

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



Public Hearing Presentation for the B-21 Beddown Main Operating Base 2 or 3 at Dyess AFB or Whiteman AFB Environmental Impact Statement

Integrity - Service - Excellence

November – December 2023



Purpose of Public Hearings

- Present information regarding the potential environmental impacts of the proposed B-21 MOB 2 and 3 beddown
- Receive public comments on the Draft EIS
- Draft EIS has been prepared in accordance with the National Environmental Policy Act, the regulations of the President's Council on Environmental Quality, and the Air Force Environmental Impact Analysis Process

The National Environmental Policy Act (NEPA)



- ▶ Federal law that requires agencies to identify and consider the environmental consequences of implementing proposals.
- ▶ NEPA requires a rigorous process to be followed prior to making a final decision, including consideration of comments.
- ▶ The analysis of environmental consequences is presented in an EIS, which accomplishes the following objectives:
 - Identifies and describes the affected environment
 - Evaluates potential impacts from the proposed alternatives
 - Identifies permits or proposed mitigations that would avoid, minimize, or reduce the potential for adverse environmental impacts
- ▶ The NEPA process concludes with a Record of Decision that identifies which alternative is selected and outlines any mitigation measures that will be implemented.



Background of the Proposed Action

- ▶ The Department of Defense is developing a new bomber aircraft, the B-21 “Raider,” which will:
 - Eventually replace existing B-1 and B-2 bomber aircraft
 - Operate under the direction of Global Strike Command
 - Have both conventional and nuclear roles
 - Penetrate and survive advanced air defense environments
- ▶ The B-21 is projected to enter service in the mid-2020s.
- ▶ The Air Force intends to build at least 100 B-21 aircraft.



Background of the Proposed Action (continued)

- ▶ The B-21 basing action is a series of beddowns as identified through the Air Force's Strategic Basing Process.
 - Identified Dyess AFB, Ellsworth AFB, and Whiteman AFB as potential installations to beddown the B-21
- ▶ In 2021, the Air Force completed an EIS for the B-21 MOB 1 beddown, which analyzed Dyess AFB and Ellsworth AFB as alternatives.
- ▶ On June 3, 2021, the Air Force signed a Record of Decision for the MOB 1 EIS and selected Ellsworth AFB as the MOB 1 beddown location



Background of the Proposed Action (continued)

- ▶ This EIS evaluates locations for the beddown of MOB 2 and MOB 3.
- ▶ Since the B-21 basing action is a series of beddowns, if one of the candidate bases is selected as the MOB 2 location, then the remaining candidate base would subsequently become the MOB 3 beddown location.
- ▶ Should any MOB 3 beddown actions exceed those analyzed in this EIS, the Air Force would conduct additional NEPA analysis, as appropriate.



Purpose and Need for the Proposed Action

- ▶ The purpose of the Proposed Action is to:
 - Implement the goals of the National Defense Strategy by modernizing the U.S. bomber fleet capabilities
- ▶ The B-21 Raider is being developed to:
 - Deliver conventional ordnance
 - Support the nuclear triad
 - Provide a visible and flexible nuclear deterrent capability that will assure allies and partners through the United States' commitment to international treaties

Purpose and Need for the Proposed Action

(continued)



- ▶ The need for the Proposed Action is to:
 - Support deterrence capabilities by basing the B-21 at installations that can support the Air Force Global Strike Command's MOB 2 mission.
- ▶ The B-21 will provide the only stealth bomber capability and capacity needed to deter, and if necessary, defeat our adversaries in an era of renewed great power competition.
- ▶ The installation will support training of crewmembers and personnel in the operation and maintenance of the B-21 aircraft in an appropriate geographic location that can provide sufficient airfield, facilities, infrastructure, and airspace to support B-21 training and operations.



Proposed Alternatives

- ▶ The Air Force prepared this EIS for two proposed alternatives:
 - Dyess AFB Alternative (beddown MOB 2 at Dyess AFB, Texas)
 - Whiteman AFB Alternative (beddown MOB 2 at Whiteman AFB, Missouri)





Proposed Action

- ▶ The Proposed Action is to beddown MOB 2, which includes:
 - B-21 Operations Squadrons
 - Weapons Instructor Course
 - Operational Test and Evaluation Squadron
 - Weapons Generation Facility (WGF)

- ▶ The B-21 MOB 2 beddown consists of the following common elements:
 - 2,500 military personnel and 3,100 dependents
 - 7,000 annual B-21 airfield operations at the installation
 - Airspace and range utilization for B-21 training operations in Military Operations Areas (MOAs) and Air Traffic Control Assigned Airspaces (ATCAAs)
 - Construction of various facilities and infrastructure projects, as well as a WGF



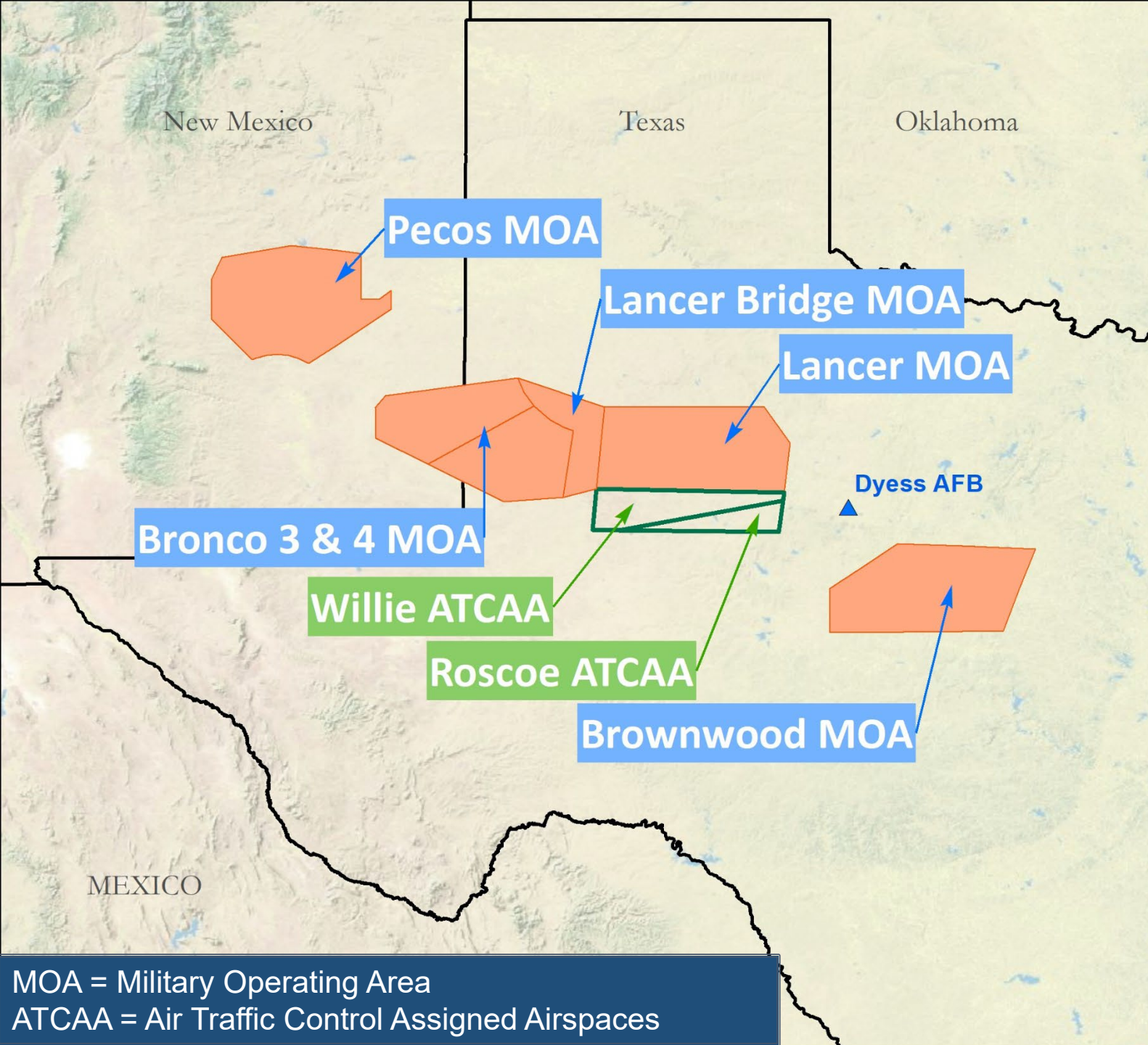
Dyess AFB Alternative

- ▶ Establishes MOB 2 at Dyess AFB, Texas
- ▶ Personnel
 - Approximately 4,300 individuals associated with the B-1 mission would depart
 - Approximately 5,600 individuals associated with the B-21 mission would arrive
 - End-state personnel would increase by approximately 1,300 individuals
- ▶ Airfield Operations
 - End-state airfield operations would decrease by approximately 2,000 operations annually

Dyess AFB Alternative

Airspace and Range Utilization

- B-21 training areas would include:
 - Pecos MOA
 - Bronco MOA
 - Lancer Bridge MOA
 - Lancer MOA
 - Brownwood MOA
 - Willie-Roscoe ATCAA
- Includes all ATCAAs associated with the MOAs above
- No plans to modify any of the airspace listed above as a result of the Proposed Action



MOA = Military Operating Area
ATCAA = Air Traffic Control Assigned Airspaces

Dyess AFB Alternative

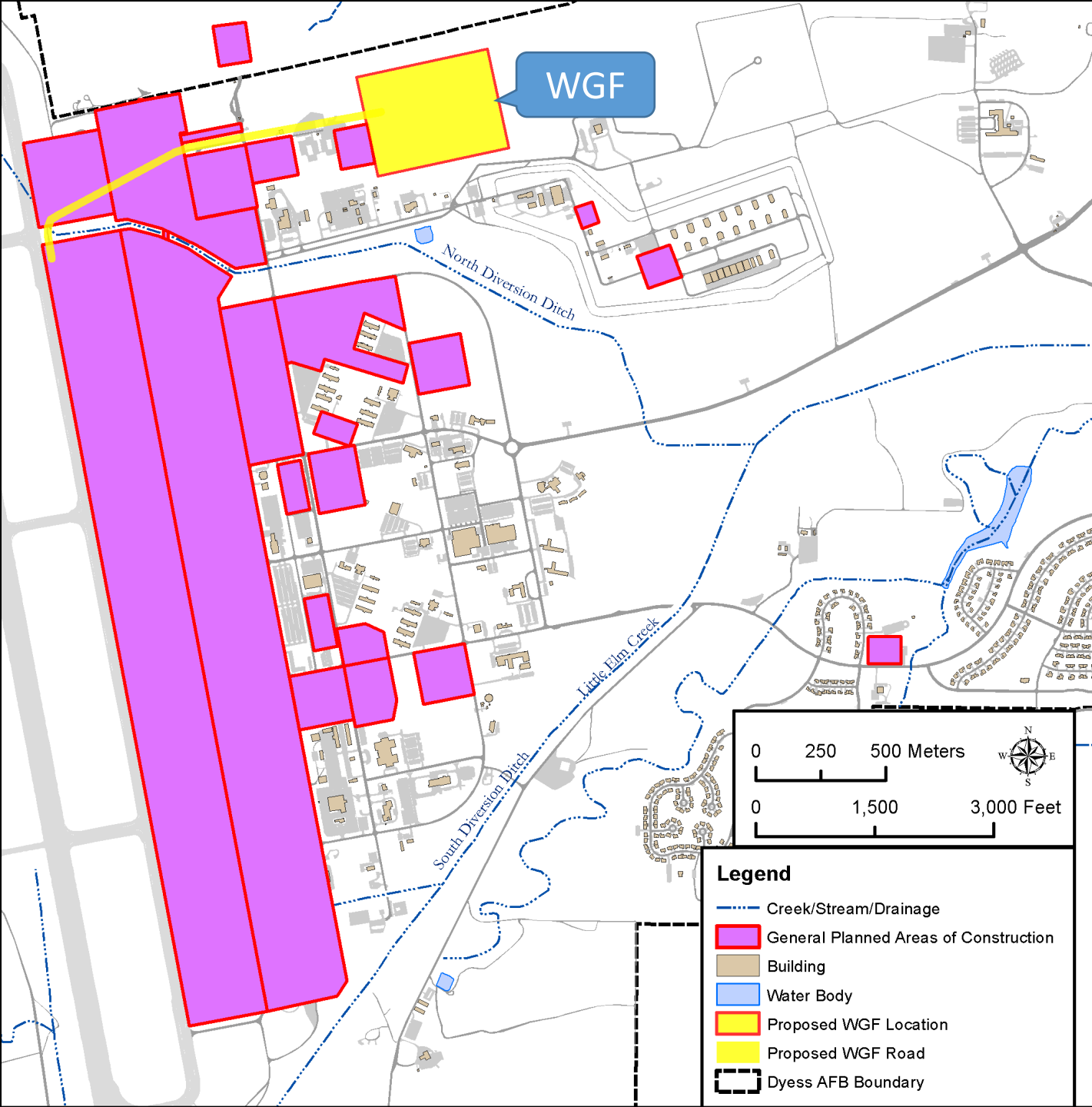
➤ General planned areas of construction for the Facilities and Infrastructure projects as well as the WGF are shown here.

➤ **Facilities and Infrastructure**

- 4.2 million square feet of construction
- 600,000 square feet of renovation
- 300,000 square feet of demolition

➤ **WGF**

- 50-acre construction footprint
- 20-acre final compound





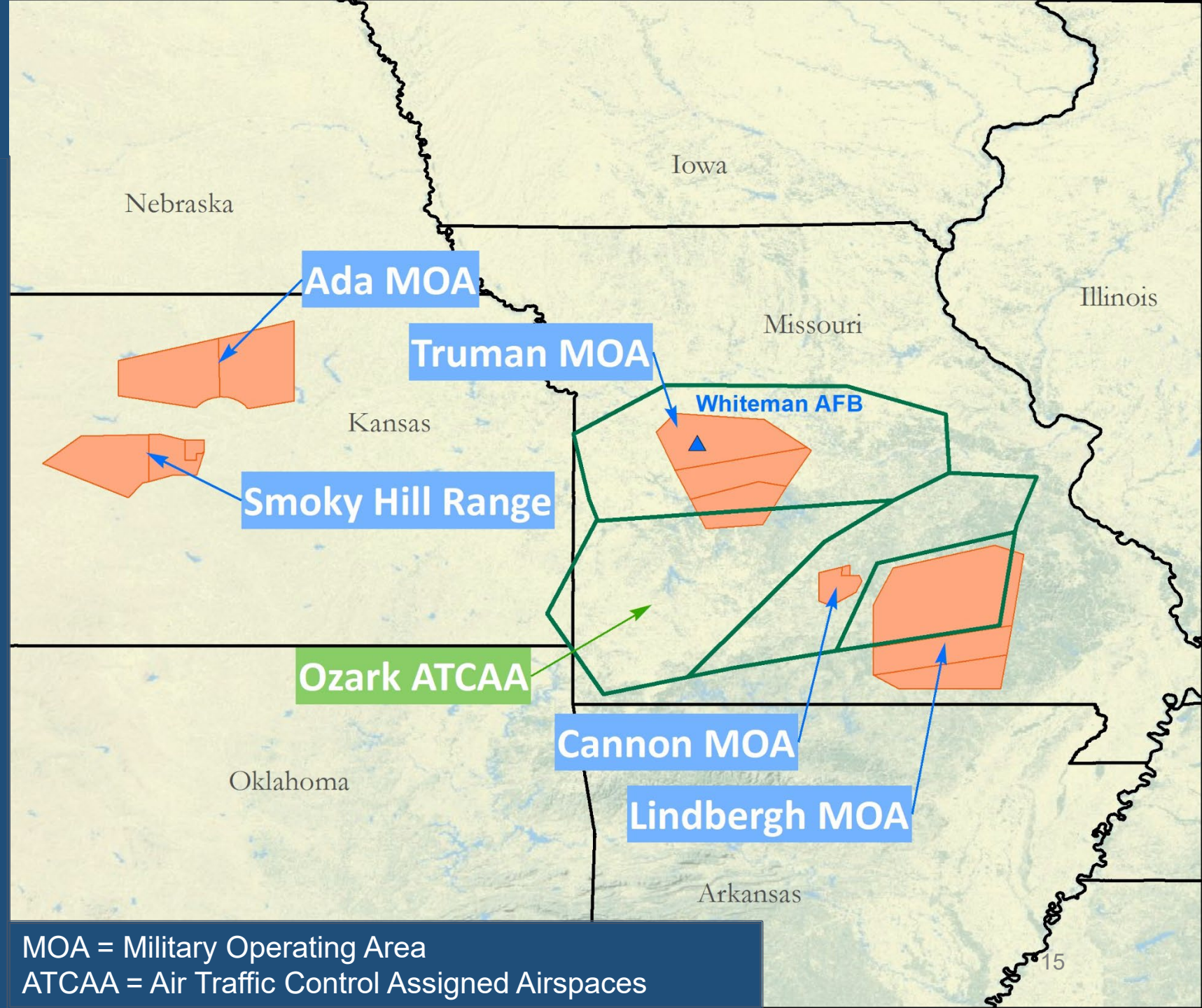
Whiteman AFB Alternative

- ▶ Establishes MOB 2 at Whiteman AFB, Missouri
- ▶ Personnel
 - Approximately 4,600 individuals associated with the B-2 mission would depart
 - Approximately 5,600 individuals associated with the B-21 mission would arrive
 - End-state personnel would increase by approximately 1,000 individuals
- ▶ Airfield Operations
 - End-state airfield operations would increase by approximately 2,000 operations annually

Whiteman AFB Alternative

Airspace and Range Utilization

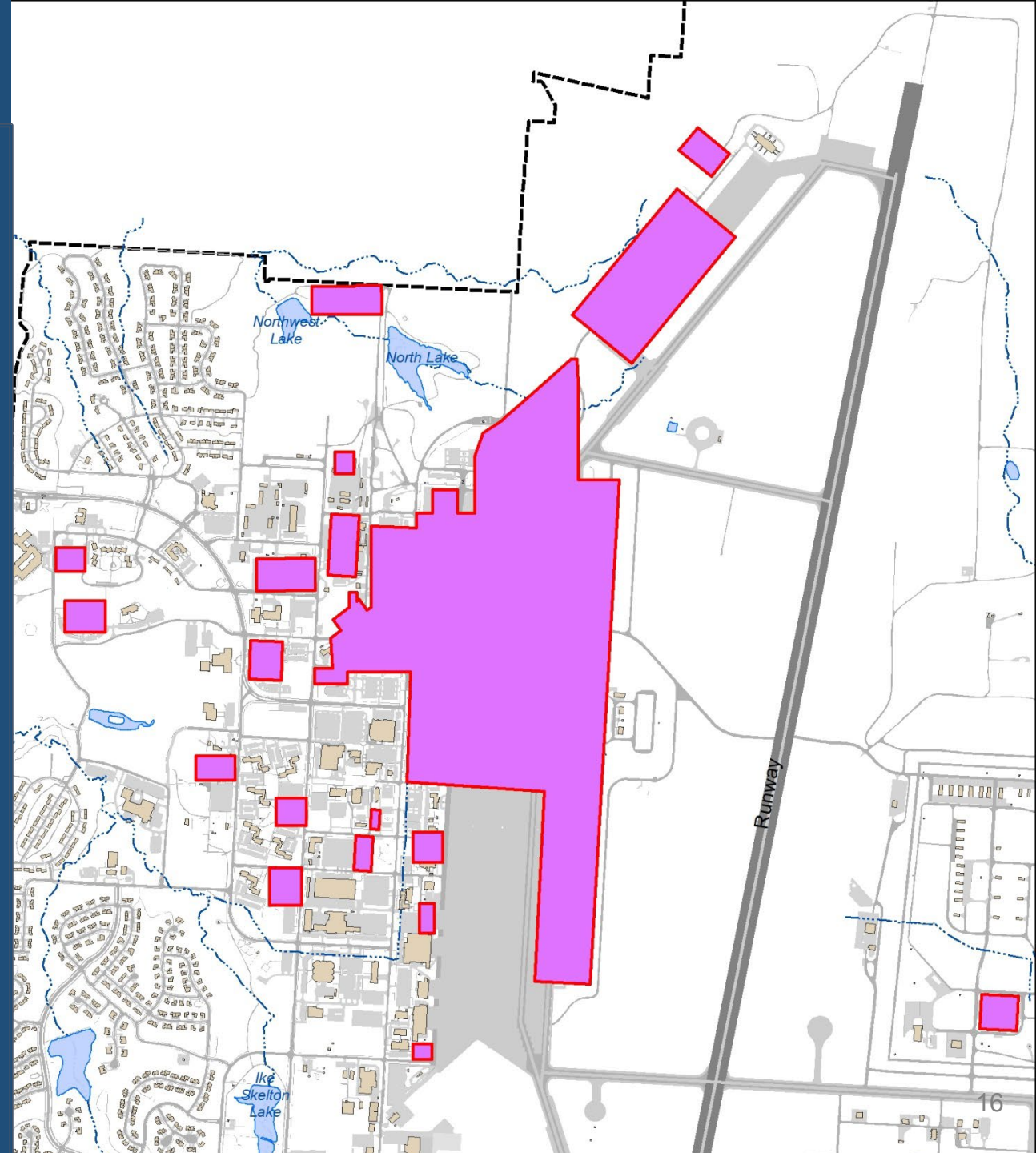
- Aircraft training areas would include:
 - Smoky Hill Range – Smoky MOA, Bison MOA and Restricted Airspace 3601
 - Ada MOA
 - Truman MOA
 - Cannon MOA
 - Lindbergh MOA
 - Ozark ATCAA
- Includes all ATCAAs associated with the MOAs above
- No plans to modify any of the airspace listed above as a result of the Proposed Action

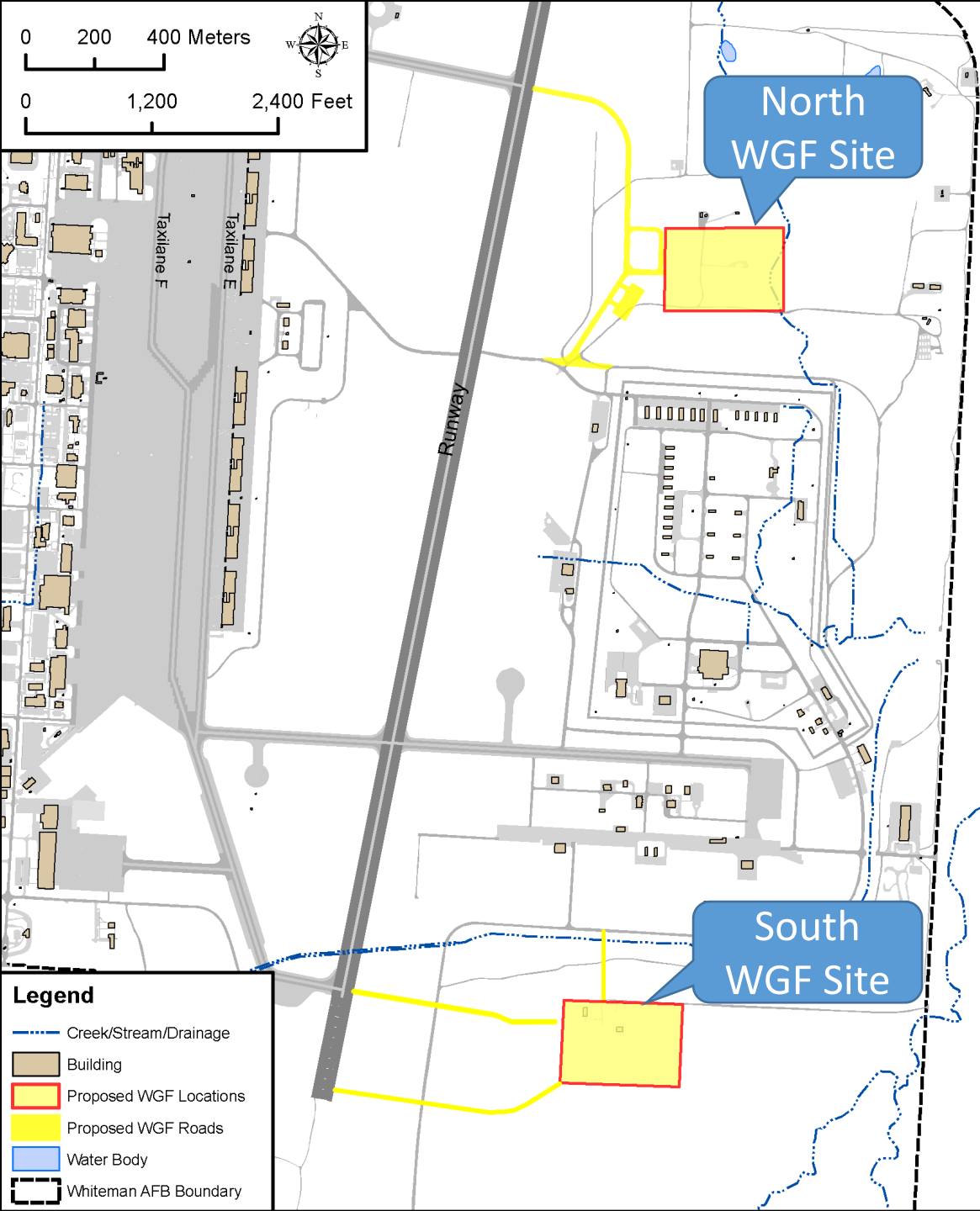


MOA = Military Operating Area
ATCAA = Air Traffic Control Assigned Airspaces

Whiteman AFB Alternative

- General planned areas of construction for the Facilities and Infrastructure projects are shown here
- Facilities and Infrastructure
 - 600,000 square feet of construction
 - 1.7 million square feet of renovation
 - 85,000 square feet of demolition





Whiteman AFB Alternative

➤ WGF

- 50-acre construction footprint
 - 20-acre final compound
- The Whiteman AFB Alternative includes two Subalternatives based on the proposed WGF locations:
- North WGF Site Subalternative
 - South WGF Site Subalternative



No Action Alternative

- ▶ NEPA requires the alternatives analysis in the EIS to include a “No Action Alternative.”
- ▶ However:
 - The B-21 program is a major Department of Defense initiative to ensure the U.S. nuclear triad is and remains effective; therefore, the B-21 program will be implemented whether or not the No Action Alternative is selected.
 - If selected, the Air Force would re-evaluate their B-21 phasing approach using military judgement and implement the basing at another, undetermined location.
- ▶ Therefore, under the No Action Alternative:
 - The B-21 would not beddown at either Dyess or Whiteman AFB.
 - Each installation would continue their individual missions at current levels, which was used as the baseline for the EIS analysis.

