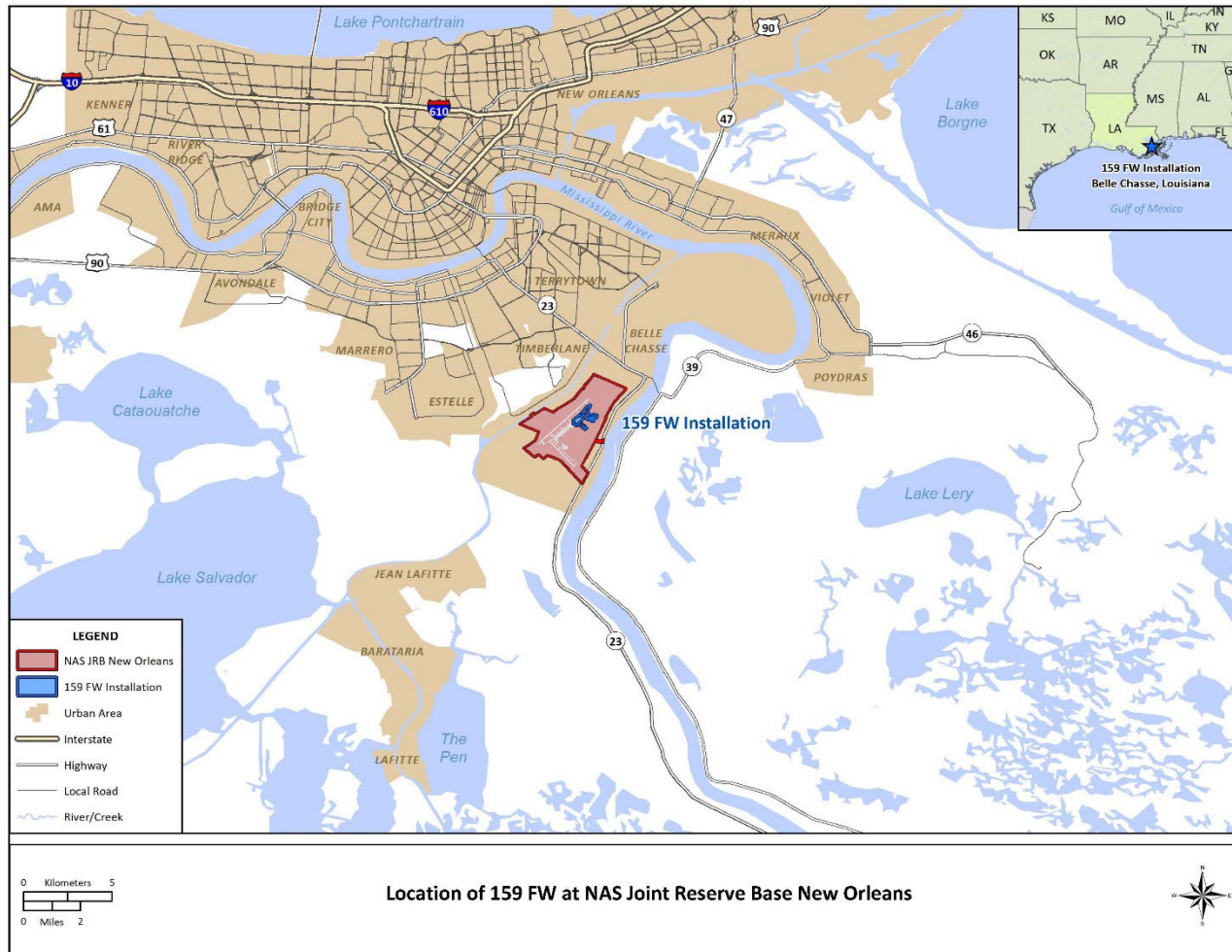
Sincerely,



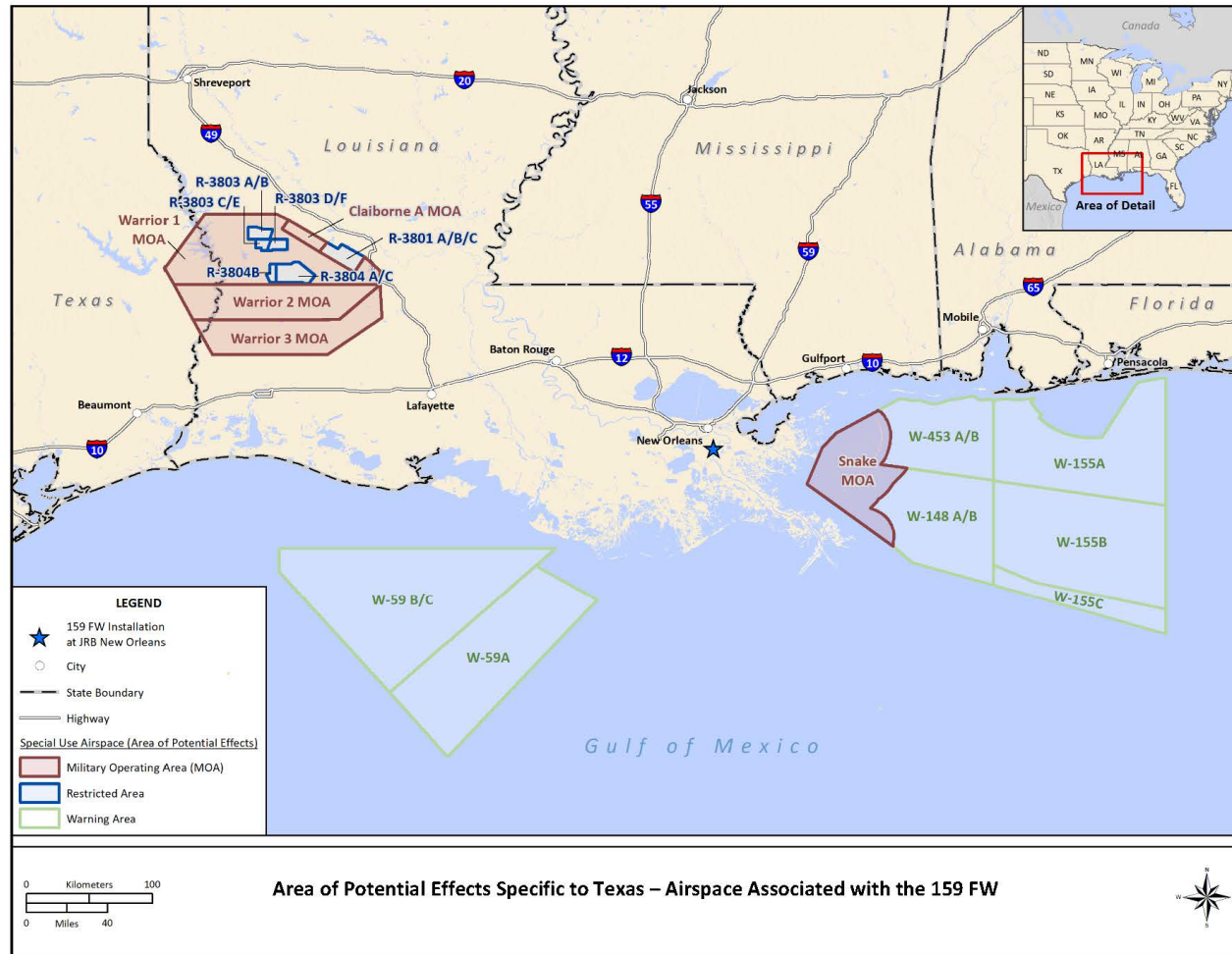
M. B. OXENDINE, PE
Environmental Director
By direction
of the Commanding Officer

Enclosure

Attachment 1 - Maps



Attachment 1 - Maps



Attachment 2 – References Cited

National Park Service. 2022a. National Register of Historic Places. Accessed on 28 September 2022 at:
<https://www.nps.gov/subjects/nationalregister/database-research.htm>.

National Park Service. 2022b. National Monument List. Accessed on 30 September 2022 at:
<https://www.nps.gov/subjects/archeology/national-monument-facts-and-figures.htm>. Last updated
15 March 2022.

National Park Service. 2022c. Battlefields. Accessed on 30 September 2022 at:
<https://www.nps.gov/subjects/battlefields/visit.htm>. Last updated 17 August 2022.

National Park Service. 2022d. National Historic Landmarks. Accessed on 2 October 2022 at:
<https://www.nps.gov/subjects/nationalhistoriclandmarks/list-of-nhls-by-state.htm>.



DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND SOUTHEAST
JACKSONVILLE, FL 32212-0030

5090
Ser EV23/00683
September 5, 2023

Ms. Kristin Sanders
State Historic Preservation Officer
P. O. Box 44247
Baton Rouge, LA 70804

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT

The Department of the Air Force (DAF) and the National Guard Bureau (NGB) is preparing an Environmental Impact Statement (EIS) for a proposed undertaking for three fighter wings, including the 159th Fighter Wing (159 FW), located at Naval Air Station (NAS) Joint Reserve Base (JRB) New Orleans, Belle Chasse, Louisiana (LA). The other two fighter wings include the 144th Fighter Wing (144 FW), located at the Fresno Yosemite International Airport, California (CA); and the 104th Fighter Wing (104 FW), located at Westfield-Barnes Regional Airport in Westfield, Massachusetts (MA).

The DAF and the NGB are the lead agencies for the Proposed Action. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the Fighter Wings are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan and one of the Fighter Wings in on DON installation where the DON has special expertise and may have a connected federal action.

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<https://www.angf15ex-f35a-eis.com/>.

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations found at 36 Code of Federal Regulations § 800. This letter serves to define the Area of Potential Effects (APE) for the undertaking and gauge project effects located within the bounds of the proposed action.

Background

The 159 FW installation of the Louisiana Air National Guard is located within the boundaries of NAS JRB New Orleans. The 159 FW installation is 16 miles south of downtown New Orleans, LA in the northern part of Plaquemines Parish. The 159 FW installation comprises approximately 111 acres.

The 159 FW is tasked to carry out both federal and state missions. The federal mission is to maintain well-trained, well-equipped units available for prompt mobilization during war and provide assistance during national emergencies (e.g., natural disasters or civil disturbances). The state mission is to provide protection of life, property and preserve peace and order and public safety as directed by the Governor of Louisiana. The 159 FW currently flies and maintains 18 PAA F-15C/D fighter aircraft.

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The Proposed Action

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The Proposed Action includes additional personnel needed to operate and maintain the F-15EX or F-35A and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Pilots operating the aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) associated with each proposed location. No new SUA or reconfiguration of existing SUA is proposed to support the ANG beddowns for any of these fighter wings; however, there would likely be an increase in operations within the SUA. Two existing SUAs, Warrior 1 Military Operations Area (MOA) and Warrior 2 MOA, overly both LA and Texas (TX).

If the 159 FW is selected to receive one squadron of F-15EX or F-35A aircraft, there are four components of this action at the 159 FW installation: (1) conversion from F-15C/Ds to F-15EX or F-35As, (2) operations conducted at the airfield and within the SUA by F-15EX or F-35A aircraft, (3) construction and modification projects to support beddown of the F-15EX or F-35A and (4) personnel changes to meet the requirements for either aircraft.

No Action Alternative

Under the No Action Alternative, no F-15EX or F-35A operational aircraft would be based, no personnel changes or construction (even construction for the F-15C/D legacy aircraft) would be performed, and no training activities by the F-15EX or F-35A operational aircraft would be conducted in the airspace. Under the No Action Alternative, the 159 FW would continue to conduct its current mission using existing, legacy aircraft with multiple configurations and existing infrastructure. No infrastructure or facility construction would occur in support of the mission under the No Action Alternative.

Area of Potential Effects

An APE is defined in 36 CFR Section 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.” The APE for the Proposed Action encompasses the areas where ground-disturbing activities, including new construction, building renovations and modifications and where building demolitions would occur. The APE is also defined as the areas affected by noise levels of 65 decibels (dB) day-night average sound level (DNL) and greater from the aircraft operations at the airfield. The areas affected by noise generated and release of chaff and flares underlying the SUAs also fall under the APE. Enclosure (1) includes maps of the APE.

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Installation Resources

Twelve archaeological surveys have been completed at NAS JRB New Orleans from 1975 to 2022, though the entirety of the installation's approximate 3,342 acres has not been surveyed. One resource, the mid-nineteenth century historic pumping station (Site 16PL164), located within the 159 FW installation boundary, was recommended as eligible for listing in the National Register of Historic Places (NRHP) (NAVFAC Southeast 2008a).

A comprehensive architectural inventory and evaluation of built resources at NAS JRB New Orleans was completed in 2008. No districts, buildings or structures were recommended as NRHP eligible for listing in the NRHP as a result of the architectural inventory (NAVFAC Southeast 2008b). There are no NRHP-eligible or listed architectural properties, historic districts or historic landscapes at NAS JRB New Orleans (NAVFAC Southeast 2008a).

To date, no traditional cultural resources or Native American sacred places have been identified at NAS JRB New Orleans (NAVFAC Southeast 2008a).

There are no NRHP-listed historic properties located within the proposed F-15EX/F-35A 65 dB DNL or greater noise contours surrounding the airfield (National Park Service 2022b).

Airspace Resources

Thirty-nine NRHP-listed sites underlay the airspace on lands beneath the SUA used by 159 FW in LA (National Park Service 2022a). These historic properties include historic houses, a plantation, churches, courthouse and associated jail, a bridge, a railroad depot, schools, a rustic country store, earthwork fortifications, a log cabin, a hospital building, a United Service Organizations building, a set of grave shelters and historic districts.

Table 1. NRHP-Listed Historic Properties Beneath SUA used by 159 FW in LA	
SUA	<i>Number of NRHP Properties Under Airspace</i>
Snake MOA	1
Warrior 1 MOA	21
Warrior 2 MOA	14
Warrior 3 MOA	3
<i>Legend:</i> MOA = Military Operations Area; SUA = Special Use Airspace; NRHP = National Register of Historic Places <i>Source:</i> National Park Service 2022b.	

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A fragment of the El Camino Real de los Tejas National Historic Trail is located beneath the Warrior 1 MOA (National Park Service 2022e). The trail served as a political, economic and cultural link between Mexico City and Los Adaes. El Camino Real de los Tejas was the primary overland route for the Spanish colonization of Texas and northwestern Louisiana (National Park Service 2022f). No national monuments, national historic battlefields or National Historic Landmarks are located under the existing SUA (National Park Service 2022b, 2022c, 2022d).

To date, no traditional cultural resources or Native American sacred places have been identified within the SUA associated with the 159 FW installation.

Effects Analysis for Installation Resources

There are no known archaeological sites within any of the proposed construction footprints at the 159 FW installation. No ground disturbance would take place near the NRHP-eligible archaeological site located within the 159 FW. It is not expected that undiscovered archaeological resources would be found during implementation of the F-15EX beddown at NAS JRB New Orleans. However, in the event of an inadvertent discovery during ground-disturbing operations, the following specific actions would occur. The Project Manager would cease work immediately and the discovery would be reported to the NAS JRB New Orleans Cultural Resources Manager. The Cultural Resources Manager would secure the location and ensure that all cultural items are left in place and that no further disturbance is permitted to occur. The Cultural Resources Manager would then contact the NAVFAC Historic Preservation Officer and continue to follow Standard Operating Procedure No. 8, Inadvertent Discovery of Archaeological Resources, as outlined in the NAS JRB New Orleans Integrated Cultural Resources Management Plan (NAVFAC Southeast 2008a).

There are no NRHP-eligible or listed architectural properties, historic districts or historic landscapes at NAS JRB New Orleans (NAVFAC Southeast 2008b). There are no NRHP-listed historic properties located within the proposed F-15EX/F-35A 65 dB DNL or greater noise contours surrounding the airfield (National Park Service 2022b). No traditional cultural resources have been identified at the 159 FW installation. Government-to-government consultation with associated Tribal Nations is ongoing and will continue throughout the Environmental Impact Analysis Process.

The DON has therefore determined that implementation of the proposed action warrants a finding of NO HISTORIC PROPERTIES AFFECTED with respect to cultural resources located at the installation and within the 65 dB DNL and greater noise contours.

Effects Analysis for Airspace Resources

No additional ground disturbance would occur under the airspace as part of the Proposed Action. Use of ordnance and defensive countermeasures would occur in areas already used for these activities. Flares deployed from the aircraft would not pose a visual intrusion either, as flares are small in size and burn only for a few seconds and the high relative altitude of the flights would make them virtually undetectable to people on the ground. Overall, flares are unlikely to cause significant impacts to cultural resources or adverse effects to historic properties. Use of the SUA under the Proposed Action would increase but would be similar in

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and would not represent an increase sufficient to cause adverse effects to historic properties. Due to the high altitude of the overflights, small size of the aircraft and the high speeds, the aircraft would not be readily visible to observers on the ground.

Known historic properties are present within the APE under the airspace; however, the DON has determined that implementation of the proposed action warrants a finding of NO ADVERSE EFFECTS with respect to historic properties beneath the SUA.

Conclusions

Based on this discussion, we have determined that the implementation of the Proposed Action warrants a finding of NO HISTORIC PROPERTIES AFFECTED with respect to cultural resources located at the installation and within 65 dB DNL and greater at the airfield and a finding of NO ADVERSE EFFECTS with respect to historic properties beneath the SUA. We seek your concurrence with these determinations.

If you have any questions regarding this matter, point of contact is Dr. John Calabrese, Staff Archaeologist, who may be reached at (904) 542-6985 or john.a.calabrese4.civ@us.navy.mil.

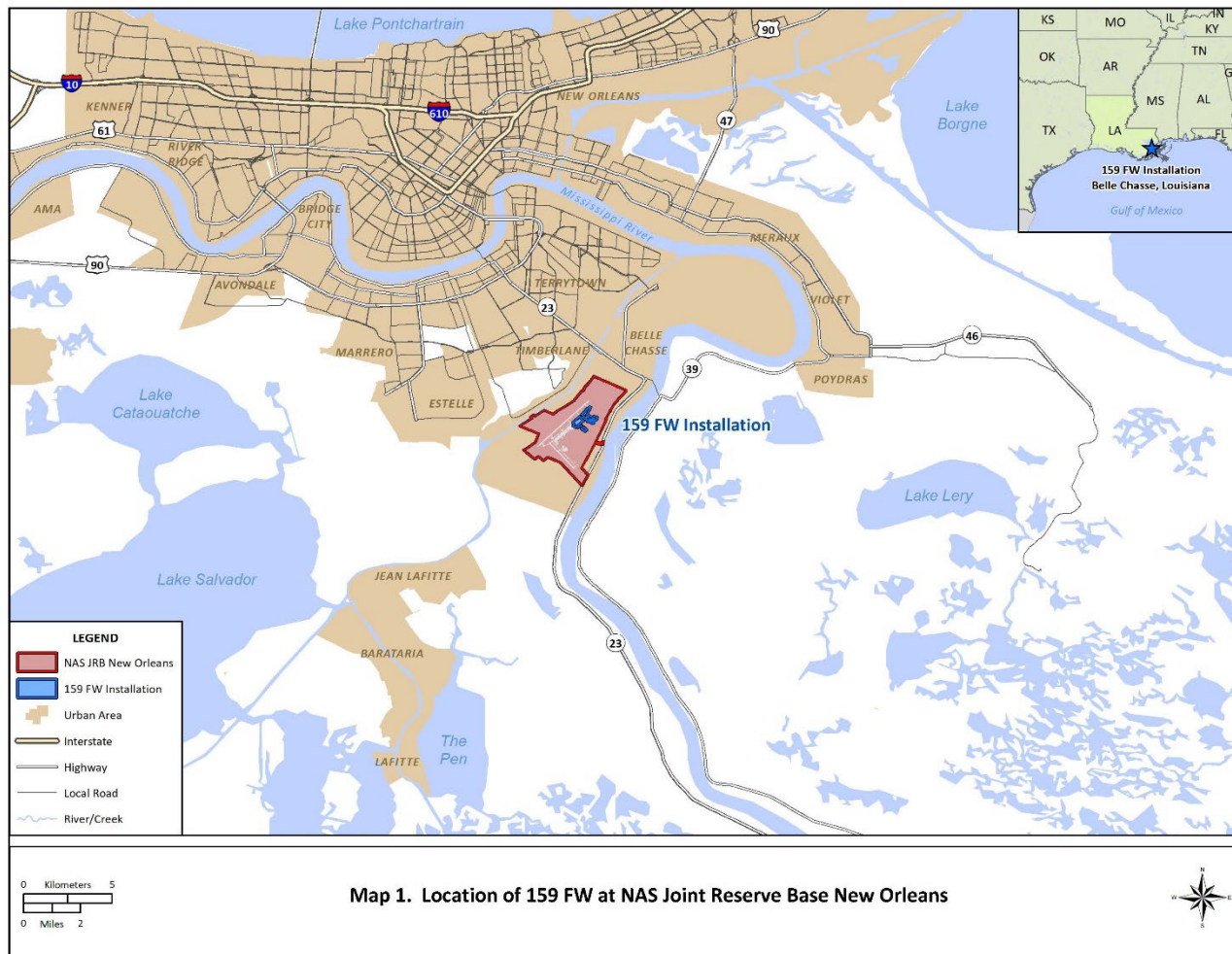
Sincerely,



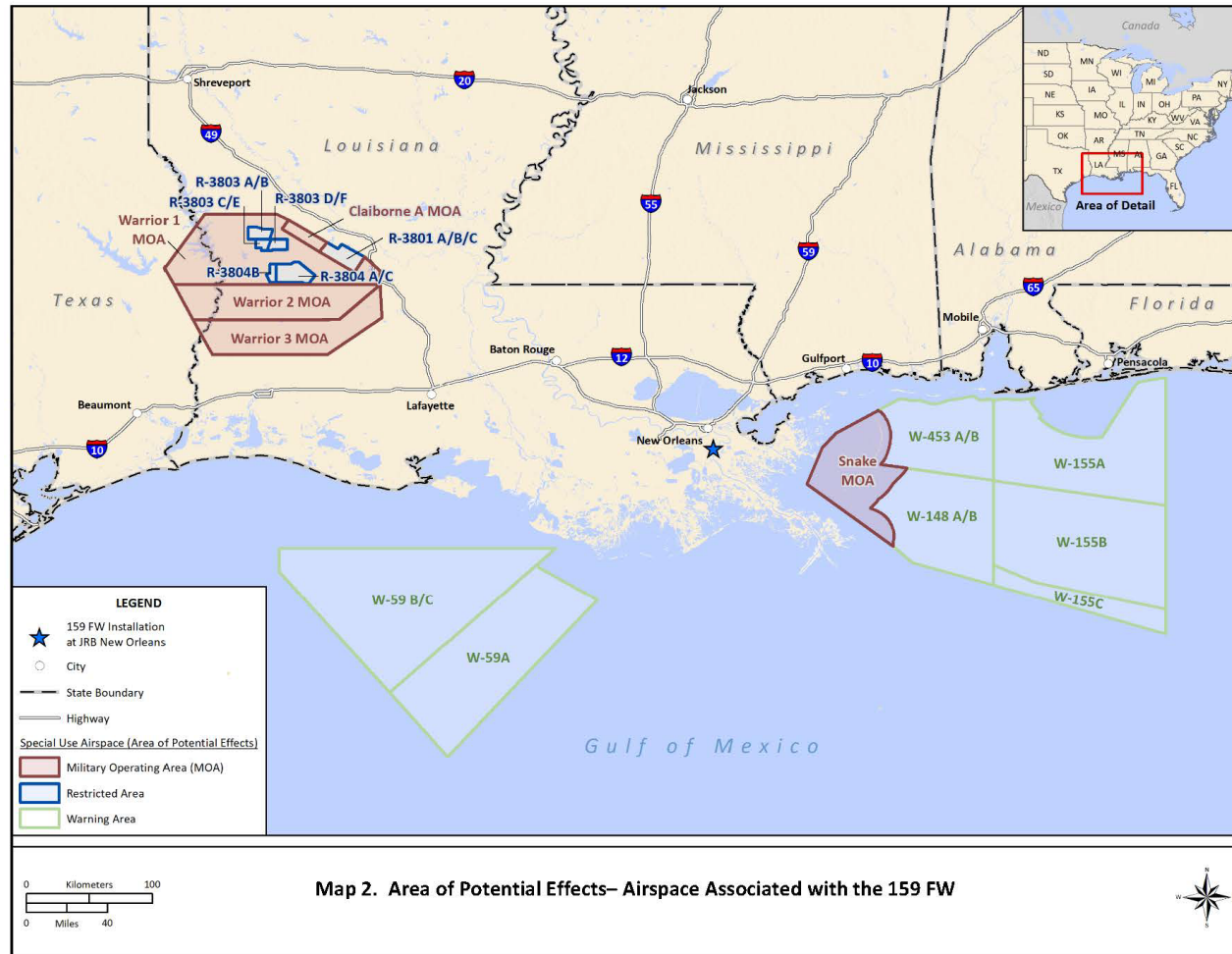
M. B. OXENDINE, PE
Environmental Director
By direction
of the Commanding Officer

Enclosure

Attachment 1 - Maps



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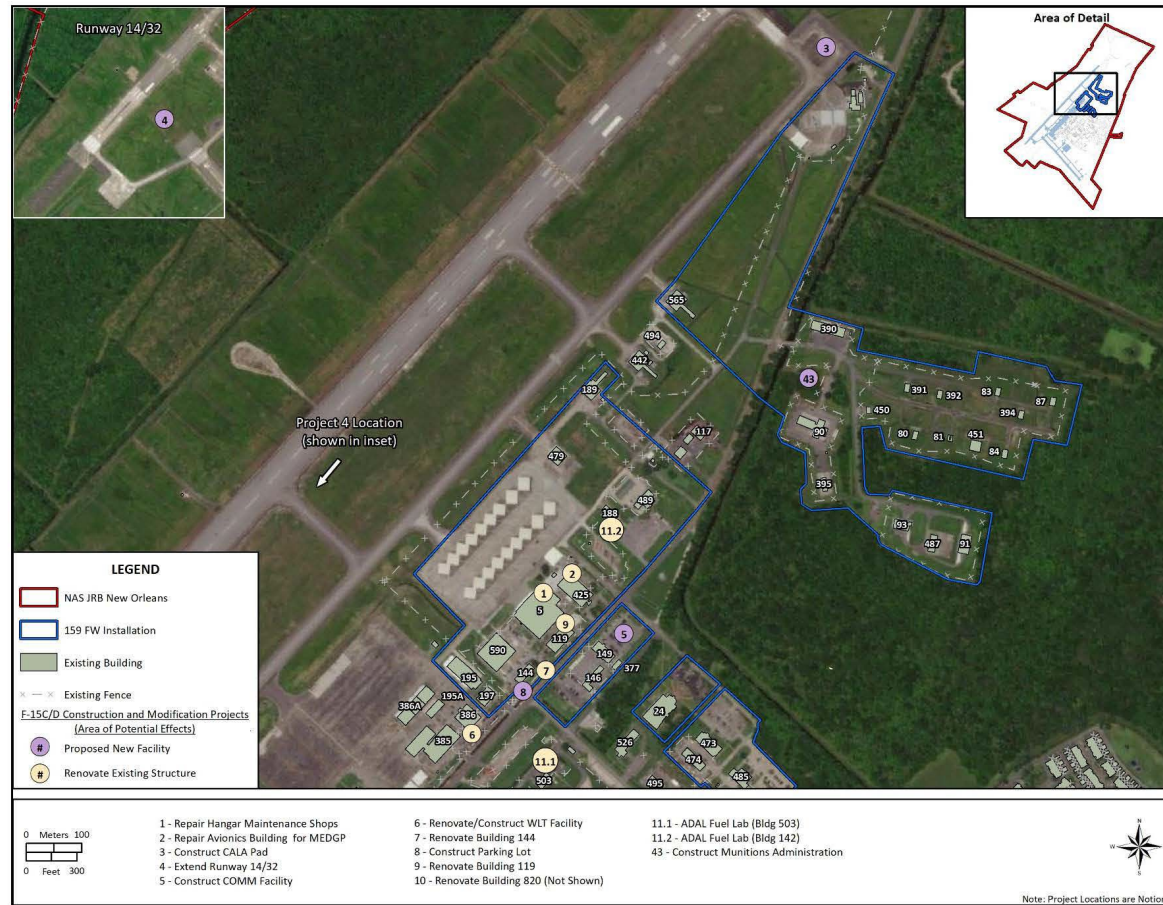
Map 3. Area of Potential Effects – Proposed Construction and Modification for the F-15EX Beddown at the 159 FW at NAS JRB New Orleans

Attachment 1 - Maps



Map 4. Area of Potential Effects – Proposed Construction and Modification for the F-35 Beddown at the 159 FW at NAS JRB New Orleans

Attachment 1 - Maps



Map 5. Area of Potential Effects – Proposed Construction and Modification for Legacy Aircraft at the 159 FW at NAS JRB New Orleans

Attachment 1 - Maps



Attachment 2 – References Cited

- National Park Service. 2022a. National Register of Historic Places. Accessed on 28 September 2022 at: <https://www.nps.gov/subjects/nationalregister/database-research.htm>.
- National Park Service. 2022b. National Monument List. Accessed on 30 September 2022 at: <https://www.nps.gov/subjects/archeology/national-monument-facts-and-figures.htm>. Last updated 15 March 2022.
- National Park Service. 2022c. Battlefields. Accessed on 30 September 2022 at: <https://www.nps.gov/subjects/battlefields/visit.htm>. Last updated 17 August 2022.
- National Park Service. 2022d. National Historic Landmarks. Accessed on 2 October 2022 at: <https://www.nps.gov/subjects/nationalhistoriclandmarks/list-of-nhls-by-state.htm>.
- National Park Service. 2022e. National Historic Trails. Accessed on 30 September 2022 at: <https://www.nps.gov/subjects/nationaltrailssystem/national-historic-trails.htm>.
- National Park Service. 2022f. National Historic Trail TX, LA. El Camino Real de los Tejas. Accessed on 2 October 2022 at: online: <https://www.nps.gov/elte/learn/historyculture/index.htm>.
- Naval Facilities Engineering Systems Command (NAVFAC) Southeast. 2008a. Integrated Cultural Resources Management Plan for Naval Air Station Joint Reserve Base New Orleans, Belle Chase, Plaquemines Parish, Louisiana. 3 September.
- Naval Facilities Engineering Systems Command (NAVFAC) Southeast. 2008b. Architectural Inventory and Evaluation at Naval Air Station Joint Reserve Base New Orleans, Belle Chase, Plaquemines Paris, Louisiana. 3 September.



DEPARTMENT OF 1
NAVAL FACILITIES ENGINEERING SYSTEMS
JACKSONVILLE, FL 32

Ms. Kristin Sanders
State Historic Preservation Officer
P. O. Box 44247
Baton Rouge, LA 70804

No known historic properties will be affected by this undertaking. Therefore, our office has no objection to the implementation of this project. This effect determination could change should new information come to our attention.

Kristin P. Sanders
State Historic Preservation Officer
Date 10/2/2023

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The DAF and the NGB are the lead agencies for the Proposed Action. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the Fighter Wings are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan and one of the Fighter Wings in on DON installation where the DON has special expertise and may have a connected federal action.

The environmental analysis for the Undertaking is being conducted by the DAF and the NGB in accordance with the Council on Environmental Quality guidelines pursuant to the National Environmental Policy Act of 1969. The Draft EIS is available at: <https://www.angf15ex-f35a-eis.com/>.

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations found at 36 Code of Federal Regulations § 800. This letter serves to define the Area of Potential Effects (APE) for the undertaking and gauge project effects located within the bounds of the proposed action.

Background

The 159 FW installation of the Louisiana Air National Guard is located within the boundaries of NAS JRB New Orleans. The 159 FW installation is 16 miles south of downtown New Orleans, LA in the northern part of Plaquemines Parish. The 159 FW installation comprises approximately 111 acres.

The 159 FW is tasked to carry out both federal and state missions. The federal mission is to maintain well-trained, well-equipped units available for prompt mobilization during war and provide assistance during national emergencies (e.g., natural disasters or civil disturbances). The state mission is to provide protection of life, property and preserve peace and order and public safety as directed by the Governor of Louisiana. The 159 FW currently flies and maintains 18 PAA F-15C/D fighter aircraft.