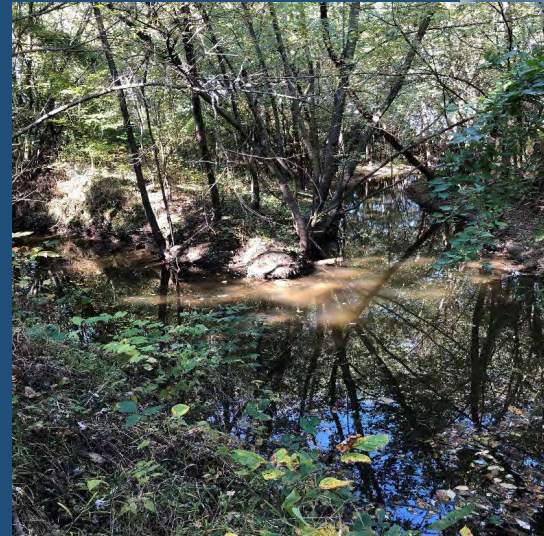


Environmental Resources Analyzed

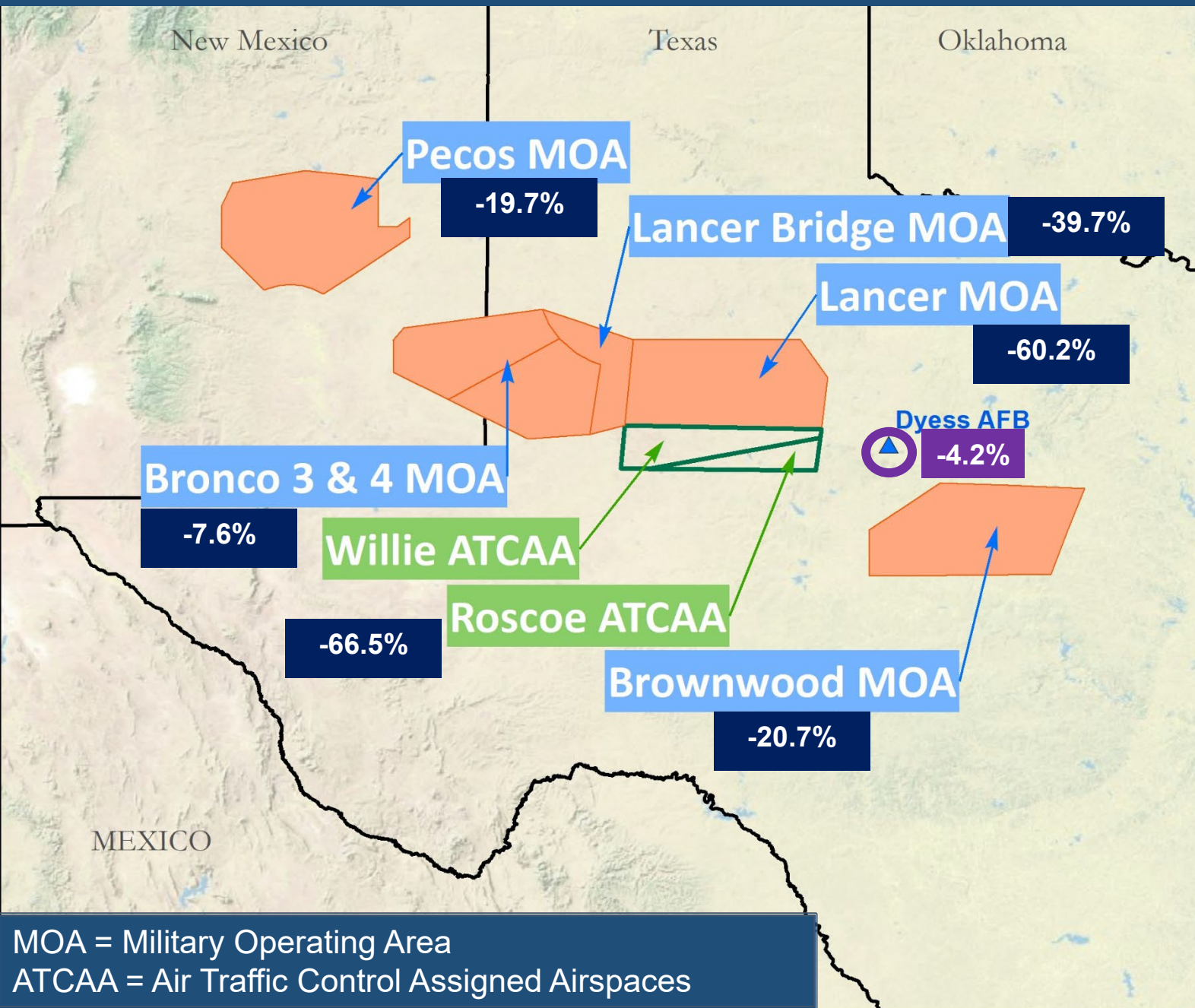
- Air Quality
- Airspace Use and Management
- Biological Resources
- Cultural Resources
- Environmental Justice
- Hazardous Materials and Solid Wastes
- Health and Safety
- Land Use
- Noise
- Physical Resources (water and soils)
- Socioeconomics
- Transportation
- Utilities

*Key resource areas potentially impacted by the B-21 beddown discussed in this presentation.

- The analysis for each affected resource compares the end-state to the No Action Alternative.
- The end-state is defined as when all B-21 aircraft have beddown and all B-1 or B-2 aircraft are retired.



Airspace Use & Management Impact Summary



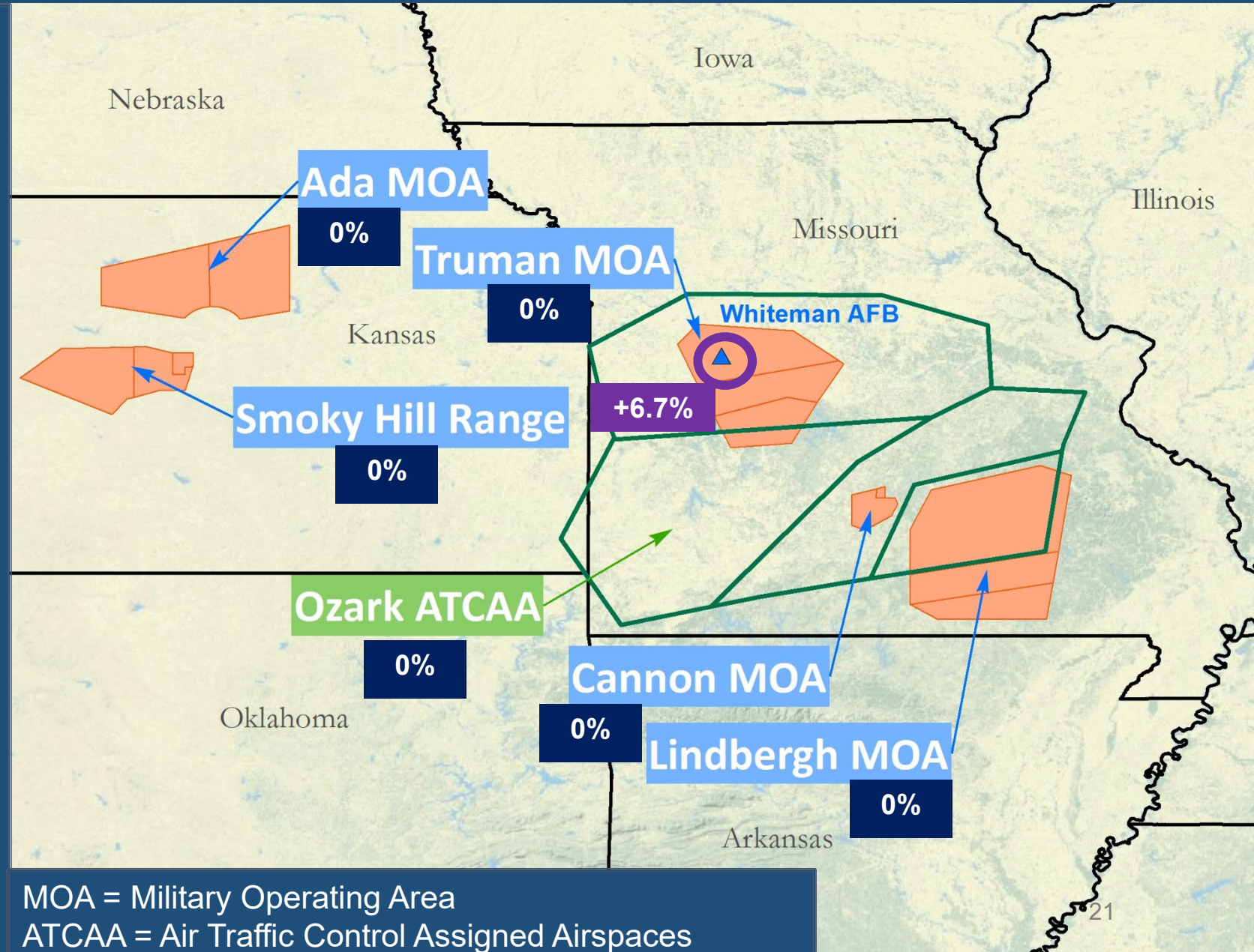
Dyess AFB Alternative

- There would be 2,000 fewer airfield operations at Dyess AFB, representing a 4.2 percent decrease from the No Action Alternative.
- Airspace operations would also be reduced by between 7.6 and 66.5 percent across all proposed airspace units.
- Overall, there would be less congestion in the airspace and operations would not contribute to air traffic controller workload.

Airspace Use & Management Impact Summary

Whiteman AFB Alternative

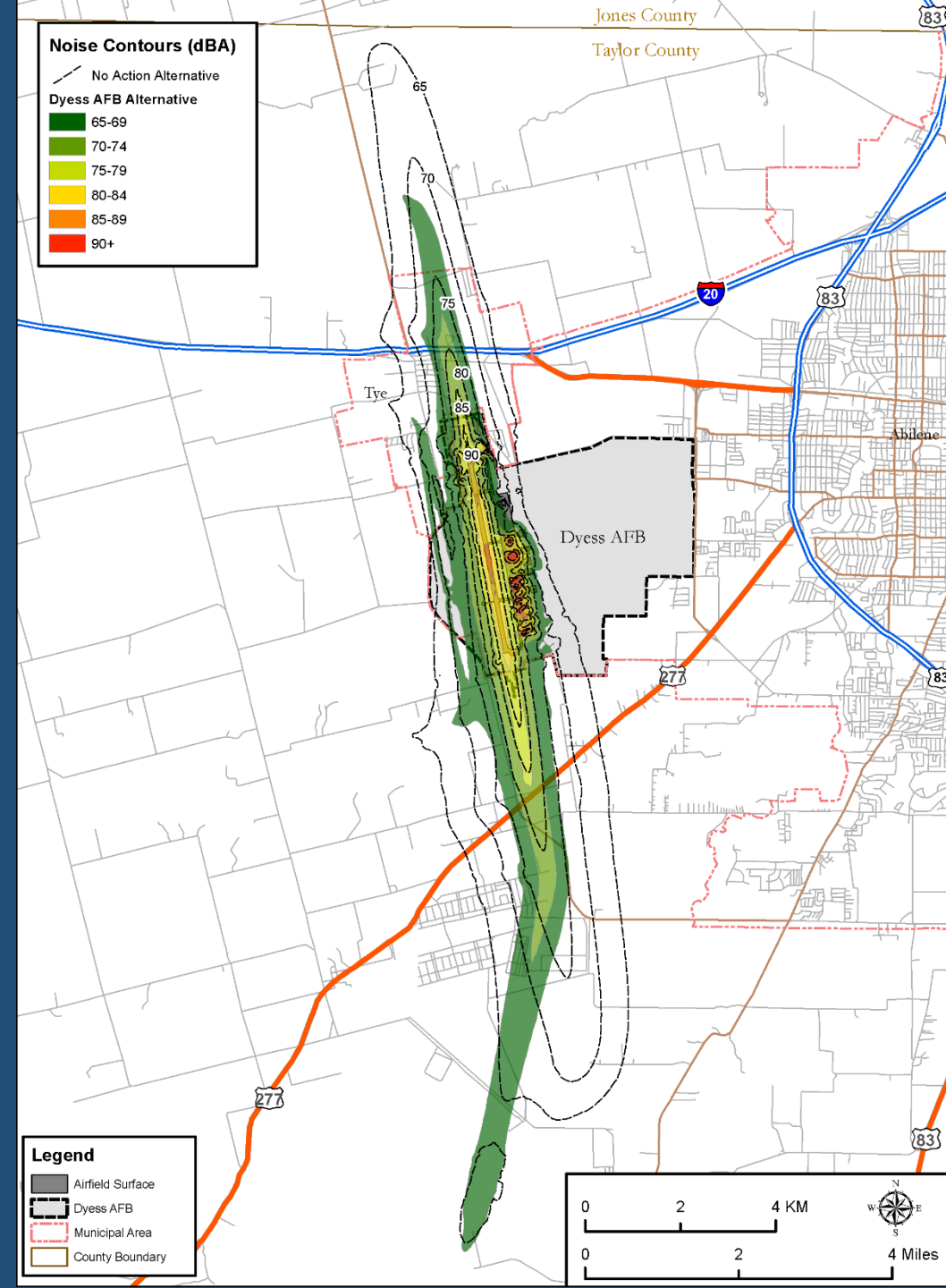
- There would be 2,000 additional airfield operations at Whiteman AFB, representing a 6.7 percent increase from the No Action Alternative.
- Airspace operations across all proposed airspace would not change.
- The minor increase in airfield operations would not impact air traffic controller workload and would not contribute to increased congestion in the airspace.



Noise Impact Summary

Dyess AFB Alternative

- Acres of land affected:
 - Approximate **66% decrease** in area exposed to 65 dBA DNL or greater
 - 7,251 fewer acres compared to the No Action Alternative
- Number of persons affected:
 - Approximate **64% decrease** in persons exposed to 65 dBA DNL or greater
 - 953 fewer persons compared to the No Action Alternative
- Overall, noise impacts in and around Dyess AFB would be beneficial.



Noise Impact Summary – Dyess AFB Alternative

➤ Pecos MOA

- Noise levels would be reduced to 36.9 dBA L_{dnmr}

➤ Lancer Bridge MOA; Bronco MOA; Willie-Roscoe ATCAA

- Noise levels would remain at or decrease to less than 35 dBA L_{dnmr}

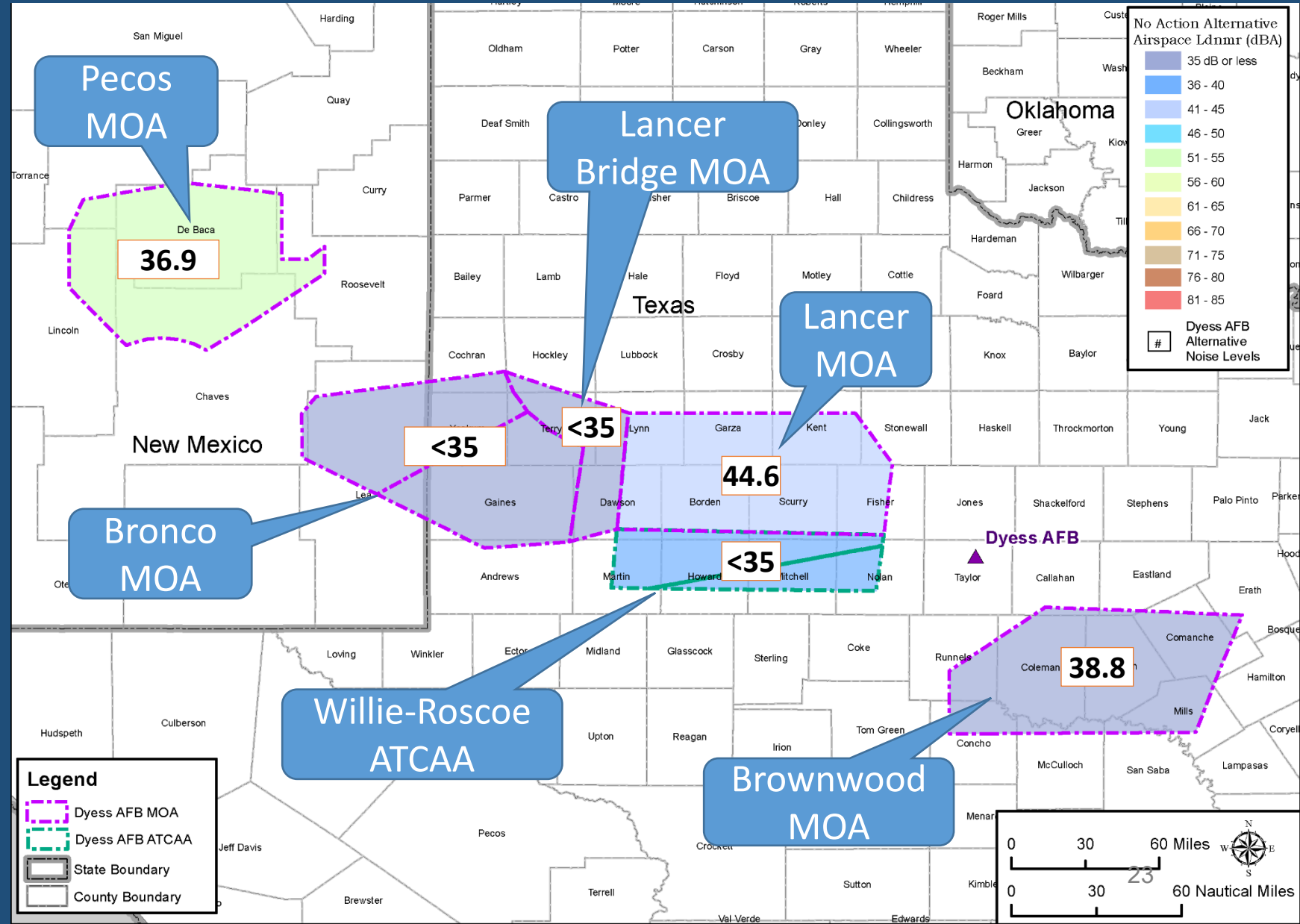
➤ Lancer MOA

- Noise levels would decrease to 44.6 dBA L_{dnmr}

➤ Brownwood MOA

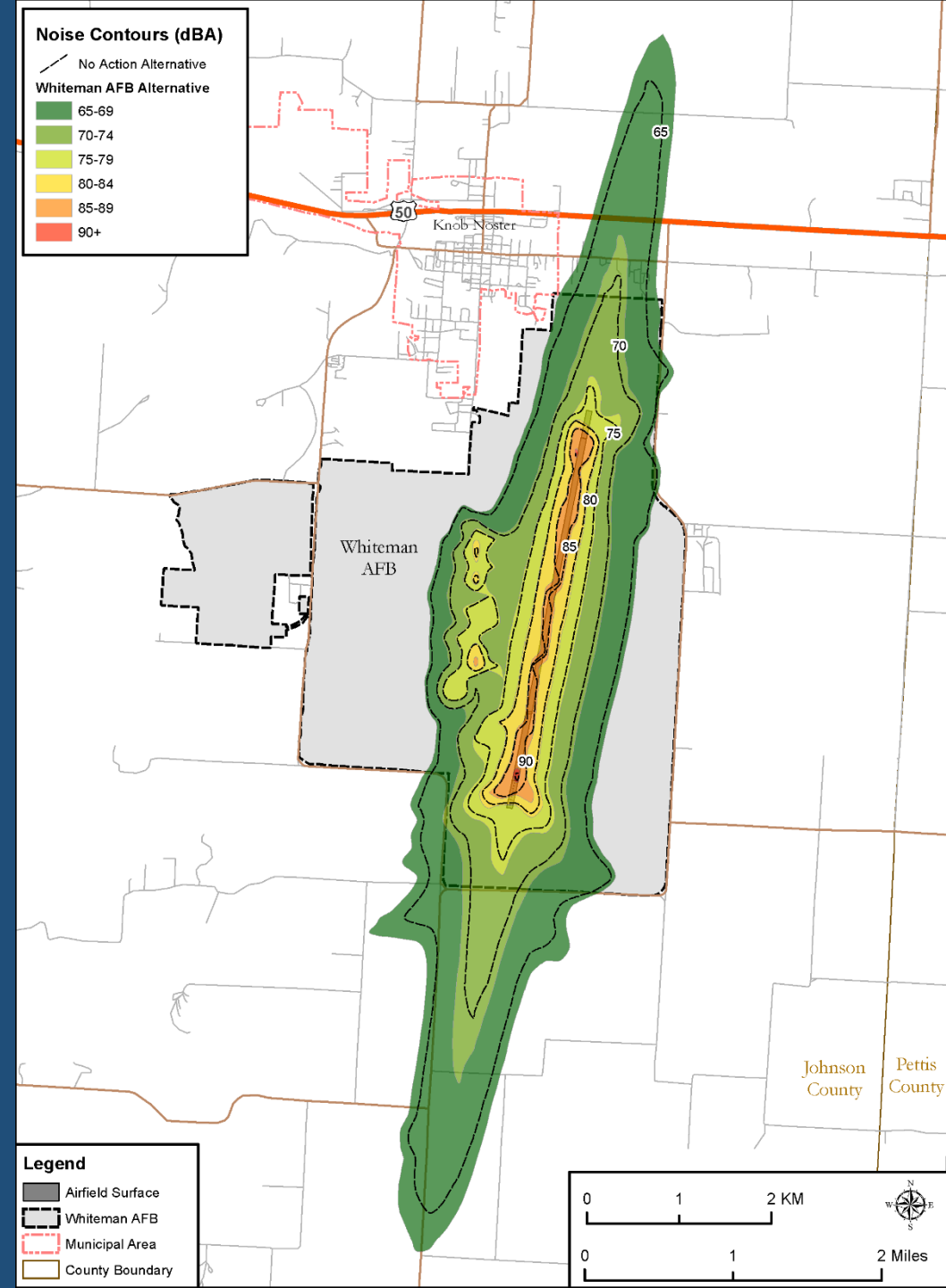
- Noise levels would decrease to less than 38.8 dBA L_{dnmr}

➤ Overall noise impacts in the airspace would be beneficial.



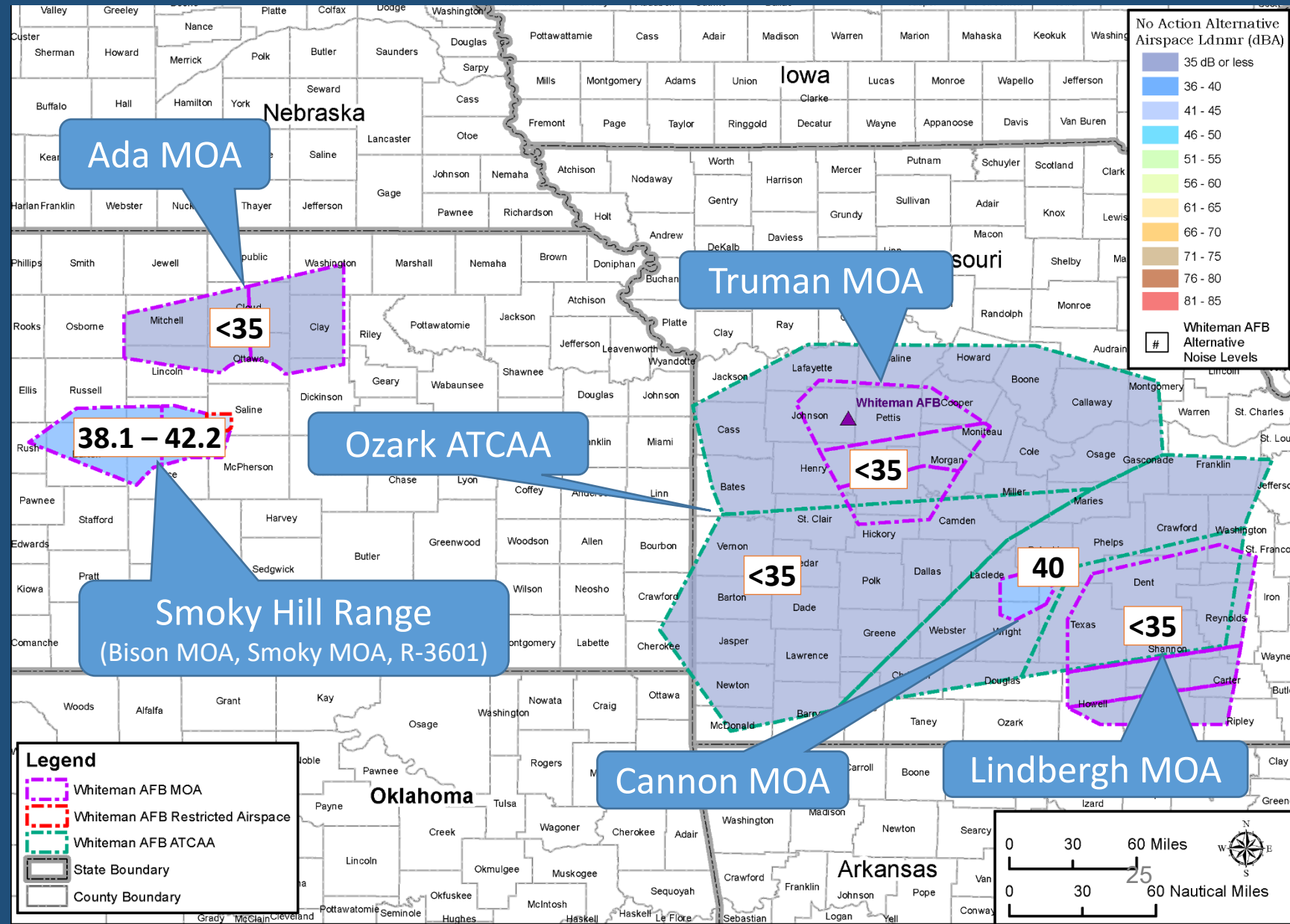
Noise Impact Summary – Whiteman AFB Alternative

- Acres of land affected:
 - Approximate 45% increase in area, or 498 additional acres, exposed to 65 dBA DNL or greater, compared to the No Action Alternative.
- Number of persons affected:
 - Approximate 37% increase, or 89 additional persons, exposed to 65 dBA DNL or greater, compared to the No Action Alternative.
- The additional land and persons affected by increased noise levels are due primarily to the proposed annual increase in airfield operations at Whiteman AFB.
 - Individual B-21 overflight noise is expected to be similar to a B-2 overflight.
 - The highest sound exposure level values would not change.



Noise Impact Summary – Whiteman AFB Alternative

- Noise levels in the airspace would not change from baseline conditions.
- Ada MOA, Ozark ATCAA, Truman MOA, and Lindbergh MOA
 - Noise levels would stay below 35 dBA L_{dnmr}
- Smoky Hill Range
 - Noise levels would remain between 38.1 and 42.2 dBA L_{dnmr}
- Cannon MOA
 - Noise levels would continue at 40 dBA L_{dnmr}





Air Quality Impact Summary

- Dyess AFB Alternative and Whiteman AFB Alternative
 - Air emissions would increase for all criteria pollutants; however, only PM₁₀ would exceed indicator thresholds.
 - Greenhouse gas (GHG) emissions:
 - Dyess AFB Alternative: 7,500 tons per year
 - Whiteman AFB Alternative: 32,000 tons per year
- Construction-related emissions would be temporary and could be reduced through implementation of construction BMPs.
- No adverse impacts to regional air quality are anticipated under either alternative.



Socioeconomics Impact Summary

Dyess AFB Alternative and Whiteman AFB Alternative

- Increased personnel and construction activities would have positive economic impacts at both installations.
- On-base housing units would be expected to support end-state personnel numbers.
- However, additional public service personnel would be needed.
 - The Air Force would work with local communities to help plan for the anticipated population increases to minimize pressures on socioeconomic resources.

Socioeconomic Factor	Increases from No Action Alternative	
	Dyess AFB Alternative	Whiteman AFB Alternative
Total Persons	1,318 (11.1%)	1,021 (5.3%)
School Age Children	226	175
Direct Jobs	649 (12.1%)	698 (8.1%)
Indirect Jobs	182 (11%)	191 (6.9%)
Value	\$7,803,386	\$8,019,515
Housing	695 units (15.1%)	777 units (12%)
Public Service Professionals Demand	14 (11.6%)	11 (5.3%)



Environmental Justice (EJ) Impact Summary

➤ Dyess AFB Alternative

- Overall positive impacts to EJ and sensitive populations would occur due to decreased noise levels at Dyess AFB.

➤ Whiteman AFB Alternative

- Increased noise exposures would occur within the 65 to 74 dBA DNL contours
- Disproportionate impacts to EJ and sensitive populations would occur but would not be significant because no adverse health effects are anticipated.

Change in Exposures to 65 dBA DNL or Greater Compared to the No Action Alternative		
Population	Dyess AFB Alternative	Whiteman AFB Alternative
Residents	-64%	+37%
EJ Populations	Between -62% and -64%	Between +33% and +39%
Sensitive Populations	Between -64% and -65%	Between +33% and +39%



Cultural Resources Impact Summary

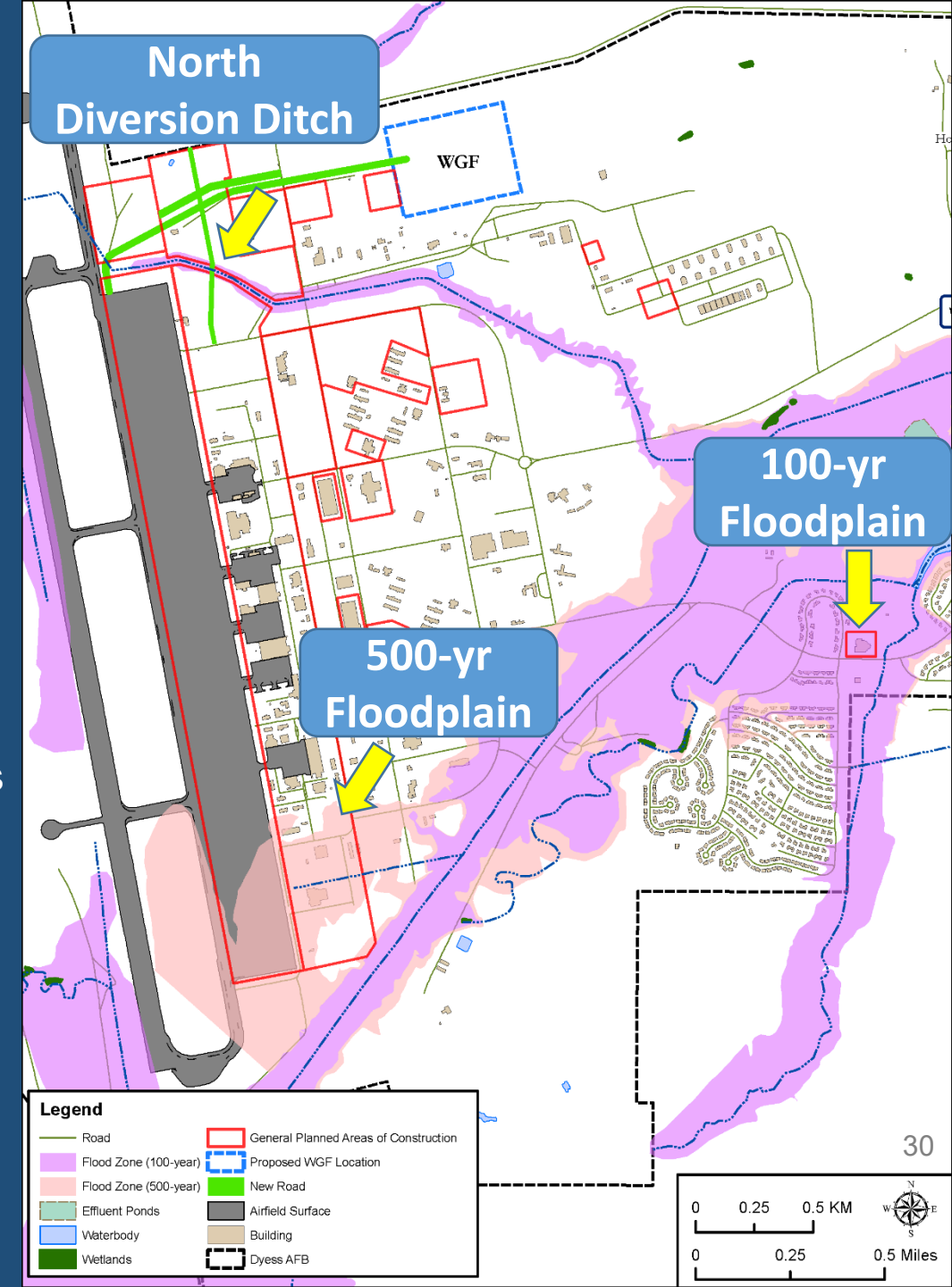
Dyess AFB Alternative and Whiteman AFB Alternative

- No historic properties or archaeological resources occur within the proposed construction footprints under either alternative
 - No adverse impacts to cultural resources are anticipated from construction activities
- No adverse impacts to cultural resources are anticipated from flight operations under either alternative
 - Noise levels at Dyess AFB are expected to decrease
 - Noise levels at Whiteman AFB would increase slightly
 - Noise levels at historic properties at both installations would be well below the thresholds that might cause damage to structures
- The Air Force has initiated consultation with applicable State Historic Preservation Officers. The results of consultation will be presented in the Final EIS.

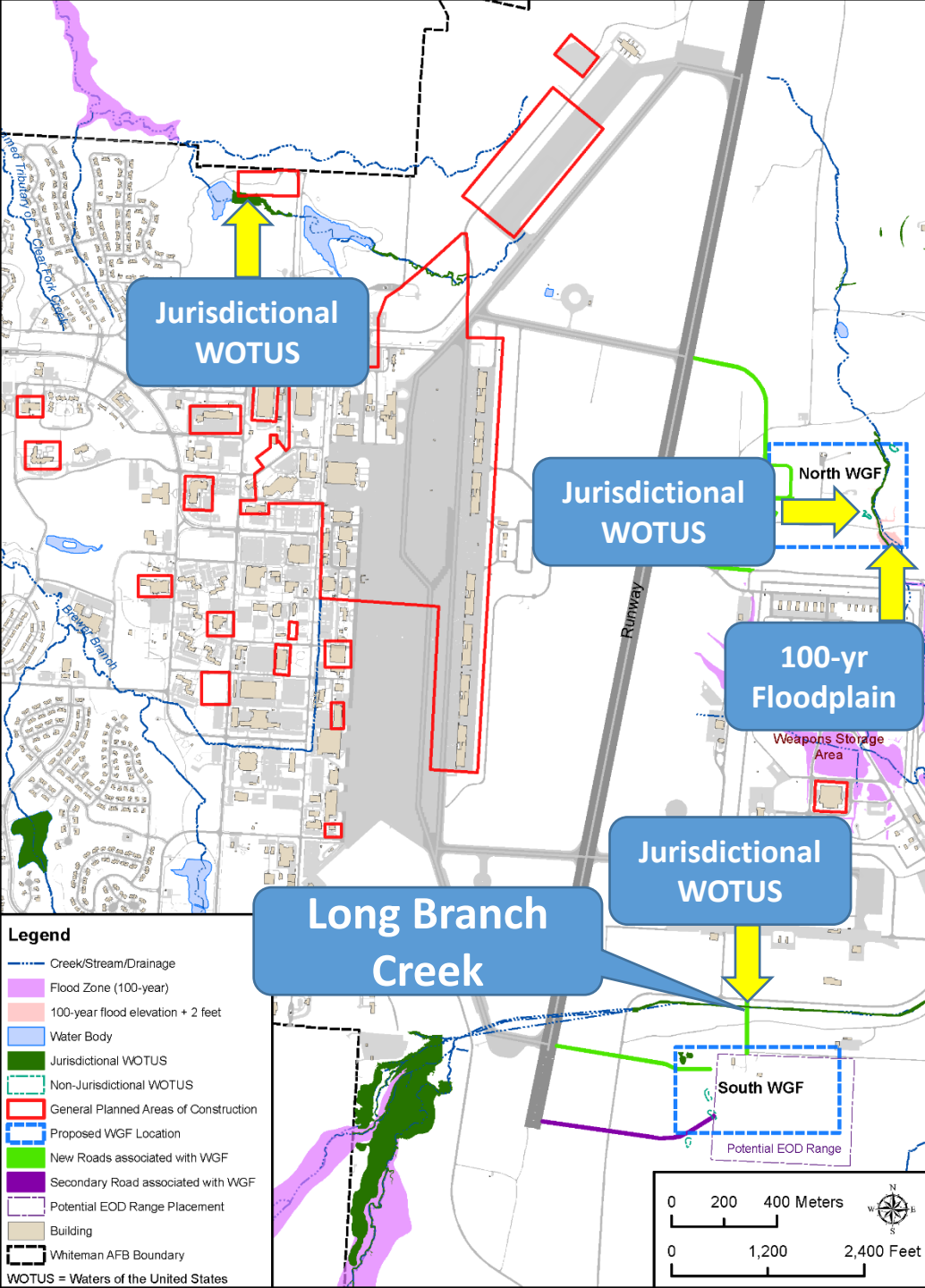
Physical Resources Impact Summary

Dyess AFB Alternative

- Low potential for soil erosion, which would be further reduced by erosion control measures
 - Includes measures for a new crossing over the North Diversion Ditch
- 100- and 500-year floodplains are present in some construction areas
 - Facility siting would comply with floodplain management rules in EO 11988 and EO 13690
 - Construction activities would not change hydrologic properties of these areas
- Since Dyess AFB does not have land to establish the B-21 facilities outside of the floodplain, a Finding of No Practicable Alternative will be included in the Record of Decision
- Overall, no significant impacts to physical resources would occur



Physical Resources Impact Summary Whiteman AFB Alternative



- Low to moderate potential for erosion due to topography near the Long Branch Creek crossing.
- Small areas of the construction footprint, including the new road for the South WGF Site overlap with jurisdictional WOTUS.
 - The Air Force submitted a JD request to the U.S. Army Corps of Engineers to verify the jurisdictional status of potentially affected WOTUS.
- A small area in the southeastern corner of the North WGF Site occurs in a 100-year floodplain.

Physical Resources Impact Summary – Whiteman AFB Alternative (continued)



- To address concerns associated with topography, jurisdictional WOTUS, and the 100-year floodplain, the Air Force would:
 - Implement erosion control measures
 - Design facilities to avoid or minimize impacts to jurisdictional WOTUS and the 100-year floodplain
 - Complete the JD process with the U.S. Army Corps of Engineers
 - If jurisdictional WOTUS cannot be avoided, the Air Force would obtain a CWA Section 404 permit prior to construction
 - Avoid disturbing the floodplain or limit development to structures that would only cause minimal impacts
- Since Whiteman AFB may not be able to avoid impacting the 100-year floodplain, a Finding of No Practicable Alternative will be included in the Record of Decision

Hazardous Materials and Hazardous and Solid Wastes Impact Summary



Dyess AFB Alternative and Whiteman AFB Alternative

- No changes to permits, hazardous waste generator status, or management procedures would be required under either alternative.
- Management of toxic substances and hazardous and nonhazardous wastes would be accomplished in accordance with all regulatory requirements and established procedures.
- Development on or near any ERP or per- and polyfluoroalkyl substances (PFAS) sites would be coordinated with the appropriate regulatory agency and other relevant stakeholders, as applicable.

B-21 MOB 2 EIS Anticipated Milestone Schedule



March 27, 2023

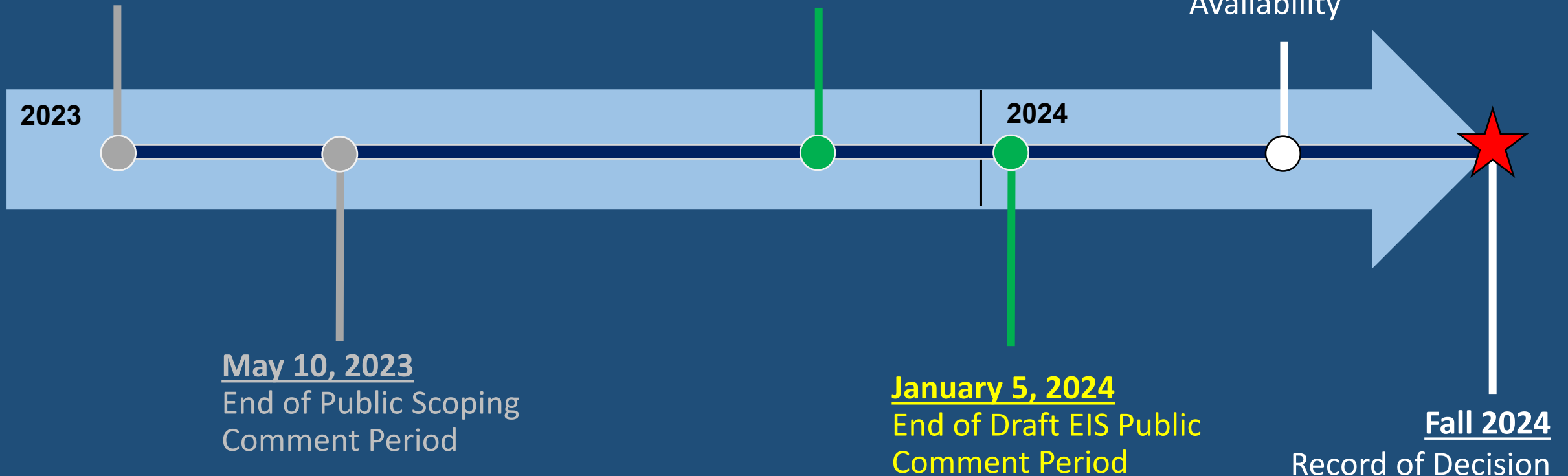
- EIS Notice of Intent
- Start of Public Scoping Comment Period

November 9, 2023

- Draft EIS Notice of Availability
- Public Comment Period
- Public Hearings

Summer 2024

Final EIS Notice of Availability





Commenting on the Draft EIS

- Ways to submit comments:
 - Provide verbal comments during this hearing, which will be recorded by a court reporter
 - Submit written comments via the project website at www.B21EIS.com
 - Mail written comments to: **Department of the Air Force
c/o Leidos; ATTN: B-21 EIS
12304 Morganton Hwy #572
Morganton, GA 30560**
- To be considered in the Final EIS, all substantive comments should be received or post-marked by no later than **January 5, 2024**.
 - Substantive comments identify potential alternatives, information, and analyses relevant to the proposed action.
- All substantive comments received, regardless of format, will be given full and equal consideration and will become part of the official administrative record.



Comment Submittal Information

Submit comments online:

www.B21EIS.com

Or submit comments in writing:

Department of the Air Force

c/o Leidos; ATTN: B-21 EIS

12304 Morganton Hwy #572

Morganton, GA 30560

Comments should be postmarked by **January 5, 2024**
for consideration in the Final EIS.

Air Force Contact Information



For questions please contact:

Dyess AFB Public Affairs

325.696.4820

Whiteman AFB Public Affairs

660.687.5727

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



What is the National Environmental Policy Act?

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

- ▶ A range of reasonable alternatives.
- ▶ Potential environmental or health consequences.
- ▶ Tribal, government agency, and public input.



What is a Public Hearing?

The Department of the Air Force (DAF) has issued a Draft Environmental Impact Statement (EIS) for the beddown of B-21 Main Operating Base 2 (MOB 2) or MOB 3 at Dyess Air Force Base (AFB), Texas, or Whiteman AFB, Missouri, and it is in the public comment period and public hearing stage. The hearings are part of the ongoing public involvement process associated with the EIS. The purpose of public hearings is to receive public comments on the environmental impacts of the proposed actions presented in the Draft EIS.



What is an EIS?

An EIS is required under NEPA and must:

- ▶ Identify and describe the affected environment.
- ▶ Evaluate the potential environmental consequences from a range of reasonable alternatives.
- ▶ Identify environmental permits and suggested mitigation measures to prevent or minimize environmental impacts, if required.

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



What is the Background of the Project?