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The Proposed Action

The purpose of the Proposed Action is to maintain combat capability and mission readiness for the Air National Guard (ANG) 104 FW in Westfield-Barnes, MA; 144 FW in Fresno, CA; and 159 FW in New Orleans, LA. Beddown and operation of the F-15EX and F-35A to replace the aging F-15C/D fleet at the 104 FW, 144 FW and 159 FW would enable this goal. These beddown actions and associated training would ensure availability of combat-ready pilots in the most advanced fighter aircraft in the world.

The Proposed Action includes additional personnel needed to operate and maintain the F-15EX or F-35A and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Pilots operating the aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) associated with each proposed location. No new SUA or reconfiguration of existing SUA is proposed to support the ANG beddowns for any of these fighter wings; however, there would likely be an increase in operations within the SUA. Two existing SUAs, Warrior 1 Military Operations Area (MOA) and Warrior 2 MOA, overly both LA and Texas (TX).

If the 159 FW is selected to receive one squadron of F-15EX or F-35A aircraft, there are four components of this action at the 159 FW installation: (1) conversion from F-15C/Ds to F-15EX or F-35As, (2) operations conducted at the airfield and within the SUA by F-15EX or F-35A aircraft, (3) construction and modification projects to support beddown of the F-15EX or F-35A and (4) personnel changes to meet the requirements for either aircraft.

No Action Alternative

Under the No Action Alternative, no F-15EX or F-35A operational aircraft would be based, no personnel changes or construction (even construction for the F-15C/D legacy aircraft) would be performed, and no training activities by the F-15EX or F-35A operational aircraft would be conducted in the airspace. Under the No Action Alternative, the 159 FW would continue to conduct its current mission using existing, legacy aircraft with multiple configurations and existing infrastructure. No infrastructure or facility construction would occur in support of the mission under the No Action Alternative.

Area of Potential Effects

An APE is defined in 36 CFR Section 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.” The APE for the Proposed Action encompasses the areas where ground-disturbing activities, including new construction, building renovations and modifications and where building demolitions would occur. The APE is also defined as the areas affected by noise levels of 65 decibels (dB) day-night average sound level (DNL) and greater from the aircraft operations at the airfield. The areas affected by noise generated and release of chaff and flares underlying the SUAs also fall under the APE. Enclosure (1) includes maps of the APE.

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Installation Resources

Twelve archaeological surveys have been completed at NAS JRB New Orleans from 1975 to 2022, though the entirety of the installation's approximate 3,342 acres has not been surveyed. One resource, the mid-nineteenth century historic pumping station (Site 16PL164), located within the 159 FW installation boundary, was recommended as eligible for listing in the National Register of Historic Places (NRHP) (NAVFAC Southeast 2008a).

A comprehensive architectural inventory and evaluation of built resources at NAS JRB New Orleans was completed in 2008. No districts, buildings or structures were recommended as NRHP eligible for listing in the NRHP as a result of the architectural inventory (NAVFAC Southeast 2008b). There are no NRHP-eligible or listed architectural properties, historic districts or historic landscapes at NAS JRB New Orleans (NAVFAC Southeast 2008a).

To date, no traditional cultural resources or Native American sacred places have been identified at NAS JRB New Orleans (NAVFAC Southeast 2008a).

There are no NRHP-listed historic properties located within the proposed F-15EX/F-35A 65 dB DNL or greater noise contours surrounding the airfield (National Park Service 2022b).

Airspace Resources

Thirty-nine NRHP-listed sites underlay the airspace on lands beneath the SUA used by 159 FW in LA (National Park Service 2022a). These historic properties include historic houses, a plantation, churches, courthouse and associated jail, a bridge, a railroad depot, schools, a rustic country store, earthwork fortifications, a log cabin, a hospital building, a United Service Organizations building, a set of grave shelters and historic districts.

Table 1. NRHP-Listed Historic Properties Beneath SUA used by 159 FW in LA	
SUA	<i>Number of NRHP Properties Under Airspace</i>
Snake MOA	1
Warrior 1 MOA	21
Warrior 2 MOA	14
Warrior 3 MOA	3
<i>Legend:</i> MOA = Military Operations Area; SUA = Special Use Airspace; NRHP = National Register of Historic Places <i>Source:</i> National Park Service 2022b.	

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A fragment of the El Camino Real de los Tejas National Historic Trail is located beneath the Warrior 1 MOA (National Park Service 2022e). The trail served as a political, economic and cultural link between Mexico City and Los Adaes. El Camino Real de los Tejas was the primary overland route for the Spanish colonization of Texas and northwestern Louisiana (National Park Service 2022f). No national monuments, national historic battlefields or National Historic Landmarks are located under the existing SUA (National Park Service 2022b, 2022c, 2022d).

To date, no traditional cultural resources or Native American sacred places have been identified within the SUA associated with the 159 FW installation.

Effects Analysis for Installation Resources

There are no known archaeological sites within any of the proposed construction footprints at the 159 FW installation. No ground disturbance would take place near the NRHP-eligible archaeological site located within the 159 FW. It is not expected that undiscovered archaeological resources would be found during implementation of the F-15EX beddown at NAS JRB New Orleans. However, in the event of an inadvertent discovery during ground-disturbing operations, the following specific actions would occur. The Project Manager would cease work immediately and the discovery would be reported to the NAS JRB New Orleans Cultural Resources Manager. The Cultural Resources Manager would secure the location and ensure that all cultural items are left in place and that no further disturbance is permitted to occur. The Cultural Resources Manager would then contact the NAVFAC Historic Preservation Officer and continue to follow Standard Operating Procedure No. 8, Inadvertent Discovery of Archaeological Resources, as outlined in the NAS JRB New Orleans Integrated Cultural Resources Management Plan (NAVFAC Southeast 2008a).

There are no NRHP-eligible or listed architectural properties, historic districts or historic landscapes at NAS JRB New Orleans (NAVFAC Southeast 2008b). There are no NRHP-listed historic properties located within the proposed F-15EX/F-35A 65 dB DNL or greater noise contours surrounding the airfield (National Park Service 2022b). No traditional cultural resources have been identified at the 159 FW installation. Government-to-government consultation with associated Tribal Nations is ongoing and will continue throughout the Environmental Impact Analysis Process.

The DON has therefore determined that implementation of the proposed action warrants a finding of NO HISTORIC PROPERTIES AFFECTED with respect to cultural resources located at the installation and within the 65 dB DNL and greater noise contours:

Effects Analysis for Airspace Resources

No additional ground disturbance would occur under the airspace as part of the Proposed Action. Use of ordnance and defensive countermeasures would occur in areas already used for these activities. Flares deployed from the aircraft would not pose a visual intrusion either, as flares are small in size and burn only for a few seconds and the high relative altitude of the flights would make them virtually undetectable to people on the ground. Overall, flares are unlikely to cause significant impacts to cultural resources or adverse effects to historic properties. Use of the SUA under the Proposed Action would increase but would be similar in

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and would not represent an increase sufficient to cause adverse effects to historic properties. Due to the high altitude of the overflights, small size of the aircraft and the high speeds, the aircraft would not be readily visible to observers on the ground.

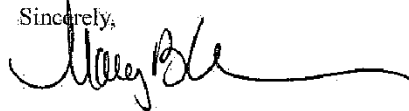
Known historic properties are present within the APE under the airspace; however, the DON has determined that implementation of the proposed action warrants a finding of NO ADVERSE EFFECTS with respect to historic properties beneath the SUA.

Conclusions

Based on this discussion, we have determined that the implementation of the Proposed Action warrants a finding of NO HISTORIC PROPERTIES AFFECTED with respect to cultural resources located at the installation and within 65 dB DNL and greater at the airfield and a finding of NO ADVERSE EFFECTS with respect to historic properties beneath the SUA. We seek your concurrence with these determinations.

If you have any questions regarding this matter, point of contact is Dr. John Calabrese, Staff Archaeologist, who may be reached at (904) 542-6985 or john.a.calabrese4.civ@us.navy.mil.

Sincerely,



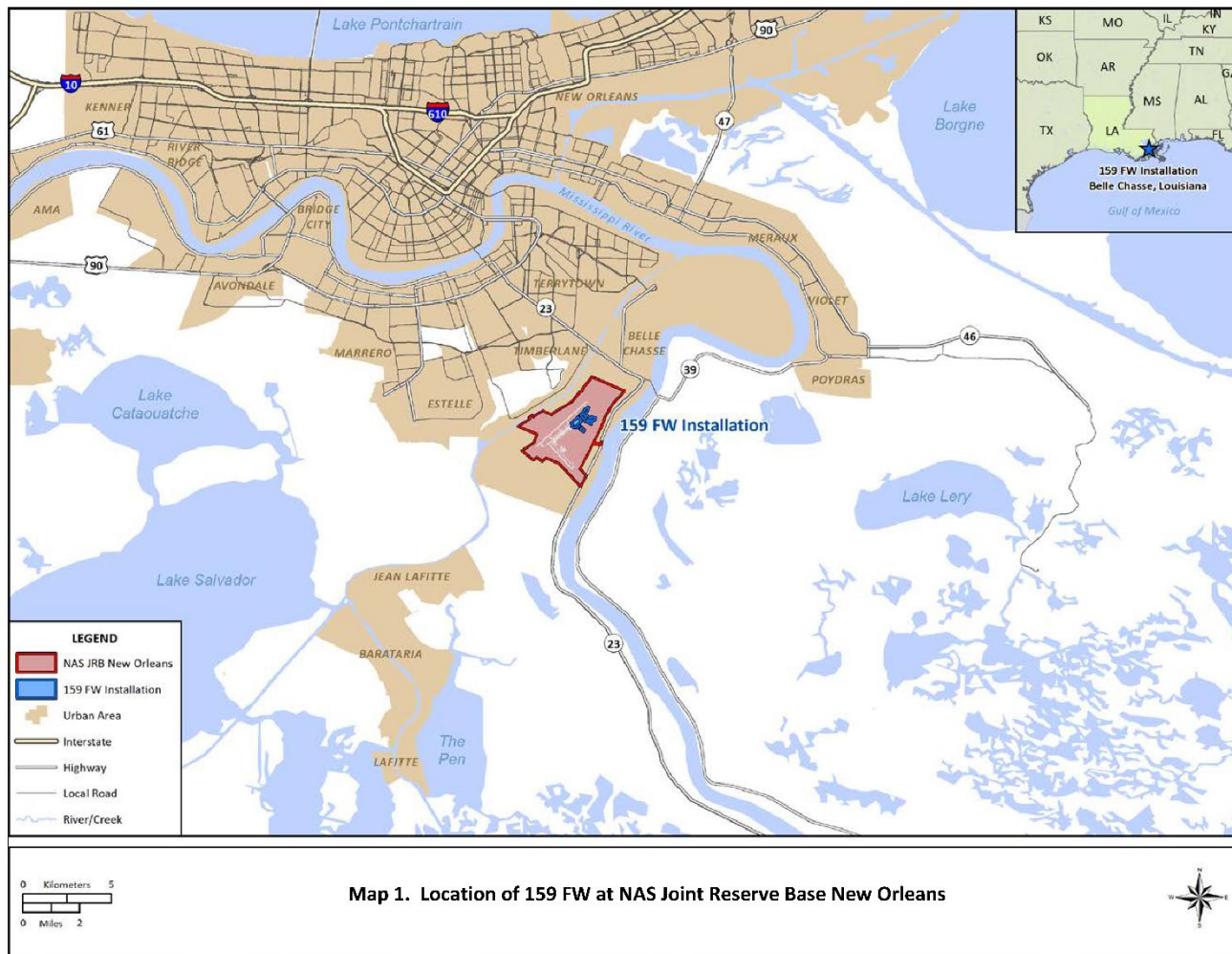
M. B. OXENDINE, PE
Environmental Director
By direction
of the Commanding Officer

Enclosure

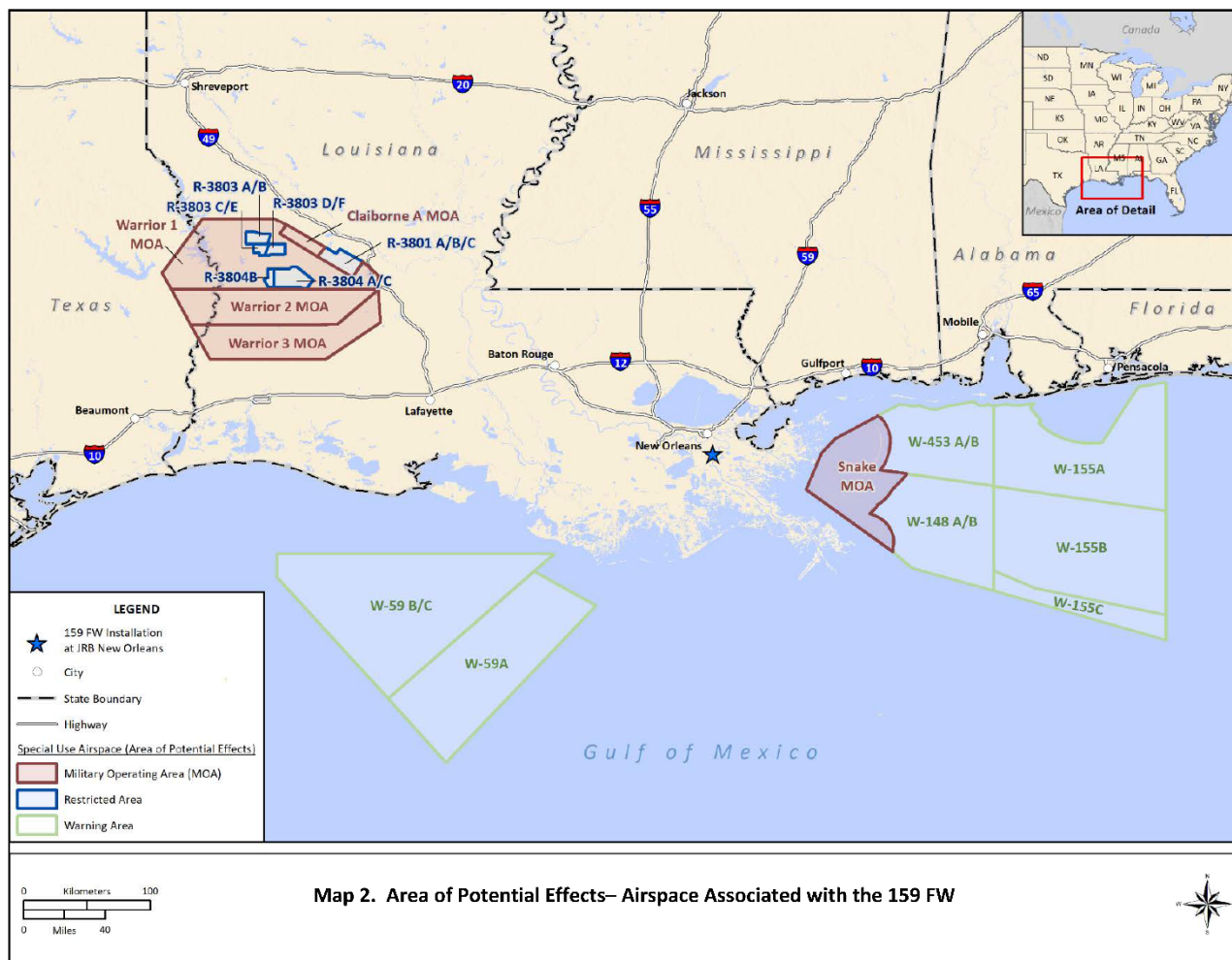
Attachment 2 – References Cited

- National Park Service. 2022a. National Register of Historic Places. Accessed on 28 September 2022 at: <https://www.nps.gov/subjects/nationalregister/database-research.htm>.
- National Park Service. 2022b. National Monument List. Accessed on 30 September 2022 at: <https://www.nps.gov/subjects/archeology/national-monument-facts-and-figures.htm>. Last updated 15 March 2022.
- National Park Service. 2022c. Battlefields. Accessed on 30 September 2022 at: <https://www.nps.gov/subjects/battlefields/visit.htm>. Last updated 17 August 2022.
- National Park Service. 2022d. National Historic Landmarks. Accessed on 2 October 2022 at: <https://www.nps.gov/subjects/nationalhistoriclandmarks/list-of-nhls-by-state.htm>.
- National Park Service. 2022e. National Historic Trails. Accessed on 30 September 2022 at: <https://www.nps.gov/subjects/nationaltrailssystem/national-historic-trails.htm>.
- National Park Service. 2022f. National Historic Trail TX, LA. El Camino Real de los Tejas. Accessed on 2 October 2022 at: online: <https://www.nps.gov/elte/learn/historyculture/index.htm>.
- Naval Facilities Engineering Systems Command (NAVFAC) Southeast. 2008a. Integrated Cultural Resources Management Plan for Naval Air Station Joint Reserve Base New Orleans, Belle Chase, Plaquemines Parish, Louisiana. 3 September.
- Naval Facilities Engineering Systems Command (NAVFAC) Southeast. 2008b. Architectural Inventory and Evaluation at Naval Air Station Joint Reserve Base New Orleans, Belle Chase, Plaquemines Paris, Louisiana. 3 September.

Attachment 1 - Maps



Attachment 1 - Maps



Attachment 1 - Maps



Map 3. Area of Potential Effects – Proposed Construction and Modification for the F-15EX Beddown at the 159 FW at NAS JRB New Orleans

Attachment 1 - Maps



Map 4. Area of Potential Effects – Proposed Construction and Modification for the F-35 Beddown at the 159 FW at NAS JRB New Orleans

Attachment 1 - Maps



Map 5. Area of Potential Effects – Proposed Construction and Modification for Legacy Aircraft at the 159 FW at NAS JRB New Orleans

Attachment 1 - Maps



From: noreply@thc.state.tx.us <noreply@thc.state.tx.us>

Sent: Friday, October 6, 2023 12:09 PM

To: Calabrese, John A CIV USN NAVFAC SE JAX FL (USA) <john.a.calabrese4.civ@us.navy.mil>;
reviews@thc.state.tx.us

Subject: [Non-DoD Source] F35 BEDDOWN



Re: Project Review under Section 106 of the National Historic Preservation Act

THC Tracking #202400076

Date: 10/06/2023

F35 BEDDOWN

WARRIOR 1 & 2 SUA

Newton, TX

Description: F35 BEDDOWN/WARRIOR 1 & 2 SPECIAL USE AIRSPACE EIS

Dear Dr. John Calabrese:

Thank you for your submittal regarding the above-referenced project. This response represents the comments of the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission (THC), pursuant to review under Section 106 of the National Historic Preservation Act.

The review staff, led by Caitlin Brashear, Emily Dylla and Alexander Shane, has completed its review and has made the following determinations based on the information submitted for review:

Above-Ground Resources

- Property/properties are eligible for listing or already listed in the National Register of Historic Places.
- No adverse effects on historic properties.
- THC/SHPO concurs with information provided.

Archeology Comments

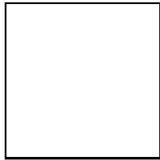
- No historic properties affected. However, if cultural materials are encountered during construction or disturbance activities, work should cease in the immediate area; work can continue where no cultural materials are present. Please contact the THC's Archeology Division at 512-463-6096 to consult on further actions that may be necessary to protect the cultural remains.

We have the following comments: The Texas SHPO understands there will be no ground disturbances associated with the proposed action. Should this change, please re-initiate consultation with this agency.

We look forward to further consultation with your office and hope to maintain a partnership that will foster effective historic preservation. Thank you for your cooperation in this review process, and for your efforts to preserve the irreplaceable heritage of Texas. If the project changes, or if new historic properties are found, please contact the review staff. If you have any questions concerning our review or if we can be of further assistance, please email the following reviewers:
caitlin.brashear@thc.texas.gov, emily.dylla@thc.texas.gov, Alexander.Shane@thc.texas.gov.

This response has been sent through the electronic THC review and compliance system (eTRAC). Submitting your project via eTRAC eliminates mailing delays and allows you to check the status of the review, receive an electronic response, and generate reports on your submissions. For more information, visit <http://thc.texas.gov/etrac-system>.

Sincerely,



for Mark Wolfe, State Historic Preservation Officer
Executive Director, Texas Historical Commission

Please do not respond to this email.



NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

NGB/A4AM

24 January 2024

Massachusetts Historical Commission
Ms. Brona Simon
State Historical Preservation Officer
220 Morrissey Boulevard
Boston, MA 02125

**RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT, AIR NATIONAL GUARD
F-15EX EAGLE II & F-35A LIGHTNING II OPERATIONAL BEDDOWNS**

Dear Ms. Simon

The Department of Air Force (DAF) and the National Guard Bureau (NGB) are proposing to beddown and operate F-15EX and F-35As to replace the aging F-15C/D fleet at three fighter wings, including the 104th Fighter Wing (104 FW), located at Westfield-Barnes Regional Airport (BAF) in Westfield, Massachusetts (MA) (Attachment 1). The other two fighter wings include the 144th Fighter Wing (144 FW), located at the Fresno Yosemite International Airport, California (CA); and the 159th Fighter Wing (159 FW), located at Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana (LA). The NGB has determined that the proposed Federal action is an undertaking as defined in 36 Code of Federal Regulations (CFR) § 800.16(y) and it is a type of activity that has the potential to cause effects on historic properties.

DAF and NGB are the co-lead agencies for the Proposed Action and are currently preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental effects associated with the proposed Federal action alternatives. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the fighter wings (144 FW and 104 FW) are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan, and one of the fighter wings (159 FW) is on a DON installation where the DON has special expertise and may have a connected federal action.

The NGB is conducting the environmental analysis for the undertaking in accordance with the Council on Environmental Quality guidelines pursuant to the National Environmental Policy Act of 1969.

The Draft EIS is available on the project website at: <https://www.angf15ex-f35a-eis.com/>.

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations found

at 36 CFR § 800. This letter serves to define the Area of Potential Effects (APE) for the undertaking and gauge project effects located within the bounds of the proposed action.

The Proposed Undertaking

The purpose of the proposed undertaking is to maintain combat capability and mission readiness for the Air National Guard's (ANG's) 104 FW in Westfield-Barnes, MA; 144 FW in Fresno, CA; and 159 FW in New Orleans, LA. Beddown and operation of the F-15EX and F-35A to replace the aging F-15C/D fleet at the 104 FW, 144 FW, and 159 FW would enable this goal. These beddown actions and associated training would ensure availability of combat-ready pilots in the most advanced fighter aircraft in the world.

The undertaking includes additional personnel needed to operate and maintain the F-15EX or F-35A, and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Pilots operating the aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) associated with each proposed location. No new SUA or reconfiguration of existing SUA is proposed to support the ANG beddowns for any of these fighter wings; however, there would likely be an increase in operations within the SUA.

If the 104 FW is selected to receive one squadron of F-15EX or F-35A aircraft, there are four components of this action at the 104 installation: (1) conversion from F-15C/Ds to F-15EX or F-35As, (2) operations conducted at the airfield and within the SUA by F-15EX or F-35A aircraft, (3) construction and modification projects to support beddown of the F-15EX or F-35A, and (4) personnel changes to meet the requirements for either aircraft.

No Action Alternative

Under the No Action Alternative, no F-15EX or F-35A operational aircraft would be based, no personnel changes or construction (even construction for the F-15C/D legacy aircraft) would be performed, and no training activities by the F-15EX or F-35A operational aircraft would be conducted in the airspace. Under the No Action Alternative, the 104 FW would continue to conduct its current mission using existing, legacy aircraft with multiple configurations and existing infrastructure. No infrastructure or facility construction would occur in support of the mission under the No Action Alternative.

Area of Potential Effects (36 CFR § 800.4(a)(1))

An APE is defined in 36 CFR Section 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has determined that the APE, specific to the state of MA, is limited to areas of proposed ground disturbance and the areas affected by noise levels of 65 decibels (dB) day-night average sound level (DNL) and greater from the aircraft operations at the airfield. Attachment 1 includes maps of the APE and Attachment 2 includes a list of projects for each of the alternative actions and notes if ground disturbance will be conducted.

Identification of Historic Properties (36 CFR § 800.4(b))

Installation Resources

A comprehensive cultural resources survey of the 104 FW installation was conducted in 2007 (ANG 2021), which surveyed the entirety of the installation's 220 acres. A total of 30 acres, which were determined minimally disturbed, were intensively surveyed for archaeological resources. The remaining 190 acres consist of the built environment or have been disturbed by construction activities. The survey resulted in the identification of one National Register of Historic Places (NRHP)-eligible archaeological site (ANG 2021). The site is in a restricted area that is protected from disturbance from both planned construction and casual human use. The 2007 cultural resources survey inventoried and evaluated the NRHP eligibility of all architectural resources, and none were determined to be eligible for inclusion in the NRHP (ANG 2021). The survey also did not identify a historic district within the installation's jurisdictional boundary. No traditional cultural resources or Native American sacred places have been identified at the 104 FW installation (ANG 2021).

Off-Installation Resources

Background research utilizing the Massachusetts Historic Commission and the NRHP Information websites was conducted in order to identify historic properties. There are no NRHP-eligible or NRHP-listed historic properties located within the 65 dB DNL or greater noise contours surrounding the airfield (Massachusetts Historic Commission 2022; National Park Service 2022a).

Results of Identification and Evaluation (36 CFR § 800.4(d))

There are no archaeological sites within any of the proposed construction footprints at the 104 FW installation. In the event of an inadvertent discovery during ground-disturbing operations, work would cease, and procedures would be implemented to manage the site prior to continuation of work. The Project Manager would cease work immediately and the discovery would be reported to the 104 FW Environmental Manager. The Environmental Manager and Security Officer would secure the location and ensure that all cultural items are left in place and that no further disturbance is permitted to occur. The Environmental Manager would then contact the Cultural Resources Subject Matter Expert who would inspect the site and continue to follow Standard Operating Procedure No. 6.3, *Inadvertent Discoveries*, as outlined in the 104 FW installation Integrated Cultural Resources Management Plan (ANG 2021).

There are no NRHP-eligible or listed architectural properties, historic districts, or historic landscapes at the 104 FW installation (ANG 2021). There are no NRHP-eligible or listed historic properties located within the 65 dB DNL or greater noise contours surrounding the airfield (Massachusetts Historic Commission 2022; National Park Service 2022a). Through Tribal consultation as part of this undertaking, no traditional cultural resources or Native American sacred places have been identified at the 104 FW installation. Government-to-government consultation with associated Tribal Nations is ongoing and will continue throughout the Environmental Impact Analysis Process.

Therefore, the NGB has reached a determination that there would be no historic properties affected.

Conclusion

The NGB has determined that the implementation of the undertaking warrants a finding of ***No Historic Properties Affected*** per 36 CFR Section 800.4(d)(1). The 104 FW and NGB invite you to comment on this undertaking and our determination of effects. In addition to your office, NGB is consulting with federally recognized Tribal Nations who may have cultural and/or historical interests in the area.

Please respond within thirty (30) days of receipt of this letter to Will Strickland, ATTN: F-15EX, F-35A EIS, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157 or by email at NGB.A4.A4A.NEPA.COMMENTS.Org@us.af.mil with the subject titled as ATTN: F-15EX, F-35A EIS. Thank you for your assistance.

Sincerely

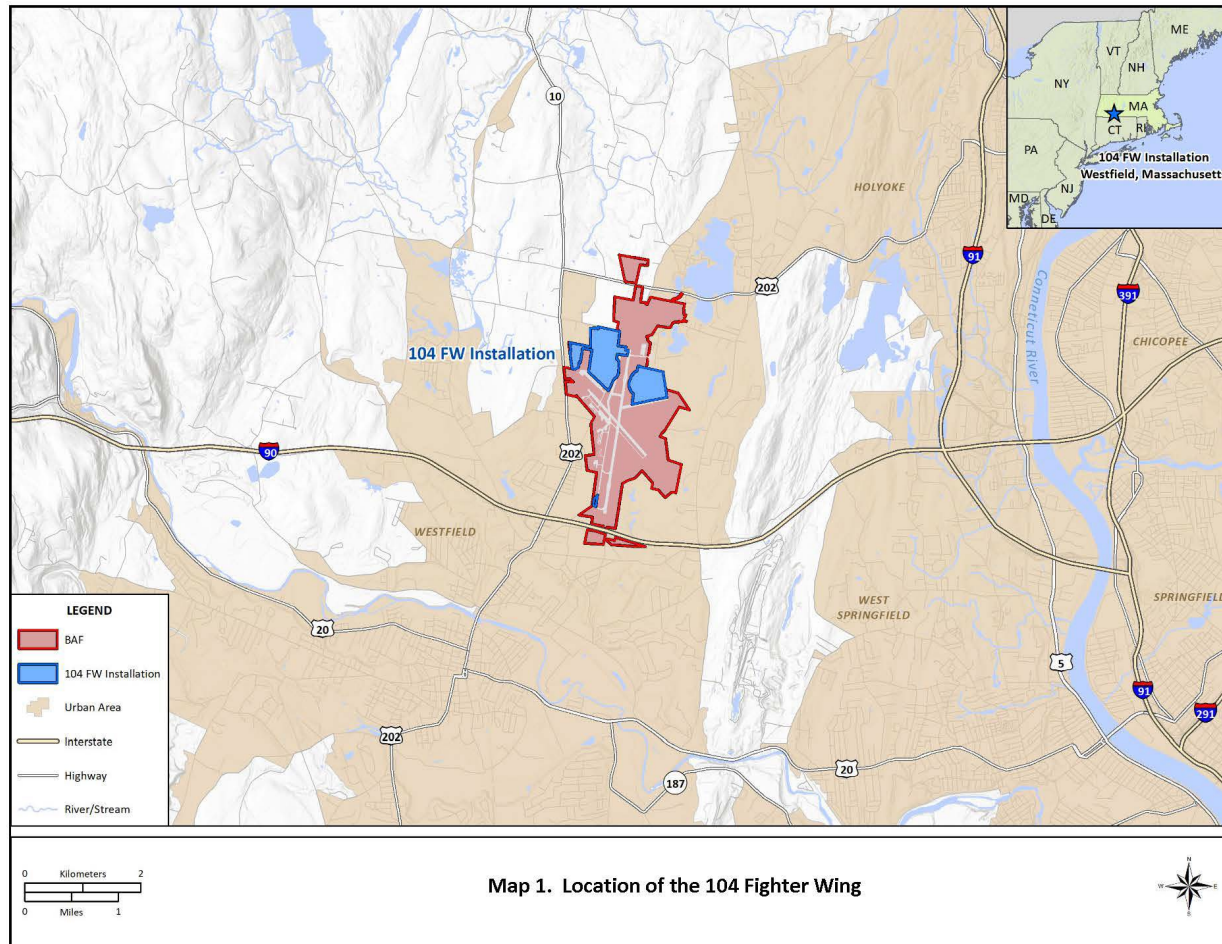


William Strickland, NGB/A4AM
Environmental Planning Lead

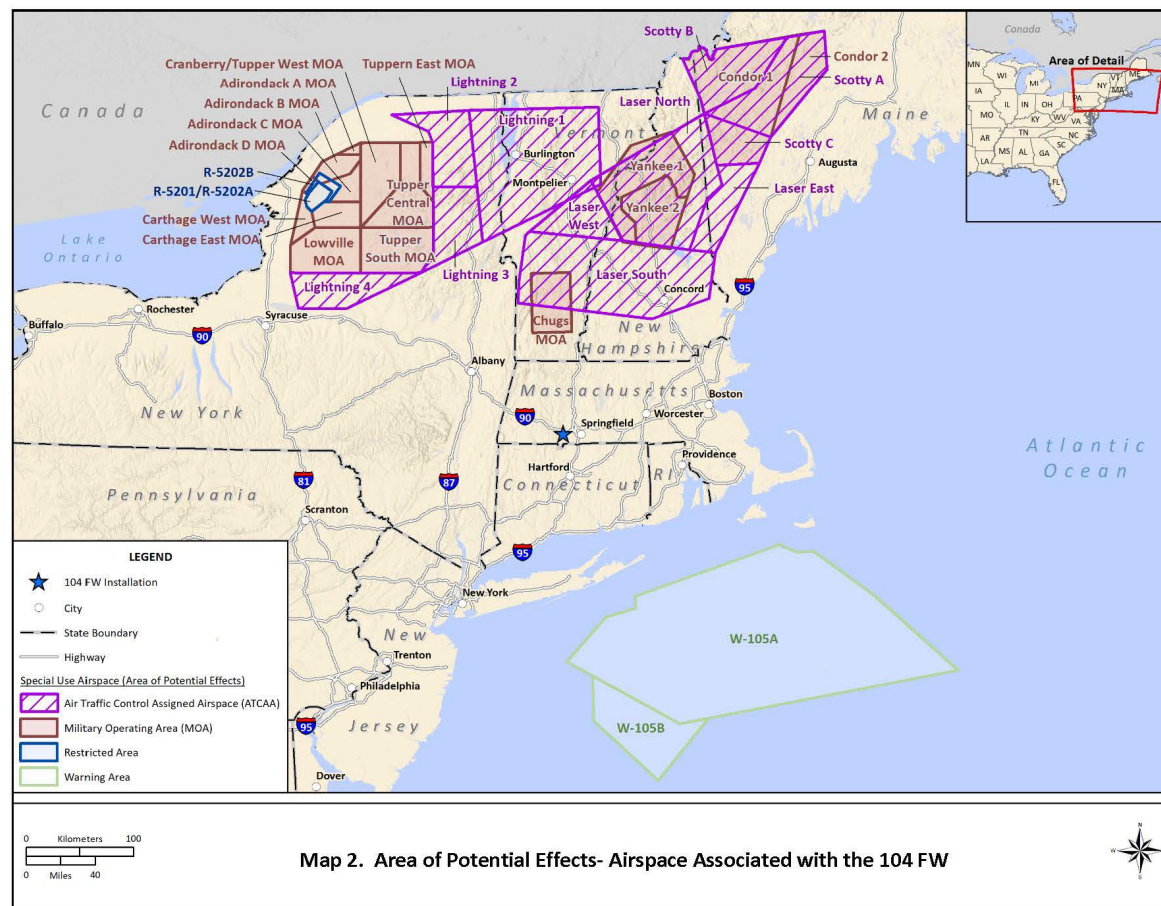
Attachments:

1. Maps
2. Table of construction projects
3. References cited

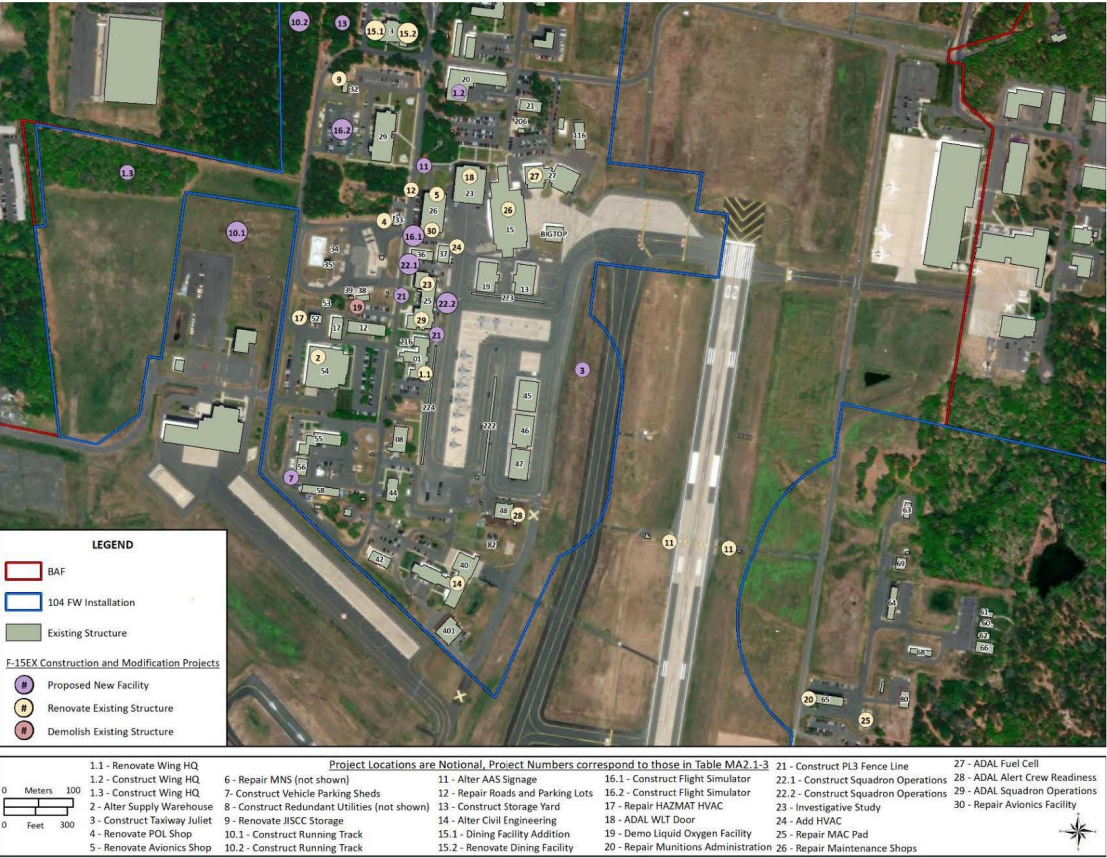
Attachment 1 –Maps



Attachment 1 –Maps

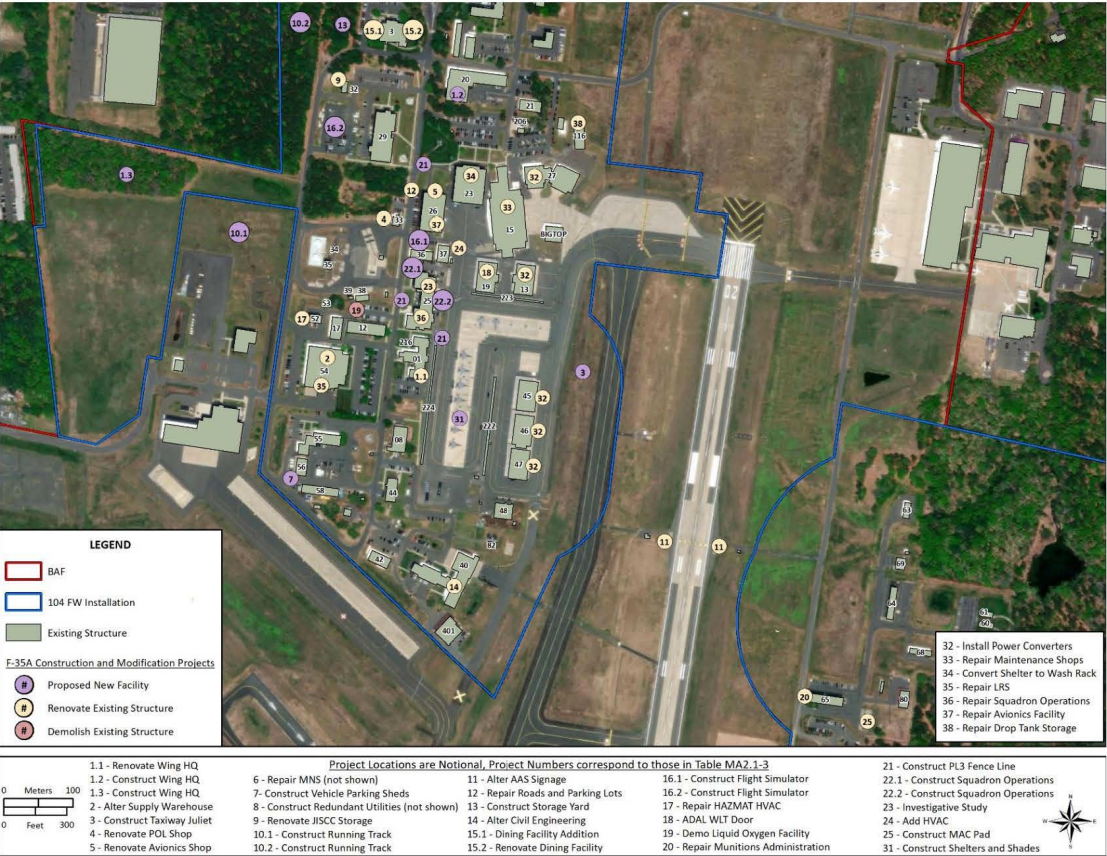


Attachment 1 –Maps



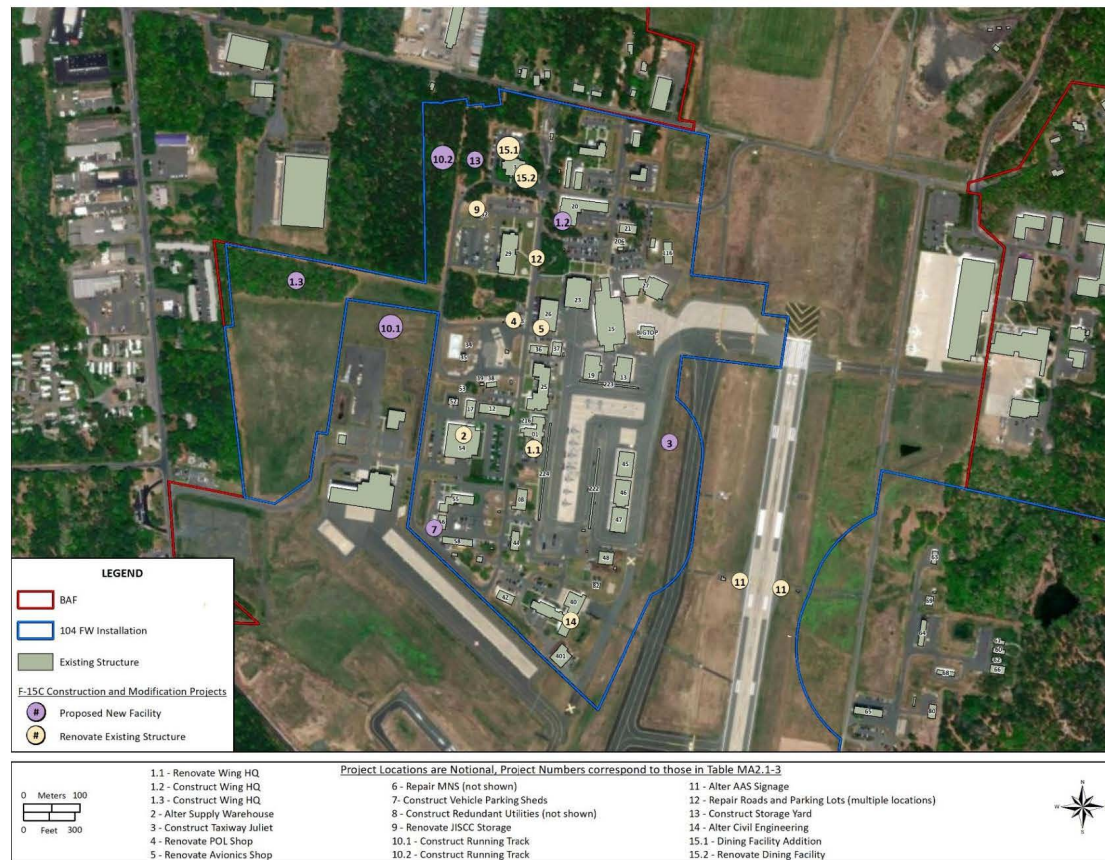
Map 3. Area of Potential Effects – Proposed Construction and Modification for the F-15EX Beddown at 104th FW Installation at BAF

Attachment 1 –Maps



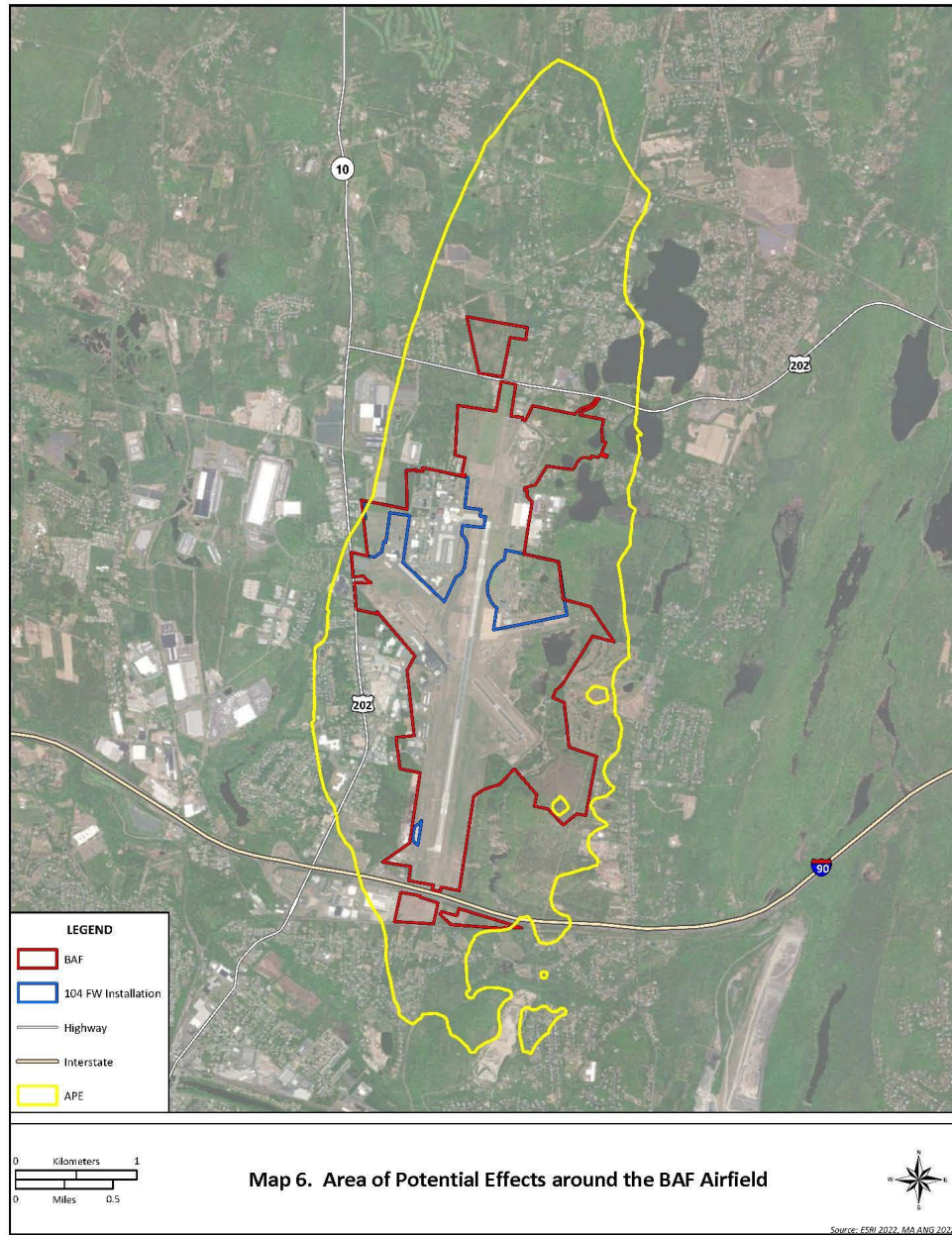
Map 4. Area of Potential Effects – Proposed Construction and Modification for the F-35A Beddown at 104th FW Installation at BAF

Attachment 1 –Maps



Map 5. Area of Potential Effects – Proposed Construction and Modification for the Legacy Aircraft at 104th FW Installation at BAF

Attachment 1 –Maps



Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
1.1 (Option 1) 1.2 (Option 2) 1.3 (Option 3)	Renovate/Construct Wing HQ	<p>Project would either renovate the existing Wing HQ (Building 1) or construct a new Wing HQ at one of two optional locations.</p> <p>Option 1 – Renovate Wing HQ, existing Building 1</p> <p>Option 2 – Construct a 16,900 SF Wing HQ at the Building 20 location. The new building would include the following: Reserve Forces General Training Support Honor Guard (4,600 SF) and Reserve Forces Operational Training (12,300 SF). The project would also include 13,800 SF for parking. The project would also involve demolishing the current Wing HQ (Building 1) (22,400 SF) and returning it to green space and demolishing Building 20.</p> <p>Option 3 – Construct a 42,800 SF Wing HQ. The new building would consolidate administrative and support functions including the following: Reserve Forces General Training Support Honor Guard (2,600 SF), Services Flight (4,900 SF), Reserve Forces Operational Training (16,500 SF), Dining and Training Facility (8,500 SF), Physical Fitness (2,400 SF), and Deployment Processing Center (7,900 SF). The project would also include approximately 1,000 LF of utilities (water, sewer, stormwater and electric/telecom) and parking for 150 spots (approximately 59,000 SF including driving aisles). The entire project would be constructed on undeveloped land (in wooded area of newly acquired parcel by new Entry Control Point Gatehouse & Road). The project would also involve demolishing the current Wing HQ (Building 1) (22,400 SF) and returning it to green space.</p>	FY 2027	<p>Option 2- 30,700 SF (entire new construction)</p> <p>Option 3 – 102,800 SF (entire new construction)</p>	<p>Option 2- 30,700 SF (entire new construction) minus 22,400 SF new green space = 8,300 SF</p> <p>Option 3 – 102,800 SF (entire new construction) minus 22,400 SF new green space = 80,400 SF</p>
2	Alter Supply Warehouse (Building 54)	Project would implement internal modifications to improve storage solutions at the Supply Warehouse (Building 54).	FY 2025	Internal modifications	N/A
3	Construct Taxiway Juliet	Project would construct a 33,600 SF new taxiway including shoulder areas to remove aircraft taxiing choke point.	FY 2026	33,600 SF	33,600 SF

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
4	Renovate POL Shop (Building 33)	Project would implement internal modifications to improve POL testing and administration in POL Shop (Building 33).	FY 2026	Internal modifications	N/A
5	Renovate Avionics Shop (Building 26)	Project would implement internal modifications and repair fire suppression and HVAC systems in Avionic Shop (Building 26).	FY 2026	Internal modifications	N/A
6	Repair MNS	Project would add external mass notification and occupied building notifications to comply with MNS criteria. The project would add 2 to 3 poles with 2-foot diameter concrete pads. The locations would be based on a noise study and are not shown on Figure MA2.1-3.	FY 2027	10 SF	10 SF
7	Construct Vehicle Operations Parking Sheds	Project would demolish existing parking sheds (Buildings 56 and 58) and build new covered parking (Building 56). The project would reconfigure the vehicle operations yard to increase efficiency.	FY 2027	N/A	N/A
8	Construct Redundant Utilities	Project would add redundant feeds for power, water, and natural gas on existing paved areas. a. Telecomm: 3,500 LF b. Power: 4,000 LF c. Water: 400 LF d. Gas: 400 LF	FY 2030	8,300 LF	N/A
9	Renovate JISCC Storage	Project would implement internal modifications to improve storage for Communications Flight JISCC mission.	FY 2028	Internal modifications	N/A

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
10.1 (Option 1) 10.2 (Option 2)	Construct Running Track	Project would construct a new 0.25-mile running track (approximately 17,000 SF). Option 1 - The track would be constructed on undeveloped land west of TSG Austin C Cooper Road and north of a paved parking lot by the Aviation Readiness Support Facility and the current Main Gate. This option is dependent on a real estate agreement with the Army National Guard. Option 2 – The project would be located in the wooded area on the east side of Building 3 and the parking lot.	FY 2033	17,000 SF	17,000 SF
11	Alter AAS Signage	Project would move existing AAS signs in compliance with FAA criteria. Project would clear the requirement for the existing airfield waiver. Signs would be located on either side of the runway on an 18-inch diameter sonna tube.	FY 2029	N/A	N/A
12	Repair Base Roads and Parking Lots	Project would repair multiple parking lots and base roads to modernize paved infrastructure on the installation. The project would involve repairing approximately 50 percent of the parking lots and roads.	FY 2032	N/A	N/A
13	Construct Base Engineer Storage Yard	Project would construct an outdoor, uncovered storage 5,400 SF gravel yard for base engineer equipment and materials.	FY 2033	5,400 SF	N/A
14	Alter Civil Engineer Building (Building 40)	Project would reconfigure internal Civil Engineer Administrative area in Building 40 and add a 4,300 SF addition for the Emergency Management functions to the facility. Emergency Management functions are currently located in Building 8.	FY 2029	4,300 SF	4,300 SF
15.1 (Option 1) 15.2 (Option 2)	Add/Alter Dining Facility (Building 3)	Project would add/alter the Dining Facility (Building 3). Option 1 – Construct a 2,400 SF gym as an addition to Building 003. Demolish Building 12 (9,400 SF) and return it to green space. Option 2 – Renovate 12,915 SF of Building 3 to include a gym.	FY 2029	Option 1 – 2,400 SF	Option 1 – 2,400 SF minus 9,400 SF of new green space = - 7,000 SF

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
16.1 (Option 1) 16.2 (Option 2)	Construct Flight Simulator Facility	Project would construct a new 20,000 SF flight simulator that includes all utilities required for the structures. Option 1 – Construct the facility north of Building 25 over Building 36 and Building 37 footprint. Part of the new facility will be constructed over approximately 6,400 SF of grassy area. (Preferred) Option 2 – Construct the facility west of Building 29 in the existing paved parking lot.	FY 2029	20,000 SF	Option 1 - 6,400 SF
17	Repair HAZMAT HVAC (Building 52)	Project would upgrade the HVAC system to meet the environmental requirements for storage of paint specific to the F-15EX. The HVAC system would be located on an existing paved area outside of Building 52.	FY 2024	N/A	N/A
18	ADAL WLT Door (Building 23)	Project would modify existing WLT facility (Building 23) for new access door and ramp on the existing paved area to accommodate weapons maintenance requirements.	FY 2024	Internal modification/ Exterior modification on existing paved area for the ramp	N/A
19	Demo Liquid Oxygen Facility (Building 38 & 39)	Project would demolish the overhang structures and facilities in POL Yard, but the existing pads would remain in place.	FY 2030	N/A	N/A
20	Repair Munitions Administration Facility (Building 65)	Project would repair and reconfigure the Munitions Administration facility (Building 65) to provide increased space for munitions trailer maintenance to accommodate increase in munitions for air-to-ground mission training. Includes modifications to HVAC, fire suppression, and utilities as required.	FY 2028	Internal repair	N/A

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
21	Construct PL3 Fence Line	Project would construct a physical security fence line (approximately 1,800 LF) and access points to consolidate PL3 resources areas and reduce SFS personnel requirements. The project would be completed after most major construction in affected area is completed.	FY 2029	1,800 LF	1,800 LF
22.1 (Option 1) 22.2 (Option 2)	Construct Temporary Facility (Squadron Operations) (Building 25)	Project would provide a temporary squadron operations area (approximately 3,000 SF) until completion of Squadron Operations modifications (Project 29, Building 25). The project would involve temporary trailers situated on the existing paved areas. Option 1 – Between Buildings 25 and 36 (paved area) Option 2 – East of Building 25 and the ramp (paved road)	FY 2024	N/A	N/A
23	Investigative Study for Squadron Operations (second floor and Simulator location) (Building 25)	Project would conduct an engineering study to determine best course of action for future projects. The project would study site locations for Squadron Operations (Projects 22.1 and 22.2) and Flight Simulator (Projects 16.1 and 16.2) projects. Option 1 – single-story addition. Option 2 – two-story addition.	FY 2024	N/A	N/A
24	Add HVAC (Building 37)	Project would add HVAC system for computers in Tool Crib facility (Building 37). The HVAC system might be pad mounted (18 SF) on a grassy area immediately east or west of Building 37.	FY 2024	Internal modification/ 18 SF if pad mounted	18 SF if pad mounted
25	Repair MAC Pad	Project would repair the existing 7,650 SF MAC Pad on the southeast side of Building 65. The repairs might require the removal of the existing hardstand.	FY 2028	7,560 SF	N/A

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
26	Repair Maintenance Shops (Building 15)	Project would provide for relocation of shops to the Maintenance Hangar (Building 15) to correctly size them for the maintenance functions required, establishment of a battery maintenance shop, and electrical power upgrades to provide 480V power where required. The internal modifications to the hangar would include renovations to the Battery Storage, Tool Crib, Electric Shop, Egress, and Metals Tech.	FY 2024	Internal repair/reconfiguration	N/A
27	ADAL Fuel Cell (Building 27)	Project would provide adequate and adequately configured space for CFT Maintenance and an external pad for drop tank storage. The 750 SF external pad would be constructed on the northeast corner of Building 27.	FY 2028	750 SF	750 SF
28	ADAL Alert Crew Readiness (Building 48)	Project would provide a 1,500 SF addition for six additional bed spaces while providing minor renovations to the existing space for most efficient use and flow. The addition would be located on the east and south of Building 48 on a grassy area.	FY 2030	1,500 SF	1,500 SF
29	ADAL Squadron Operations Facility (Building 25)	Project would implement internal modifications and expand usable footprint to second story, including increasing Aircrew Flight Equipment, Pilot Locker Room, administrative and common spaces. The 6,600 SF two-story addition would be located within the paved area.	FY 2029	3,400 SF	N/A
30	Repair Avionics Facility (Building 26)	Project would repair and reconfigure the existing Avionics Facility (Building 26) for ECM pod storage and maintenance. The 9,200 SF addition would be constructed on a grassy area north of Building 26.	FY 2025	9,200 SF	9,200 SF

Note: *Year of construction is estimated and is dependent upon funding.

Legend: ADAL = Addition and Alteration; CFT = Conforming Fuel Tank; ECM = Electronic Countermeasures; FY = Fiscal Year; HAZMAT = Hazardous Materials; HQ = Headquarters; HVAC = Heating, Ventilation, and Air Conditioning; LF = linear feet; MNS = Mass Notification System; N/A = Not Applicable; PL3 = Protection Level 3; PN = Person; POL = Petroleum, Oil, and Lubricants; SF = square foot/feet; SFS = Security Forces Specialist; TBD = To be determined; WLT = Weapons Load Crew Training.

Sources: 104 FW n.d.; ACC and NGB 2021a; NGB 2021a.

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 2 Proposed Construction and Modification for the F-35A Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
1.1 (Option 1) 1.2 (Option 2) 1.3 (Option 3)	Renovate/Construct Wing HQ	<p>Project would either renovate the existing Wing HQ (Building 1) or construct a new Wing HQ at one of two optional locations.</p> <p>Option 1 – Renovate Wing HQ, existing Building 1</p> <p>Option 2 – Construct a 16,900 SF Wing HQ at the Building 20 location. The new building would include the following: Reserve Forces General Training Support Honor Guard (4,600 SF) and Reserve Forces Operational Training (12,300 SF). The project would also include 13,800 SF for parking. The project would also involve demolishing the current Wing HQ (Building 1) (22,400 SF) and returning it to green space and demolishing Building 20.</p> <p>Option 3 – Construct a 42,800 SF Wing HQ. The new building would consolidate administrative and support functions including the following: Reserve Forces General Training Support Honor Guard (2,600 SF), Services Flight (4,900 SF), Reserve Forces Operational Training (16,500 SF), Dining and Training Facility (8,500 SF), Physical Fitness (2,400 SF), and Deployment Processing Center (7,900 SF). The project would also include approximately 1,000 LF of utilities (water, sewer, stormwater and electric/telecom) and parking for 150 spots (approximately 59,000 SF including driving aisles). The entire project would be constructed on undeveloped land (in wooded area of newly acquired parcel by new Entry Control Point Gatehouse & Road). The project would also involve demolishing the current Wing HQ (Building 1) (22,400 SF) and returning it to green space.</p>	FY 2027	<p>Option 2- 30,700 SF (entire new construction)</p> <p>Option 3 – 102,800 SF (entire new construction)</p>	<p>Option 2- 30,700 SF (entire new construction) minus 22,400 SF new green space = 8,300 SF</p> <p>Option 3 – 102,800 SF (entire new construction) minus 22,400 SF new green space = 80,400 SF</p>
2	Alter Supply Warehouse (Building 54)	Project would implement internal modifications to improve storage solutions at the Supply Warehouse (Building 54).	FY 2025	Internal modifications	N/A
3	Construct Taxiway Juliet	Project would construct a 33,600 SF new taxiway including shoulder areas to remove aircraft taxiing choke point.	FY 2026	33,600 SF	33,600 SF

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 2 Proposed Construction and Modification for the F-35A Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
4	Renovate POL Shop (Building 33)	Project would implement internal modifications to improve POL testing and administration in POL Shop (Building 33).	FY 2026	Internal modifications	N/A
5	Renovate Avionics Shop (Building 26)	Project would implement internal modifications and repair fire suppression and HVAC systems in Avionic Shop (Building 26).	FY 2026	Internal modifications	N/A
6	Repair MNS	Project would add external mass notification and occupied building notifications to comply with MNS criteria. The project would add 2 to 3 poles with 2-foot diameter concrete pads. The locations would be based on a noise study and are not shown on Figure MA2.1-3.	FY 2027	10 SF	10 SF
7	Construct Vehicle Operations Parking Sheds	Project would demolish existing parking sheds (Buildings 56 and 58) and build new covered parking (Building 56). The project would reconfigure the vehicle operations yard to increase efficiency.	FY 2027	N/A	N/A
8	Construct Redundant Utilities	Project would add redundant feeds for power, water, and natural gas on existing paved areas. a. Telecomm: 3,500 LF b. Power: 4,000 LF c. Water: 400 LF d. Gas: 400 LF	FY 2030	8,300 LF	N/A
9	Renovate JISCC Storage	Project would implement internal modifications to improve storage for Communications Flight JISCC mission.	FY 2028	Internal modifications	N/A
10.1 (Option 1) 10.2 (Option 2)	Construct Running Track	Project would construct a new 0.25-mile running track (approximately 17,000 SF). Option 1 - The track would be constructed on undeveloped land west of TSG Austin C Cooper Road and north of a paved parking lot by the Aviation Readiness Support Facility and the current Main Gate. This option is dependent on a real estate agreement with the Army National Guard. Option 2 – The project would be located in the wooded area on the east side of Building 3 and the parking lot.	FY 2033	17,000 SF	17,000 SF

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 2 Proposed Construction and Modification for the F-35A Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
11	Alter AAS Signage	Project would move existing AAS signs in compliance with FAA criteria. Project would clear the requirement for the existing airfield waiver. Signs would be located on either side of the runway on an 18-inch diameter sonna tube.	FY 2029	N/A	N/A
12	Repair Base Roads and Parking Lots	Project would repair multiple parking lots and base roads to modernize paved infrastructure on the installation. The project would involve repairing approximately 50 percent of the parking lots and roads.	FY 2032	N/A	N/A
13	Construct Base Engineer Storage Yard	Project would construct an outdoor, uncovered storage 5,400 SF gravel yard for base engineer equipment and materials.	FY 2033	5,400 SF	N/A
14	Alter Civil Engineer Building (Building 40)	Project would reconfigure internal Civil Engineer Administrative area in Building 40 and add a 4,300 SF addition for the Emergency Management functions to the facility. Emergency Management functions are currently located in Building 8.	FY 2029	4,300 SF	4,300 SF
15.1 (Option 1) 15.2 (Option 2)	Add/Alter Dining Facility (Building 3)	Project would add/alter the Dining Facility (Building 3). Option 1 – Construct a 2,400 SF gym as an addition to Building 3. Option 2 – Renovate 12,915 SF of Building 3 to include a gym.	FY 2029	Option 1 – 2,400 SF	Option 1 – 2,400 SF minus 9,400 SF of new green space = - 7,000 SF
16.1 (Option 1) 16.2 (Option 2)	Construct Flight Simulator Facility	Project would construct a new 20,000 SF flight simulator that includes all utilities required for the structures. Option 1 – Construct the facility north of Building 25 over Building 36 and Building 37 footprint. Part of the new facility will be constructed over approximately 6,400 SF of grassy area. (Preferred) Option 2 – Construct the facility west of Building 29 in the existing paved parking lot.	FY 2029	20,000 SF	Option 1 – 6,400 SF

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 2 Proposed Construction and Modification for the F-35A Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
17	Repair HAZMAT HVAC (Building 52)	Project would upgrade HVAC system to meet the environmental requirements for storage of paint specific to the F-15EX. The HVAC system would be located on an existing paved area outside of Building 52.	FY 2024	N/A	N/A
18	ADAL WLT Door (Building 23)	Project would modify existing WLT facility for new access door and ramp on the existing paved area to accommodate weapons maintenance requirements.	FY 2024	Internal modification/ Exterior modification on existing paved area for the ramp	N/A
19	Demo Liquid Oxygen Facility (Building 38 & 39)	Project would demolish the overhang structures and facilities in POL Yard, but the existing pads would remain in place.	FY 2030	N/A	N/A
20	Repair Munitions Administration Facility (Building 65)	Project would repair and reconfigure the Munitions Administration facility to provide increased space for munitions trailer maintenance to accommodate increase in munitions for air-to-ground mission training. Includes modifications to HVAC, fire suppression, and utilities as required.	FY 2028	Internal repair	N/A
21	Construct PL3 Fence Line	Project would construct a physical security fence line (approximately 1,800 LF) and access points to consolidate PL3 resources areas and reduce SFS personnel requirements. The project would be completed after most major construction in affected area is completed.	FY 2029	1,800 LF	1,800 LF
22.1 (Option 1) 22.2 (Option 2)	Construct Temporary Facility (Squadron Operations) (Building 25)	Project would provide a temporary squadron operations area (approximately 3,000 SF) until completion of Squadron Operations modifications (Project 36, Building 25). The project would involve temporary trailers situated on the existing paved areas. Option 1 – Between Buildings 25 and 36 (paved area) Option 2 – East of Building 25 and the ramp (paved road)	FY 2024	N/A	N/A

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 2 Proposed Construction and Modification for the F-35A Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
23	Investigative Study for Squadron Operations (second floor and Simulator location) (Building 25)	Project would conduct an engineering study to determine best course of action for future projects. The project would study site locations for Squadron Operations (Projects 22.1 and 22.2) and Flight Simulator (Projects 16.1 and 16.2) projects. Option 1 – single-story addition. Option 2 – two-story addition.	FY 2024	N/A	N/A
24	Add HVAC (Building 37)	Project would add HVAC system for computers in Tool Crib facility (Building 37). The HVAC system might be pad mounted (18 SF) on a grassy area immediately east or west of Building 37.	FY 2024	Internal modification/ 18 SF if pad mounted	18 SF if pad mounted
25	Repair MAC Pad	Project would repair the existing 7,650 SF MAC Pad on the southeast side of Building 65. The repairs might require the removal of the existing hardstand.	FY 2028	7,560 SF	N/A
31	Construct Aircraft Shelters and Shades	Project would add six aircraft shelters and four aircraft shades to the aircraft parking apron along the north and south side.	FY 2027	N/A	N/A
32	Install Power Converters (Buildings 13, 27, 45, 46, 47)	Project would install electrical power converters in five aircraft shelters for support.	FY 2024	N/A	N/A
33	Repair Maintenance Shops (Building 15) (specific for F-35A)	Project would provide for relocation of shops (Hydraulics, Egress, Collateral Storage, Crew Chiefs, MOF, Electric Shop and Battery Storage) to the Maintenance Hangar (Building 15) to correctly size them for the maintenance functions required, electrical power upgrades, and potential relocation of maintenance administration to the second story.	FY 2025	Internal repair/ reconfiguration	N/A
34	Convert Shelter to Wash Rack (Building 19)	Project would add utilities (water, sewer, etc.) and drainage required to convert existing aircraft shelter into an aircraft wash rack. The project would include approximately 400 SF of disturbance on the existing paved area for the water line and the sewer line connections.	FY 2026	400 SF	N/A

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 2 Proposed Construction and Modification for the F-35A Beddown at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
35	Repair LRS (Levelator, Building 54)	Project would modify (widen) existing loading dock to allow for clearances and capacity to load/off-load aircraft engines. Work would be performed on the existing paved hardstand.	FY 2024	N/A	N/A
36	Repair Squadron Operations (Building 25)	Project would include modifications to expand interior areas and interior repairs to move spaces.	FY 2024	Internal modifications	N/A
37	Repair Avionics Facility (Building 26) (specific for F-35A)	Project would repair and reconfigure the existing Avionics Facility (Building 26) for ECM pod storage and maintenance.	FY 2025	Internal modifications	N/A
38	Repair Drop Tank Storage for AGE (Building 116)	Project would convert existing pre-engineered storage building from fuel tank storage to serve as an AGE storage facility. The project would include approximately 200 SF of ground disturbance on a paved area for heating utilities (natural gas).	FY 2026	200 SF	N/A

Note: *Year of construction is estimated and is dependent upon funding.