The Department of Defense is developing a new bomber aircraft, the B-21 “Raider,” which will eventually replace existing B-1 and B-2 bomber aircraft. The beddown of the B-21 will take place through a series of beddowns at three MOBs, referred to as MOB 1, MOB 2, and MOB 3. The DAF previously identified Ellsworth AFB, Dyess AFB, and Whiteman AFB as potential installations to beddown the B-21 Raider. The DAF chose Ellsworth AFB for MOB 1; therefore, this EIS evaluates potential environmental consequences associated with establishing MOB 2 at the remaining two alternative bases: Dyess AFB or Whiteman AFB.

The B-21 basing action is a series of beddowns. If one of the candidate bases is selected for MOB 2, then the remaining base would subsequently become the MOB 3 beddown location. Therefore, the analysis presented in this EIS represents potential impacts associated with the beddown actions at either location.

The MOB 2 and MOB 3 beddowns would include B-21 Operations Squadrons, Weapons Instructor Course (WIC), and Operational Test and Evaluation (OT&E) Squadron, as well as a Weapons Generation Facility (WGF).

The B-21 will operate under the direction of the Air Force Global Strike Command (GSC). The B-21 will have both conventional and nuclear roles and will be capable of penetrating and surviving in advanced air defense environments. It is projected to enter service in the 2020s, and the DAF intends to operate a minimum of 100 B-21 aircraft.

What is the Purpose and Need for the Proposed Action?

The DAF’s purpose of the proposed action is to implement the goals of the National Defense Strategy by modernizing the U.S. bomber fleet capabilities.

The DAF’s need for the proposed action is to support deterrence capabilities by basing the B-21 at installations that can support the GSC’s MOB 2 mission.



B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



What are the Elements of the Proposed Action?

- ▶ **Personnel:** Personnel associated with the B-21 MOB 2 mission would include approximately 2,500 military personnel and 3,100 dependents.
- ▶ **Airfield Operations:** The annual estimated number of total B-21 aircraft operations is approximately 7,000 per year.
- ▶ **Airspace and Range Utilization:** B-21 training operations would occur in Military Operations Areas (MOAs) and Air Traffic Control Assigned Airspaces (ATCAAs). There are no plans to modify any of the airspace as a result of the Proposed Action.
- ▶ **Facilities and Infrastructure:** Includes construction, renovation, and demolition projects to support the B-21 MOB 2 basing action at each alternative location.
- ▶ **Weapons Generation Facility:** The WGF is a unique facility that would be newly constructed at each B-21 beddown location that will provide a safe and secure location for the storage of nuclear munitions.



What is the No Action Alternative?

NEPA requires the alternatives analysis in the EIS to include a “No Action Alternative.”

However:

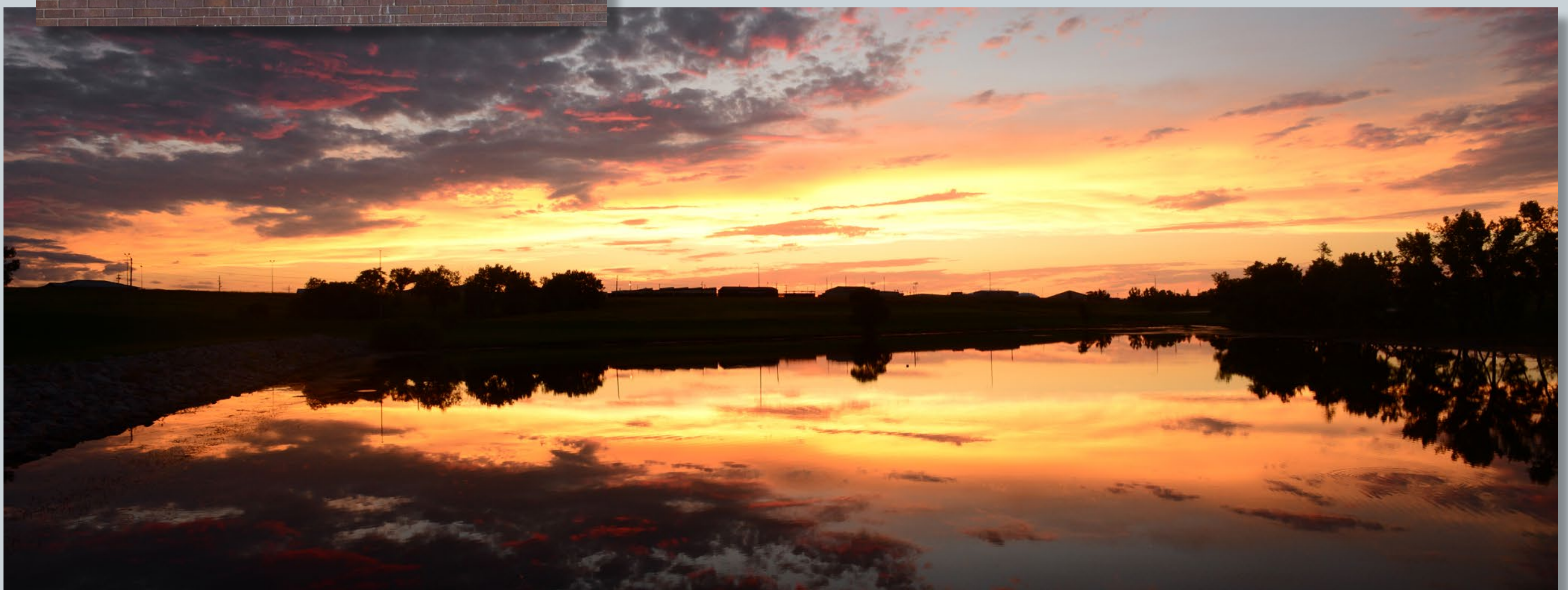
- ▶ The B-21 program is a major Department of Defense initiative to ensure the U.S. nuclear triad is and remains effective; therefore, the B-21 program will be implemented whether or not the No Action Alternative is selected.
- ▶ If selected, the DAF would re-evaluate their B-21 phasing approach using military judgement and implement the basing at another, undetermined location.

Therefore, under the No Action Alternative:

- ▶ The B-21 would not beddown at either Dyess or Whiteman AFB.
- ▶ Each installation would continue their individual missions at current levels, which will be used as the baseline for the EIS analysis.

What is the End-State?

- ▶ The end-state is defined as when all B-21 aircraft have beddown and all B-1 or B-2 aircraft are retired.
- ▶ Therefore, the analysis for each affected resource compares the end-state to the No Action Alternative.



B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



What is the Dyess AFB Alternative?

Personnel

- ▶ Approximately 4,300 individuals associated with the B-1 mission would depart.
- ▶ Approximately 5,600 individuals associated with the B-21 mission would arrive.
- ▶ End-state personnel would increase by approximately 1,300 individuals.

Airfield Operations

- ▶ End-state airfield operations would decrease by approximately 2,000 operations.

Airspace and Range Utilization

- ▶ B-21 training areas would include: Pecos MOA, Bronco MOA, Lancer Bridge MOA, Lancer MOA, Brownwood MOA, and Willie-Roscoe ATCAA.
- ▶ Includes all ATCAAs associated with the MOAs.

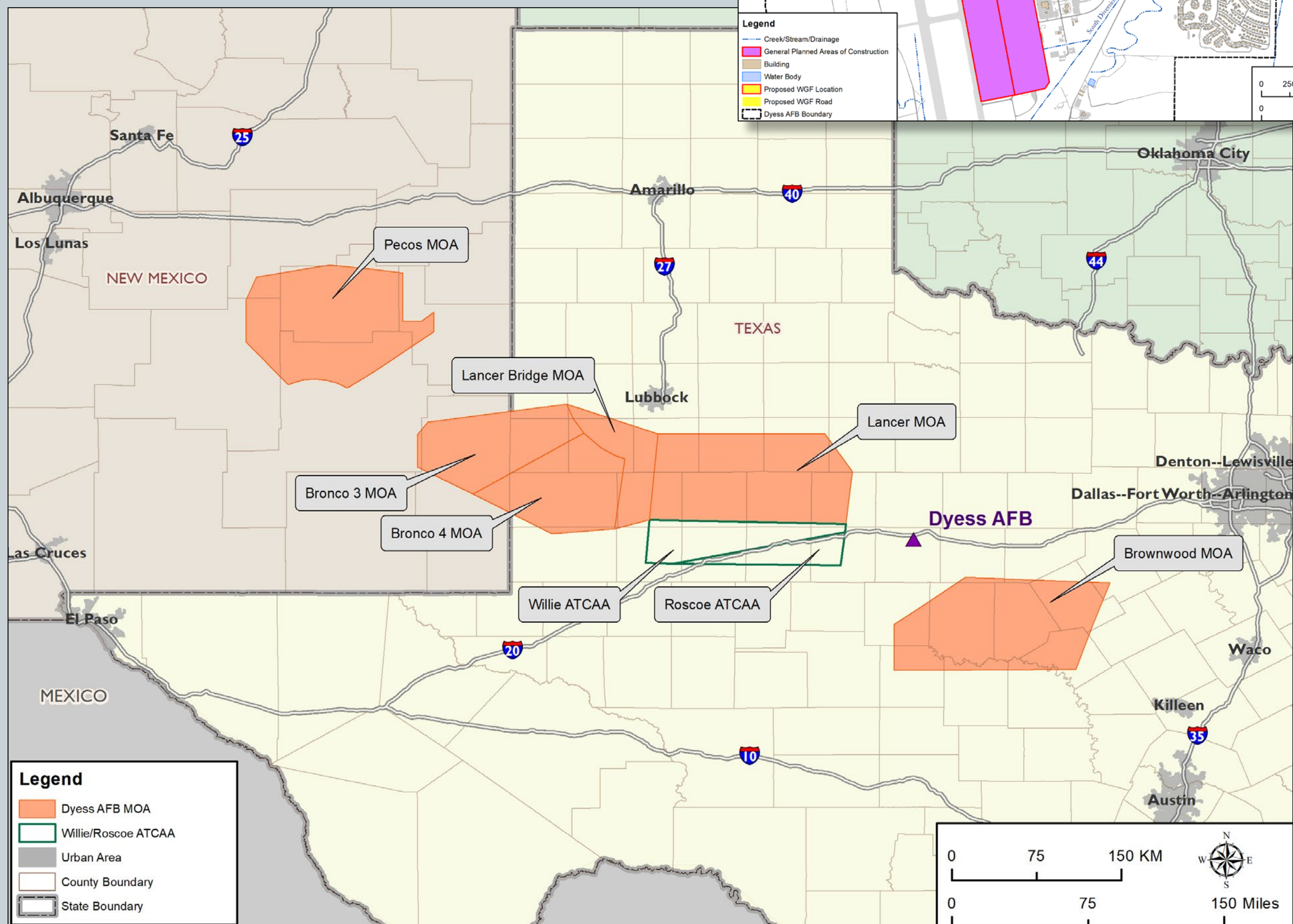
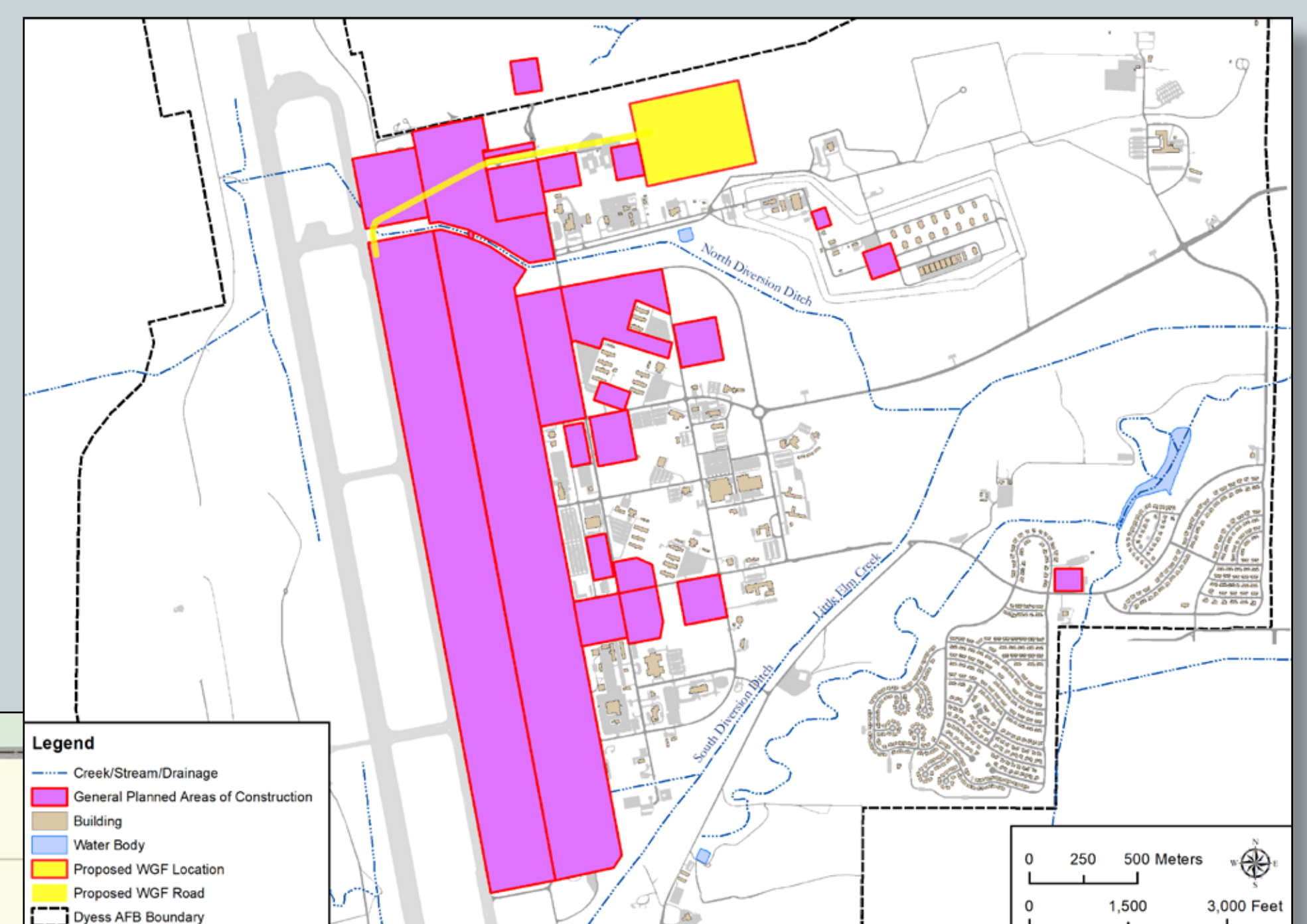
Facilities and Infrastructure

- ▶ 4.2 million square feet of construction
- ▶ 600,000 square feet of renovation
- ▶ 300,000 square feet of demolition

Weapons Generation Facility

- ▶ 50-acre construction footprint
- ▶ 20-acre final compound

General planned areas of construction for the facilities and infrastructure projects as well as the WGF are shown here.



This map shows the airspace associated with the Dyess AFB Alternative.

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



What is the Whiteman AFB Alternative?

Personnel

- Approximately 4,600 individuals associated with the B-2 mission would depart.
- Approximately 5,600 individuals associated with the B-21 mission would arrive.
- End-state personnel would increase by approximately 1,000 individuals.

Airfield Operations

- End-state airfield operations would increase by approximately 2,000 operations.

Airspace and Range Utilization

- B-21 training areas would include: Smoky Hill Range (Smoky MOA, Bison MOA and Restricted Airspace 3601), Ada MOA, Truman MOA, Cannon MOA, Lindbergh MOA, and Ozark ATCAA.
- Includes all ATCAAs associated with the MOAs.

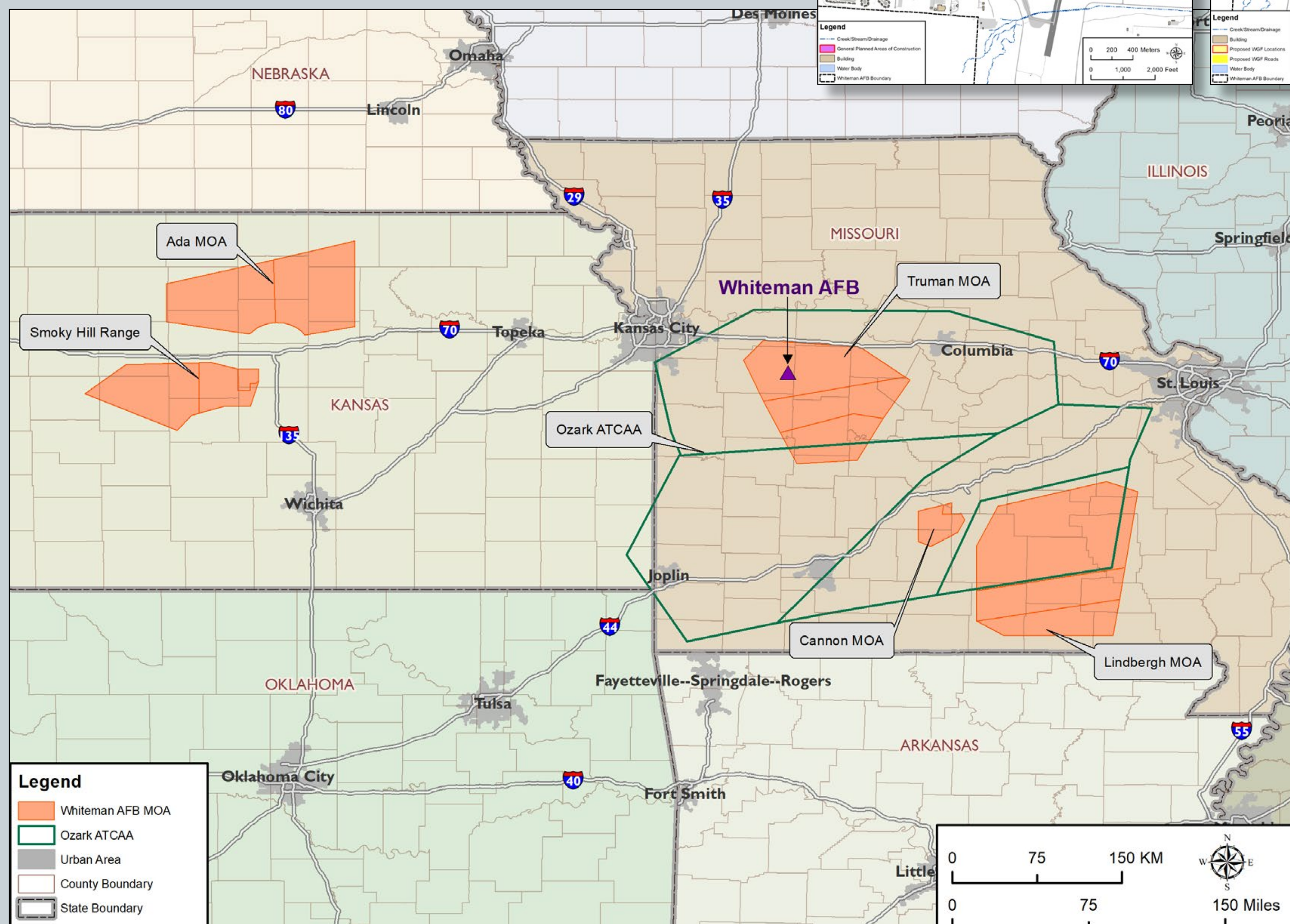
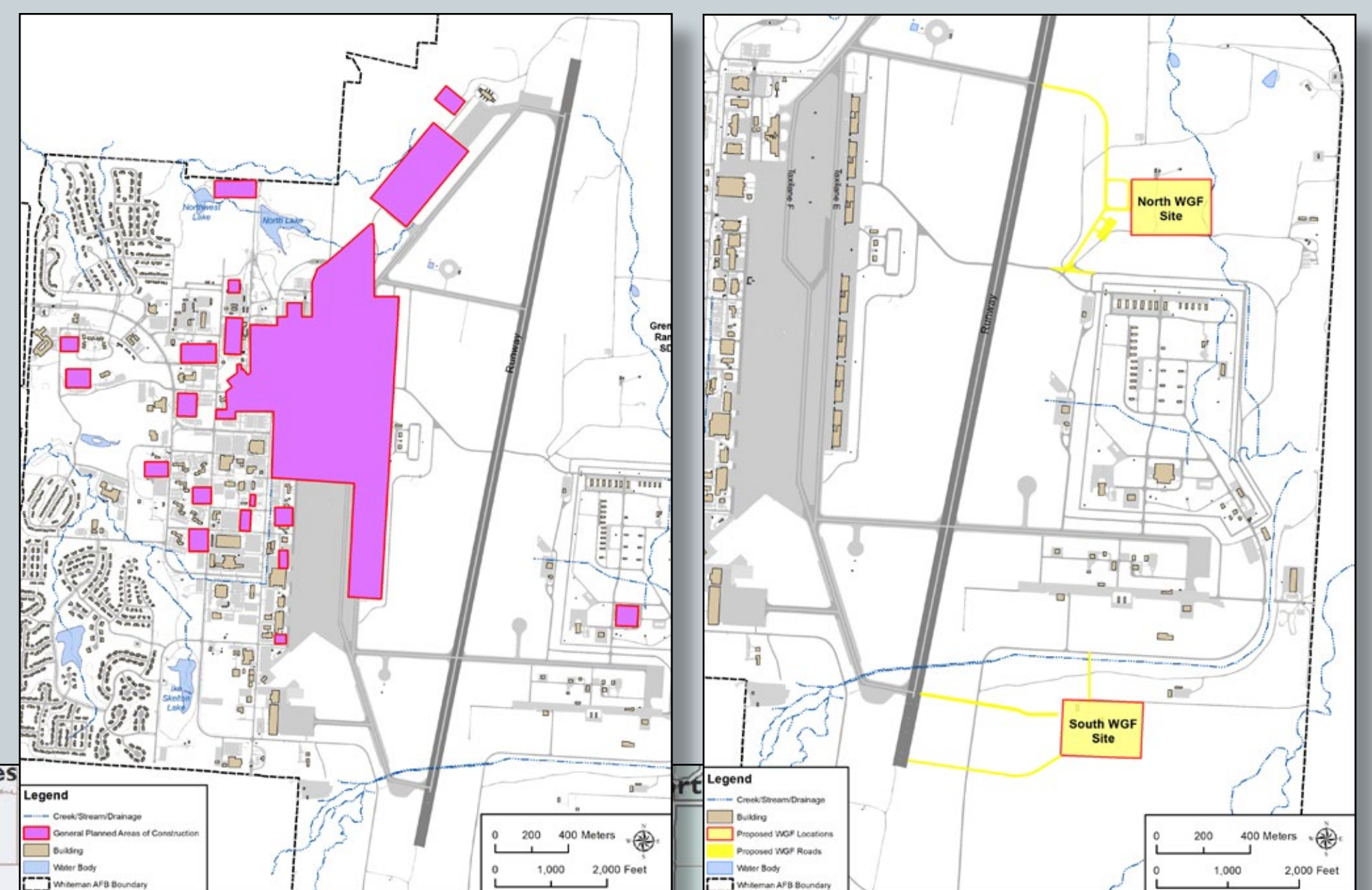
Facilities and Infrastructure

- 600,000 square feet of construction
- 1.7 million square feet of renovation
- 85,000 square feet of demolition

Weapons Generation Facility

- 50-acre construction footprint
- 20-acre final compound
- Two Subalternative locations: North WGF Site and South WGF Site

General planned areas of construction for the facilities and infrastructure projects as well as the WGF are shown here.



This map shows the airspace associated with the Whiteman AFB Alternative.

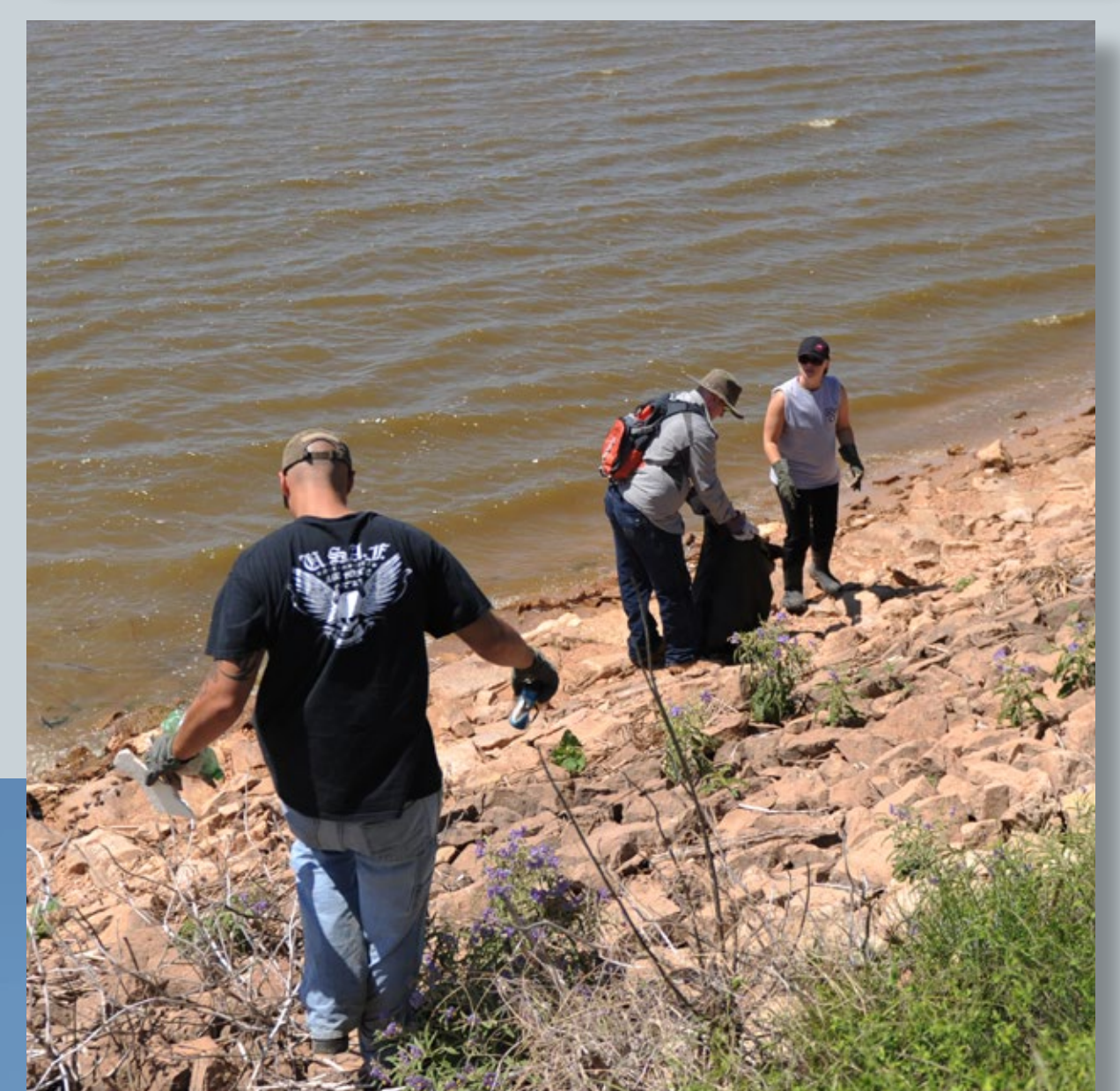
B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



What Environmental Resources were Analyzed?

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



*While all resources were analyzed in the Draft EIS, impact summaries for those in green text are provided for public hearings.



B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

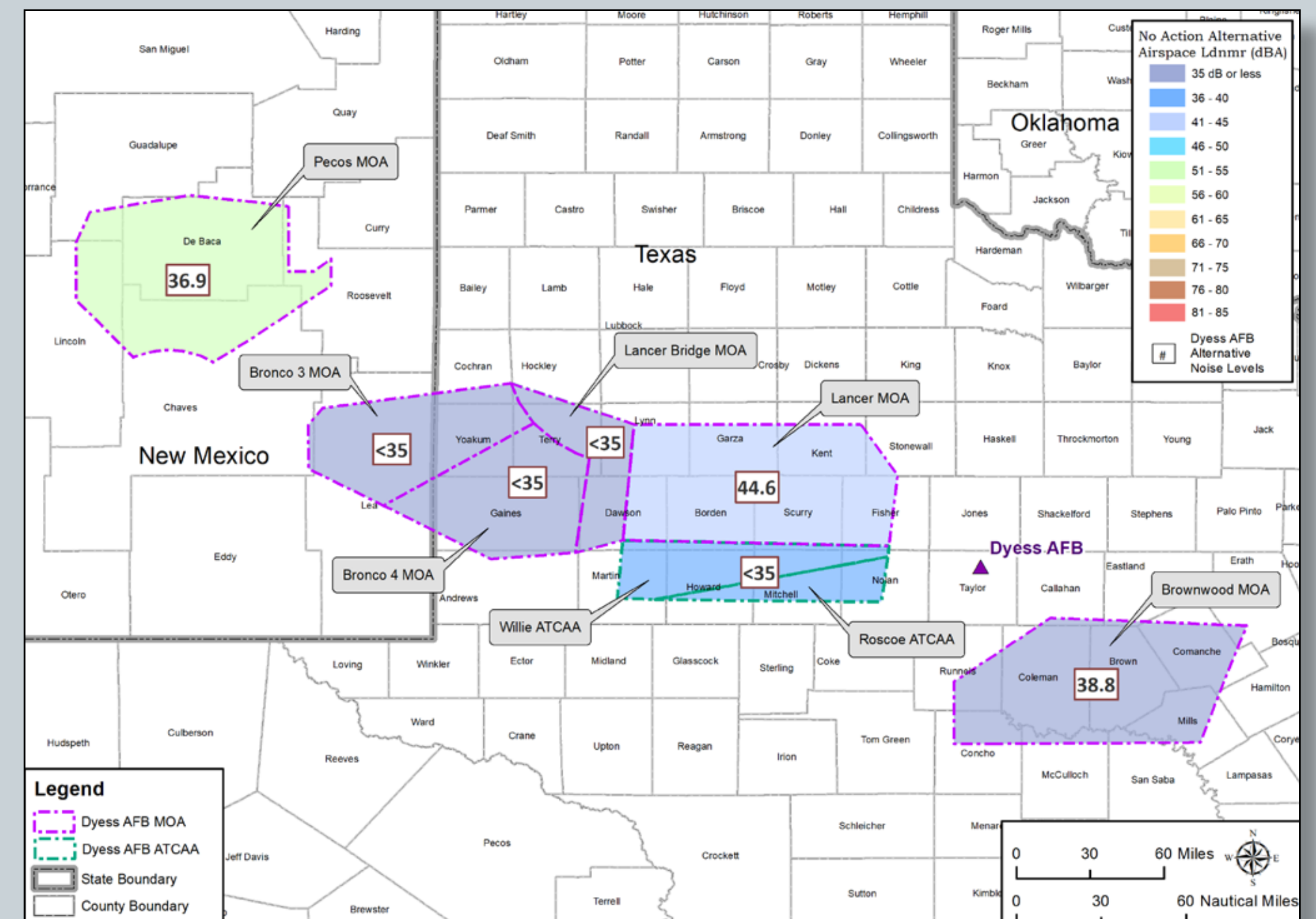
ENVIRONMENTAL IMPACT STATEMENT



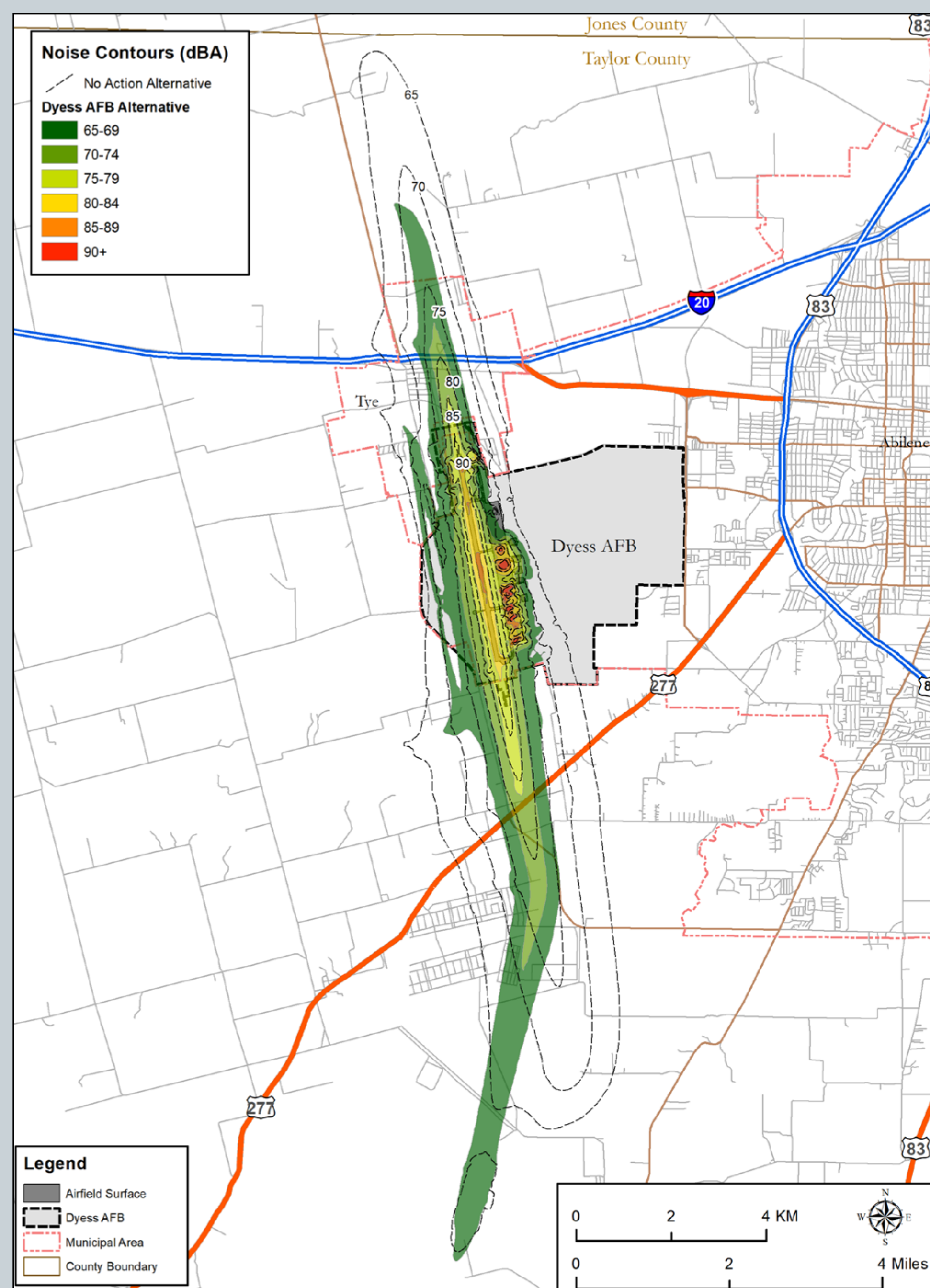
Noise Impact Summary Dyess AFB Alternative

- ▶ Acres of land affected:
 - Approximate 66% **decrease** in area exposed to 65 dBA DNL or greater
 - 7,251 fewer acres compared to the No Action Alternative
- ▶ Number of persons affected:
 - Approximate 64% **decrease** in persons exposed to 65 dBA DNL or greater
 - 953 fewer persons compared to the No Action Alternative
- ▶ Overall, noise impacts in and around Dyess AFB would be beneficial.

This map shows the noise levels (dBA L_{dnmr}) beneath the training airspace under the Dyess AFB Alternative.



- ▶ Pecos MOA
 - Noise levels would reduce to 36.9 dBA L_{dnmr}
- ▶ Lancer Bridge MOA; Bronco MOA; Willie-Roscoe ATCAA
 - Noise levels would remain at or decrease to less than 35 dBA L_{dnmr}
- ▶ Lancer MOA
 - Noise levels would decrease to 44.6 dBA L_{dnmr}
- ▶ Brownwood MOA
 - Noise levels would decrease to less than 38.8 dBA L_{dnmr}
- ▶ Overall noise impacts in the airspace would be beneficial.



This map shows the noise contours (dBA DNL) at Dyess AFB under the Dyess AFB Alternative.

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

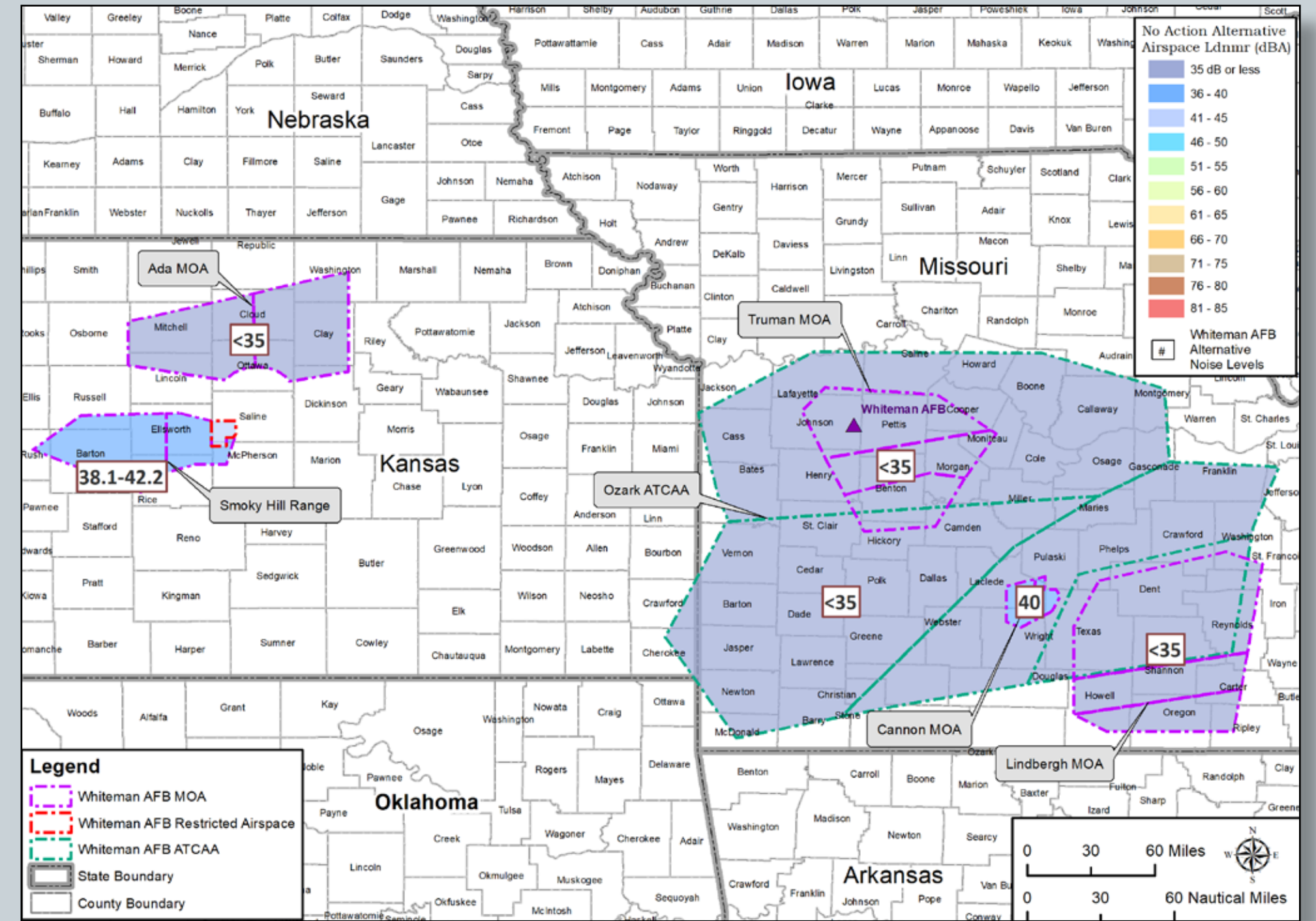
ENVIRONMENTAL IMPACT STATEMENT



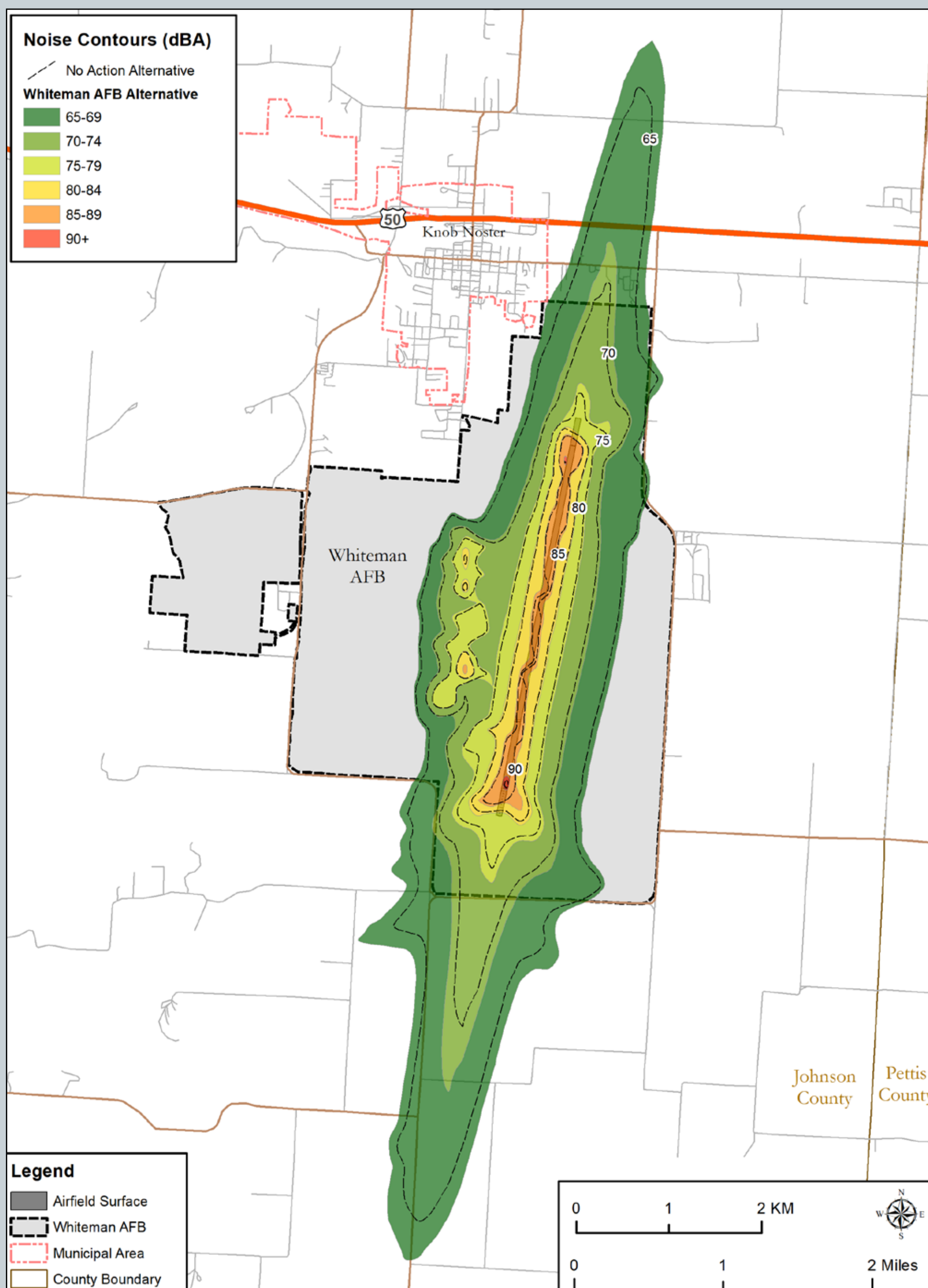
Noise Impact Summary Whiteman AFB Alternative

- ▶ Acres of land affected:
 - Approximate 45% **increase** in area, or 498 additional acres, exposed to 65 dBA DNL or greater, compared to the No Action Alternative
- ▶ Number of persons affected:
 - Approximate 37% **increase**, or 89 additional persons, exposed to 65 dBA DNL or greater, compared to the No Action Alternative
- ▶ The additional land and persons affected by increased noise levels are due primarily to the proposed annual increase in airfield operations at Whiteman AFB
 - Individual B-21 overflight noise is expected to be similar to a B-2 overflight
 - The highest sound exposure level values would not change

This map shows the noise levels (dBA L_{dnmr}) beneath the training airspace under the Whiteman AFB Alternative.



- ▶ Noise levels in the airspace would not change from baseline conditions
- ▶ Ada MOA, Ozark ATCAA, Truman MOA, and Lindbergh MOA
 - Noise levels would stay below 35 dBA L_{dnmr}
- ▶ Smoky Hill Range
 - Noise levels would remain between 38.1 and 42.2 dBA L_{dnmr}
- ▶ Cannon MOA
 - Noise levels would continue at 40 dBA L_{dnmr}



This map shows the noise contours (dBA DNL) at Whiteman AFB under the Whiteman AFB Alternative.

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



Air Quality Impact Summary **Dyess AFB Alternative and Whiteman AFB Alternative**

- ▶ Air emissions would increase for all criteria pollutants; however, only PM₁₀ would exceed indicator thresholds.
- ▶ Greenhouse gas emissions:
 - Dyess AFB Alternative: 7,500 tons per year
 - Whiteman AFB Alternative: 32,000 tons per year
- ▶ Construction-related emissions would be temporary and could be reduced through implementations of construction Best Management Practices.
- ▶ No adverse impacts to regional air quality anticipated under either alternative.

Cultural Resources Impact Summary **Dyess AFB Alternative and Whiteman AFB Alternative**

- ▶ No historic properties or archaeological resources occur within the proposed construction footprints under either alternative.
 - No adverse impacts to cultural resources are anticipated from construction activities.
- ▶ The DAF has initiated consultation with applicable State Historic Preservation Officers. The results of consultation will be presented in the Final EIS.
- ▶ No adverse impacts to cultural resources are anticipated from flight operations under either alternative.
 - Noise levels at Dyess AFB are expected to decrease.
 - Noise levels at Whiteman AFB would increase slightly.
 - Noise levels at historic properties at both installations would be well below the thresholds that might cause damage to structures.

Hazardous Materials and Hazardous and Solid Wastes Impact Summary **Dyess AFB Alternative and Whiteman AFB Alternative**

- ▶ No changes to permits, hazardous waste generator status, or management procedures would be required under either alternative.
- ▶ Management of toxic substances and hazardous and nonhazardous wastes would be accomplished in accordance with all regulatory requirements and established procedures.
- ▶ Development on or near any Environmental Restoration Program or per- and polyfluoroalkyl substances (PFAS) sites would be coordinated with the appropriate regulatory agency and other relevant stakeholders, as applicable.

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



Environmental Justice (EJ) Impact Summary

► Dyess AFB Alternative

- Overall positive impacts to EJ and sensitive populations would occur due to decreased noise levels at Dyess AFB.

► Whiteman AFB Alternative

- Increased noise exposures would occur within the 65 and 74 dBA DNL contours.
- Disproportionate impacts to EJ and sensitive populations would occur but would not be significant because no adverse health effects are anticipated.