Legend: AAS = Airfield Arresting System; ADAL = Addition and Alteration; AGE = Aerospace Ground Equipment; ECM = Electronic Countermeasures; FY = Fiscal Year; HAZMAT = Hazardous Materials; HQ = Headquarters; HVAC = Heating, Ventilation, and Air Conditioning; JISCC = Joint Incident Site Communications Capability; LF = linear foot/feet; LRS = Logistics Readiness Squadron; MNS = Mass Notification System; MOF = Maintenance Operations Flight; N/A = Not Applicable; PL3 = Protection Level 3; PN = Person; POL = Petroleum, Oil, and Lubricants; SF = square foot/feet; SFS = Security Forces Specialist; TBD = To be determined; WLT = Weapons Load Crew Training.

Sources: 104 FW n.d.; ACC and NGB 2021a; NGB 2021b.

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 3 Proposed Construction and Modification for the Legacy Aircraft at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
1.1 (Option 1) 1.2 (Option 2) 1.3 (Option 3)	Renovate/Construct Wing HQ	<p>Project would either renovate the existing Wing HQ (Building 1) or construct a new Wing HQ at one of two optional locations.</p> <p>Option 1 – Renovate Wing HQ, existing Building 1</p> <p>Option 2 – Construct a 16,900 SF Wing HQ at the Building 20 location. The new building would include the following: Reserve Forces General Training Support Honor Guard (4,600 SF) and Reserve Forces Operational Training (12,300 SF). The project would also include 13,800 SF for parking. The project would also involve demolishing the current Wing HQ (Building 1) (22,400 SF) and returning it to green space and demolishing Building 20.</p> <p>Option 3 – Construct a 42,800 SF Wing HQ. The new building would consolidate administrative and support functions including the following: Reserve Forces General Training Support Honor Guard (2,600 SF), Services Flight (4,900 SF), Reserve Forces Operational Training (16,500 SF), Dining and Training Facility (8,500 SF), Physical Fitness (2,400 SF), and Deployment Processing Center (7,900 SF). The project would also include approximately 1,000 LF of utilities (water, sewer, stormwater and electric/telecom) and parking for 150 spots (approximately 59,000 SF including driving aisles). The entire project would be constructed on undeveloped land (in wooded area of newly acquired parcel by new Entry Control Point Gatehouse & Road). The project would also involve demolishing the current Wing HQ (Building 1) (22,400 SF) and returning it to green space.</p>	FY 2027	<p>Option 2- 30,700 SF (entire new construction)</p> <p>Option 3 – 102,800 SF (entire new construction)</p>	<p>Option 2- 30,700 SF (entire new construction) minus 22,400 SF new green space = 8,300 SF</p> <p>Option 3 – 102,800 SF (entire new construction) minus 22,400 SF new green space = 80,400 SF</p>
2	Alter Supply Warehouse (Building 54)	Project would implement internal modifications to improve storage solutions at the Supply Warehouse (Building 54).	FY 2025	Internal modifications	N/A
3	Construct Taxiway Juliet	Project would construct a 33,600 SF new taxiway including shoulder areas to remove aircraft taxiing choke point.	FY 2026	33,600 SF	33,600 SF

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 3 Proposed Construction and Modification for the Legacy Aircraft at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
4	Renovate POL Shop (Building 33)	Project would implement internal modifications to improve POL testing and administration in POL Shop (Building 33).	FY 2026	Internal modifications	N/A
5	Renovate Avionics Shop (Building 26)	Project would implement internal modifications and repair fire suppression and HVAC systems in Avionic Shop (Building 26).	FY 2026	Internal modifications	N/A
6	Repair MNS	Project would add external mass notification and occupied building notifications to comply with MNS criteria. The project would add 2 to 3 poles with 2-foot diameter concrete pads. The locations would be based on a noise study and are not shown on Figure MA2.1-3.	FY 2027	10 SF	10 SF
7	Construct Vehicle Operations Parking Sheds	Project would demolish existing parking sheds (Buildings 56 and 58) and build new covered parking (Building 56). The project would reconfigure the vehicle operations yard to increase efficiency.	FY 2027	N/A	N/A
8	Construct Redundant Utilities	Project would add redundant feeds for power, water, and natural gas on existing paved areas. a. Telecomm: 3,500 LF b. Power: 4,000 LF c. Water: 400 LF d. Gas: 400 LF	FY 2030	8,300 LF	N/A
9	Renovate JISCC Storage	Project would implement internal modifications to improve storage for Communications Flight JISCC mission.	FY 2028	Internal modifications	N/A
10.1 (Option 1) 10.2 (Option 2)	Construct Running Track	Project would construct a new 0.25-mile running track (approximately 17,000 SF). Option 1 – The track would be constructed on undeveloped land west of TSG Austin C Cooper Road and north of a paved parking lot by the Aviation Readiness Support Facility and the current Main Gate. This option is dependent on a real estate agreement with the Army National Guard. Option 2 – The project would be located in the wooded area on the east side of Building 3 and the parking lot.	FY 2033	17,000 SF	17,000 SF

Attachment 2 – Tables for the Proposed Construction and Modification at the 104 FW Installation at BAF

Table 3 Proposed Construction and Modification for the Legacy Aircraft at the 104 FW Installation at BAF

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
11	Alter AAS Signage	Project would move existing AAS signs in compliance with FAA criteria. Project would clear the requirement for the existing airfield waiver. Signs would be located on either side of the runway on an 18-inch diameter sonna tube.	FY 2029	N/A	N/A
12	Repair Base Roads and Parking Lots	Project would repair multiple parking lots and base roads to modernize paved infrastructure on the installation. The project would involve repairing approximately 50 percent of the parking lots and roads.	FY 2032	N/A	N/A
13	Construct Base Engineer Storage Yard	Project would construct an outdoor, uncovered storage 5,400 SF gravel yard for base engineer equipment and materials.	FY 2033	5,400 SF	N/A
14	Alter Civil Engineer Building (Building 40)	Project would reconfigure internal Civil Engineer Administrative area in Building 40 and add a 4,300 SF addition for the Emergency Management functions to the facility. Emergency Management functions are currently located in Building 8.	FY 2029	4,300 SF	4,300 SF
15.1 (Option 1) 15.2 (Option 2)	Add/Alter Dining Facility (Building 3)	Project would add/alter the Dining Facility (Building 3). Option 1 – Construct a 2,400 SF gym as an addition to Building 003. Demolish Building 12 (9,400 SF) and return it to green space. Option 2 – Renovate 12,915 SF of Building 3 to include a gym.	FY 2029	Option 1 – 2,400 SF	Option 1 – 2,400 SF minus 9,400 SF of new green space = - 7,000 SF

Note: *Year of construction is estimated and is dependent upon funding.

Legend: AAS = Airfield Arresting System; FY = Fiscal Year; HQ = Headquarters; HVAC = Heating, Ventilation, and Air Conditioning; JISCC = Joint Incident Site Communications Capability; LF = linear feet; MNS = Mass Notification System; N/A = Not Applicable; PN = person; POL = Petroleum, Oil, and Lubricants; SF = square foot/feet; TBD = To be determined.

Source: 104 FW n.d.

Attachment 3 – References Cited

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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

NGB/A4AM

24 January 2024

California Office of Historic Preservation
Ms. Julianne Polanco
State Historical Preservation Officer
1725 23rd St, Ste 100
Sacramento, CA 95816

**RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT, AIR NATIONAL GUARD
F-15EX EAGLE II & F-35A LIGHTNING II OPERATIONAL BEDDOWNS**

Dear Ms. Polanco

The Department of Air Force (DAF) and the National Guard Bureau (NGB) are proposing to beddown and operate F-15EX and F-35As to replace the aging F-15C/D fleet at three fighter wings, including the 144th Fighter Wing (144 FW), located at the Fresno Yosemite International Airport (FAT), California (CA) (Attachment 1). The other two fighter wings include the 104th Fighter Wing (104 FW), located at Westfield-Barnes Regional Airport in Westfield, Massachusetts (MA) and the 159th Fighter Wing (159 FW), located at Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana (LA). The NGB has determined that the proposed Federal action is an undertaking as defined in 36 Code of Federal Regulations (CFR) § 800.16(y) and it is a type of activity that has the potential to cause effects on historic properties.

DAF and NGB are the co-lead agencies for the Proposed Action and are currently preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental effects associated with the proposed Federal action alternatives. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the fighter wings (144 FW and 104 FW) are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan, and one of the fighter wings (159 FW) is on a DON installation where the DON has special expertise and may have a connected federal action.

The NGB is conducting the environmental analysis for the undertaking in accordance with the Council on Environmental Quality guidelines pursuant to the National Environmental Policy Act of 1969. The Draft EIS is available on the project website (URL address: www.angf15ex-f35a-eis.com).

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations found at 36 CFR Section 800. This letter serves to define the Area of Potential Effects (APE) for the undertaking and gauge project effects located within the bounds of the proposed action.

The Proposed Undertaking

The purpose of the proposed undertaking is to maintain combat capability and mission readiness for the Air National Guard's (ANG's) 104 FW in Westfield-Barnes, MA; 144 FW in Fresno, CA; and 159 FW in New Orleans, LA. Beddown and operation of the F-15EX and F-35A to replace the aging F-15C/D fleet at the 104 FW, 144 FW (F-15EX only), and 159 FW would enable this goal. These beddown actions and associated training would ensure availability of combat-ready pilots in the most advanced fighter aircraft in the world.

The undertaking includes additional personnel needed to operate and maintain the F-15EX or F-35A, and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Pilots operating the aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) associated with each proposed location. No new SUA or reconfiguration of existing SUA is proposed to support the beddowns for any of these fighter wings; however, there would likely be an increase in operations within the SUA. Approximately 22,900 square miles of the total 22,950 square miles of SUA are located within the state of CA.

If the 144 FW is selected to receive one squadron of F-15EX aircraft, there are four components of this action at the 144 installation: (1) conversion from F-15C/Ds to F-15EX, (2) operations conducted at the airfield and within the SUA by F-15EX aircraft, (3) construction and modification projects to support beddown of the F-15EX, and (4) personnel changes to meet the requirements for the aircraft.

The No Action Alternative

Under the No Action Alternative, no F-15EX or F-35A operational aircraft would be based, no personnel changes or construction (even construction for the F-15C/D legacy aircraft) would be performed, and no training activities by the F-15EX or F-35A operational aircraft would be conducted in the airspace. Under the No Action Alternative, the 144 FW would continue to conduct its current mission using existing, legacy aircraft with multiple configurations and existing infrastructure. No infrastructure or facility construction would occur in support of the mission under the No Action Alternative.

Area of Potential Effects (APE) (36 CFR § 800.4(a)(1))

An APE is defined in 36 CFR § 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE as areas of proposed ground disturbance including new construction, building renovations and modifications, and where building demolitions would occur. Attachment 2 includes a list of projects for each of the alternative actions. The APE is also defined as the areas affected by noise levels of 65 decibels (dB) Community Noise Equivalent Level (CNEL) and greater from the aircraft operations at the airfield. The areas affected by noise generated and release of chaff and flares underlying the SUAs also fall under the APE. Attachment 1 includes maps of the APE.

Identification of Historic Properties (36 CFR § 800.4(b))

Installation

A comprehensive cultural resources survey of the entire 144 FW installation (approximately 102 acres) was conducted in 2006. The 2006 survey did not identify any archaeological sites; therefore, there are no National Register of Historic Places (NRHP)-listed archaeological sites at the 144 FW installation at FAT (ANG 2010). Per the 2018 FAT Master Plan, there are no NRHP-listed archaeological resources located within or near the property (FAT 2019). Additional research conducted in 2004 and 2006 found that no archaeological or cultural resources are present on FAT property (FAT 2019).

The 2006 cultural resources survey inventoried and evaluated the NRHP eligibility of 19 buildings, including those less than 50 years of age for exceptional significance related to the Cold War, none of which were recommended as being eligible for listing in the NRHP (ANG 2010). There are no known NRHP-eligible or listed architectural properties, historic districts, or historic landscapes at the 144 FW installation (ANG 2010). A 2006 historic architectural reconnaissance identified six buildings on FAT property that were older than 45 years. However, per a 2013 Environmental Assessment (EA), none of these buildings are listed in or are eligible for listing in the NRHP (FAT 2019). Because no comprehensive and current data are available about existing or potential historical sites at FAT, the Airports Department may need to conduct additional research, prior to development, to confirm that no state-regulated sites are located on the property (FAT 2019). An increase in noise from aircraft operations would not be expected to affect the potential eligibility of the buildings, as noise from aircraft operations at FAT have been part of the environment of the property since they were built.

Through Tribal consultation as part of this undertaking, no traditional cultural resources or Native American sacred places have been identified at the 144 FW installation nor FAT.

Off Installation

Based on the projected noise contours for the aircraft operations under the F-15EX alternative, seven historic buildings or structures would be exposed to higher noise levels under the affected environment (Southern San Joaquin Valley Information Center 2023; Table 1). Six buildings are located within the modeled 65–70 dB CNEL contour and one within the modeled 70–75 dB CNEL contour; this site is also located within the 65–70 dB noise contour. Only one structure has been evaluated for the NRHP, the Gould Canal, while the other structures have not been evaluated; therefore, they are managed as if they are eligible for listing in the NRHP. Per the California Historical Resource Status Code, 6Y, the Gould Canal was determined not eligible for listing in the NRHP by consensus through Section 106 process; however, it is unevaluated for the California Register or any other local listing (OHP 2020).

Table 1. Historic Properties and California State Register Sites present around the Airfield under the F-15EX Alternative

Site Trinomial Number	Other Identifier	Name*	NRHP Evaluation	California Register Evaluation
65–70 dB CNEL				
CA-FRE-003109	P-10-003930	Southern Pacific Railroad - Fresno Co	Unevaluated	Unevaluated
CA-FRE-003825	P-10-007030	Gould Canal	Not Eligible	Unevaluated
N/A	P-10-006856	4545 E. Garland Ave	Unevaluated	Unevaluated
N/A	P-10-006857	4546 E. Robinson Ave	Unevaluated	Unevaluated
N/A	P-10-006859	4544 E. Dakota Ave	Unevaluated	Unevaluated
N/A	P-10-006647	Harpain Dairy Palms; 3949 North Barton Ave	Unevaluated	Unevaluated
70–75 dB CNEL				
CA-FRE-003109	P-10-003930	Southern Pacific Railroad - Fresno Co	Unevaluated	Unevaluated

Note: *Name per the records search results.

Source: Southern San Joaquin Valley Information Center 2023.

Airspace

Information on cultural resources within the APE was derived from conducting background research to identify NRHP-listed properties beneath the affected airspace, as well as any National Historic Landmarks, cultural landscapes, National Monuments, historic trails, and historic battlefields recorded or known within the same area. Record searches were conducted using the NRHP Information Database.

Table 2 presents the NRHP-listed sites underlying the airspace on lands beneath the SUA used by 144 FW (National Park Service 2022a). These historic properties include historic districts, a rock formation, a shelter, ranger stations, cabins, courthouses, an aerial tramway, a stone bridge, a cultural landscape, rock stairway, a ski hut, a railroad depot, a lighthouse, library, religious temple, a church and associated cemetery, a courthouse, refineries, a desert salt pan in the Mojave Desert, Walker Pass, the Manzanar War Relocation Center, the Pioneer Deep Space Station, and the Death Valley National Monument.

Table 2. NRHP Historic Properties Associated with 144 FW SUA

SUA	Number of NRHP Properties Under Airspace ¹
Bakersfield MOA	3
Foothill 1 MOA	6
Foothill 2 MOA	13
Hunter A MOA	5
Hunter B MOA	1
Hunter C MOA	3
Hunter E MOA	1
Isabella MOA	4
Lemoore MOA	4
Owens MOA	8
Porterville MOA	1
Panamint MOA	2

SUA	Number of NRHP Properties Under Airspace ¹
R-2502N	1
R-2508	18
R-2513	2
R-2515	1
Saline MOA	2

Note: ¹Many of these historic properties underly multiple SUA and may be listed more than once.

Legend: NRHP = National Register of Historic Places; MOA = Military Operations Area; R- = Restricted Area; SUA = Special Use Airspace.

Source: National Park Service 2022a.

Two National Historic Landmarks are located beneath the 144 FW SUA and include Walker Pass and Pioneer Deep Space Station. Walker Pass was used during the Gold Rush from 1848–1855 which led emigrants down the Owens River Valley through western Inyo County, passing by Owens Lake, and through Walker’s Pass to the South Fork of the Kern River. It then split into several different directions at the junction of the South and the North Forks at Lake Isabella (Historical Marker Database 2022).

The Pioneer Deep Space Station antenna was the first antenna to support the National Aeronautics and Space Administration’s unmanned exploration of deep space. This was the prototype antenna for the entire Deep Space Network. During its operational life, the Pioneer Deep Space Station antenna tracked a variety of National Aeronautics and Space Administration missions including the following projects: Pioneer, Echo, Ranger, Lunar Orbiter, Surveyor, Apollo, Helios, Mariner, Viking, and Voyager (National Park Service 2022b).

The Old Spanish Trail, a National Historic Trail, is located on lands underlying the Shoshone Military Operations Area (MOA) and the Silver North MOA (National Park Service 2022c). The Old Spanish Trail was the first commercial caravan from New Mexico to Los Angeles in 1829. The route was made from a combination of the early Native American trails, early trade and exploration routes, and horse and mule routes (National Park Service 2022d).

Death Valley National Monument, also a National Park, was created in 1933 by a Presidential Proclamation and is located on lands underlying Restricted Area (R)-2508 (National Park Service 2022e).

César E. Chávez National Monument, also referred to as Nuestra Señora Reina de la Paz, is located on lands underlying R-2508 (National Park Service 2022a). César E. Chávez was a leader during the 1970s to improve the working and living conditions and wages for farm workers. His legacy and the farm worker movement led to the passage of California’s Agricultural Labor Relations Act of 1975 which was the first law in the United States that recognized farm workers’ collective bargaining rights (National Park Service 2002f).

There are no national historic battlefields located under the existing SUA (National Park Service 2022g). Through Tribal consultation as part of this undertaking, no traditional cultural resources or Native American sacred places have been identified under the existing SUA.

Government-to-government consultation with associated Tribal Nations is ongoing and will continue throughout the Environmental Impact Analysis Process.

Results of Identification and Evaluation (36 CFR § 800.4(d))

There are no known historic properties within any of the proposed construction footprints at the 144 FW installation at FAT. In the event of an inadvertent discovery during ground-disturbing operations, work would cease, and procedures would be implemented to manage the site prior to continuation of work. Building 2606, built in 1966, has not been evaluated for NRHP eligibility. However, modifications for Building 2606 would be confined to the interior of the building, which would not affect the building's potential significance or integrity (ANG 2010). Therefore, there would likely be no adverse effect to historic properties per 36 CFR Section 800.5(b). No traditional cultural resources have been identified at the 144 FW installation at FAT.

Despite an increase in noise from aircraft operations under the F-15EX alternative, it would not be expected to affect the potential eligibility of the buildings or structures, as noise from aircraft operations at FAT have been part of the environment surrounding the airfield for many years. Therefore, known unevaluated sites (managed like historic properties) are present within the APE surrounding the airfield; however, there would be no adverse effect per 36 CFR Section 800.5(b).

No additional ground disturbance would occur under the airspace as part of the undertaking. Use of defensive countermeasures (chaff and flare) would occur in areas already used for these activities. Flares deployed from the aircraft would not pose a visual intrusion either, as flares are small in size and burn only for a few seconds and the high relative altitude of the flights would make them virtually undetectable to people on the ground. Use of chaff and flare results in residual materials that fall to the ground in a dispersed fashion. However, these residual materials do not collect in quantities great enough to adversely affect the NRHP status of historic properties (DAF 2023).

Over time, the replacement of the F-15C aircraft at the installation could result in an 81 percent increase in 144 FW operations (and a 3.6 percent increase in total operations) at the airfield at FAT and in the SUA. This increase in airfield operations would have a minimal effect on the local air traffic environment. Close coordination of scheduling and use of SUA by the installation would ensure safe air operations within the National Airspace System and SUA. In summary, impacts on controlled airspace and SUA associated with the beddown of the F-15EX would not generate any significant impacts. Visual intrusions would be minimal and would not represent an increase sufficient to cause adverse effects to historic properties. Due to the high altitude of the overflights, small size of the aircraft, and the high speeds, the aircraft would not be readily visible to observers on the ground.

Therefore, the NGB has reached a determination of no adverse effect to historic properties by the undertaking.

Conclusion

The NGB has determined that the implementation of the undertaking warrants a finding of *No Adverse Effect* per 36 CFR § 800.5(b) with respect to historic properties located at the installation, within 65 dB DNL and greater, and beneath the SUA. The 144 FW and NGB invite you to comment on this undertaking and our determination of effects. In addition to your office, NGB is consulting with federally recognized Tribal Nations who may have cultural or historical interests in the area.

Please respond within thirty (30) days of receipt of this letter to Will Strickland, ATTN: F-15EX, F-35A EIS, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157 or by email at NGB.A4.A4A.NEPA.COMMENTS.Org@us.af.mil with the subject titled as ATTN: F-15EX, F-35A EIS. Thank you for your assistance.

Sincerely

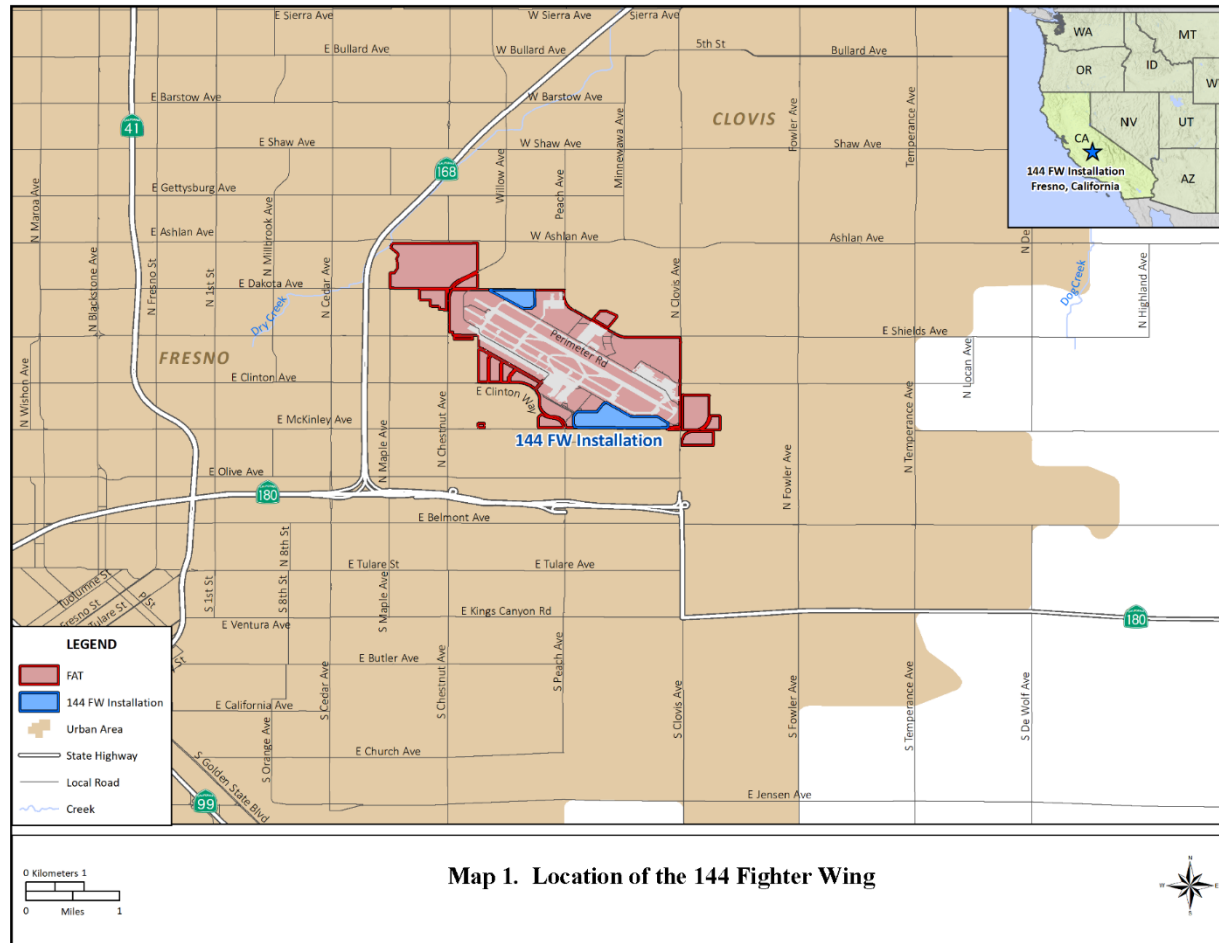


William Strickland, NGB/A4AM
Environmental Planning Lead

Attachments:

1. Maps
2. Table of construction projects
3. References cited

Attachment 1 – Maps



LEGEND

- ★ 14th FW Installation
- City
- State Boundary
- Highway
- Special Use Airspace
 - Military Operating Area (MOA)
 - Restricted Area
 - Warning Area

Map 2. Area of Potential Effects- Special Use Airspace

Source: CAANG 2022, ESRI 2022, NARS 2022

Map 2. Area of Potential Effects- Special Use Airspace

Attachment 1 – Maps



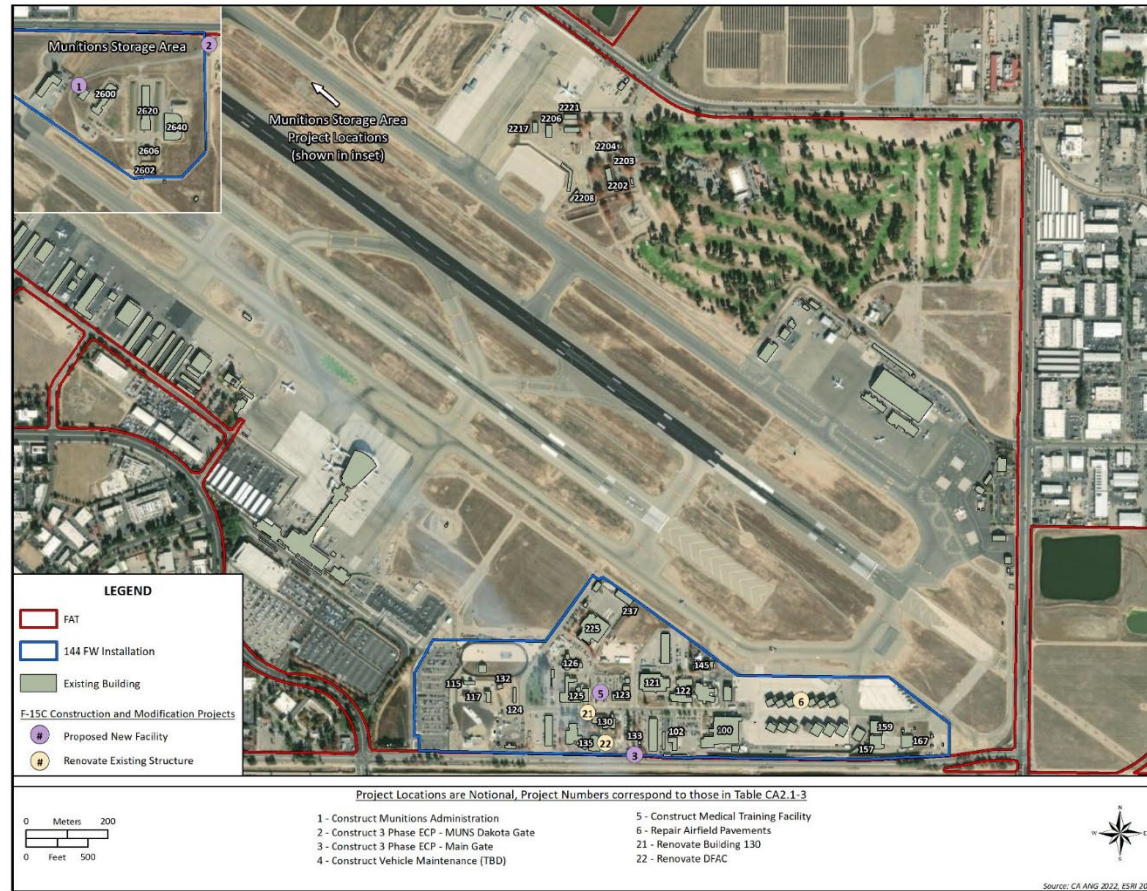
Map 3. Area of Potential Effects- Proposed Construction and Modifications for F-15EX Beddown at the Current 144 FW Main Cantonment Area