Change in Exposures to 65 dBA DNL or Greater Compared to the No Action Alternative		
Population	Dyess AFB Alternative	Whiteman AFB Alternative
Residents	-64%	+37%
EJ Populations	Between -62% and -64%	Between +33% and +39%
Sensitive Populations	Between -64% and -65%	Between +33% and +39%

Socioeconomics Impact Summary Dyess AFB Alternative and Whiteman AFB Alternative

- Increased personnel and construction activities would have positive economic impacts at both installations.
- On-base housing units would be expected to support end-state personnel numbers.

- However, additional public service personnel would be needed.
 - The DAF would work with local communities to help plan for the anticipated population increases to minimize pressures on socioeconomic resources.

Socioeconomic Factor	Increases from No Action Alternative	
	Dyess AFB Alternative	Whiteman AFB Alternative
Total Persons	1,318 (11.1%)	1,021 (5.3%)
School Age Children	226	175
Direct Jobs	649 (12.1%)	698 (8.1%)
Indirect Jobs	182 (11%)	191 (6.9%)
Value	\$7,803,386	\$8,019,515
Housing	695 units (15.1%)	777 units (12%)
Public Service Professionals Demand	14 (11.6%)	11 (5.3%)

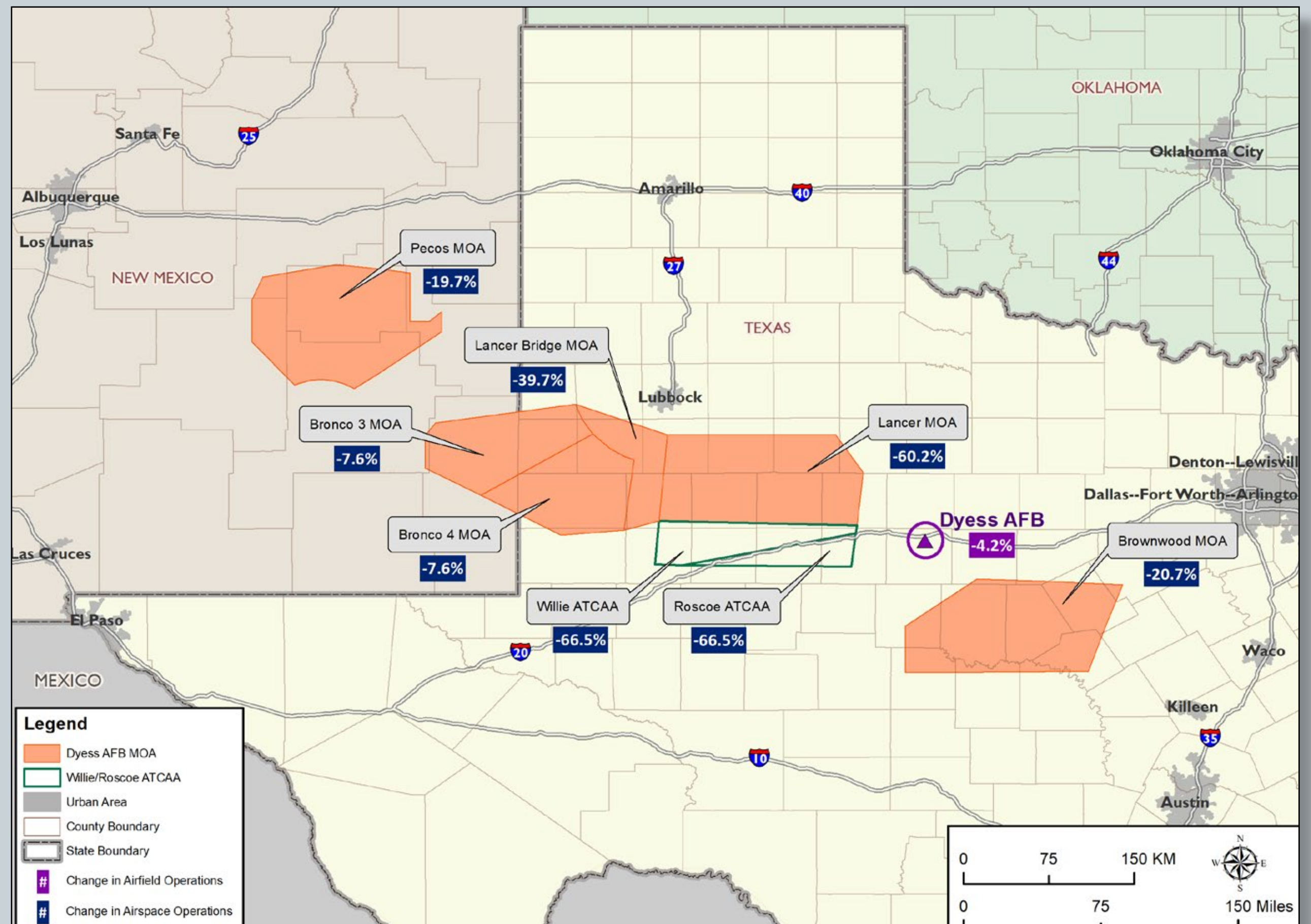
B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



Airspace Use and Management Impact Summary Dyess AFB Alternative

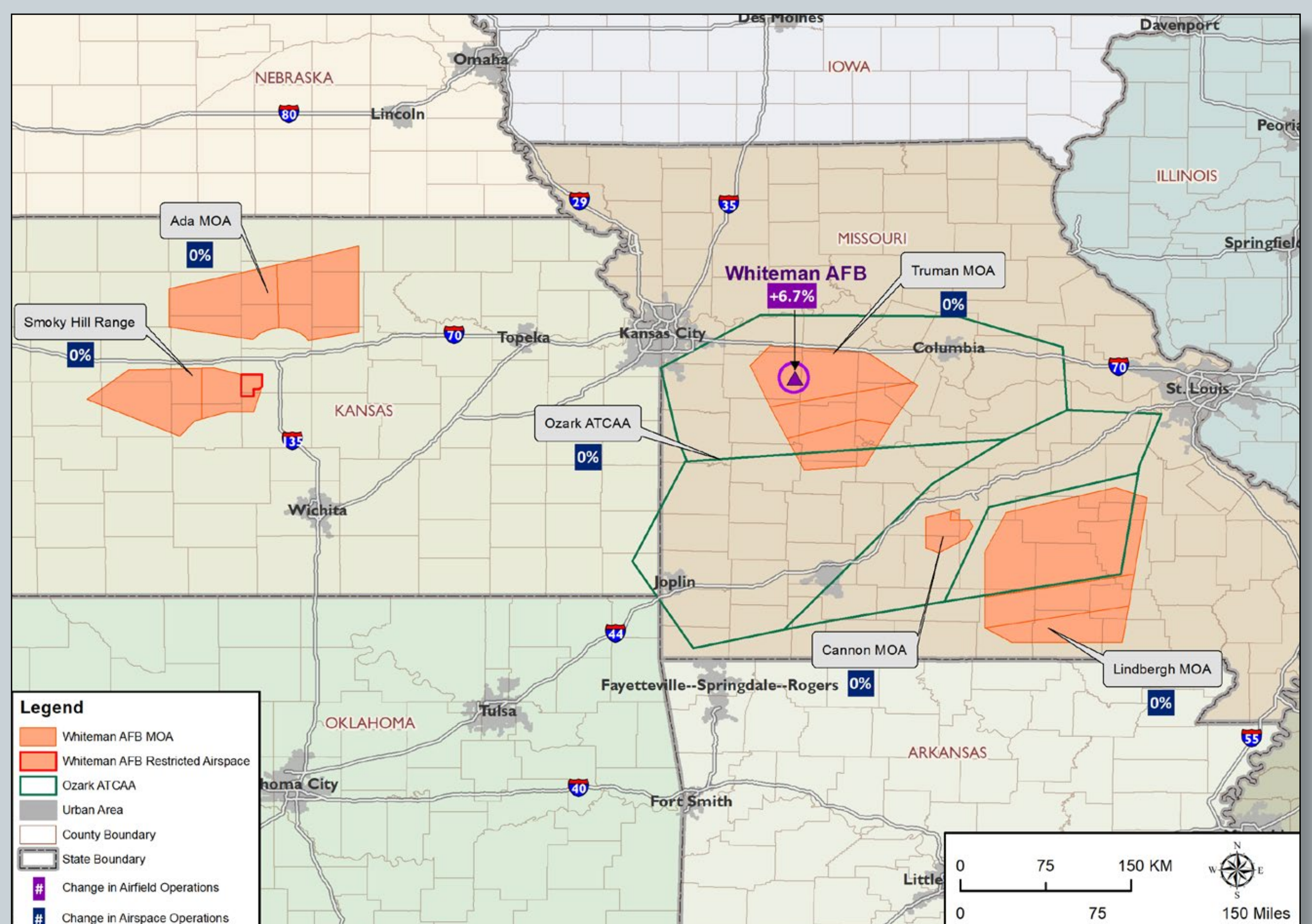
- ▶ There would be 2,000 fewer airfield operations at Dyess AFB, representing a 4.2 percent **decrease** from the No Action Alternative.
- ▶ Airspace operations would also be **reduced** by between 7.6 and 66.5 percent across all proposed airspace units.
- ▶ Overall, there would be less congestion in the airspace and operations would not contribute to air traffic controller workload.



This map shows the changes in airfield and airspace operations under the Dyess AFB Alternative compared to the No Action Alternative.

Airspace Use and Management Impact Summary Whiteman AFB Alternative

- ▶ There would be 2,000 additional airfield operations at Whiteman AFB, representing a 6.7 percent **increase** from the No Action Alternative.
- ▶ Airspace operations across all proposed airspace **would not change**.
- ▶ The minor increase in airfield operations would not impact air traffic controller workload and would not contribute to increased congestion in the airspace.



This map shows the changes in airfield and airspace operations under the Whiteman AFB Alternative compared to the No Action Alternative.

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

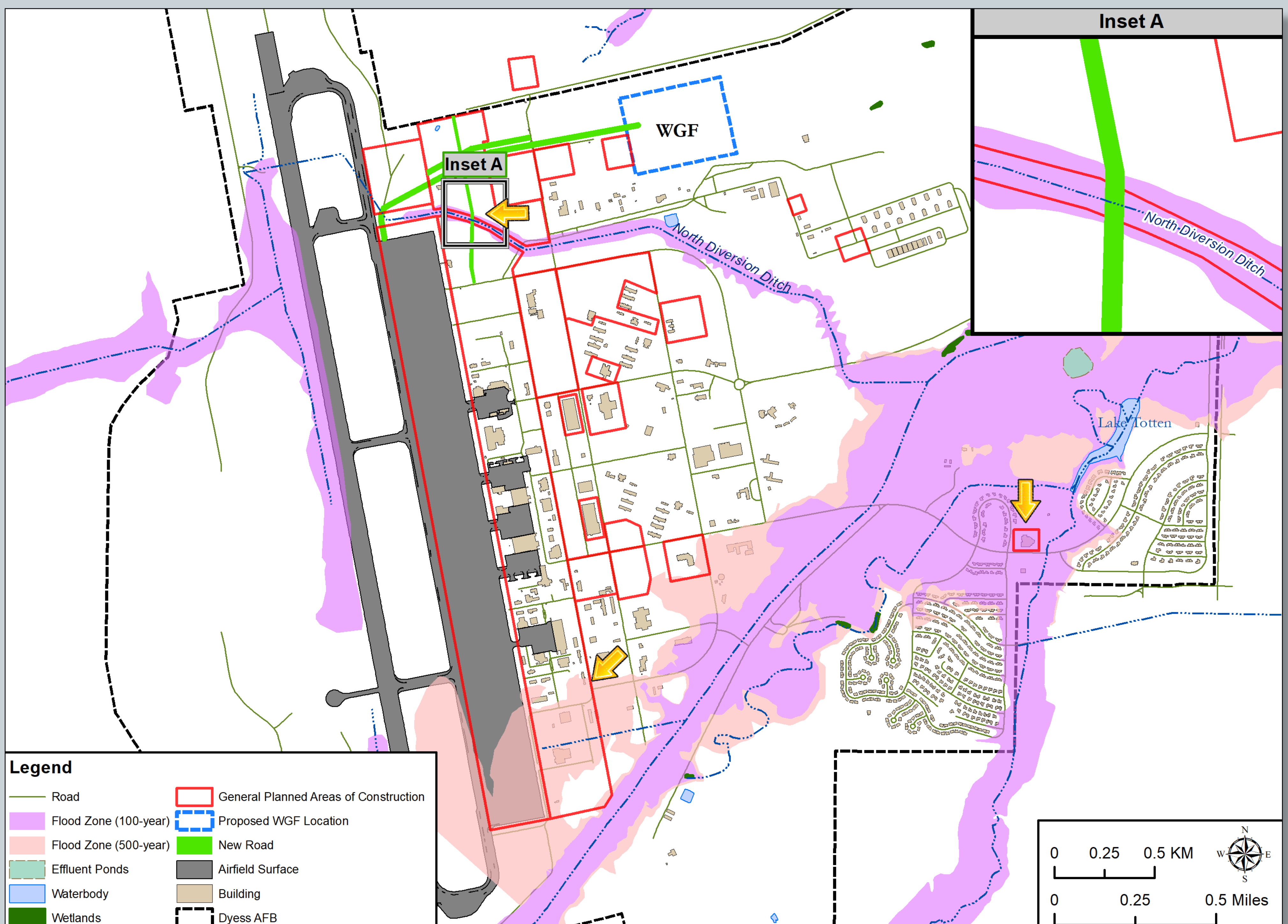
ENVIRONMENTAL IMPACT STATEMENT



Physical Resources Impact Summary Dyess AFB Alternative

- ▶ Low potential for soil erosion, which would be further reduced by erosion control measures.
 - Includes measures for a new crossing over the North Diversion Ditch.
- ▶ 100 and 500-year floodplains are present in some construction areas.
 - Facility siting would comply with floodplain management rules in Executive Order (EO) 11988 and EO 13690.
 - Construction activities would not change hydrologic properties of these areas.
- ▶ Since Dyess AFB does not have land to establish the B-21 facilities outside of the floodplain, a Finding of No Practicable Alternative will be included in the Record of Decision.
- ▶ Overall, no significant impacts to physical resources would occur.

This map shows the physical resources potentially impacted by the facilities and infrastructure projects proposed at Dyess AFB under the Dyess AFB Alternative.



B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

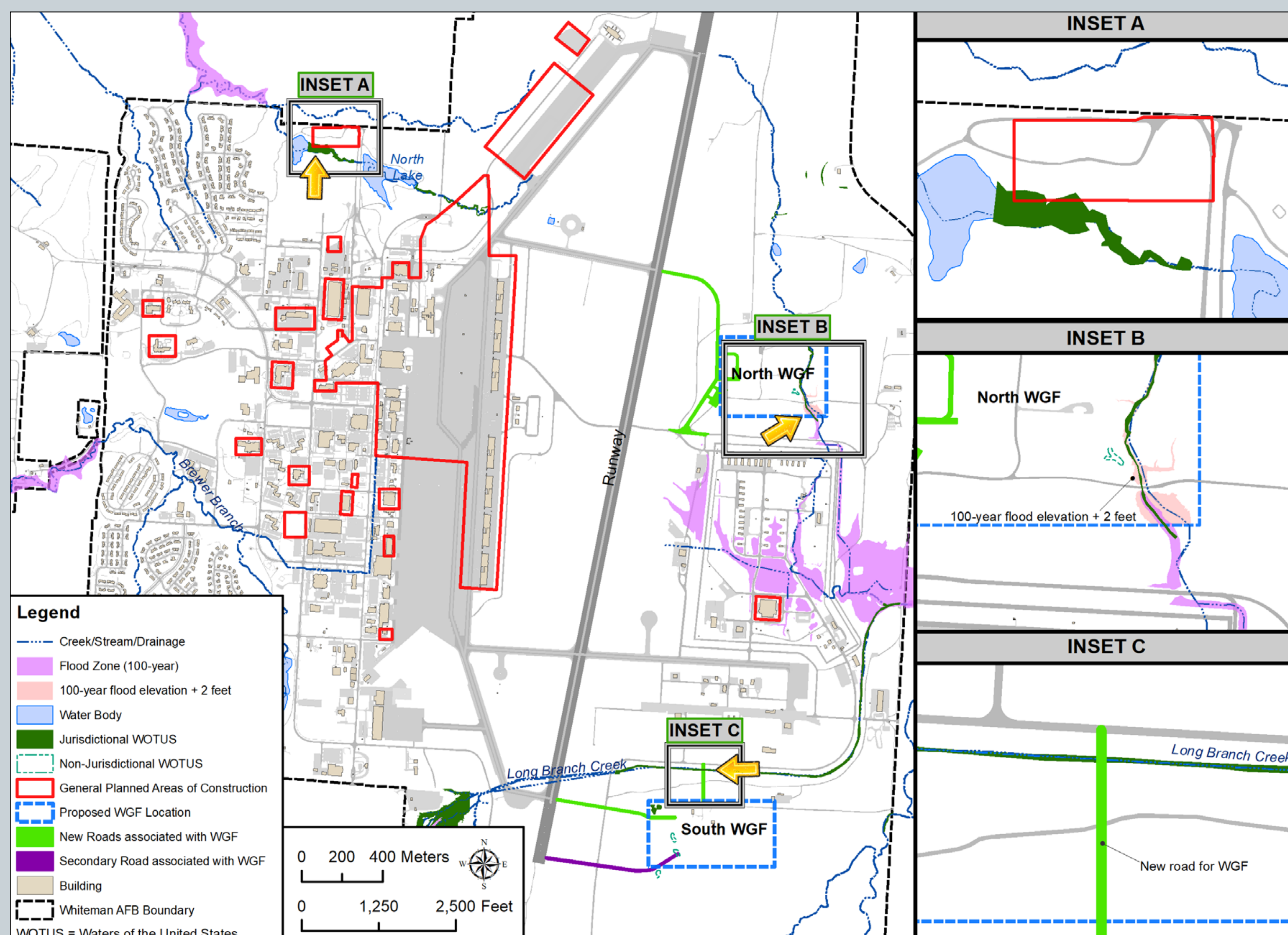
ENVIRONMENTAL IMPACT STATEMENT



Physical Resources Impact Summary Whiteman AFB Alternative

- ▶ Low to moderate potential for erosion due to topography near the Long Branch Creek crossing.
- ▶ Small areas of the construction footprint, including the new road for the South WGF Site to overlap with jurisdictional Waters of the United States (WOTUS).
 - The DAF submitted a Jurisdictional Determination (JD) request to the U.S. Army Corps of Engineers to verify the jurisdictional status of potentially affected WOTUS.
- ▶ A small area in the southeastern corner of the North WGF Site occurs in a 100-year floodplain.
 - To address concerns associated with topography, jurisdictional WOTUS, and the 100-year floodplain, the DAF would:
 - Implement erosion control measures.
 - Design facilities to avoid or minimize impacts to jurisdictional WOTUS and the 100-year floodplain.
 - Complete the JD process with the U.S. Army Corps of Engineers.
 - ◆ If jurisdictional WOTUS cannot be avoided, the DAF would obtain a Clean Water Act Section 404 permit prior to construction.
 - Avoid disturbing the floodplain or limit development to structures that would only cause minimal impacts.
- ▶ Since Whiteman AFB may not be able to avoid impacting the 100-year floodplain, a Finding of No Practicable Alternative will be included in the Record of Decision.

This map shows the physical resources potentially impacted by the facilities and infrastructure projects proposed at Whiteman AFB under the Whiteman AFB Alternative.

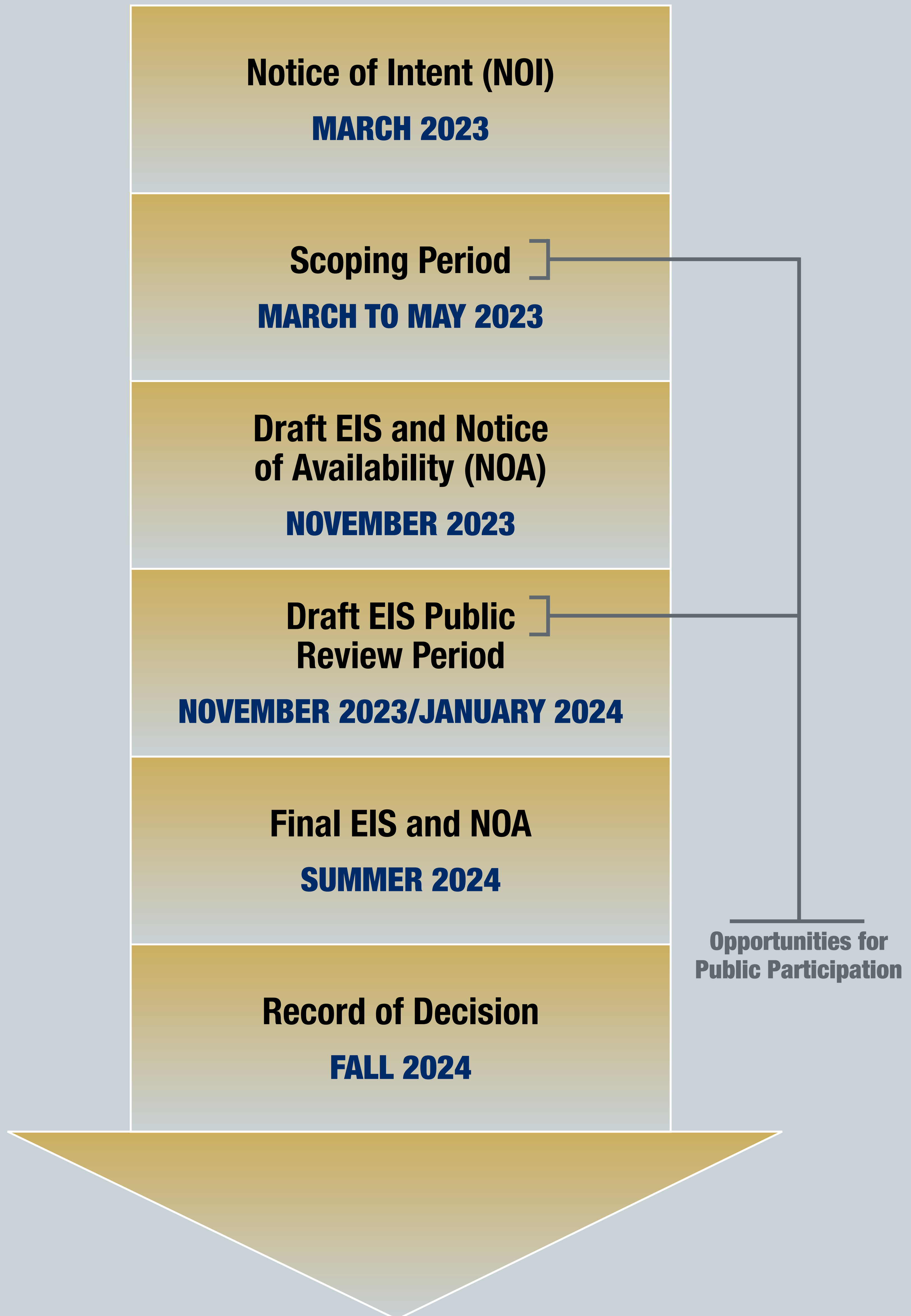


B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



Anticipated Milestone Schedule



B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



Welcome To the Public Hearing for the B-21 Beddown Main Operating Base 2 or Main Operating Base 3 at Dyess Air Force Base, Texas or Whiteman Air Force Base, Missouri Environmental Impact Statement



November-December 2023

What is a Public Hearing? The B-21 Main Operating Base (MOB) 2 and 3 Environmental Impact Statement (EIS) is in the 45-day public comment period and public hearing stage. Directed by the National Environmental Policy Act (NEPA) and Air Force environmental regulations, public hearings are a critical step in the EIS process to make diligent efforts to involve members of the public, cooperating agencies, stakeholders, and tribes. The public hearings are part of the ongoing public involvement process associated with the EIS. The purpose of tonight's meeting



is to provide opportunities to learn about and comment on the potential alternatives and to identify issues of interest or concern to frame the environmental analyses.