Attachment 1 – Maps



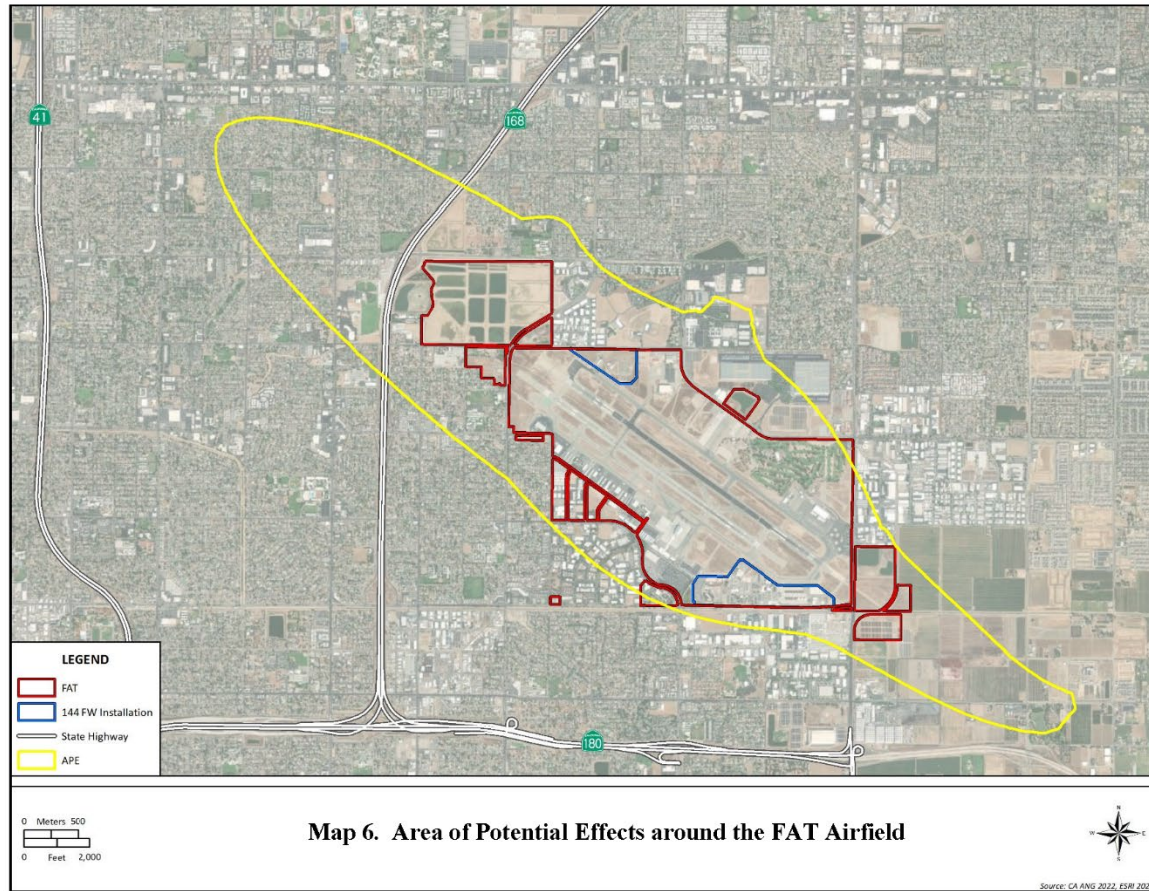
Map 4. Area of Potential Effects - Proposed Construction and Modifications for F-15EX Beddown with the ACA Mission to the North

Attachment 1 – Maps



Map 5. Area of Potential Effects - Proposed Construction and Modifications for the 144 FW Legacy Aircraft Mission

Attachment 1 – Maps



Attachment 2 – Tables for the Proposed Construction and Modification at the 144 FW Installation

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 144 FW Installation at FAT

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
Locational Scenario 1 – Installation to Remain in Place					
1	Construct Munitions Administration	Project would construct a 4,400 SF munitions administration facility to address explosive safety concerns. New building would be located northwest of Building 2601 on open, undeveloped land.	FY 2024	4,400 SF	4,400 SF
2	Construct Entry Control Area – Munitions Dakota Gate	Project would construct Entry Control Facilities at the Munitions Dakota Gate to include security fence, gatehouse, vehicle turnaround area, vehicle inspection area, Overwatch area, and respective roads and pavements.	FY 2025	139,400 SF	45,000 SF
3	Construct Three Phase ECP – Main Gate	Project would demolish existing ECP and construct Entry Control Facilities at the Main Gate (Griffin Way & Falcon Drive) to include security fence, gatehouse, vehicle turnaround area, Overwatch area, and respective roads and pavements. The project would bring the gate up to DAF code.	FY 2025	139,400 SF	45,000 SF
4	Construct Vehicle Maintenance Complex	Project would demolish existing Vehicle Maintenance facilities and construct a 26,500 SF Vehicle Maintenance Complex for authorized 129 vehicles on the existing footprint of Buildings 102 and 116. Vehicle Maintenance Facilities: - Vehicle Maintenance Support Core = 5,000 SF - Vehicle/Vehicular Equipment Maintenance = 6,300 SF - Customer Service = 1,200 SF - Under 20 material handling = 2,500 SF - Refueling Maintenance = 3,500 SF - Total = 18,500 SF Parking areas and large vehicle turning radius entryways = 8,000 SF	FY 2024	26,500 SF	N/A

Attachment 2 – Tables for the Proposed Construction and Modification at the 144 FW Installation

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<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
Locational Scenario 1 – Installation to Remain in Place					
1	Construct Munitions Administration	Project would construct a 4,400 SF munitions administration facility to address explosive safety arc concerns. New building would be located northwest of Building 2601 on open, undeveloped land.	FY 2024	4,400 SF	4,400 SF
2	Construct Entry Control Area – Munitions Dakota Gate	Project would construct Entry Control Facilities at the Munitions Dakota Gate to include security fence, gatehouse, vehicle turnaround area, vehicle inspection area, Overwatch area, and respective roads and pavements.	FY 2025	139,400 SF	45,000 SF
3	Construct Three Phase ECP – Main Gate	Project would demolish existing ECP and construct Entry Control Facilities at the Main Gate (Griffin Way & Falcon Drive) to include security fence, gatehouse, vehicle turnaround area, Overwatch area, and respective roads and pavements. The project would bring the gate up to DAF code.	FY 2025	139,400 SF	45,000 SF
4	Construct Vehicle Maintenance Complex	Project would demolish existing Vehicle Maintenance facilities and construct a 26,500 SF Vehicle Maintenance Complex for authorized 129 vehicles location to be determined. Vehicle Maintenance Facilities: <ul style="list-style-type: none"> • Vehicle Maintenance Support Core = 5,000 SF • Vehicle/Vehicular Equipment Maintenance = 6,300 SF • Customer Service = 1,200 SF • Under 20 material handling = 2,500 SF • Refueling Maintenance = 3,500 SF • Total = 18,500 SF Parking areas and large vehicle turning radius entryways = 8,000 SF	FY 2024	26,500 SF	N/A

Attachment 2 – Tables for the Proposed Construction and Modification at the 144 FW Installation

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 144 FW Installation at FAT

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
5	Construct Med Training and SFS EMEDS Facility	Project would construct a Medical Training and SFS EMEDS Facility. New facility would be located at the existing parking lot between Building 125 and Building 123.	FY 2024	10,300 SF	10,300 SF
6	Repair Airfield Pavements	Project would replace the existing apron. The existing apron pavement is subject to severe alkali-silica reaction (also known as concrete cancer) and is in poor and rapidly declining condition. This project would replace the entire apron to full-depth as the only means of long-term repair. The project would involve the removal of the current shelters (to be recycled or reused), demolition of the concrete (approximately 26,000 CY) with the use of a batch plant, and removal of the aggregate concrete from the site.	FY 2025	702,000 SF	N/A
7	Repair Munitions M&I (Building 2600)	Project would repair the existing Munitions M&I facility (Building 2600). Facility is in overall good condition. This project would modify the existing administrative space to be another pull-through munitions bay for efficiency.	FY 2028	Internal repair	N/A
8	ADAL Building 2606 for ATG Munitions / Construct MAC Pad	Project would repair the existing Building 2606 in the munitions area to accommodate air-to-ground munitions inspection & assembly and training functions. In addition, the project would construct a MAC Pad southeast of Building 2606 and west of Building 2620 on an undeveloped, grassy area.	FY 2027	Internal repairs to Building 2606. 7,600 SF for MAC Pad	7,600 SF for MAC Pad
9.1 (Option 1)	Construct Fire Station	Project would construct a 17,400 SF fire response station with six bays and 68,100 SF of associated paved apron and taxiway connectors for access to the airfield. Current Fire Station has four bays and would be demolished in the future. For the South COA, the proposed location is Option 1. Between the track and the south side of the runway on open, undeveloped land at the same 'level' as current location.	FY 2024	85,500 SF	85,500 SF

Attachment 2 – Tables for the Proposed Construction and Modification at the 144 FW Installation

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 144 FW Installation at FAT

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
10	ADAL Squadron Operations (Building 194)	Project would consist of a 1,200 SF addition to Building 194 and modification of the remaining 24,400 SF facility to accommodate increased space, administrative requirements, and administrative space for additional crew. The 1,200 SF addition would be constructed on an open, grassy area to the northwest side of Building 194.	FY 2025	1,200 SF	1,200 SF
11	Repair Small Maintenance Hangar (Building 159)	Project would repair the Small Maintenance Hangar, Building 159. Facility is in overall good condition. This project would provide adequate clean and dirty room separation as required by DAF code.	FY 2025	Internal repair	N/A
12	Repair Fuel Cell HVAC (Building 157)	Project would repair existing HVAC system in order to provide adequate make-up air for fuel cell operations. The HVAC system and facility as a whole are in otherwise good condition.	FY 2028	Internal repair	N/A
13	ADAL Alert Crew Readiness	Project would renovate the existing Alert Crew Readiness facility (Building 155). Facility is in overall good condition but is undersized for the mission requirement. This project would provide the maximum addition allowable by the site footprint while renovating the existing space for most efficient use and flow. It also brings the inadequate alert ECP up to security standards. Notes: Alternative to constructing a new Alert Crew Readiness Facility.	FY 2026	Internal repair	N/A
14	Construct F-15EX Four Bay FMS Facility	Project would construct a 20,000 SF facility to house four FMSs and support systems and associated administrative spaces. The new facility would be located on open, undeveloped land north of Building 120.	FY 2027	20,000 SF	20,000 SF

Attachment 2 – Tables for the Proposed Construction and Modification at the 144 FW Installation

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 144 FW Installation at FAT

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15	Construct WLT Hangar	Project would construct a 10,000 SF single bay WLT hangar and associated pavements on the south side of the runway. The new hangar would be located on open, undeveloped land east of Building 167.	FY 2027	10,000 SF	10,000 SF
16	Construct CFT Maintenance Facility	Project would construct a 2,300 SF facility for maintenance of the F-15EX specific CFTs. A facility for this activity currently does not exist. The facility would be constructed north of Building 167 on an undeveloped grassy area.	FY 2027	2,300 SF	2,300 SF
Locational Scenario 2 – ACA Mission Only Move to North					
1	Construct Munitions Administration	Project would construct a 4,400 SF munitions administration facility to address explosive safety arc concerns. New building would be located northwest of Building 2601 on open, undeveloped land.	FY 2024	4,400 SF	4,400 SF
2	Construct Entry Control Area – Munitions Dakota Gate	Project would construct Entry Control Facilities at the Munitions Dakota Gate to include security fence, gatehouse, vehicle turnaround area, vehicle inspection area, Overwatch area, and respective roads and pavements.	FY 2025	139,400 SF	45,000 SF
3	Construct Three Phase ECP – Main Gate	Project would demolish existing ECP and construct Entry Control Facilities at the Main Gate (Griffin Way & Falcon Drive) to include security fence, gatehouse, vehicle turnaround area, Overwatch area, and respective roads and pavements. The project would bring the gate up to DAF code.	FY 2025	139,400 SF	45,000 SF

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Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 144 FW Installation at FAT

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
4	Construct Vehicle Maintenance Complex	<p>Project would demolish existing Vehicle Maintenance facilities and construct a 26,500 SF Vehicle Maintenance Complex for authorized 129 vehicles on the existing footprint of Buildings 102 and 116.</p> <p>Vehicle Maintenance Facilities:</p> <ul style="list-style-type: none"> • Vehicle Maintenance Support Core = 5,000 SF • Vehicle/Vehicular Equipment Maintenance = 6,300 SF • Customer Service = 1,200 SF • Under 20 material handling = 2,500 SF • Refueling Maintenance = 3,500 SF • Total = 18,500 SF <p>Parking areas and large vehicle turning radius entryways = 8,000 SF</p>	FY 2024	26,500 SF	N/A
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<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
7	Repair Munitions M&I (Building 2600)	Project would repair the existing Munitions M&I facility (Building 2600). Facility is in overall good condition. This project would modify the existing administrative space to be another pull-through munitions bay for efficiency.	FY 2028	Internal repair	N/A
8	ADAL Building 2606 for ATG Munitions / Construct MAC Pad	Project would construct an addition to and repair existing Building 2606 in the munitions area to accommodate air-to-ground munitions inspection & assembly and training functions. In addition, the project would construct a MAC Pad southeast of Building 2606 and west of Building 2620 on an undeveloped, grassy area.	FY 2027	Internal repairs to Building 2606. 7,600 SF for MAC Pad	7,600 SF for MAC Pad
9.1 (Option 1) 9.2 (Option 2)	Construct Fire Station	Project would construct a 17,400 SF fire response station with six bays and 68,100 SF of associated paved apron and taxiway connectors for access to the airfield. Current Fire Station has four bays and would be demolished in the future. There are two proposed locations for ACA Mission Only Move to North COA: Option 1. Adjacent to Building 145 and the south side of the runway on open, undeveloped land at the same 'level' as current location. Option 2. North side northwest of the Marine Corps ramp on existing concrete hardstand.	FY 2024	85,500 SF	85,500 SF for Option 1 N/A for Option 2
10	ADAL Squadron Operations (Building 194)	Project would consist of a 1,200 SF addition to Building 194 and modification of the remaining 24,400 SF facility to accommodate increased space, administrative requirements, and administrative space for additional crew. The 1,200 SF addition would be constructed on an open, grassy area to the northwest side of Building 194.	FY 2025	1,200 SF	1,200 SF
11	Repair Small Maintenance Hangar (Building 159)	Project would repair the Small Maintenance Hangar, Building 159. Facility is in overall good condition. This project would provide adequate clean and dirty room separation as required by DAF code.	FY 2025	Internal repair	N/A

Attachment 2 – Tables for the Proposed Construction and Modification at the 144 FW Installation

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 144 FW Installation at FAT

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
12	Repair Fuel Cell HVAC (Building 157)	Project would repair existing HVAC system in order to provide adequate make-up air for fuel cell operations. The HVAC system and facility as a whole are in otherwise good condition.	FY 2028	Internal repair	N/A
14	Construct F-15EX Four Bay FMS Facility	Project would construct a 20,000 SF facility to house four FMSs and support systems and associated administrative spaces. The new facility would be located on open, undeveloped land north of Building 120.	FY 2027	20,000 SF	20,000 SF
15	Construct WLT Hangar	Project would construct a 10,000 SF single bay WLT hangar and associated pavements on the south side of the runway. The new hangar would be located on open, undeveloped land east of Building 167.	FY 2027	10,000 SF	10,000 SF
16	Construct CFT Maintenance Facility	Project would construct a 2,300 SF facility for maintenance of the F-15EX specific CFTs. A facility for this activity currently does not exist. The facility would be constructed north of Building 167 on an undeveloped grassy area.	FY 2027	2,300 SF	2,300 SF
17	Construct Alert Spots 5 & 6	Project would construct the final two parking spots (approximately 63,000 SF) for the full ACA mission on the new north side installation.	FY 2028	63,000 SF	63,000 SF
18	Construct Alert Complex	Project would construct a 10,210 SF Alert Crew Readiness facility, along with a 270,000 SF adjacent aircraft parking apron for the initial four aircraft mission, taxiway connectors, and security fencing with ECP. Proposed location is on the former Marine Corps Reserve Center.	FY 2024	280,210 SF	280,210 SF

Attachment 2 – Tables for the Proposed Construction and Modification at the 144 FW Installation

Table 1 Proposed Construction and Modification for the F-15EX Beddown at the 144 FW Installation at FAT

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
19	Construct North Utilities Infrastructure	Project would construct approximately 96,000 SF of utility service lines for electricity, natural gas, water, sewer, and ducting for telecommunications to the new north side installation.	FY 2024	96,000 SF	96,000 SF
20	Construct ECP – E. Airway Boulevard	Project would construct a 100 SF check house and vehicle search pit for a total of 300 SF.	FY 2024	300 SF	300 SF

Note: *Year of construction is estimated and is dependent upon funding.

Legend: ACA = Aerospace Control Alert; ADAL = Addition and Alteration; ASE = Aircraft Support Equipment; ATG = air-to-ground; CFT = Conforming Fuel Tank; COA = course of action; CY = cubic yard; DAF = Department of the Air Force; ECP = Entry Control Point; EMEDS = Expeditionary Medical Support; FMS = Full Mission Simulator; FY = fiscal year; GFE = Government Furnished Equipment; HVAC = Heating, Ventilation, and Air Conditioning; M&I = Maintenance and Inspection; MAC = Munitions Assembly Conveyor; MCCA = Military Construction Cooperative Agreement; N/A = Not Applicable; SF = square foot/feet; SFS = Security Forces Squadron; WLT = Weapons Load Crew Training.

Source: ACC and NGB 2021b; NGB 2021c.

Attachment 2 – Tables for the Proposed Construction and Modification at the 144 FW Installation

Table 2 Proposed Construction and Modification for the F-15C Legacy Aircraft Mission at the 144 FW Installation at FAT

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
1	Construct Munitions Administration Facility	Project would construct a 4,400 SF munitions administration facility to address explosive safety arc concerns. New building would be located northwest of Building 2601 on open, undeveloped land.	FY 2024	4,400 SF	4,400 SF
2	Construct Entry Control Area – Munitions Dakota Gate	Project would construct Entry Control Facilities at the Munitions Dakota Gate to include security fence, gatehouse, vehicle turnaround area, vehicle inspection area, Overwatch area, and respective roads and pavements.	FY 2025	139,400 SF	45,000 SF
3	Construct Three Phase ECP – Main Gate	Project would demolish existing ECP and construct Entry Control Facilities at the Main Gate (Griffin Way & Falcon Drive) to include security fence, gatehouse, vehicle turnaround area, Overwatch area, and respective roads and pavements. The project would bring the gate up to DAF code.	FY 2025	139,400 SF	45,000 SF
4	Construct Vehicle Maintenance Complex	Project would demolish existing Vehicle Maintenance facilities and construct a 26,500 SF Vehicle Maintenance Complex for authorized 129 vehicles on the existing footprint of Buildings 102 and 116. Vehicle Maintenance Facilities: <ul style="list-style-type: none"> • Vehicle Maintenance Support Core = 5,000 SF • Vehicle/Vehicular Equipment Maintenance = 6,300 SF • Customer Service = 1,200 SF • Under 20 material handling = 2,500 SF • Refueling Maintenance = 3,500 SF • Total = 18,500 SF Parking areas and large vehicle turning radius entryways = 8,000 SF.	FY 2024	26,500 SF	N/A

Attachment 2 – Tables for the Proposed Construction and Modification at the 144 FW Installation

Table 3 Proposed Construction and Modification for the F-15C Legacy Aircraft Mission at the 144 FW Installation at FAT

<i>Project ID</i>	<i>Project Name</i>	<i>Description</i>	<i>Anticipated Year of Implementation *</i>	<i>Approximate Total Area of New Ground Disturbance (SF)</i>	<i>Approximate New Impervious Surface (SF)</i>
5	Construct Med Training and SFS EMEDS Facility	Project would construct a Medical Training and SFS EMEDS Facility. New facility would be located at the existing parking lot between Building 125 and Building 123.	FY 2024	10,300 SF	10,300 SF
6	Repair Airfield Pavement	Project would replace the existing apron. The existing apron pavement is subject to severe alkali-silica reaction (also known as concrete cancer) and is in poor and rapidly declining condition. This project would replace the entire apron to full-depth as the only means of long-term repair. The project would involve the removal of the current shelters (to be recycled or reused), demolition of the concrete (approximately 26,000 CY) with the use of a batch plant, and removal of the aggregate concrete from the site.	FY 2024	702,000 SF	N/A
21	Building 130 Renovation	Comprehensive renovation.	FY 2024	Internal renovation	N/A
22	Building 135 Dining Facility Remodel	Perform Dining Facility renovation.	FY 2024	Internal renovation	N/A

Note: *Year of construction is estimated and is dependent upon funding.

Legend: CY = cubic yard; DAF = Department of the Air Force; ECP = Entry Control Point; EMEDS = Expeditionary Medical Support; FY = fiscal year; MCCA = Military Construction Cooperative Agreement; N/A = Not Applicable; SF = square foot/feet; SFS = Security Forces Squadron.

Source: 144 FW n.d.

Attachment 3 – References Cited

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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

NGB/A4AM

24 January 2024

Maine Historic Preservation Commission
Mr. Kirk Mohnhey
State Historical Preservation Officer
55 Capitol Street
65 State House Station
Augusta, ME 04333-0065

**RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT, AIR NATIONAL GUARD
F-15EX EAGLE II & F-35A LIGHTNING II OPERATIONAL BEDDOWNS**

Dear Mr. Mohnhey

The Department of Air Force (DAF) and the National Guard Bureau (NGB) are proposing to beddown and operate F-15EX and F-35As to replace the aging F-15C/D fleet at three fighter wings, including the 104th Fighter Wing (104 FW), located at Westfield-Barnes Regional Airport (BAF) in Westfield, Massachusetts (MA) (Attachment 1). The other two fighter wings include the 144th Fighter Wing (144 FW), located at the Fresno Yosemite International Airport, California (CA); and the 159th Fighter Wing (159 FW), located at Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana (LA). The NGB has determined that the proposed Federal action is an undertaking as defined in 36 Code of Federal Regulations (CFR) § 800.16(y) and it is a type of activity that has the potential to cause effects on historic properties.

DAF and NGB are the co-lead agencies for the Proposed Action and are currently preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental effects associated with the proposed Federal action alternatives. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the fighter wings (144 FW and 104 FW) are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan, and one of the fighter wings (159 FW) is on a DON installation where the DON has special expertise and may have a connected federal action.

The NGB is conducting the environmental analysis for the undertaking in accordance with the Council on Environmental Quality guidelines pursuant to the National Environmental Policy Act of 1969.

The Draft EIS is available on the project website (URL address: www.angf15ex-f35a-eis.com/).

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations

found at 36 CFR Section 800. This letter serves to define the Area of Potential Effects (APE) for the undertaking and gauge project effects located within the bounds of the proposed action.

The Proposed Undertaking

The purpose of the proposed undertaking is to maintain combat capability and mission readiness for the Air National Guard's (ANG's) 104 FW in Westfield-Barnes, MA; 144 FW in Fresno, CA; and 159 FW in New Orleans, LA. Beddown and operation of the F-15EX and F-35A to replace the aging F-15C/D fleet at the 104 FW, 144 FW, and 159 FW would enable this goal. These beddown actions and associated training would ensure availability of combat-ready pilots in the most advanced fighter aircraft in the world.

The undertaking includes additional personnel needed to operate and maintain the F-15EX or F-35A, and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Pilots operating the aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) associated with each proposed location. No new SUA or reconfiguration of existing SUA is proposed to support the ANG beddowns for any of these fighter wings; however, there would likely be an increase in operations within the SUA.

If the 104 FW is selected to receive one squadron of F-15EX or F-35A aircraft, there are four components of this action at the 104 installation: (1) conversion from F-15C/Ds to F-15EX or F-35As, (2) operations conducted at the airfield and within the SUA by F-15EX or F-35A aircraft, (3) construction and modification projects to support beddown of the F-15EX or F-35A, and (4) personnel changes to meet the requirements for either aircraft.

The No Action Alternative

Under the No Action Alternative, no F-15EX or F-35A operational aircraft would be based, no personnel changes or construction (even construction for the F-15C/D legacy aircraft) would be performed, and no training activities by the F-15EX or F-35A operational aircraft would be conducted in the airspace. Under the No Action Alternative, the 104 FW would continue to conduct its current mission using existing, legacy aircraft with multiple configurations and existing infrastructure. No infrastructure or facility construction would occur in support of the mission under the No Action Alternative.

Area of Potential Effects (36 CFR § 800.4(a)(1))

An APE is defined in 36 CFR § 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking specific to the state of Maine (ME) as the areas affected by noise generated and release of chaff and flares underlying the SUAs. Attachment 1 includes a map of the APE.

Identification of Historic Properties (36 CFR § 800.4(b))

Information on cultural resources within the APE was derived from conducting background research to identify National Register of Historic Places (NRHP)-listed properties beneath the affected airspace, as well as any National Historic Landmarks, cultural landscapes, National Monuments, historic trails, and historic battlefields recorded or known within the same area. Record searches were conducted using the NRHP Information Database.

Table 1 presents the NRHP-listed sites on lands beneath the existing airspace associated with 104 FW in ME (National Park Service 2022a). These historic properties include historic residential districts, private residences, farms, cottages, hotels, post offices, municipal buildings, churches, schools, railroads, bridges, mills, recreational camps, coastal lighthouses, fire observation lookouts, and a national preserve.

**Table 1. NRHP Historic Properties Associated
with 104 FW SUA in ME**

SUA	Number of NRHP Properties Under Airspace¹
Condor 1 MOA	58
Condor 2 MOA	24
Laser East ATCAA	60
Laser North ATCAA	9
Scotty A ATCAA	42
Scotty B ATCAA	8
Scotty C ATCAA	31

Note: ¹Many of the same historic properties are located beneath multiple SUA and across state lines.

Legend: ATCAA = Air Traffic Control Assigned Airspace; MOA = Military Operations Area; SUA = Special Use Airspace; NRHP = National Register of Historic Places

Source: National Park Service 2022a.

No National Historic Landmarks, national historic trails, national historic monuments, or national historic battlefields are located under the existing SUA in ME (National Park Service 2022b, 2022c, 2022d, 2022e). Through Tribal consultation as part of this undertaking, no traditional cultural resources or Native American sacred places have been identified under the existing SUA. Government-to-government consultation with associated Tribal Nations is ongoing and will continue throughout the Environmental Impact Analysis Process.

Results of Identification and Evaluation (36 CFR § 800.4(d))

Because the proposed undertaking is an airspace action, only those cultural resources that would reasonably be affected by visual (overflights, chaff and flares) and noise intrusions are considered. These include architectural resources, archaeological resources with standing buildings or structures, and traditional cultural properties. Some prehistoric archaeological sites could contain natural structures such as rockshelters or caves. These structures often house petroglyphs or pictographs, which are etched or painted onto the rock surfaces.

No additional ground disturbance would occur under the airspace as part of the undertaking. Use of defensive countermeasures (chaff and flare) would occur in areas already

used for these activities. Flares deployed from the aircraft would not pose a visual intrusion either, as flares are small in size and burn only for a few seconds and the high relative altitude of the flights would make them virtually undetectable to people on the ground. Use of chaff and flare results in residual materials that fall to the ground in a dispersed fashion. However, these residual materials do not collect in quantities great enough to adversely affect the NRHP status of historic properties (DAF 2023).

Over time, the replacement of the F-15C aircraft at the installation could result in a 67 percent increase in 104 FW operations (and a 6.7 percent increase in total operations) at the airfield at BAF and in the SUA. This increase in airfield operations would have a minimal effect on the local air traffic environment. Close coordination of scheduling and use of SUA by the installation would ensure safe air operations within the National Airspace System and SUA. In summary, impacts on controlled airspace and SUA associated with the beddown of either the F-15EX or F-35A would not generate any significant impacts. Visual intrusions would be minimal and would not represent an increase sufficient to cause adverse effects to historic properties. Due to the high altitude of the overflights, small size of the aircraft, and the high speeds, the aircraft would not be readily visible to observers on the ground.

Therefore, the NGB has reached a determination of no adverse effect to historic properties located beneath the SUA.

Conclusion

The NGB has determined that the implementation of the undertaking warrants a finding of *No Adverse Effect* per 36 CFR § 800.5(b) with respect to historic properties beneath the SUA. The 104 FW and NGB invite you to comment on this undertaking and our determination of effects. In addition to your office, NGB is consulting with federally recognized Tribal Nations who may have cultural and/or historical interests in the area.

Please respond within thirty (30) days of receipt of this letter to Will Strickland, ATTN: F-15EX, F-35A EIS, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157 or by email at NGB.A4.A4A.NEPA.COMMENTS.Org@us.af.mil with the subject titled as ATTN: F-15EX, F-35A EIS. Thank you for your assistance.