Agenda

The public hearing will have the following agenda:

5:30 - 6:00 p.m.

Air Force presentation

6:00 - 6:30 p.m.

Informal Q&A session

6:30 - 7:30 p.m.

Verbal comment session

What is NEPA?

NEPA is our national charter for making informed decisions while considering environmental impacts. NEPA requires all federal agencies making a proposal that may significantly impact the environment, to consider:

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

Timeline





What is the Background of the Project?

The Department of the Air Force (DAF) is developing a new bomber aircraft, the B-21 “Raider,” which will eventually replace existing B-1 and B-2 bomber aircraft. The beddown of the B-21 will take place through a series of beddowns at three Main Operating Bases (MOBs), referred to as MOB 1, MOB 2, and MOB 3. The DAF previously identified Ellsworth Air Force Base (AFB), Dyess AFB, and Whiteman AFB as potential installations to beddown the B-21 Raider. The DAF chose Ellsworth AFB for MOB 1; therefore, this EIS evaluates potential environmental consequences associated with establishing MOB 2 at the remaining two alternative bases: Dyess AFB or Whiteman AFB.

The B-21 basing action is a series of beddowns. If one of the candidate bases is selected for MOB 2, then the remaining base would subsequently become the MOB 3 beddown location. Therefore, the analysis presented in this EIS represents potential impacts associated with the beddown actions at either location.

The MOB 2 and MOB 3 beddowns would include B-21 Operations Squadrons, Weapons Instructor Course (WIC), and Operational Test and Evaluation (OT&E) Squadron, as well as a Weapons Generation Facility (WGF).

The B-21 will operate under the direction of the Air Force Global Strike Command (GSC). The B-21 will have both conventional and nuclear roles and will be capable of penetrating and surviving in advanced air defense environments. It is projected to enter service in the 2020s, and the DAF intends to operate a minimum of 100 B-21 aircraft.

What is the Purpose and Need for the Proposed Action?

The DAF’s purpose of the proposed action is to implement the goals of the National Defense Strategy by modernizing the U.S. bomber fleet capabilities.

The DAF’s need for the proposed action is to support deterrence capabilities by basing the B-21 at installations that can support the GSC’s MOB 2 mission.

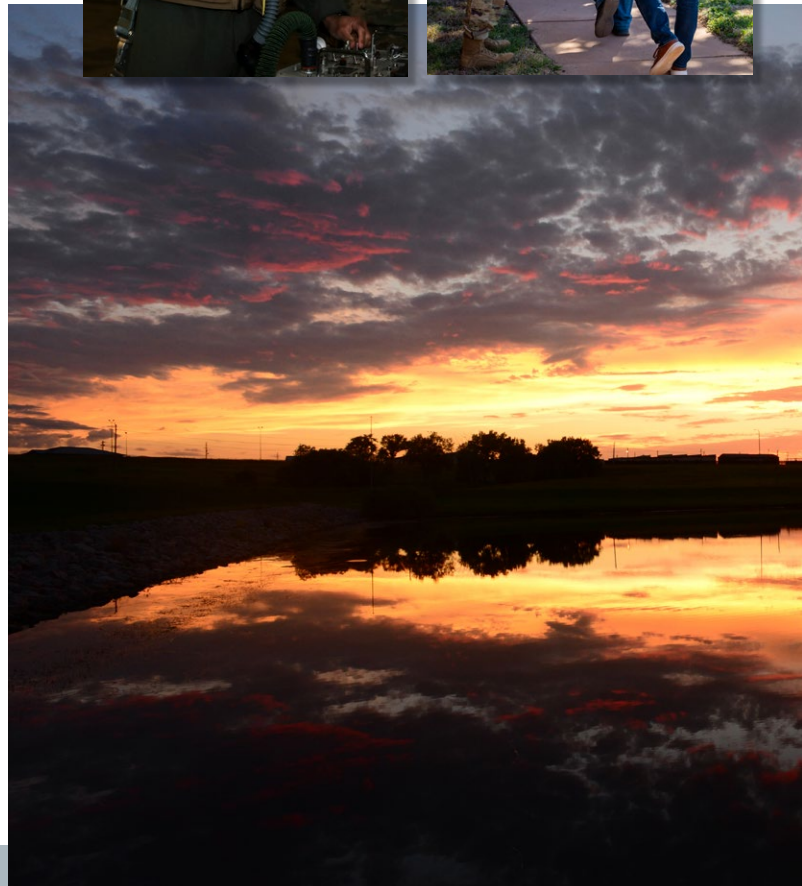
What Environmental Resources Were Studied in the EIS?

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

*While all resources were analyzed in the Draft EIS, impact summaries for those in green text are provided for public hearings.

What are the Elements of the Proposed Action?

- ▶ **Personnel:** Personnel associated with the B-21 MOB 2 mission would include approximately 2,500 military personnel and 3,100 dependents.
- ▶ **Airfield Operations:** The annual estimated number of total B-21 aircraft operations is approximately 7,000 per year.
- ▶ **Airspace and Range Utilization:** B-21 training operations would occur in Military Operations Areas (MOAs) and Air Traffic Control Assigned Airspaces (ATCAAs). There are no plans to modify any of the airspace as a result of the Proposed Action.
- ▶ **Facilities and Infrastructure:** Includes construction, renovation, and demolition projects to support the B-21 MOB 2 basing action at each alternative location.
- ▶ **Weapons Generation Facility:** The WGF is a unique facility that would be newly constructed at each B-21 beddown location that will provide a safe and secure location for the storage of nuclear munitions.



What is the No Action Alternative?

NEPA requires the alternatives analysis in the EIS to include a “No Action Alternative.”

However:

- ▶ The B-21 program is a major Department of Defense initiative to ensure the U.S. nuclear triad is and remains effective; therefore, the B-21 program will be implemented whether or not the No Action Alternative is selected.
- ▶ If selected, the DAF would re-evaluate their B-21 phasing approach using military judgement and implement the basing at another, undetermined location.

Therefore, under the No Action Alternative:

- ▶ The B-21 would not beddown at either Dyess or Whiteman AFB.
- ▶ Each installation would continue their individual missions at current levels, which was used as the baseline for the EIS analysis.



What is the End-State?

- ▶ The end-state is defined as when all B-21 aircraft have beddown and all B-1 or B-2 aircraft are retired.
- ▶ Therefore, the analysis for each affected resource compares the end-state to the No Action Alternative.



What is the Dyess AFB Alternative?

PERSONNEL

- ▶ Approximately 4,300 individuals associated with the B-1 mission would depart.
- ▶ Approximately 5,600 individuals associated with the B-21 mission would arrive.
- ▶ End-state personnel would increase by approximately 1,300 individuals.

AIRFIELD OPERATIONS

- ▶ End-state airfield operations would decrease by approximately 2,000 operations.

AIRSPACE AND RANGE UTILIZATION

- ▶ B-21 training areas would include: Pecos MOA, Bronco MOA, Lancer Bridge MOA, Lancer MOA, Brownwood MOA, and Willie-Roscoe ATCAA.
- ▶ Includes all ATCAAs associated with the MOAs.

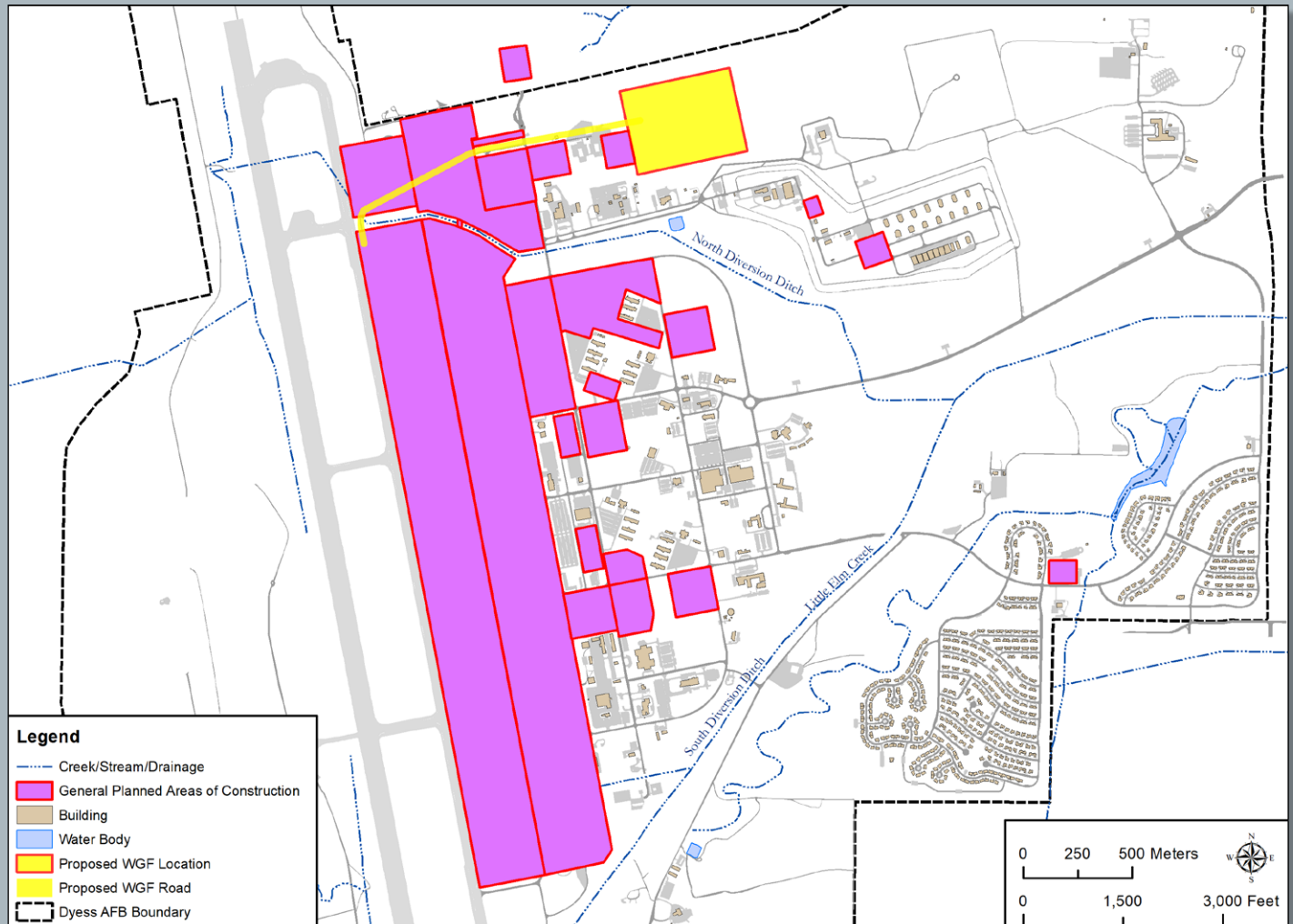
FACILITIES AND INFRASTRUCTURE

- ▶ 4.2 million square feet of construction
- ▶ 600,000 square feet of renovation
- ▶ 300,000 square feet of demolition

WEAPONS GENERATION FACILITY

- ▶ 50-acre construction footprint
- ▶ 20-acre final compound

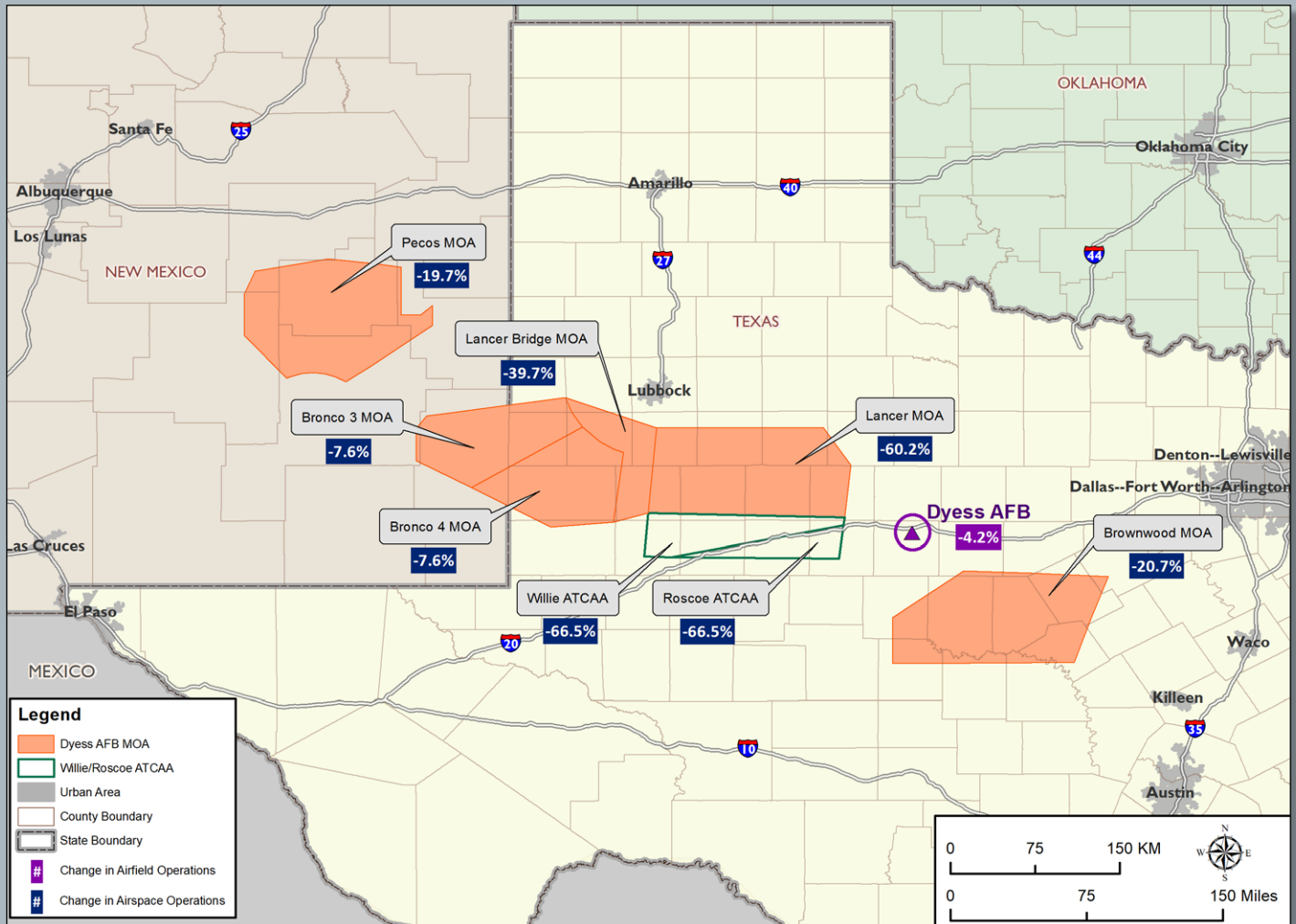
General planned areas of construction for the facilities and infrastructure projects as well as the WGF are shown here.



Impacts for the Dyess AFB Alternative

AIRSPACE USE AND MANAGEMENT IMPACT SUMMARY

- ▶ There would be 2,000 fewer airfield operations at Dyess AFB, representing a 4.2 percent decrease from the No Action Alternative.
- ▶ Airspace operations would also be reduced by between 7.6 and 66.5 percent across all proposed airspace units.
- ▶ Overall, there would be less congestion in the airspace and operations would not contribute to air traffic controller workload.



This map shows the changes in airfield and airspace operations under the Dyess AFB Alternative compared to the No Action Alternative.

Impacts for the Dyess AFB Alternative (continued)

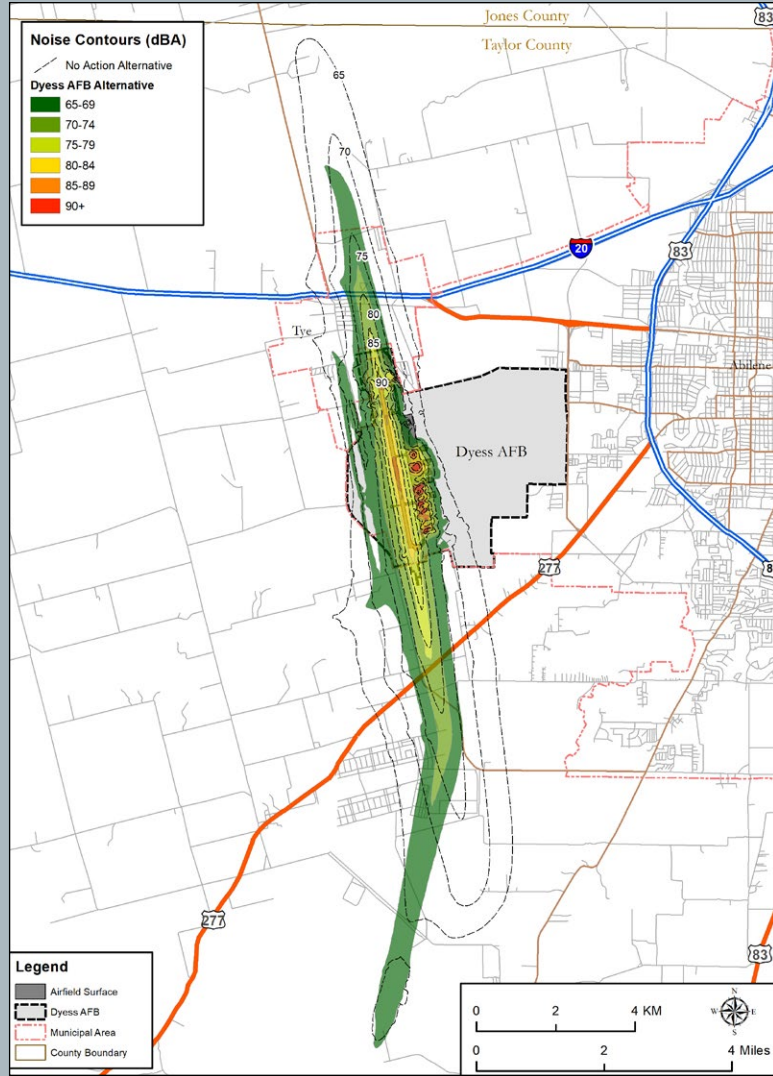
NOISE IMPACT SUMMARY

Airfield Operations

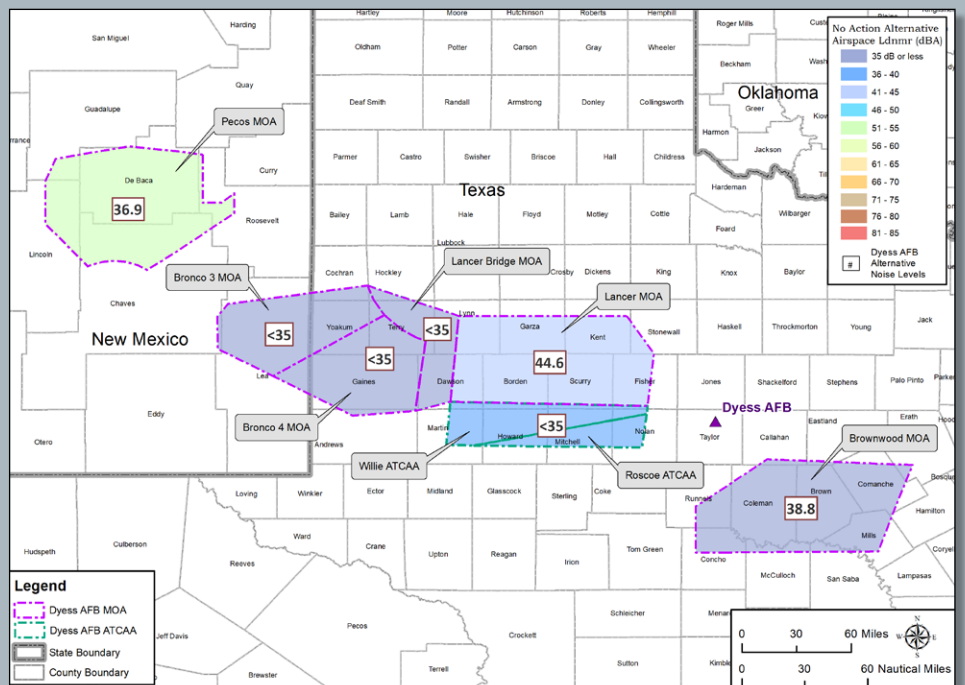
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 - 7,251 fewer acres compared to the No Action Alternative
- ▶ Number of persons affected:
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 - 953 fewer persons compared to the No Action Alternative
- ▶ Overall, noise impacts in and around Dyess AFB would be beneficial.

Airspace and Range Utilization

- ▶ Pecos MOA
 - Noise levels would reduce to 36.9 dBA L_{dnmr}
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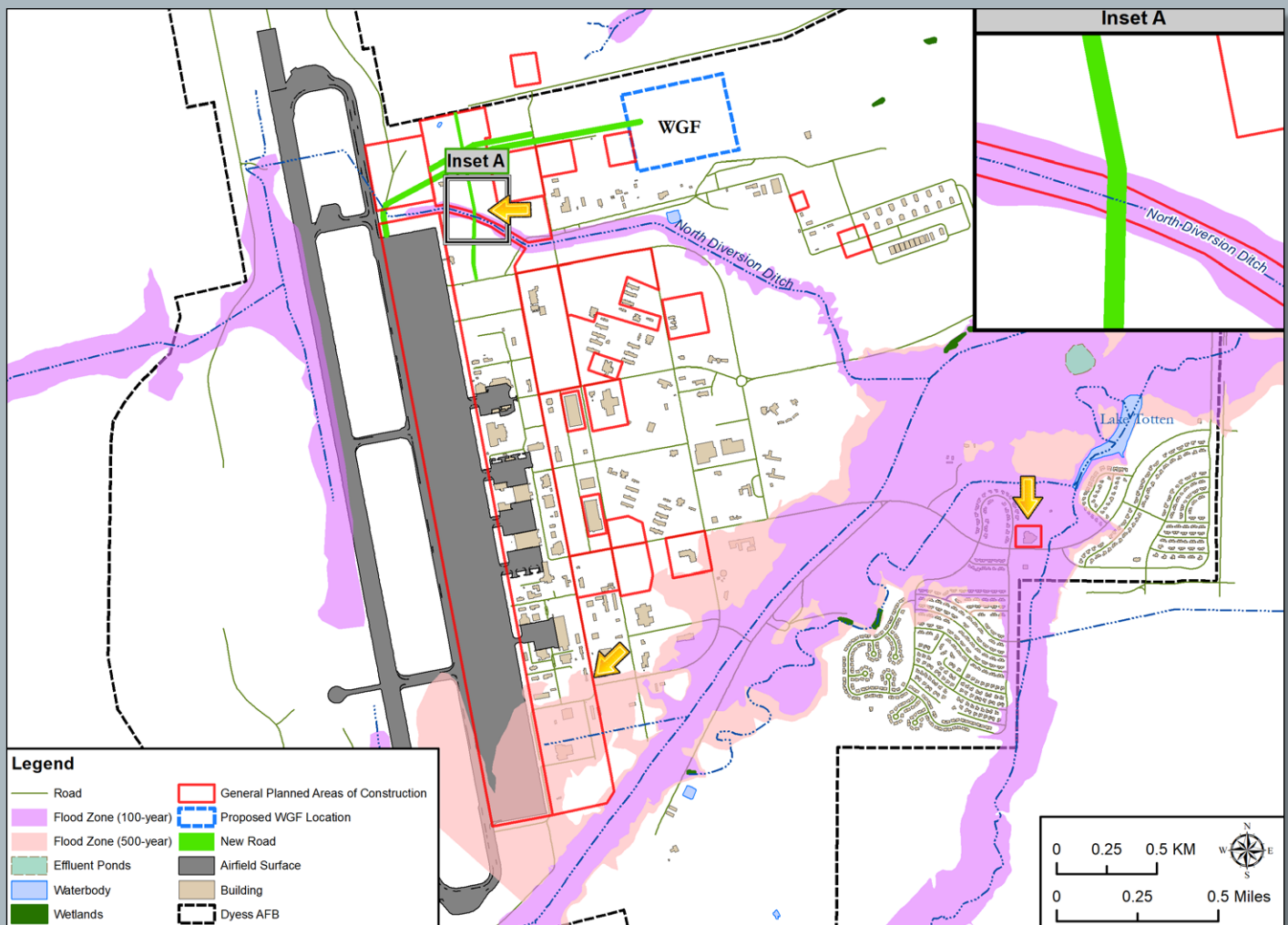
This map shows the noise contours (dBA DNL) at Dyess AFB under the Dyess AFB Alternative.