Sincerely

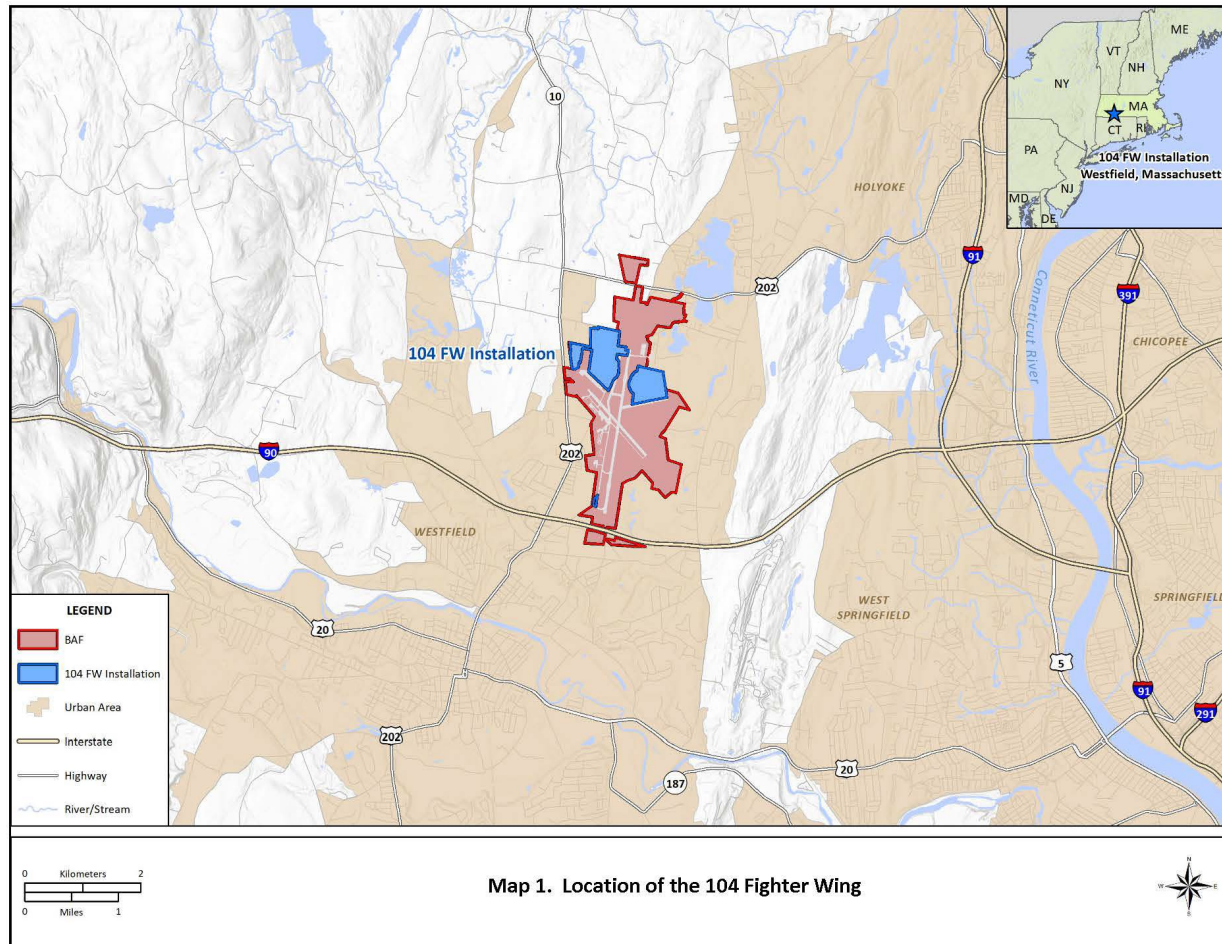


William Strickland, NGB/A4AM
Environmental Planning Lead

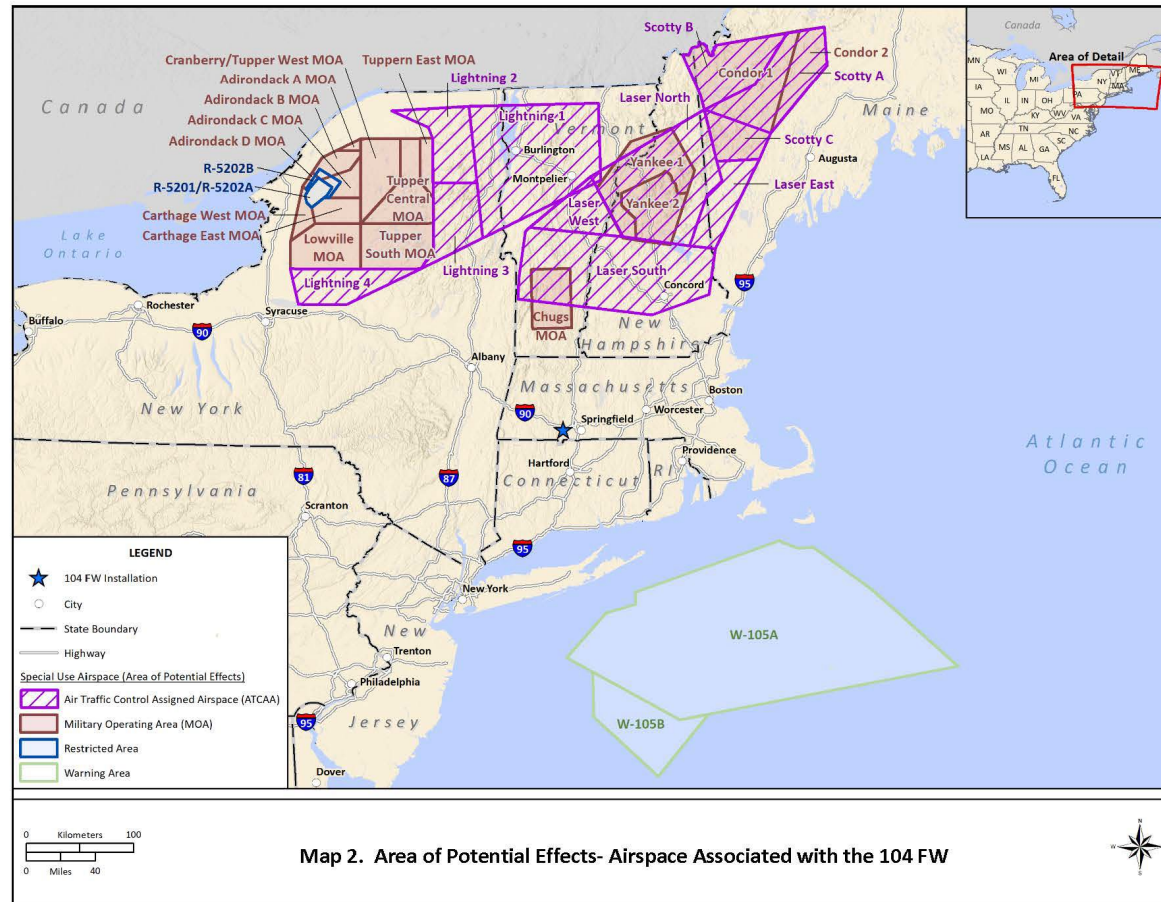
Attachments:

1. Maps
2. References cited

Attachment 1 –Maps



Attachment 1 –Maps



Attachment 2 – References Cited

Department of the Air Force (DAF). 2023. Draft Programmatic Environmental Assessment for Training with Defensive Countermeasures. March

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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

NGB/A4AM

24 January 2024

New Hampshire Division of Historical Resources
Mr. Benjamin Wilson
State Historical Preservation Officer
172 Pembroke Rd.
Concord, NH 03301

**RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT, AIR NATIONAL GUARD
F-15EX EAGLE II & F-35A LIGHTNING II OPERATIONAL BEDDOWNS**

Dear Mr. Wilson

The Department of Air Force (DAF) and the National Guard Bureau (NGB) are proposing to beddown and operate F-15EX and F-35As to replace the aging F-15C/D fleet at three fighter wings, including the 104th Fighter Wing (104 FW), located at Westfield-Barnes Regional Airport (BAF) in Westfield, Massachusetts (MA) (Attachment 1). The other two fighter wings include the 144th Fighter Wing (144 FW), located at the Fresno Yosemite International Airport, California (CA); and the 159th Fighter Wing (159 FW), located at Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana (LA). The NGB has determined that the proposed Federal action is an undertaking as defined in 36 Code of Federal Regulations (CFR) § 800.16(y) and it is a type of activity that has the potential to cause effects on historic properties.

DAF and NGB are the co-lead agencies for the Proposed Action and are currently preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental effects associated with the proposed Federal action alternatives. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the fighter wings (144 FW and 104 FW) are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan, and one of the fighter wings (159 FW) is on a DON installation where the DON has special expertise and may have a connected federal action.

The NGB is conducting the environmental analysis for the undertaking in accordance with the Council on Environmental Quality guidelines pursuant to the National Environmental Policy Act of 1969.

The Draft EIS is available on the project website (URL address: www.angf15ex-f35a-eis.com).

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations

found at 36 CFR Section 800. This letter serves to define the Area of Potential Effects (APE) for the undertaking and gauge project effects located within the bounds of the proposed action.

The Proposed Undertaking

The purpose of the proposed undertaking is to maintain combat capability and mission readiness for the Air National Guard's (ANG's) 104 FW in Westfield-Barnes, MA; 144 FW in Fresno, CA; and 159 FW in New Orleans, LA. Beddown and operation of the F-15EX and F-35A to replace the aging F-15C/D fleet at the 104 FW, 144 FW, and 159 FW would enable this goal. These beddown actions and associated training would ensure availability of combat-ready pilots in the most advanced fighter aircraft in the world.

The undertaking includes additional personnel needed to operate and maintain the F-15EX or F-35A, and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Pilots operating the aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) associated with each proposed location. No new SUA or reconfiguration of existing SUA is proposed to support the ANG beddowns for any of these fighter wings; however, there would likely be an increase in operations within the SUA.

If the 104 FW is selected to receive one squadron of F-15EX or F-35A aircraft, there are four components of this action at the 104 installation: (1) conversion from F-15C/Ds to F-15EX or F-35As, (2) operations conducted at the airfield and within the SUA by F-15EX or F-35A aircraft, (3) construction and modification projects to support beddown of the F-15EX or F-35A, and (4) personnel changes to meet the requirements for either aircraft.

The No Action Alternative

Under the No Action Alternative, no F-15EX or F-35A operational aircraft would be based, no personnel changes or construction (even construction for the F-15C/D legacy aircraft) would be performed, and no training activities by the F-15EX or F-35A operational aircraft would be conducted in the airspace. Under the No Action Alternative, the 104 FW would continue to conduct its current mission using existing, legacy aircraft with multiple configurations and existing infrastructure. No infrastructure or facility construction would occur in support of the mission under the No Action Alternative.

Area of Potential Effects (36 CFR § 800.4(a)(1))

An APE is defined in 36 CFR § 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE specific to the state of New Hampshire (NH) as the areas affected by noise generated and release of chaff and flares underlying the SUAs. Attachment 1 includes a map of the APE.

Identification of Historic Properties (36 CFR § 800.4(b))

Information on cultural resources within the APE was derived from conducting background research to identify National Register of Historic Places (NRHP)-listed properties

beneath the affected airspace, as well as any National Historic Landmarks, cultural landscapes, National Monuments, historic trails, and historic battlefields recorded or known within the same area. Record searches were conducted using the NRHP Information Database.

Table 1 presents the NRHP-listed sites on lands beneath the existing airspace associated with 104 FW in NH (National Park Service 2022a). These historic properties include historic residential districts, private residences, farms, cottages, hotels, post offices, municipal buildings, churches, schools, railroads, bridges, mills, recreational camps, coastal lighthouses, fire observation lookouts, and a national preserve.

**Table 1. NRHP Historic Properties Associated
with 104 FW SUA in NH**

SUA	Number of NRHP Properties Under Airspace ¹
Laser East ATCAA	5
Laser North ATCAA	81
Laser South ATCAA	224
Laser West ATCAA	3
Yankee 1 MOA	65
Yankee 2 MOA	31

Note: ¹Many of the same historic properties are located beneath multiple SUA and across state lines.

Legend: ATCAA = Air Traffic Control Assigned Airspace; MOA = Military Operations Area; SUA = Special Use Airspace; NRHP = National Register of Historic Places

Source: National Park Service 2022a.

No National Historic Landmarks, national historic trails, national historic monuments, or national historic battlefields are located under the existing SUA in New Hampshire (National Park Service 2022b, 2022c, 2022d, 2022e). Through Tribal consultation as part of this undertaking, no traditional cultural resources or Native American sacred places have been identified on lands underlying the existing SUA. Government-to-government consultation with associated Tribal Nations is ongoing and will continue throughout the Environmental Impact Analysis Process.

Results of Identification and Evaluation (36 CFR § 800.4(d))

Because the proposed undertaking is an airspace action, only those cultural resources that would reasonably be affected by visual (overflights, chaff and flares) and noise intrusions are considered. These include architectural resources, archaeological resources with standing buildings or structures, and traditional cultural properties. Some prehistoric archaeological sites could contain natural structures such as rockshelters or caves. These structures often house petroglyphs or pictographs, which are etched or painted onto the rock surfaces.

No additional ground disturbance would occur under the airspace as part of the undertaking. Use of defensive countermeasures (chaff and flare) would occur in areas already used for these activities. Flares deployed from the aircraft would not pose a visual intrusion either, as flares are small in size and burn only for a few seconds and the high relative altitude of the flights would make them virtually undetectable to people on the ground. Use of chaff and flare results in residual materials that fall to the ground in a dispersed fashion. However, these

residual materials do not collect in quantities great enough to adversely affect the NRHP status of historic properties (DAF 2023).

Over time, the replacement of the F-15C aircraft at the installation could result in a 67 percent increase in 104 FW operations (and a 6.7 percent increase in total operations) at the airfield at BAF and in the SUA. This increase in airfield operations would have a minimal effect on the local air traffic environment. Close coordination of scheduling and use of SUA by the installation would ensure safe air operations within the National Airspace System and SUA. In summary, impacts on controlled airspace and SUA associated with the beddown of either the F-15EX or F-35A would not generate any significant impacts. Visual intrusions would be minimal and would not represent an increase sufficient to cause adverse effects to historic properties. Due to the high altitude of the overflights, small size of the aircraft, and the high speeds, the aircraft would not be readily visible to observers on the ground.

Therefore, the NGB has reached a determination of no adverse effect to historic properties located beneath the SUA.

Conclusion

The NGB has determined that the implementation of the undertaking warrants a finding of *No Adverse Effect* per 36 CFR Section 800.5(b) with respect to historic properties beneath the SUA. The 104 FW and NGB invite you to comment on this undertaking and our determination of effects. In addition to your office, NGB is consulting with federally recognized Tribal Nations who may have cultural and/or historical interests in the area.

Please respond within thirty (30) days of receipt of this letter to Will Strickland, ATTN: F-15EX, F-35A EIS, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157 or by email at NGB.A4.A4A.NEPA.COMMENTS.Org@us.af.mil with the subject titled as ATTN: F-15EX, F-35A EIS. Thank you for your assistance.

Sincerely

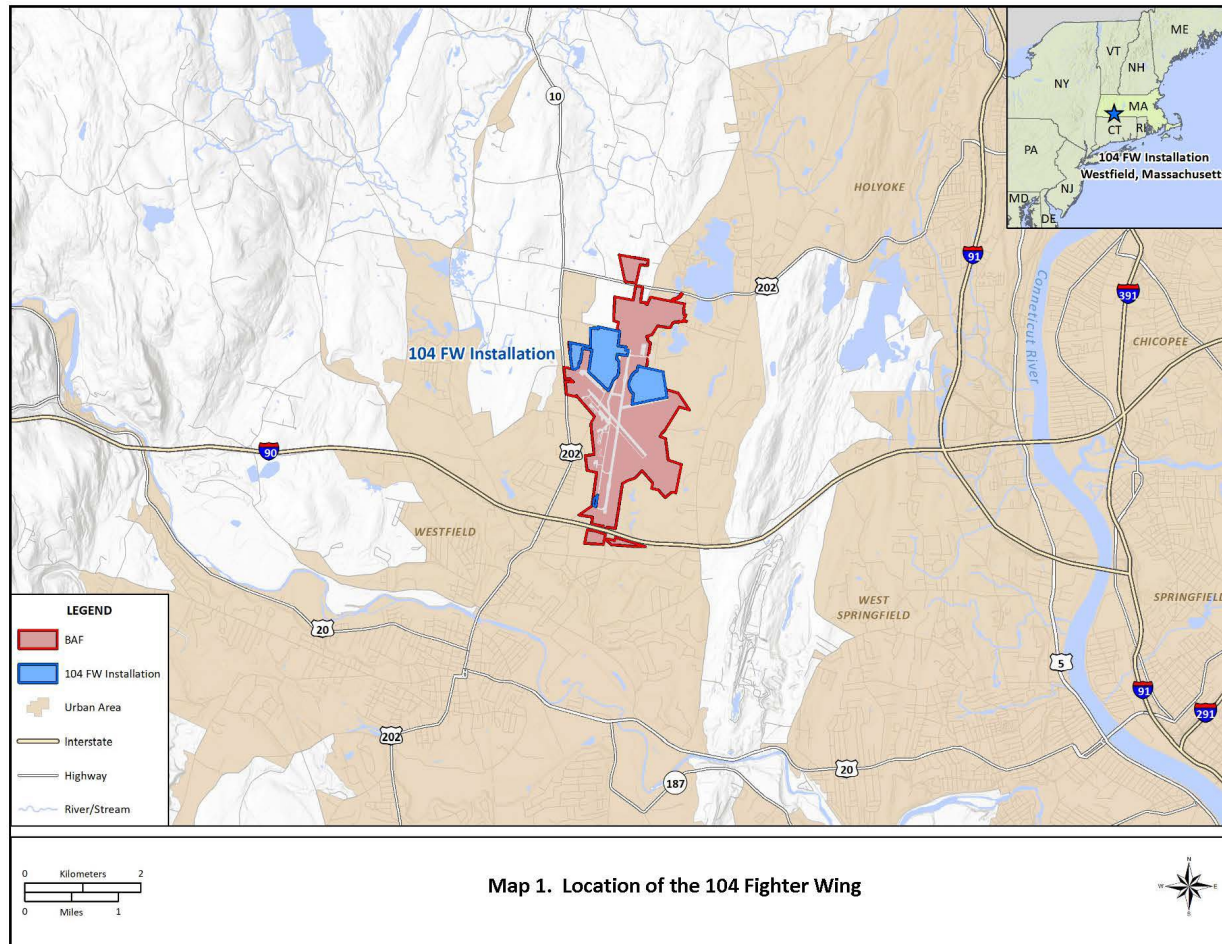


William Strickland, NGB/A4AM
Environmental Planning Lead

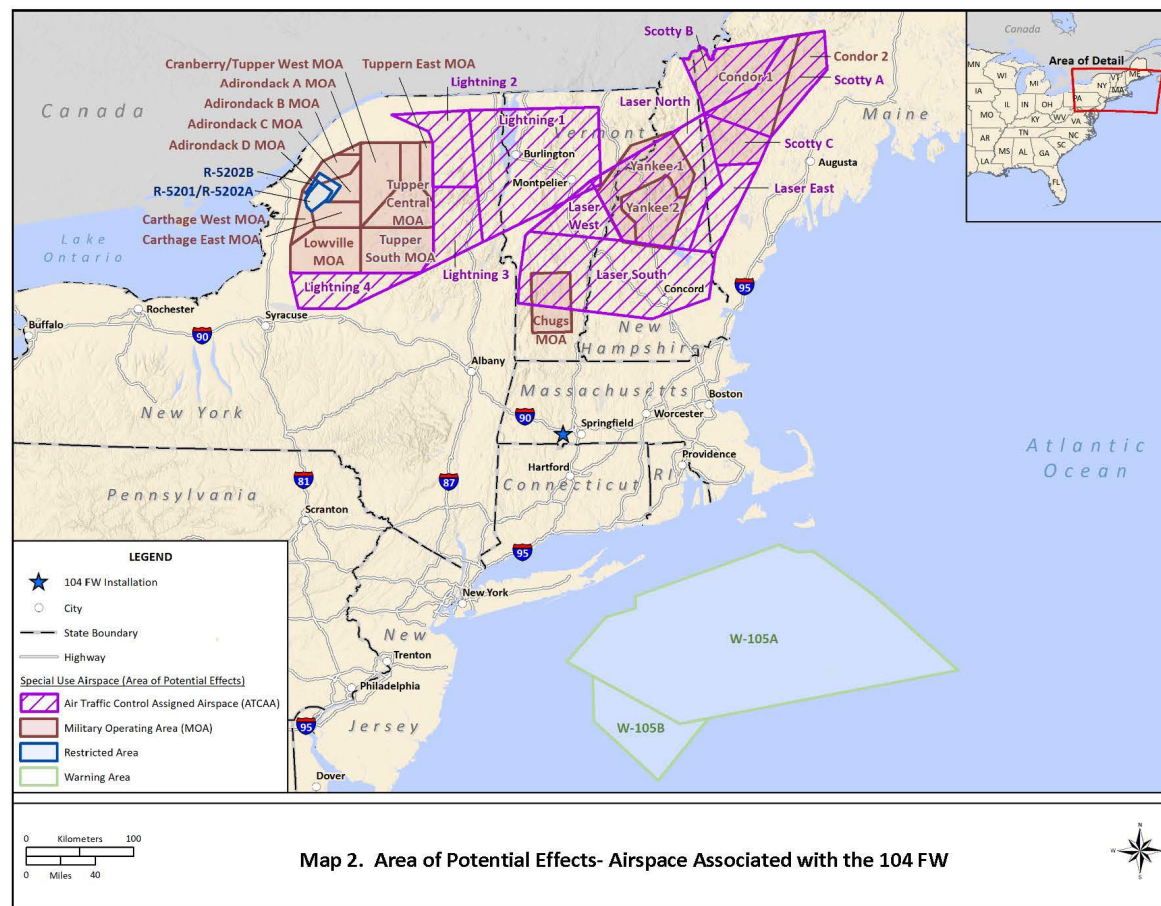
Attachments:

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Attachment 1 –Maps



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Attachment 2 – References Cited

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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

NGB/ A4AM

24 January 2024

Nevada State Historic Preservation Office
Ms. Rebecca L. Palmer
State Historical Preservation Officer
901 South Stewart, Suite 5004
Carson City, NV 89701

**RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT, AIR NATIONAL GUARD
F-15EX EAGLE II & F-35A LIGHTNING II OPERATIONAL BEDDOWNS**

Dear Ms. Palmer

The Department of Air Force (DAF) and the National Guard Bureau (NGB) are proposing to beddown and operate F-15EX and F-35As to replace the aging F-15C/D fleet at three fighter wings, including the 144th Fighter Wing (144 FW), located at the Fresno Yosemite International Airport (FAT), California (CA) (Attachment 1). The other two fighter wings include 104th Fighter Wing (104 FW), located at Westfield-Barnes Regional Airport in Westfield, Massachusetts (MA), and the 159th Fighter Wing (159 FW), located at Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana (LA). The NGB has determined that the proposed Federal action is an undertaking as defined in 36 Code of Federal Regulations (CFR) § 800.16(y) and it is a type of activity that has the potential to cause effects on historic properties.

DAF and NGB are the co-lead agencies for the Proposed Action and are currently preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental effects associated with the proposed Federal action alternatives. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the fighter wings (144 FW and 104 FW) are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan, and one of the fighter wings (159 FW) is on a DON installation where the DON has special expertise and may have a connected federal action.

The NGB is conducting the environmental analysis for the undertaking in accordance with the Council on Environmental Quality guidelines pursuant to the National Environmental Policy Act of 1969. The Draft EIS is available on the project website (URL address: www.angf15ex-f35a-eis.com).

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations found at 36 CFR Section 800. This letter serves to define the Area of Potential Effects (APE) for the undertaking and gauge project effects located within the bounds of the proposed action.

The Proposed Undertaking

The purpose of the proposed undertaking is to maintain combat capability and mission readiness for the Air National Guard's (ANG's) 104 FW in Westfield-Barnes, MA; 144 FW in Fresno, CA; and 159 FW in New Orleans, LA. Beddown and operation of the F-15EX and F-35A to replace the aging F-15C/D fleet at the 104 FW, 144 FW (F-15EX only), and 159 FW would enable this goal. These beddown actions and associated training would ensure availability of combat-ready pilots in the most advanced fighter aircraft in the world.

The undertaking includes additional personnel needed to operate and maintain the F-15EX or F-35A, and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Pilots operating the aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) associated with each proposed location. No new SUA or reconfiguration of existing SUA is proposed to support the beddowns for any of these fighter wings; however, there would likely be an increase in operations within the SUA. Approximately 50 square miles of the total 22,950 square miles of SUA are located within the state of Nevada (NV).

If the 144 FW is selected to receive one squadron of F-15EX aircraft, there are four components of this action at the 104 installation: (1) conversion from F-15C/Ds to F-15EX, (2) operations conducted at the airfield and within the SUA by F-15EX aircraft, (3) construction and modification projects to support beddown of the F-15EX, and (4) personnel changes to meet the requirements for either aircraft.

The No Action Alternative

Under the No Action Alternative, no F-15EX or F-35A operational aircraft would be based, no personnel changes or construction (even construction for the F-15C/D legacy aircraft) would be performed, and no training activities by the F-15EX or F-35A operational aircraft would be conducted in the airspace. Under the No Action Alternative, the 144 FW would continue to conduct its current mission using existing, legacy aircraft with multiple configurations and existing infrastructure. No infrastructure or facility construction would occur in support of the mission under the No Action Alternative.

Area of Potential Effects (36 CFR § 800.4(a)(1))

An APE is defined in 36 CFR § 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.” The NGB has reviewed the undertaking and defined the APE for the proposed undertaking specific to the state of NV as the areas affected by noise generated and release of chaff and flares underlying the SUAs. Attachment 1 includes a map of the APE.

Identification of Historic Properties (36 CFR § 800.4(b))

Information on cultural resources within the APE was derived from conducting background research to identify National Register of Historic Places (NRHP)-listed properties beneath the affected airspace, as well as any National Historic Landmarks, cultural landscapes, National Monuments, historic trails, and historic battlefields recorded or known within the same area. Record searches were conducted using the NRHP Information Database.

Through this research there are no NRHP-listed sites located on lands beneath the existing airspace associated with the 144 FW in NV (National Park Service 2022a). No National Historic Landmarks, national historic trails, national historic monuments, or national historic battlefields are located under the existing SUA in NV (National Park Service 2022a, 2022b, 2022c, 2022d). The NGB understands that there is a possibility of unknown or undocumented historic properties and historic districts located beneath the SUA.

Through Tribal consultation as part of this undertaking, no traditional cultural resources or Native American sacred places have been identified under the existing SUA. Government-to-government consultation with associated Tribal Nations is ongoing and will continue throughout the Environmental Impact Analysis Process.

Results of Identification and Evaluation (36 CFR § 800.4(d))

Because the proposed undertaking is an airspace action, only those cultural resources that would reasonably be affected by visual (overflights, chaff and flares) and noise intrusions are considered. These include architectural resources, archaeological resources with standing buildings or structures, and traditional cultural properties. Some prehistoric archaeological sites could contain natural structures such as rockshelters or caves. These structures often house petroglyphs or pictographs, which are etched or painted onto the rock surfaces.

No additional ground disturbance would occur under the airspace as part of the undertaking. Use of defensive countermeasures (chaff and flare) would occur in areas already used for these activities. Flares deployed from the aircraft would not pose a visual intrusion either, as flares are small in size and burn only for a few seconds and the high relative altitude of the flights would make them virtually undetectable to people on the ground. Use of chaff and flare results in residual materials that fall to the ground in a dispersed fashion. However, these residual materials do not collect in quantities great enough to adversely affect the NRHP status of historic properties (DAF 2023).

Over time, the replacement of the F-15C aircraft at the installation could result in an 81 percent increase in 144 FW operations (and a 3.6 percent increase in total operations) at the airfield at FAT and in the SUA. This increase in airfield operations would have a minimal effect on the local air traffic environment. Close coordination of scheduling and use of SUA by the installation would ensure safe air operations within the National Airspace System and SUA. In summary, impacts on controlled airspace and SUA associated with the beddown of the F-15EX would not generate any significant impacts. Visual intrusions would be minimal and would not represent an increase sufficient to cause adverse effects to historic properties. Due to the high

altitude of the overflights, small size of the aircraft, and the high speeds, the aircraft would not be readily visible to observers on the ground.

Therefore, the NGB has reached a determination of no adverse effect to unknown or undocumented historic properties and historic districts located beneath the SUA.

Conclusion

The NGB has determined that the implementation of the undertaking warrants a finding of *No Adverse Effect* per 36 CFR § 800.5(b) with respect to unknown or undocumented historic properties beneath the SUA. The 144 FW and NGB invite you to comment on this undertaking and our determination of effects. In addition to your office, NGB is consulting with federally recognized Tribal Nations who may have cultural or historical interests in the area.

Please respond within thirty (30) days of receipt of this letter to Will Strickland, ATTN: F-15EX, F-35A EIS, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157 or by email at NGB.A4.A4A.NEPA.COMMENTS.Org@us.af.mil with the subject titled as ATTN: F-15EX, F-35A EIS. Thank you for your assistance.

Sincerely

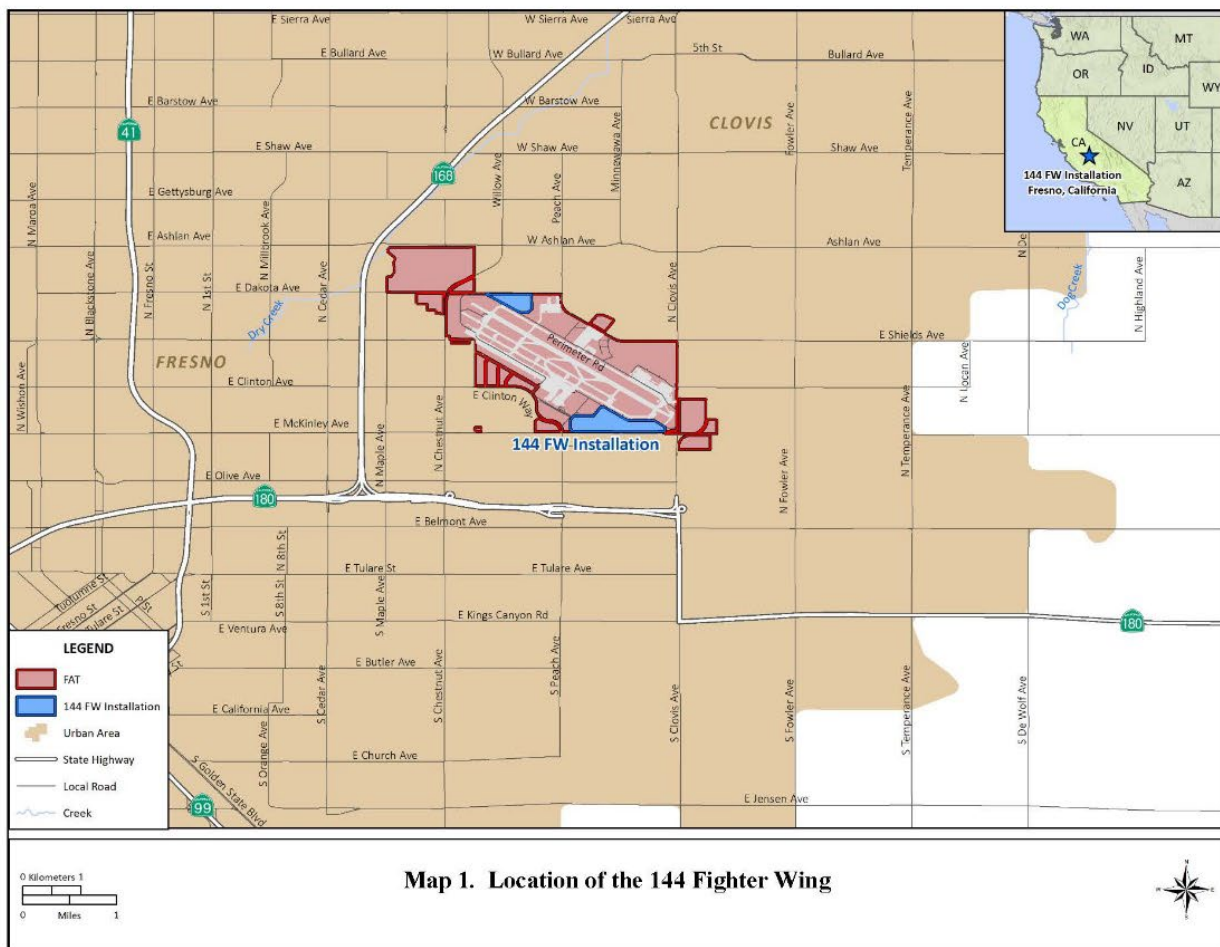


William Strickland, NGB/A4AM
Environmental Planning Lead

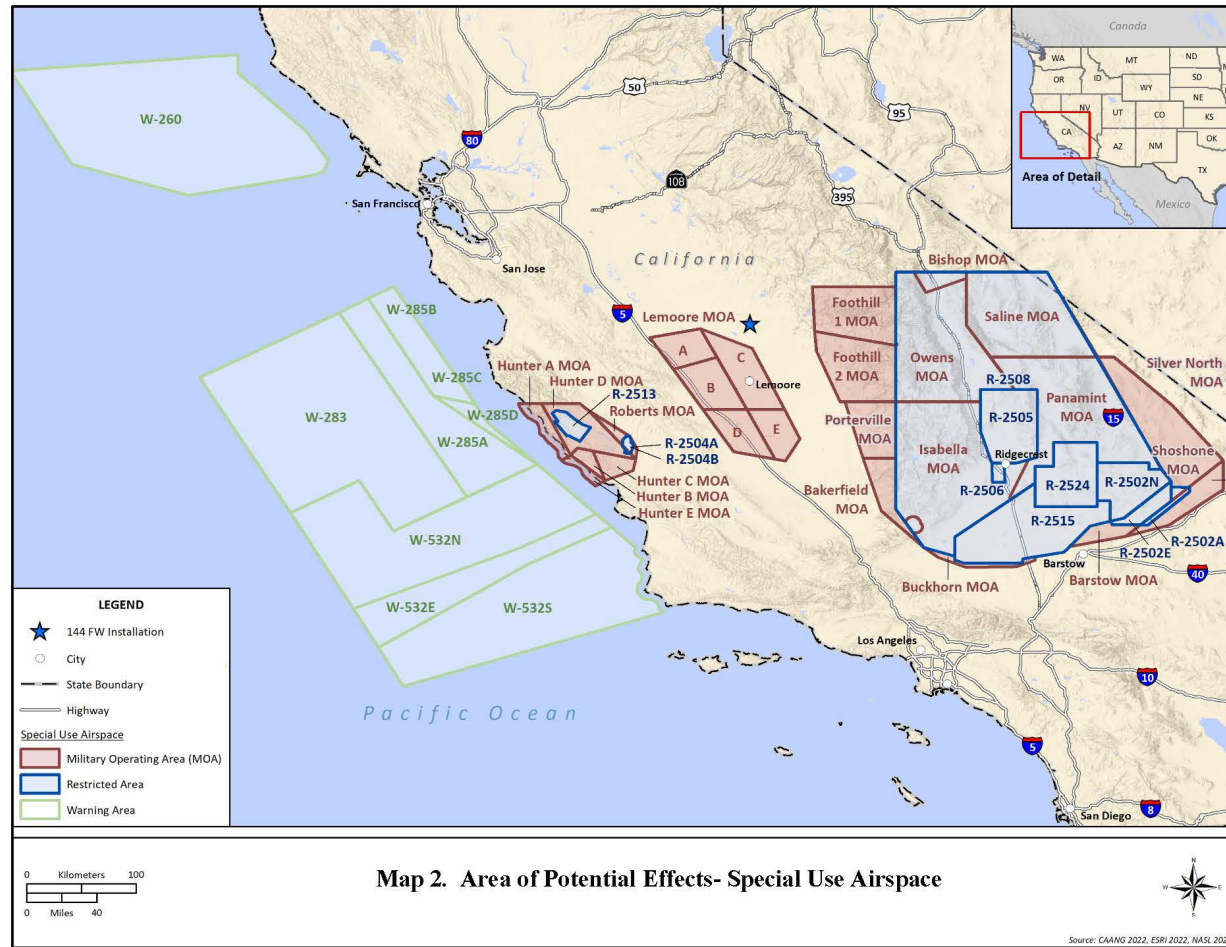
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NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

NGB/A4AM

24 January 2024

New York Office of Historic Preservation
Ms. Nancy Herter
State Historical Preservation Officer
PO Box 189
Waterford, NY 12188

**RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT, AIR NATIONAL GUARD
F-15EX EAGLE II & F-35A LIGHTNING II OPERATIONAL BEDDOWNS**

Dear Ms. Herter

The Department of Air Force (DAF) and the National Guard Bureau (NGB) are proposing to beddown and operate F-15EX and F-35As to replace the aging F-15C/D fleet at three fighter wings, including the 104th Fighter Wing (104 FW), located at Westfield-Barnes Regional Airport (BAF) in Westfield, Massachusetts (MA) (Attachment 1). The other two fighter wings include the 144th Fighter Wing (144 FW), located at the Fresno Yosemite International Airport, California (CA); and the 159th Fighter Wing (159 FW), located at Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana (LA). The NGB has determined that the proposed Federal action is an undertaking as defined in 36 Code of Federal Regulations (CFR) § 800.16(y) and it is a type of activity that has the potential to cause effects on historic properties.

DAF and NGB are the co-lead agencies for the Proposed Action and are currently preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental effects associated with the proposed Federal action alternatives. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the fighter wings (144 FW and 104 FW) are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan, and one of the fighter wings (159 FW) is on a DON installation where the DON has special expertise and may have a connected federal action.

The NGB is conducting the environmental analysis for the undertaking in accordance with the Council on Environmental Quality guidelines pursuant to the National Environmental Policy Act of 1969.

The Draft EIS is available on the project website (URL address: www.angf15ex-f35a-eis.com).

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations

found at 36 CFR Section 800. This letter serves to define the Area of Potential Effects (APE) for the undertaking and gauge project effects located within the bounds of the proposed action.

The Proposed Undertaking

The purpose of the proposed undertaking is to maintain combat capability and mission readiness for the Air National Guard's (ANG's) 104 FW in Westfield-Barnes, MA; 144 FW in Fresno, CA; and 159 FW in New Orleans, LA. Beddown and operation of the F-15EX and F-35A to replace the aging F-15C/D fleet at the 104 FW, 144 FW, and 159 FW would enable this goal. These beddown actions and associated training would ensure availability of combat-ready pilots in the most advanced fighter aircraft in the world.

The undertaking includes additional personnel needed to operate and maintain the F-15EX or F-35A, and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Pilots operating the aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) associated with each proposed location. No new SUA or reconfiguration of existing SUA is proposed to support the ANG beddowns for any of these fighter wings; however, there would likely be an increase in operations within the SUA.

If the 104 FW is selected to receive one squadron of F-15EX or F-35A aircraft, there are four components of this action at the 104 installation: (1) conversion from F-15C/Ds to F-15EX or F-35As, (2) operations conducted at the airfield and within the SUA by F-15EX or F-35A aircraft, (3) construction and modification projects to support beddown of the F-15EX or F-35A, and (4) personnel changes to meet the requirements for either aircraft.

The No Action Alternative

Under the No Action Alternative, no F-15EX or F-35A operational aircraft would be based, no personnel changes or construction (even construction for the F-15C/D legacy aircraft) would be performed, and no training activities by the F-15EX or F-35A operational aircraft would be conducted in the airspace. Under the No Action Alternative, the 104 FW would continue to conduct its current mission using existing, legacy aircraft with multiple configurations and existing infrastructure. No infrastructure or facility construction would occur in support of the mission under the No Action Alternative.

Area of Potential Effects (36 CFR § 800.4(a)(1))

An APE is defined in 36 CFR § 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist.” The NGB has reviewed the undertaking and defined the APE for the proposed undertaking specific to the state of New York (NY) as the areas affected by noise generated and release of chaff and flares underlying the SUAs. Attachment 1 includes a map of the APE.

Information on cultural resources within the APE was derived from conducting background research to identify National Register of Historic Places (NRHP)-listed properties beneath the affected airspace, as well as any National Historic Landmarks, cultural landscapes, National Monuments, historic trails, and historic battlefields recorded or known within the same area. Record searches were conducted using the NRHP Information Database.

Table 1 presents the NRHP-listed sites on lands beneath the existing airspace associated with 104 FW in NY (National Park Service 2022a). These historic properties include historic residential districts, private residences, farms, cottages, hotels, post offices, municipal buildings, churches, schools, railroads, bridges, mills, recreational camps, coastal lighthouses, fire observation lookouts, and a national preserve. One of the NRHP-listed sites is the Adirondack Forest Preserve, which is also designated as a National Historic Landmark. The Adirondack Forest Preserve, created in 1892, is the largest National Historic Landmark in the United States (National Park Service 2022b). This preserve is the largest publicly protected area in the contiguous United States (The Cultural Landscape Foundation 2022).

**Table 1. NRHP Historic Properties Associated
with 104 FW SUA in NY**

SUA	Number of NRHP Properties Under Airspace ¹
Adirondack A MOA	1
Adirondack B MOA	5
Adirondack C MOA	3
Carthage East MOA	7
Carthage West MOA	4
Cranberry MOA	8
Lightning 1 ATCAA	95
Lightning 2 ATCAA	78
Lightning 3 ATCAA	12
Lightning 4 ATCAA	29
Lowville MOA	27
R-5201	1
R-5202A	1
R-5202B	1
Tupper Central MOA	8
Tupper East MOA	11
Tupper South MOA	13
Tupper West MOA	3

Note: ¹Many of the same historic properties are located beneath multiple SUA and across state lines.

Legend: ATCAA = Air Traffic Control Assigned Airspace; MOA = Military Operations Area; R- = Restricted Area; SUA = Special Use Airspace; NRHP = National Register of Historic Places

Source: National Park Service 2022a.

No national historic trails, national historic monuments, or national historic battlefields are located under the existing SUA in NY (National Park Service 2022c, 2022d, 2022e). Through Tribal consultation as part of this undertaking, no traditional cultural resources or Native American sacred places have been identified under the existing SUA.

Government-to-government consultation with associated Tribal Nations is ongoing and will continue throughout the Environmental Impact Analysis Process.

Results of Identification and Evaluation (36 CFR § 800.4(d))

Because the proposed undertaking is an airspace action, only those cultural resources that would reasonably be affected by visual (overflights, chaff and flares) and noise intrusions are considered. These include architectural resources, archaeological resources with standing buildings or structures, and traditional cultural properties. Some prehistoric archaeological sites could contain natural structures such as rockshelters or caves. These structures often house petroglyphs or pictographs, which are etched or painted onto the rock surfaces.

No additional ground disturbance would occur under the airspace as part of the undertaking. Use of defensive countermeasures (chaff and flare) would occur in areas already used for these activities. Flares deployed from the aircraft would not pose a visual intrusion either, as flares are small in size and burn only for a few seconds and the high relative altitude of the flights would make them virtually undetectable to people on the ground. Use of chaff and flare results in residual materials that fall to the ground in a dispersed fashion. However, these residual materials do not collect in quantities great enough to adversely affect the NRHP status of historic properties (DAF 2023).

Over time, the replacement of the F-15C aircraft at the installation could result in a 67 percent increase in 104 FW operations (and a 6.7 percent increase in total operations) at the airfield at BAF and in the SUA. This increase in airfield operations would have a minimal effect on the local air traffic environment. Close coordination of scheduling and use of SUA by the installation would ensure safe air operations within the National Airspace System and SUA. In summary, impacts on controlled airspace and SUA associated with the beddown of either the F-15EX or F-35A would not generate any significant impacts. Visual intrusions would be minimal and would not represent an increase sufficient to cause adverse effects to historic properties. Due to the high altitude of the overflights, small size of the aircraft, and the high speeds, the aircraft would not be readily visible to observers on the ground.

Therefore, the NGB has reached a determination of no adverse effect to historic properties located beneath the SUA.

Conclusion

The NGB has determined that the implementation of the undertaking warrants a finding of *No Adverse Effect* per 36 CFR Section 800.5(b) with respect to historic properties beneath the SUA. The 104 FW and NGB invite you to comment on this undertaking and our determination of effects. In addition to your office, NGB is consulting with federally recognized Tribal Nations who may have current or historical interests in the area.

Please respond within thirty (30) days of receipt of this letter to Will Strickland, ATTN: F-15EX, F-35A EIS, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157 or by email at NGB.A4.A4A.NEPA.COMMENTS.Org@us.af.mil with the subject titled as ATTN: F-15EX, F-35A EIS. Thank you for your assistance.

Sincerely

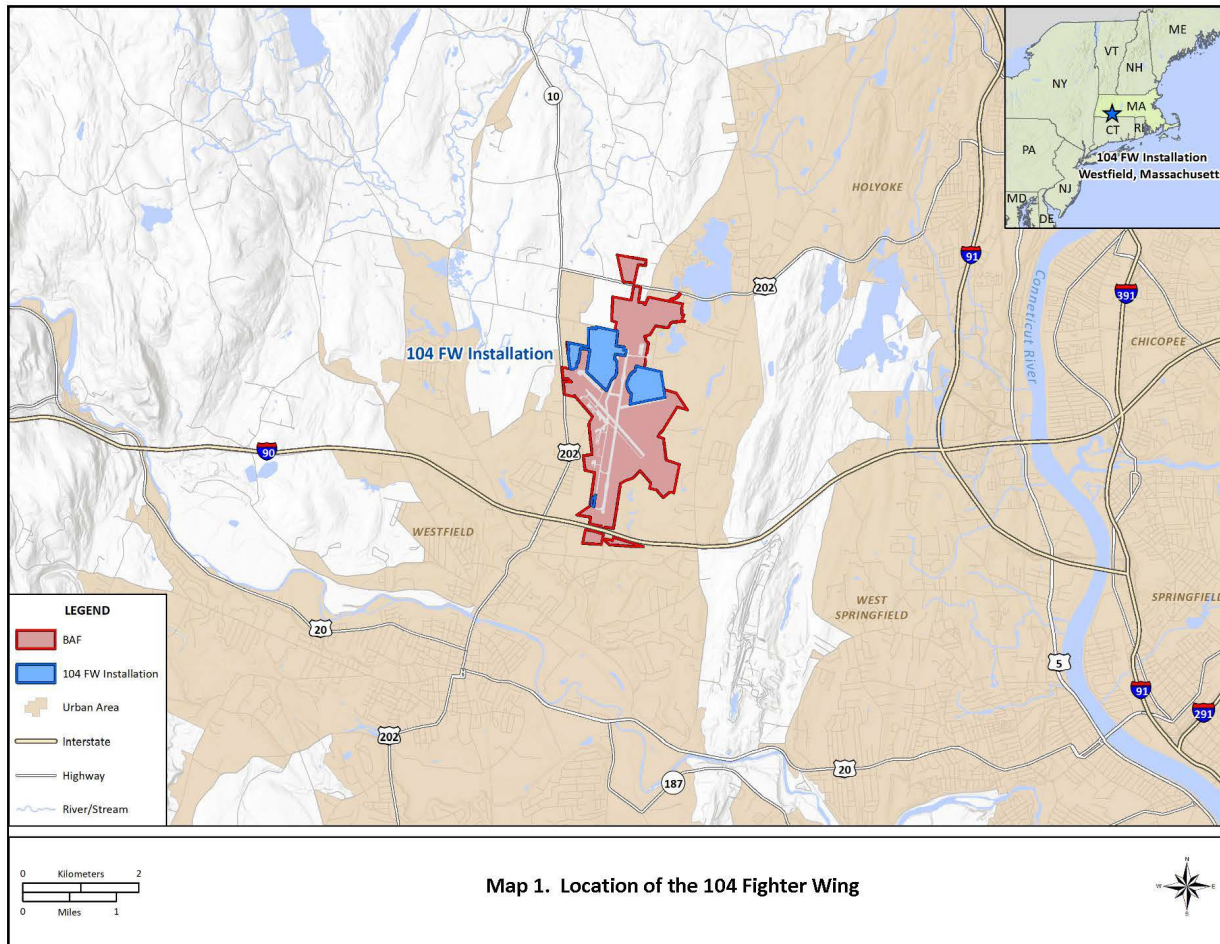
A handwritten signature in blue ink, appearing to read "Will Strickland".

William Strickland, NGB/A4AM
Environmental Planning Lead

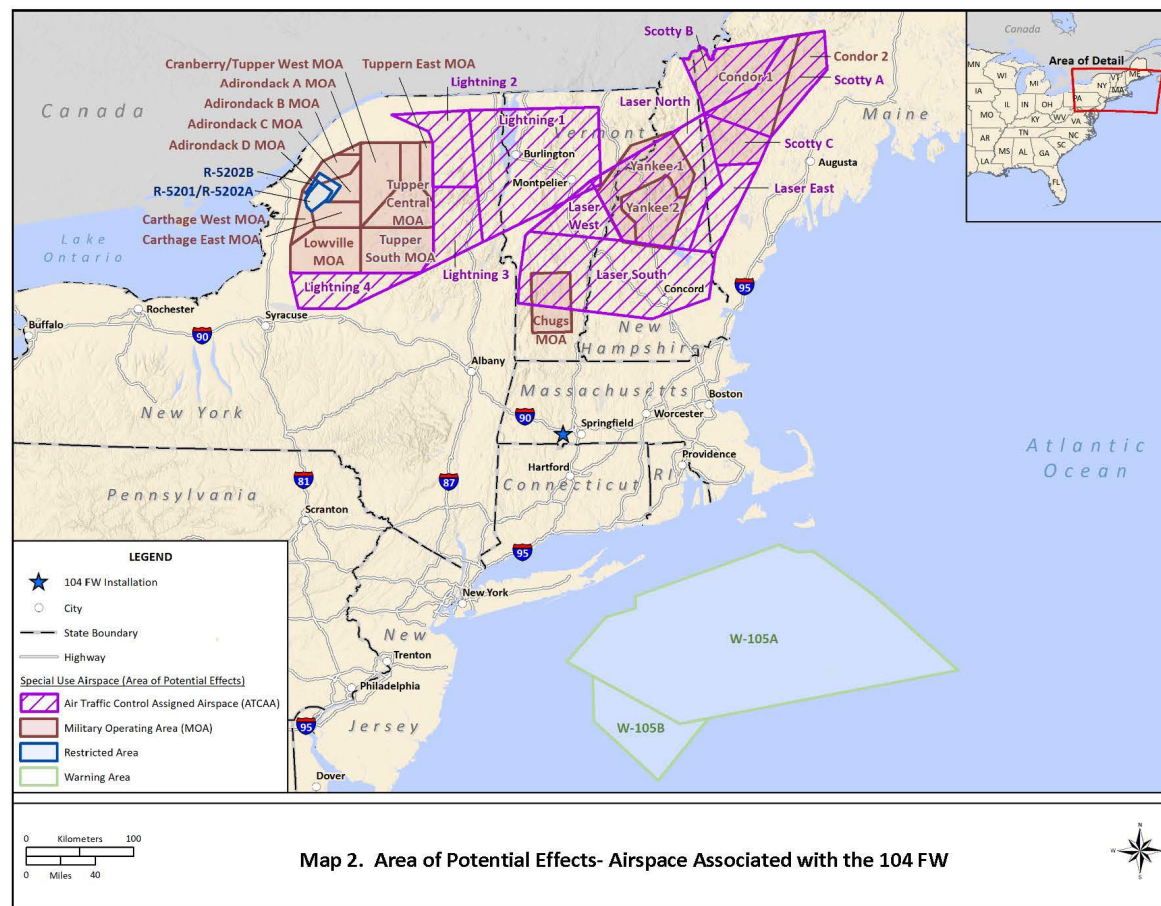
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The Cultural Landscape Foundation. 2022. Adirondack Forest Preserve. Accessed on 30 September 2022 at: <https://www.tclf.org/adirondack-forest-preserve>.



NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

NGB/A4AM

24 January 2024

Vermont Office of Historic Preservation
Ms. Laura Trieschmann
State Historical Preservation Officer
One National Life Drive
Deane C. Davis Building, 6th Floor
Montpelier, VT 05620-0501

**RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT, AIR NATIONAL GUARD
F-15EX EAGLE II & F-35A LIGHTNING II OPERATIONAL BEDDOWNS**

Dear Ms. Trieschmann

The Department of Air Force (DAF) and the National Guard Bureau (NGB) are proposing to beddown and operate F-15EX and F-35As to replace the aging F-15C/D fleet at three fighter wings, including the 104th Fighter Wing (104 FW), located at Westfield-Barnes Regional Airport (BAF) in Westfield, Massachusetts (MA) (Attachment 1). The other two fighter wings include the 144th Fighter Wing (144 FW), located at the Fresno Yosemite International Airport, California (CA); and the 159th Fighter Wing (159 FW), located at Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana (LA). The NGB has determined that the proposed Federal action is an undertaking as defined in 36 Code of Federal Regulations (CFR) § 800.16(y) and it is a type of activity that has the potential to cause effects on historic properties.

DAF and NGB are the co-lead agencies for the Proposed Action and are currently preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental effects associated with the proposed Federal action alternatives. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the fighter wings (144 FW and 104 FW) are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan, and one of the fighter wings (159 FW) is on a DON installation where the DON has special expertise and may have a connected federal action.

The NGB is conducting the environmental analysis for the undertaking in accordance with the Council on Environmental Quality guidelines pursuant to the National Environmental Policy Act of 1969.

The Draft EIS is available on the project website (URL address: www.angf15ex-f35a-eis.com).

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations

found at 36 CFR Section 800. This letter serves to define the Area of Potential Effects (APE) for the undertaking and gauge project effects located within the bounds of the proposed action.

The Proposed Undertaking

The purpose of the proposed undertaking is to maintain combat capability and mission readiness for the Air National Guard's (ANG's) 104 FW in Westfield-Barnes, MA; 144 FW in Fresno, CA; and 159 FW in New Orleans, LA. Beddown and operation of the F-15EX and F-35A to replace the aging F-15C/D fleet at the 104 FW, 144 FW, and 159 FW would enable this goal. These beddown actions and associated training would ensure availability of combat-ready pilots in the most advanced fighter aircraft in the world.

The undertaking includes additional personnel needed to operate and maintain the F-15EX or F-35A, and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Pilots operating the aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) associated with each proposed location. No new SUA or reconfiguration of existing SUA is proposed to support the ANG beddowns for any of these fighter wings; however, there would likely be an increase in operations within the SUA.

If the 104 FW is selected to receive one squadron of F-15EX or F-35A aircraft, there are four components of this action at the 104 installation: (1) conversion from F-15C/Ds to F-15EX or F-35As, (2) operations conducted at the airfield and within the SUA by F-15EX or F-35A aircraft, (3) construction and modification projects to support beddown of the F-15EX or F-35A, and (4) personnel changes to meet the requirements for either aircraft.

The No Action Alternative

Under the No Action Alternative, no F-15EX or F-35A operational aircraft would be based, no personnel changes or construction (even construction for the F-15C/D legacy aircraft) would be performed, and no training activities by the F-15EX or F-35A operational aircraft would be conducted in the airspace. Under the No Action Alternative, the 104 FW would continue to conduct its current mission using existing, legacy aircraft with multiple configurations and existing infrastructure. No infrastructure or facility construction would occur in support of the mission under the No Action Alternative.

Area of Potential Effects (36 CFR § 800.4(a)(1))

An APE is defined in 36 CFR § 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking specific to the state of Vermont (VT) as the areas affected by noise generated and release of chaff and flares underlying the SUAs. Attachment 1 includes a map of the APE.

Identification of Historic Properties (36 CFR § 800.4(b))

Information on cultural resources within the APE was derived from conducting background research to identify National Register of Historic Places (NRHP)-listed properties beneath the affected airspace, as well as any National Historic Landmarks, cultural landscapes, National Monuments, historic trails, and historic battlefields recorded or known within the same area. Record searches were conducted using the NRHP Information Database.

Table 1 presents the NRHP-listed sites on lands beneath the existing airspace associated with 104 FW in VT (National Park Service 2022a). These historic properties include historic residential districts, private residences, farms, cottages, hotels, post offices, municipal buildings, churches, schools, railroads, bridges, mills, recreational camps, coastal lighthouses, fire observation lookouts, and a national preserve.

**Table 1. NRHP Historic Properties Associated with
104 FW SUA in VT**

<i>SUA</i>	<i>Number of NRHP Properties Under Airspace¹</i>
Clugs MOA	47
Laser North ATCAA	28
Laser South ATCAA	147
Laser West ATCAA	44
Lightning 1 ATCAA	248
Yankee 1 MOA	26

Note: ¹Many of the same historic properties are located beneath multiple SUA and across state lines.

Legend: ATCAA = Air Traffic Control Assigned Airspace; MOA = Military Operations Area; SUA = Special Use Airspace; NRHP = National Register of Historic Places

Source: National Park Service 2022a.

No national historic landmarks, national historic trails, national historic monuments, or national historic battlefields are located under the existing SUA in Vermont (National Park Service 2022b, 2022c, 2022d, 2022e). Through Tribal consultation as part of this undertaking, no traditional cultural resources or Native American sacred places have been identified under the existing SUA. Government-to-government consultation with associated Tribal Nations is ongoing and will continue throughout the Environmental Impact Analysis Process.

Results of Identification and Evaluation (36 CFR § 800.4(d))

Because the proposed undertaking is an airspace action, only those cultural resources that would reasonably be affected by visual (overflights, chaff and flares) and noise intrusions are considered. These include architectural resources, archaeological resources with standing buildings or structures, and traditional cultural properties. Some prehistoric archaeological sites could contain natural structures such as rockshelters or caves. These structures often house petroglyphs or pictographs, which are etched or painted onto the rock surfaces.

No additional ground disturbance would occur under the airspace as part of the undertaking. Use of defensive countermeasures (chaff and flare) would occur in areas already

used for these activities. Flares deployed from the aircraft would not pose a visual intrusion either, as flares are small in size and burn only for a few seconds and the high relative altitude of the flights would make them virtually undetectable to people on the ground. Use of chaff and flare results in residual materials that fall to the ground in a dispersed fashion. However, these residual materials do not collect in quantities great enough to adversely affect the NRHP status of historic properties (DAF 2023).

Over time, the replacement of the F-15C aircraft at the installation could result in a 67 percent increase in 104 FW operations (and a 6.7 percent increase in total operations) at the airfield at BAF and in the SUA. This increase in airfield operations would have a minimal effect on the local air traffic environment. Close coordination of scheduling and use of SUA by the installation would ensure safe air operations within the National Airspace System and SUA. In summary, impacts on controlled airspace and SUA associated with the beddown of either the F-15EX or F-35A would not generate any significant impacts. Visual intrusions would be minimal and would not represent an increase sufficient to cause adverse effects to historic properties. Due to the high altitude of the overflights, small size of the aircraft, and the high speeds, the aircraft would not be readily visible to observers on the ground.

Therefore, the NGB has reached a determination of no adverse effect to historic properties located beneath the SUA.

Conclusion

The NGB has determined that the implementation of the undertaking warrants a finding of *No Adverse Effect* per 36 CFR Section 800.5(b) with respect to historic properties beneath the SUA. The 104 FW and NGB invite you to comment on this undertaking and our determination of effects. In addition to your office, NGB is consulting with federally recognized Tribal Nations who may have current or historical interests in the area.

Please respond within thirty (30) days of receipt of this letter to Will Strickland, ATTN: F-15EX, F-35A EIS, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157 or by email at NGB.A4.A4A.NEPA.COMMENTS.Org@us.af.mil with the subject titled as ATTN: F-15EX, F-35A EIS. Thank you for your assistance.

Sincerely

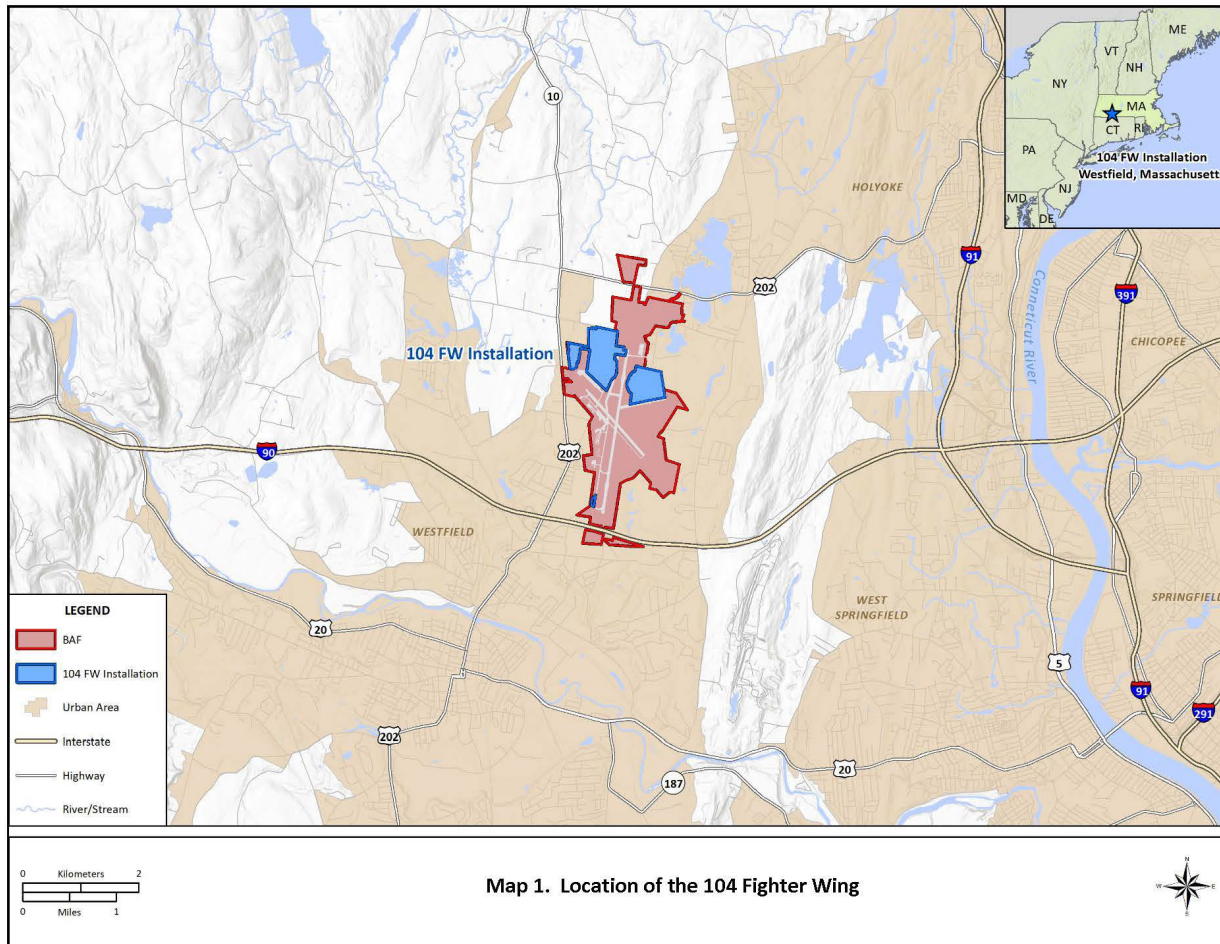


William Strickland, NGB/A4AM
Environmental Planning Lead

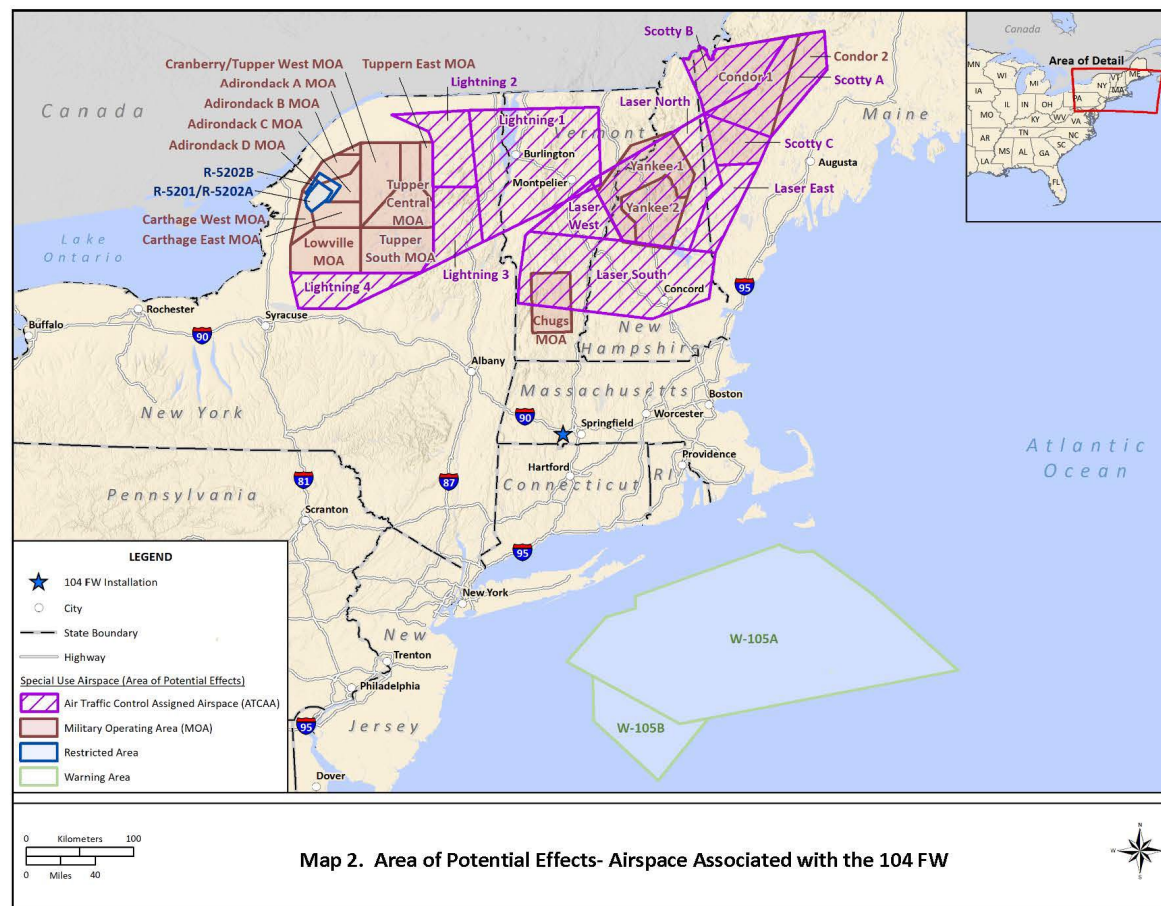
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Attachment 1 –Maps



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Attachment 2 – References Cited

Department of the Air Force (DAF). 2023. Draft Programmatic Environmental Assessment for Training with Defensive Countermeasures. March.

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Air National Guard F-15EX Eagle II & F-35A Lightning II Operational Beddowns
Environmental Impact Statement
Final – November 2024



15696
Statewide
NGB/A4AM

New Hampshire Division of Historical Resources
Mr. Benjamin Wilson
State Historical Preservation Officer
172 Pembroke Rd.
Concord, NH 03301

NATIONAL GUARD BUREAU
3501 FETCHET AVENUE, JOINT BASE ANDREWS 20762-5157

RECEIVED JAN 31 2024

Conditions required for NEPA & Section 106 of the NHPA have been met.	
<input type="checkbox"/> No Potential to cause Effects	
<input type="checkbox"/> No Historic Properties Affected	
<input checked="" type="checkbox"/> No Adverse Effect	
If plans change or resources are discovered in the course of this project, you must contact the NH Division of Historical Resources as required by federal law and regulation.	
<i>Nachie Muller</i> NH Deputy SHPO	24 January 2024 <i>02/04/24</i> Date

RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT, AIR NATIONAL GUARD F-15EX EAGLE II & F-35A LIGHTNING II OPERATIONAL BEDDOWNS

Dear Mr. Wilson

The Department of Air Force (DAF) and the National Guard Bureau (NGB) are proposing to beddown and operate F-15EX and F-35As to replace the aging F-15C/D fleet at three fighter wings, including the 104th Fighter Wing (104 FW), located at Westfield-Barnes Regional Airport (BAF) in Westfield, Massachusetts (MA) (Attachment 1). The other two fighter wings include the 144th Fighter Wing (144 FW), located at the Fresno Yosemite International Airport, California (CA); and the 159th Fighter Wing (159 FW), located at Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana (LA). The NGB has determined that the proposed Federal action is an undertaking as defined in 36 Code of Federal Regulations (CFR) § 800.16(y) and it is a type of activity that has the potential to cause effects on historic properties.

DAF and NGB are the co-lead agencies for the Proposed Action and are currently preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental effects associated with the proposed Federal action alternatives. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the fighter wings (144 FW and 104 FW) are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan, and one of the fighter wings (159 FW) is on a DON installation where the DON has special expertise and may have a connected federal action.

The NGB is conducting the environmental analysis for the undertaking in accordance with the Council on Environmental Quality guidelines pursuant to the National Environmental Policy Act of 1969.

The Draft EIS is available on the project website (URL address: www.angf15ex-f35a-eis.com).

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations

From: Peebles, Elizabeth <Elizabeth.Peebles@vermont.gov>

Sent: Thursday, February 22, 2024 4:29 PM

To: NGB CC/A4A NEPA COMMENTS Org <NGB.A4.A4A.NEPA.COMMENTS.Org@us.af.mil>

Subject: [Non-DoD Source] Section 106 consultation in Vermont

I have a question about the definition of the APE in the submittal sent to our office and the identification of historic properties prior to providing SHPO concurrence.

Please give me a call at 802-505-1147.

Thank you,

Elizabeth Peebles | Historic Resources Specialist - Architecture

Vermont Division for Historic Preservation

Department of Housing and Community Development

1 National Life Drive, Davis Building, 6th Floor | Montpelier, VT 05620

802-505-1147 office | elizabeth.peebles@vermont.gov

accd.vermont.gov/historic-preservation



NEVADA
**STATE HISTORIC
PRESERVATION OFFICE**

STATE OF NEVADA
Department of Conservation and Natural Resources

Joe Lombardo, *Governor*
James A. Settelmeyer, *Director*
Rebecca L. Palmer, *Administrator*

February 23, 2024

William Strickland
ATTN: F-15EX, F-35A EIS
3501 Fetchet Avenue
Joint Base Andrews, MD 20762-5157

RE: Draft Environmental Impact Statement, Air National Guard F-15EX Eagle II and F-35A Lightning II Operational Beddowns (SHPO Undertaking Number 2024-8085; 34203).

Dear Mr. Strickland:

The Nevada State Historic Preservation Office (SHPO) has reviewed of the subject submission received January 26, 2024, in compliance with 54 U.S.C. § 306108, commonly known as Section 106, of the National Historic Preservation Act of 1966, as amended and its implementing regulations found at 36 CFR Part 800. This request for review and comment was submitted on behalf of both the Department of Air Force (DAF) and the National Guard Bureau (NGB).

The Area of Potential Effects (APE):

The NGB has determined that the APE for the proposed undertaking in Nevada are the areas affected by noise and visual intrusions generated by increase traffic and release of chaff and flares underlying the SUAs. The SHPO **agrees** with the NGB that the APE in Nevada is adequate to encompass all the proposed direct, indirect, and cumulative effects of the undertaking.

Identification and Evaluation of Historic Properties:

NGB stated in the submission that the federal bureau consulted the National Register of Historic Places (NRHP) Information Database for the identification of NRHP historic properties, National Historic Landmarks, cultural landscapes, National Monuments, historic trails, and historic battlefields recorded or known within the APE. While review of the NRHP listings is helpful in determining whether listed properties are within or near an APE, most of the historic properties documented in Nevada are found within the Nevada Cultural Resources Information System (NVCRIS).

As a courtesy, the SHPO reviewed NVCRIS records for the APE identified by the NGB. No known historic properties are located within the APE. For future submissions, the SHPO recommends that

901 S. Stewart Street, Suite 5004 ✦ Carson City, Nevada 89701 ✦ Phone: 775.684.3448 Fax: 775.684.3442

shpo.nv.gov

William Strickland
Page 2 of 2
February 23, 2024

the DAF or the NGB consult the NVCRIS database manager for information related to historic properties previously recorded and identified within an APE. The SHPO NVCRIS Coordinator can be consulted either by phone at (775) 684-3447 or via email at nvcris@shpo.nv.gov. The results of the NVCRIS check should be included within the submission for SHPO review either by summary or by providing a print-out of the email correspondence from the NVCRIS coordinator.

NGB has initiated consultation with the affected Native American Tribal Governments pursuant to 36 CFR § 800.3(f)(2) and has stated that consultation is ongoing. If this consultation results in the identification of properties of religious and/or cultural significance that could be affected by the undertaking, the SHPO looks forward to consulting with the NGB on the NRHP eligibility of the properties and possible effects of the undertaking per 36 CFR §§ 800.4(c) through 800.4(d). To ensure the SHPO administrative record is complete for this undertaking, please provide the SHPO with a summary of consultation efforts that includes the Tribes consulted, dates consultation occurred, comments received, and any additional information.

Finding of Effect:

The NGB found that the proposed undertaking would not have an adverse effect on historic properties although NGB did not identify any historic properties in the APE for the subject undertaking. Since no historic properties were identified as a result of the efforts described in the subject submission, the SHPO would concur with a NGB finding of **No Historic Properties Affected** for the subject undertaking.

Discovery of Unanticipated Effects or Previously Unidentified or Unevaluated Historic Properties:

If previously unidentified historic properties or properties that NGB has not yet evaluated for their NRHP eligibility are affected by the undertaking after the conclusion of consultation, NGB shall comply with the post-review discovery process detailed in 36 CFR § 800.13(b).

Sincerely,



Rebecca Lynn Palmer
State Historic Preservation Officer



NATIONAL GUARD BUREAU
3501 FETCHET AVENUE JOINT BASE ANDREWS 20762-5157

NGB/A4AM

Vermont Office of Historic Preservation
Ms. Laura Trieschmann
State Historical Preservation Officer
One National Life Drive
Deane C. Davis Building, 6th Floor
Montpelier, VT 05620-0501

**RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT, AIR NATIONAL GUARD
F-15EX EAGLE II & F-35A LIGHTNING II OPERATIONAL BEDDOWNS**

Dear Ms. Trieschmann

The Department of Air Force (DAF) and the National Guard Bureau (NGB) are proposing to beddown and operate F-15EX and F-35As to replace the aging F-15C/D fleet at three fighter wings, including the 104th Fighter Wing (104 FW), located at Westfield-Barnes Regional Airport (BAF) in Westfield, Massachusetts (MA) (Attachment 1). The other two fighter wings include the 144th Fighter Wing (144 FW), located at the Fresno Yosemite International Airport, California (CA); and the 159th Fighter Wing (159 FW), located at Naval Air Station Joint Reserve Base New Orleans, Belle Chasse, Louisiana (LA). The NGB has determined that the proposed Federal action is an undertaking as defined in 36 Code of Federal Regulations (CFR) § 800.16(y) and it is a type of activity that has the potential to cause effects on historic properties.

DAF and NGB are the co-lead agencies for the Proposed Action and are currently preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental effects associated with the proposed Federal action alternatives. The Federal Aviation Administration (FAA) and Department of the Navy (DON) are cooperating agencies because two of the fighter wings (144 FW and 104 FW) are on civilian airfields where the FAA would have a federal action in approving changes to the Airport Layout Plan, and one of the fighter wings (159 FW) is on a DON installation where the DON has special expertise and may have a connected federal action.

The NGB is conducting the environmental analysis for the undertaking in accordance with the Council on Environmental Quality guidelines pursuant to the National Environmental Policy Act of 1969.

The Draft EIS is available on the project website (URL address: www.angf15ex-f35a-eis.com).

The purpose of this letter is to initiate consultation pursuant to the terms of Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations

found at 36 CFR Section 800. This letter serves to define the Area of Potential Effects (APE) for the undertaking and gauge project effects located within the bounds of the proposed action.

The Proposed Undertaking

The purpose of the proposed undertaking is to maintain combat capability and mission readiness for the Air National Guard's (ANG's) 104 FW in Westfield-Barnes, MA; 144 FW in Fresno, CA; and 159 FW in New Orleans, LA. Beddown and operation of the F-15EX and F-35A to replace the aging F-15C/D fleet at the 104 FW, 144 FW, and 159 FW would enable this goal. These beddown actions and associated training would ensure availability of combat-ready pilots in the most advanced fighter aircraft in the world.

The undertaking includes additional personnel needed to operate and maintain the F-15EX or F-35A, and construction of new and/or modification of existing facilities on the installations supporting the beddowns. Pilots operating the aircraft would conduct training from the installation and in existing Special Use Airspace (SUA) associated with each proposed location. No new SUA or reconfiguration of existing SUA is proposed to support the ANG beddowns for any of these fighter wings; however, there would likely be an increase in operations within the SUA.

If the 104 FW is selected to receive one squadron of F-15EX or F-35A aircraft, there are four components of this action at the 104 installation: (1) conversion from F-15C/Ds to F-15EX or F-35As, (2) operations conducted at the airfield and within the SUA by F-15EX or F-35A aircraft, (3) construction and modification projects to support beddown of the F-15EX or F-35A, and (4) personnel changes to meet the requirements for either aircraft.

The No Action Alternative

Under the No Action Alternative, no F-15EX or F-35A operational aircraft would be based, no personnel changes or construction (even construction for the F-15C/D legacy aircraft) would be performed, and no training activities by the F-15EX or F-35A operational aircraft would be conducted in the airspace. Under the No Action Alternative, the 104 FW would continue to conduct its current mission using existing, legacy aircraft with multiple configurations and existing infrastructure. No infrastructure or facility construction would occur in support of the mission under the No Action Alternative.

Area of Potential Effects (36 CFR § 800.4(a)(1))

An APE is defined in 36 CFR § 800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." The NGB has reviewed the undertaking and defined the APE for the proposed undertaking specific to the state of Vermont (VT) as the areas affected by noise generated and release of chaff and flares underlying the airspace. Attachment 1 includes a map of the APE.

Identification of Historic Properties (36 CFR § 800.4(b))

Information on cultural resources within the APE was derived from conducting background research using the National Register of Historic Places (NRHP) Information Database to identify NRHP-listed properties beneath the affected airspace that can include national historic landmarks, cultural landscapes, national monuments, historic trails, and historic battlefields within the same area.

Table 1 presents the NRHP-listed sites on lands beneath the existing airspace associated with 104 FW in VT (National Park Service 2022a). These historic properties include historic residential districts, private residences, farms, cottages, hotels, post offices, municipal buildings, churches, schools, railroads, bridges, mills, recreational camps, coastal lighthouses, fire observation lookouts, an observatory, a side-paddlewheel lake boat, a military fortification, a sixteen-sided meeting house, the Vermont statehouse, a political party hall, and a national preserve.

**Table 1. NRHP Historic Properties Associated with
104 FW APE in VT**

<i>Airspace</i>	<i>Number of NRHP Properties Under Airspace¹</i>
Clugs MOA	47
Laser North ATCAA	28
Laser South ATCAA	147
Laser West ATCAA	44
Lightning 1 ATCAA	248
Yankee 1 MOA	26

Note: ¹Many of the same historic properties are located beneath multiple airspace and across state lines.

Legend: ATCAA = Air Traffic Control Assigned Airspace; MOA = Military Operations Area; NRHP = National Register of Historic Places

Source: National Park Service 2022a.

Through Tribal consultation as part of this undertaking, no traditional cultural resources or Native American sacred places have been identified under the existing APE. Government-to-government consultation with associated Tribal Nations is ongoing and will continue throughout the Environmental Impact Analysis Process.

Results of Identification and Evaluation (36 CFR § 800.4(d))

Because the proposed undertaking is an airspace action, only those cultural resources that would reasonably be affected by visual (overflights, chaff and flares) and noise intrusions are considered. These include architectural resources, archaeological resources with standing buildings or structures, and traditional cultural properties. Some prehistoric archaeological sites could contain natural structures such as rockshelters or caves. These structures often house petroglyphs or pictographs, which are etched or painted onto the rock surfaces.

No additional ground disturbance would occur under the airspace as part of the undertaking. Use of defensive countermeasures (chaff and flare) would occur in areas already

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Over time, the replacement of the F-15C aircraft at the installation could result in a 67 percent increase in 104 FW operations (and a 6.7 percent increase in total operations) at the airfield at BAF and in the SUA. This increase in airfield operations would have a minimal effect on the local air traffic environment. Close coordination of scheduling and use of SUA by the installation would ensure safe air operations within the National Airspace System and SUA. In summary, impacts on controlled airspace and SUA associated with the beddown of either the F-15EX or F-35A would not generate any significant impacts. Visual intrusions would be minimal and would not represent an increase sufficient to cause adverse effects to historic properties. Due to the high altitude of the overflights, small size of the aircraft, and the high speeds, the aircraft would not be readily visible to observers on the ground.

Therefore, the NGB has reached a determination of no adverse effect to historic properties located beneath the APE.

Conclusion

The NGB has determined that the implementation of the undertaking warrants a finding of *No Adverse Effect* per 36 CFR Section 800.5(b) with respect to historic properties beneath the APE. The 104 FW and NGB invite you to comment on this undertaking and our determination of effects. In addition to your office, NGB is consulting with federally recognized Tribal Nations who may have current or historical interests in the area.

Please respond within thirty (30) days of receipt of this letter to Will Strickland, ATTN: F-15EX, F-35A EIS, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157 or by email at NGB.A4.A4A.NEPA.COMMENTS.Org@us.af.mil with the subject titled as ATTN: F-15EX, F-35A EIS. Thank you for your assistance.

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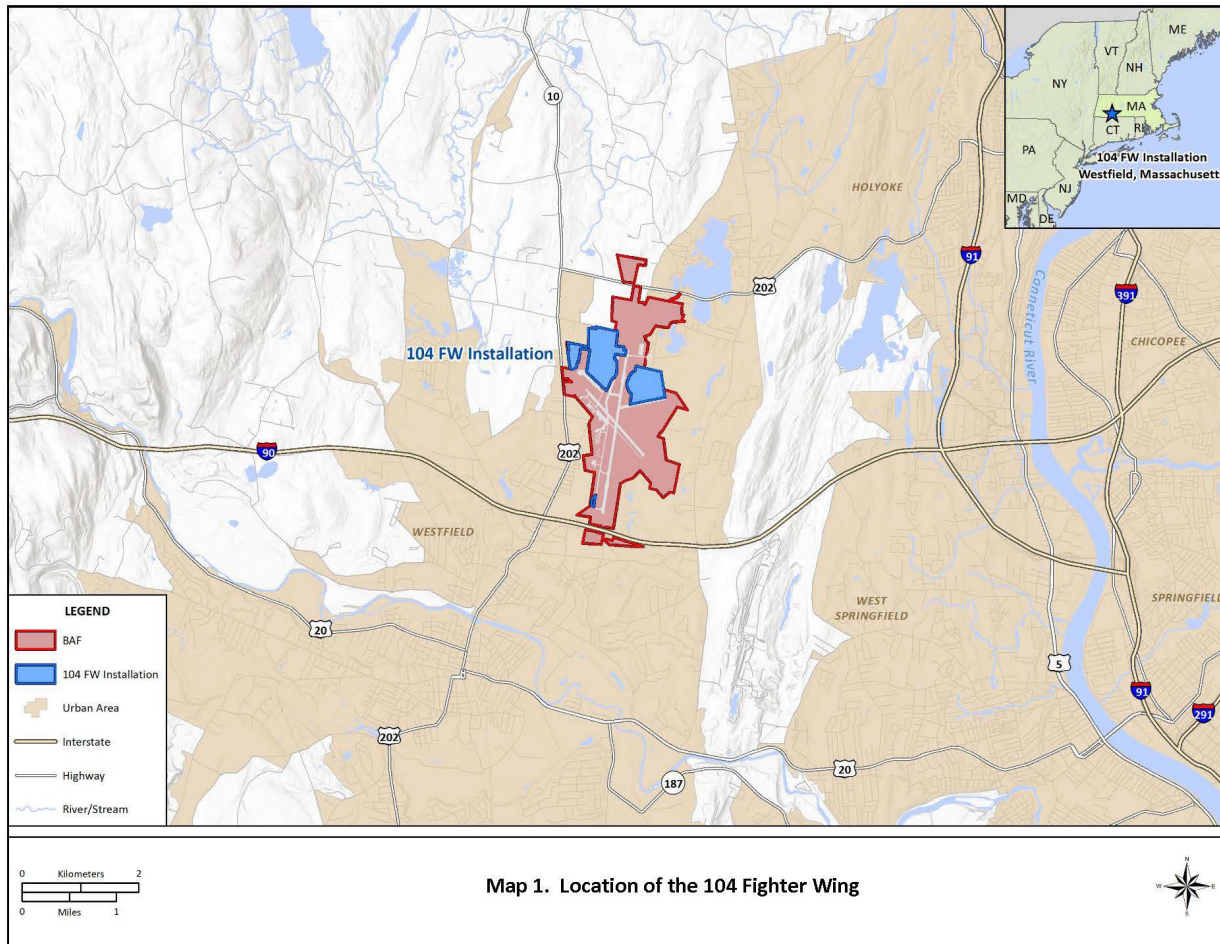


William Strickland, NGB/A4AM
Environmental Planning Lead

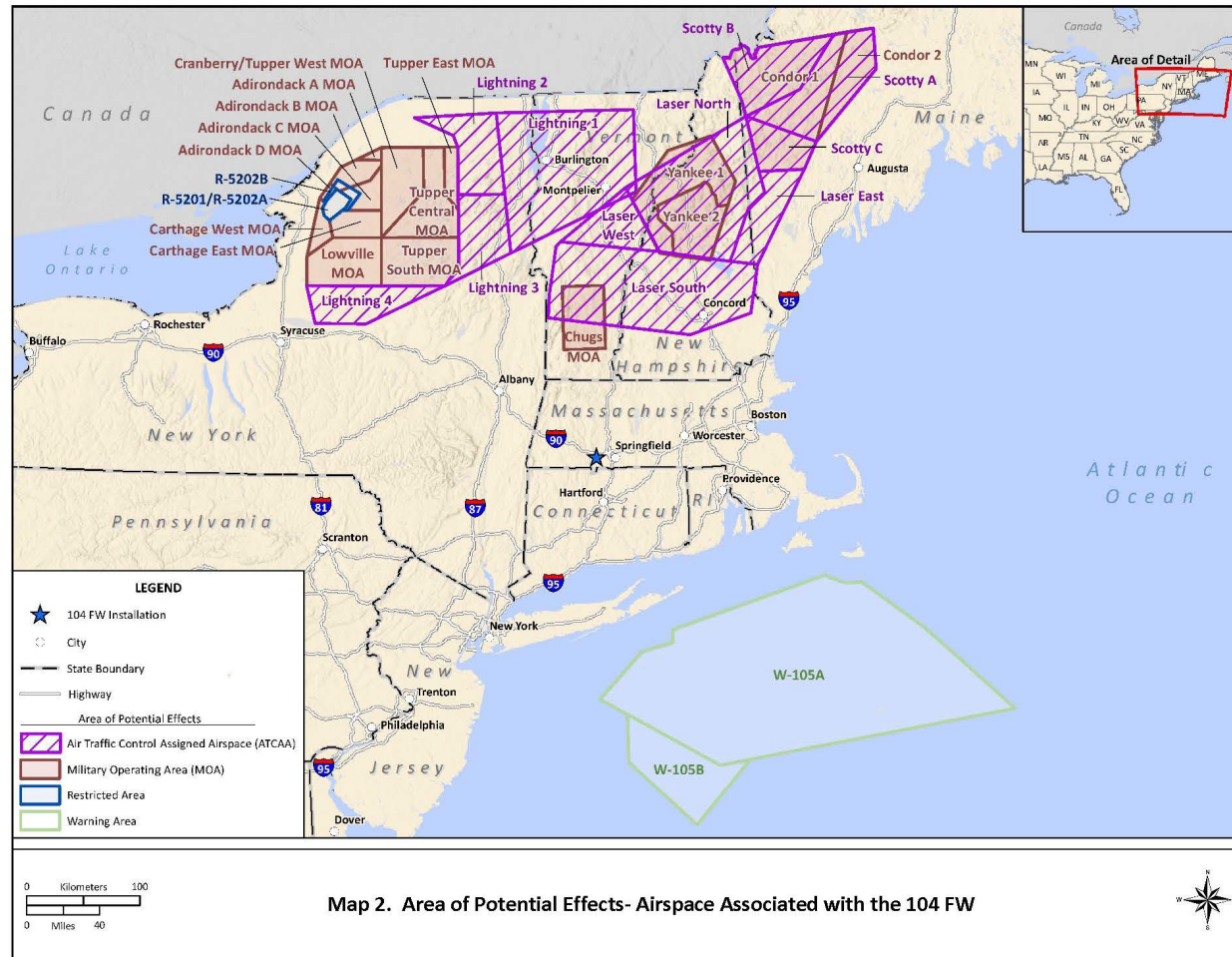
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***Air National Guard F-15EX Eagle II & F-35A Lightning II Operational Beddowns
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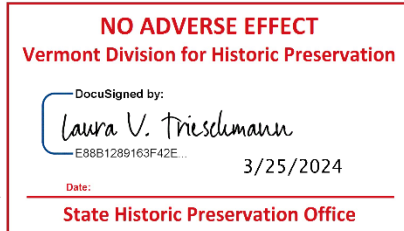
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NATIONAL GUARD BUREAU
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NGB/A4AM

Vermont Office of Historic Preservation
Ms. Laura Trieschmann
State Historical Preservation Officer
One National Life Drive
Deane C. Davis Building, 6th Floor
Montpelier, VT 05620-0501



6 March 2024

**RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT, AIR NATIONAL GUARD
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used for these activities. Flares deployed from the aircraft would not pose a visual intrusion either, as flares are small in size and burn only for a few seconds and the high relative altitude of the flights would make them virtually undetectable to people on the ground. Use of chaff and flare results in residual materials that fall to the ground in a dispersed fashion. However, these residual materials do not collect in quantities great enough to adversely affect the NRHP status of historic properties (DAF 2023).

Over time, the replacement of the F-15C aircraft at the installation could result in a 67 percent increase in 104 FW operations (and a 6.7 percent increase in total operations) at the airfield at BAF and in the SUA. This increase in airfield operations would have a minimal effect on the local air traffic environment. Close coordination of scheduling and use of SUA by the installation would ensure safe air operations within the National Airspace System and SUA. In summary, impacts on controlled airspace and SUA associated with the beddown of either the F-15EX or F-35A would not generate any significant impacts. Visual intrusions would be minimal and would not represent an increase sufficient to cause adverse effects to historic properties. Due to the high altitude of the overflights, small size of the aircraft, and the high speeds, the aircraft would not be readily visible to observers on the ground.

Therefore, the NGB has reached a determination of no adverse effect to historic properties located beneath the APE.

Conclusion

The NGB has determined that the implementation of the undertaking warrants a finding of *No Adverse Effect* per 36 CFR Section 800.5(b) with respect to historic properties beneath the APE. The 104 FW and NGB invite you to comment on this undertaking and our determination of effects. In addition to your office, NGB is consulting with federally recognized Tribal Nations who may have current or historical interests in the area.

Please respond within thirty (30) days of receipt of this letter to Will Strickland, ATTN: F-15EX, F-35A EIS, 3501 Fetchet Avenue, Joint Base Andrews, MD 20762-5157 or by email at NGB.A4.A4A.NEPA.COMMENTS.Org@us.af.mil with the subject titled as ATTN: F-15EX, F-35A EIS. Thank you for your assistance.

Sincerely



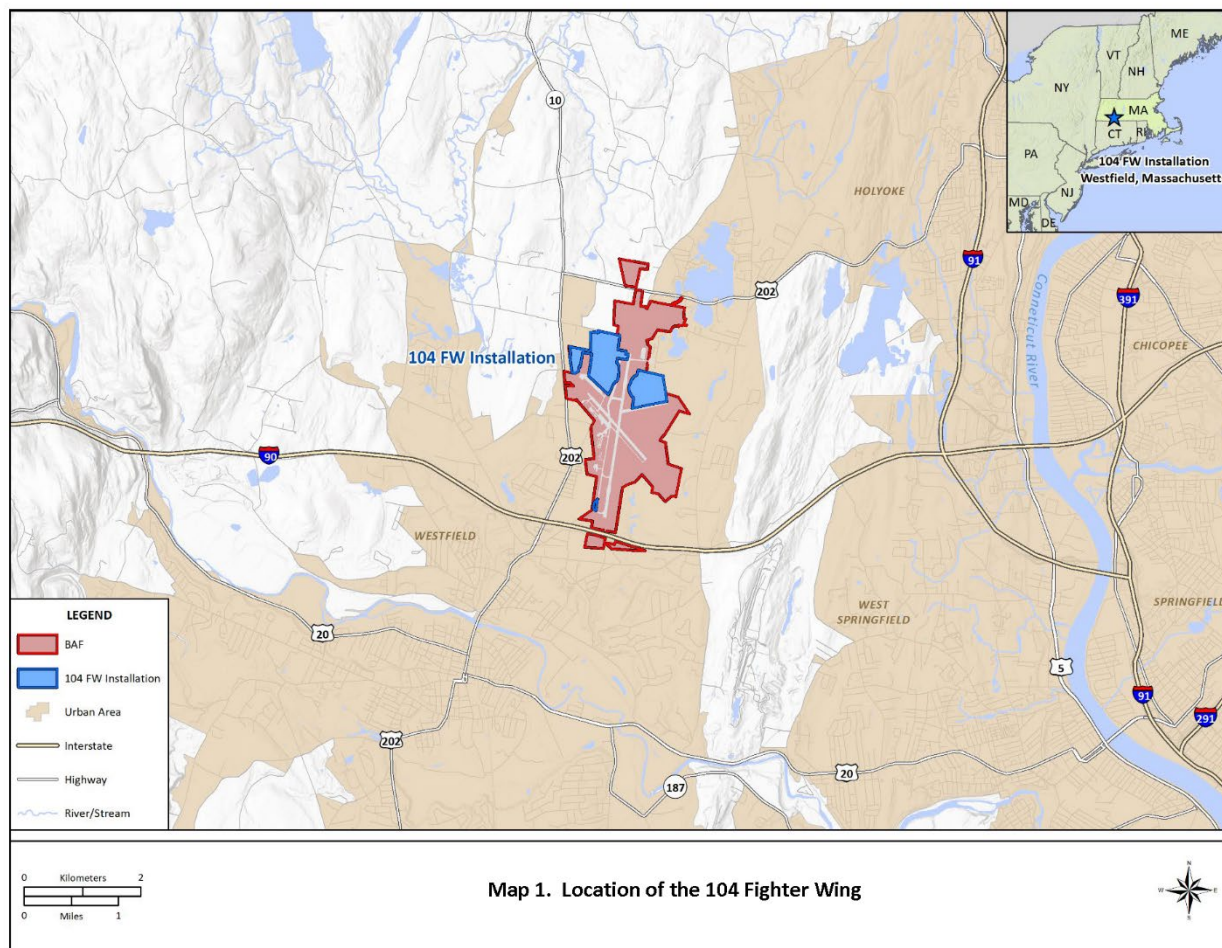
William Strickland, NGB/A4AM
Environmental Planning Lead

Attachments:

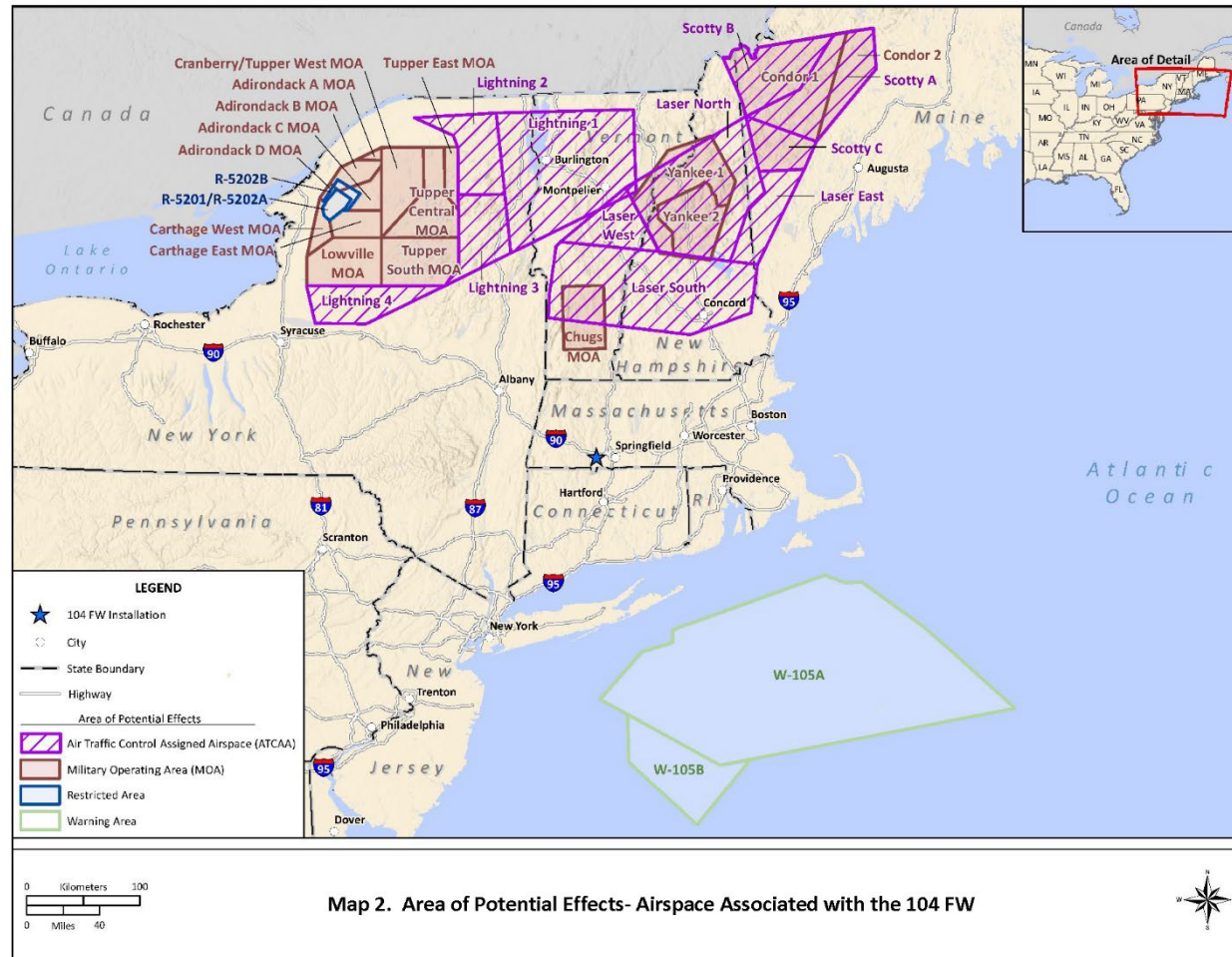
1. Maps
2. References cited

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Attachment 1 –Maps



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DocuSign Envelope ID: 4283793E-26EC-4185-B08E-D760BA563CE3

Attachment 2 – References Cited

Department of the Air Force (DAF). 2023. Draft Programmatic Environmental Assessment for Training with Defensive Countermeasures. March.

National Park Service. 2022a. National Register of Historic Places. Accessed on 28 September 2022 at: <https://www.nps.gov/subjects/nationalregister/database-research.htm>.