This map shows the noise levels (dBA L_{dnmr}) beneath the training airspace under the Dyess AFB Alternative.

PHYSICAL RESOURCES IMPACT SUMMARY

- ▶ Low potential for soil erosion, which would be further reduced by erosion control measures.
 - Includes measures for a new crossing over the North Diversion Ditch.
- ▶ 100 and 500-year floodplains are present in some construction areas.
 - Facility siting would comply with floodplain management rules in Executive Order (EO) 11988 and EO 13690.
 - Construction activities would not change hydrologic properties of these areas.
- ▶ Since Dyess AFB does not have land to establish the B-21 facilities outside of the floodplain, a Finding of No Practicable Alternative will be included in the Record of Decision.
- ▶ Overall, no significant impacts to physical resources would occur.



This map shows the physical resources potentially impacted by the facilities and infrastructure projects proposed at Dyess AFB under the Dyess AFB Alternative.

What is the Whiteman AFB Alternative?

PERSONNEL

- ▶ Approximately 4,600 individuals associated with the B-2 mission would depart.
- ▶ Approximately 5,600 individuals associated with the B-21 mission would arrive.
- ▶ End-state personnel would increase by approximately 1,000 individuals.

AIRFIELD OPERATIONS

- ▶ End-state airfield operations would increase by approximately 2,000 operations.

AIRSPACE AND RANGE UTILIZATION

- ▶ B-21 training areas would include: Smoky Hill Range (Smoky MOA, Bison MOA and Restricted Airspace 3601), Ada MOA, Truman MOA, Cannon MOA, Lindbergh MOA, and Ozark ATCAA.
- ▶ Includes all ATCAAs associated with the MOAs.

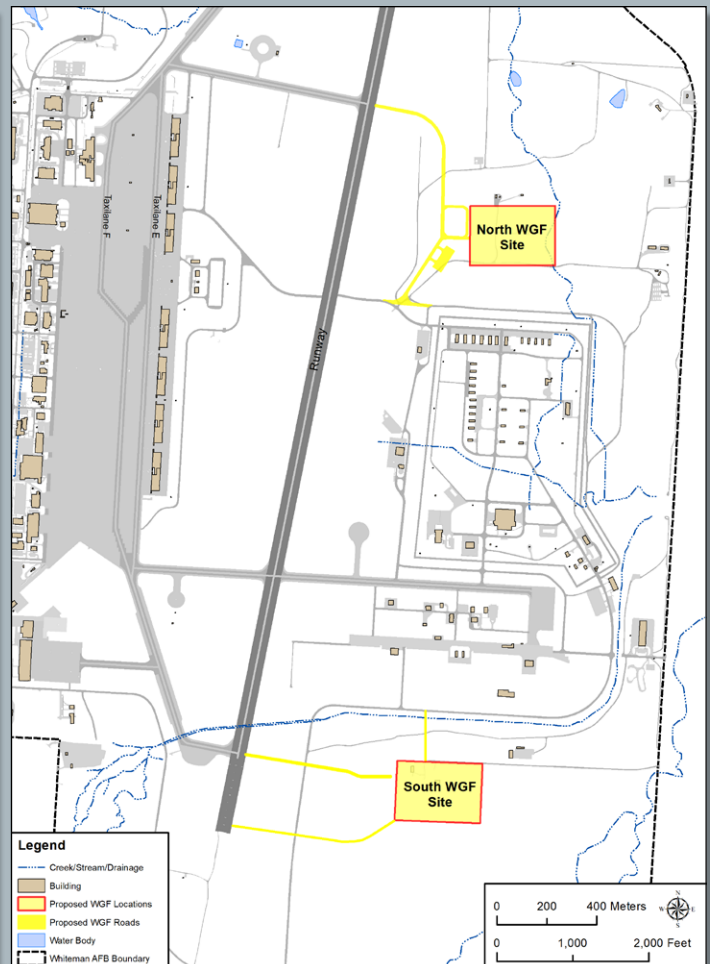
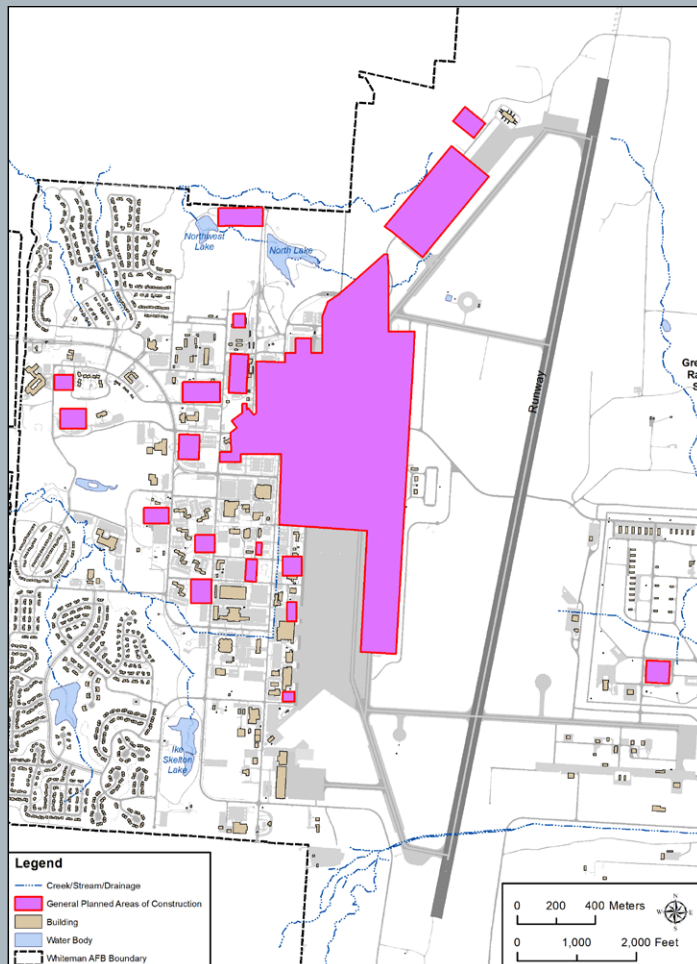
FACILITIES AND INFRASTRUCTURE

- ▶ 600,000 square feet of construction
- ▶ 1.7 million square feet of renovation
- ▶ 85,000 square feet of demolition

WEAPONS GENERATION FACILITY

- ▶ 50-acre construction footprint
- ▶ 20-acre final compound
- ▶ Two Subalternative locations: North WGF Site and South WGF Site

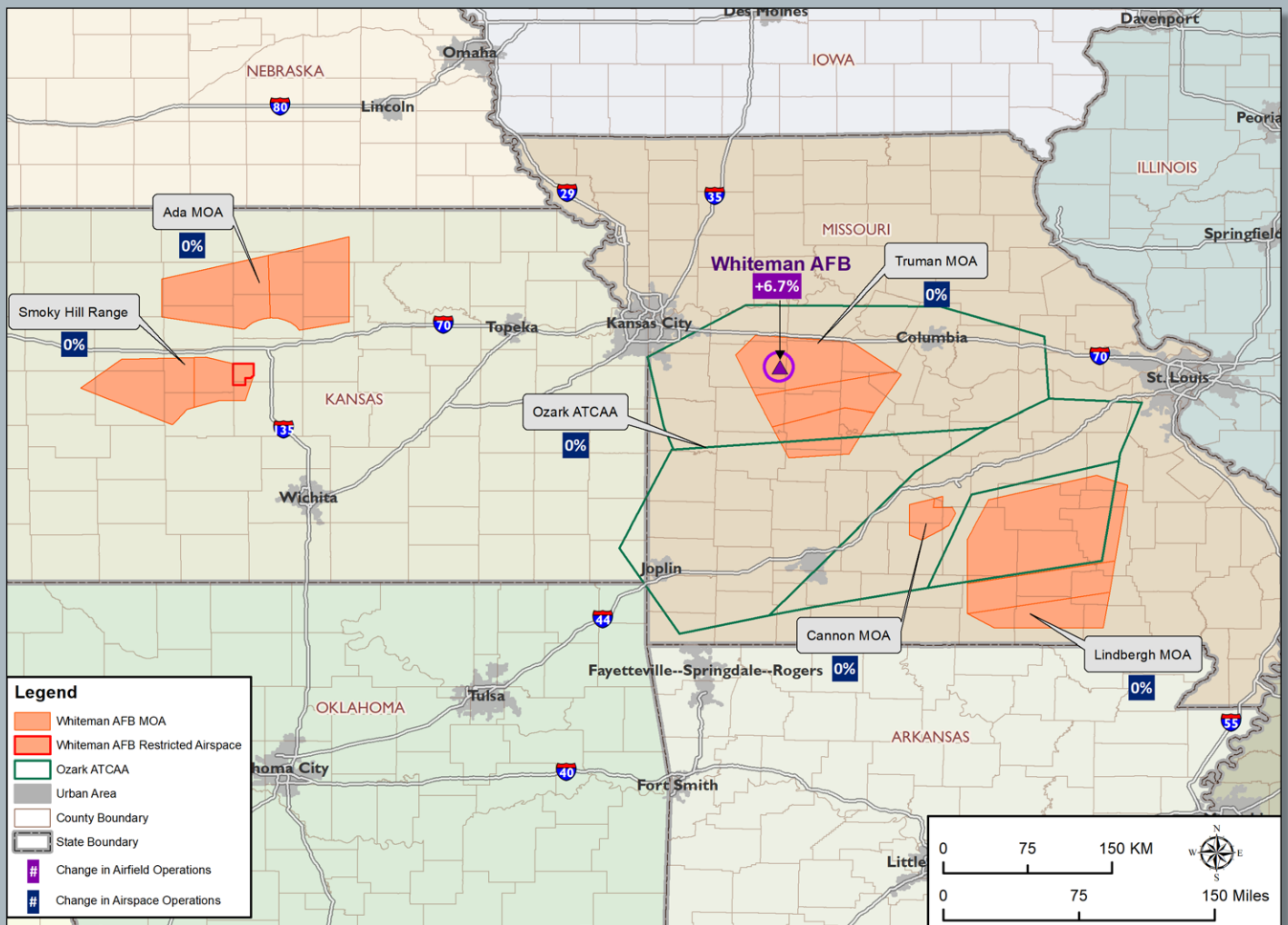
General planned areas of construction for the facilities and infrastructure projects as well as the WGF are shown here.



Impacts for the Whiteman AFB Alternative

AIRSPACE USE AND MANAGEMENT IMPACT SUMMARY

- ▶ There would be 2,000 additional airfield operations at Whiteman AFB, representing a 6.7 percent increase from the No Action Alternative.
- ▶ Airspace operations across all proposed airspace would not change.
- ▶ The minor increase in airfield operations would not impact air traffic controller workload and would not contribute to increased congestion in the airspace.



This map shows the changes in airfield and airspace operations under the Whiteman AFB Alternative compared to the No Action Alternative.

Impacts for the Whiteman AFB Alternative (continued)

NOISE IMPACT SUMMARY

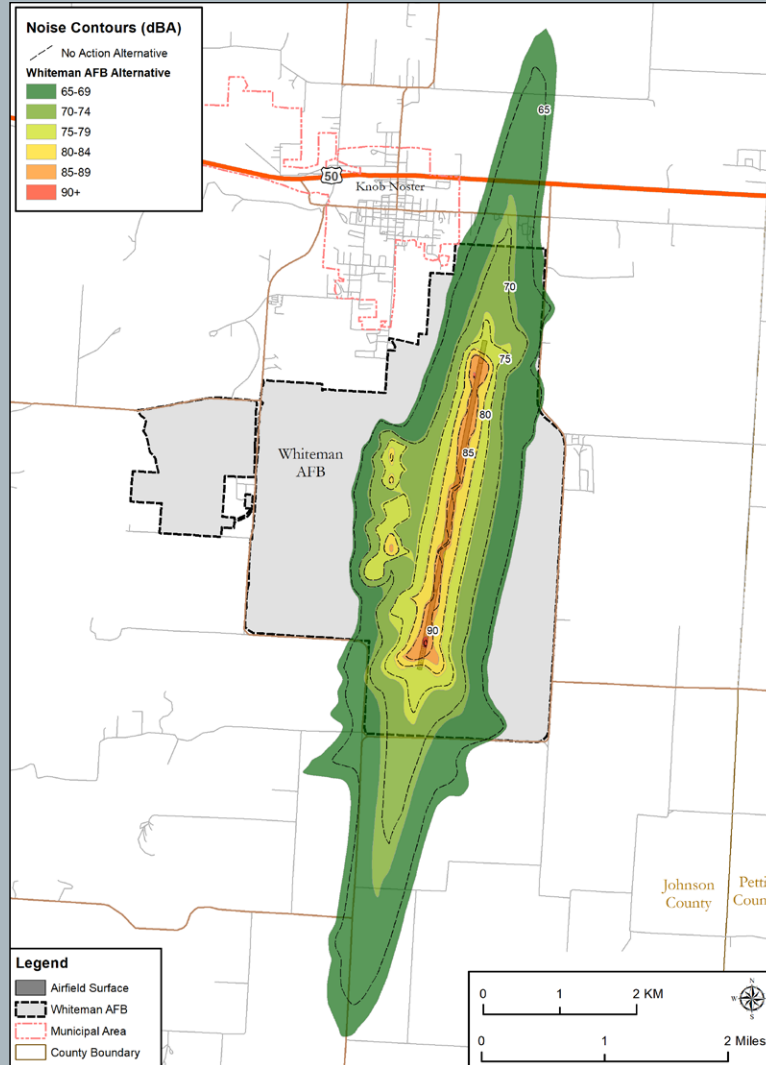
Airfield Operations

- ▶ Acres of land affected:
 - Approximate 45% increase in area, or 498 additional acres, exposed to 65 dBA DNL or greater, compared to the No Action Alternative
- ▶ Number of persons affected:
 - Approximate 37% increase, or 89 additional persons, exposed to 65 dBA DNL or greater, compared to the No Action Alternative
- ▶ The additional land and persons affected by increased noise levels are due primarily to the proposed annual increase in airfield operations at Whiteman AFB
 - Individual B-21 overflight noise is expected to be similar to a B-2 overflight
 - The highest sound exposure level values would not change

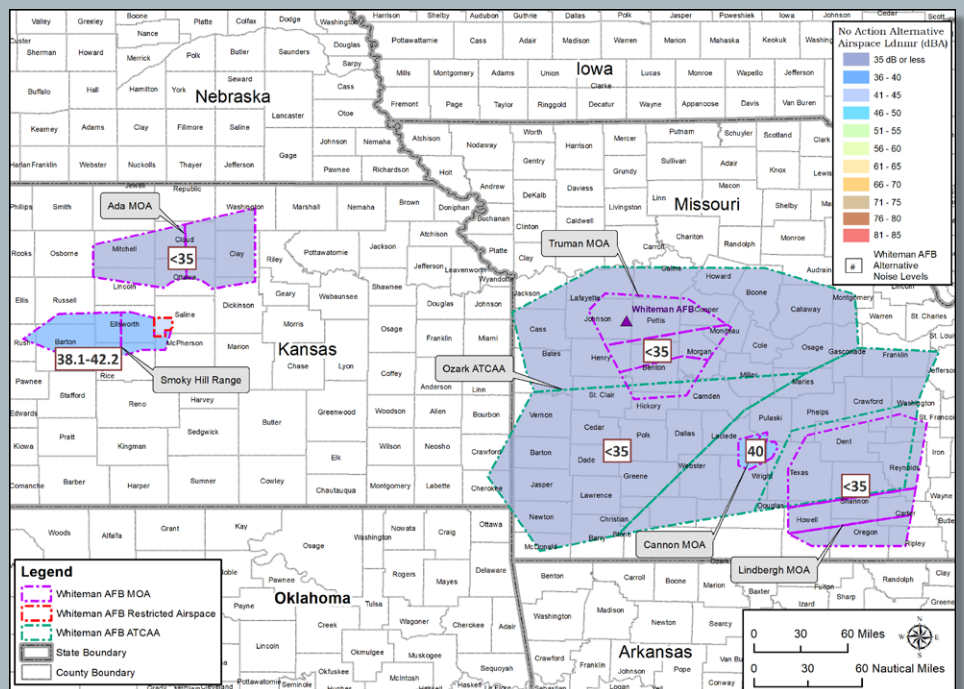
Airspace and Range Utilization

- ▶ Noise levels in the airspace would not change from baseline conditions
- ▶ Ada MOA, Ozark ATCAA, Truman MOA, and Lindbergh MOA
 - Noise levels would stay below 35 dBA L_{dnmr}
- ▶ Smoky Hill Range
 - Noise levels would remain between 38.1 and 42.2 dBA L_{dnmr}
- ▶ Cannon MOA
 - Noise levels would continue at 40 dBA L_{dnmr}

This map shows the noise levels (dBA L_{dnmr}) beneath the training airspace under the Whiteman AFB Alternative.



This map shows the noise contours (dBA DNL) at Whiteman AFB under the Whiteman AFB Alternative.

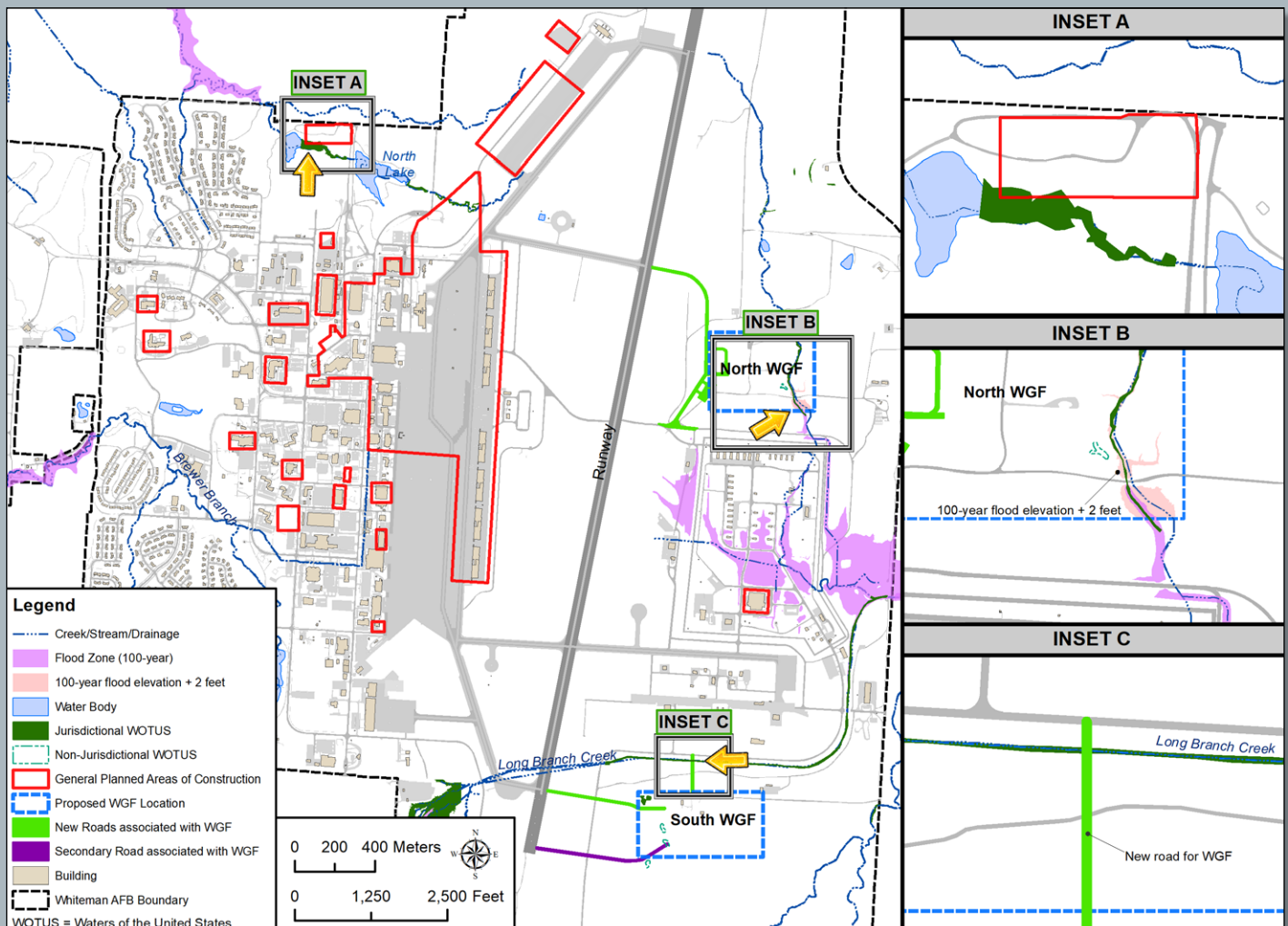


PHYSICAL RESOURCES IMPACT SUMMARY

- ▶ Low to moderate potential for erosion due to topography near the Long Branch Creek crossing.
- ▶ Small areas of the construction footprint, including the new road for the South WGF Site to overlap with jurisdictional Waters of the United States (WOTUS).
 - The DAF submitted a Jurisdictional Determination (JD) request to the U.S. Army Corps of Engineers to verify the jurisdictional status of potentially affected WOTUS.
- ▶ A small area in the southeastern corner of the North WGF Site occurs in a 100-year floodplain.

- ▶ To address concerns associated with topography, jurisdictional WOTUS, and the 100-year floodplain, the DAF would:
 - Implement erosion control measures.
 - Design facilities to avoid or minimize impacts to jurisdictional WOTUS and the 100-year floodplain.
 - Complete the JD process with the U.S. Army Corps of Engineers.
 - If jurisdictional WOTUS cannot be avoided, the DAF would obtain a Clean Water Act Section 404 permit prior to construction.
 - Avoid disturbing the floodplain or limit development to structures that would only cause minimal impacts.
- ▶ Since Whiteman AFB may not be able to avoid impacting the 100-year floodplain, a Finding of No Practicable Alternative will be included in the Record of Decision.

This map shows the physical resources potentially impacted by the facilities and infrastructure projects proposed at Whiteman AFB under the Whiteman AFB Alternative.



Impacts for Both the Dyess AFB Alternative and the Whiteman AFB Alternative

AIR QUALITY IMPACT SUMMARY

- ▶ Air emissions would increase for all criteria pollutants; however, only PM_{10} would exceed indicator thresholds.
- ▶ Greenhouse gas emissions:
 - Dyess AFB Alternative: 7,500 tons per year
 - Whiteman AFB Alternative: 32,000 tons per year
- ▶ Construction-related emissions would be temporary and could be reduced through implementations of construction Best Management Practices.
- ▶ No adverse impacts to regional air quality anticipated under either alternative.

CULTURAL RESOURCES IMPACT SUMMARY

- ▶ No historic properties or archaeological resources occur within the proposed construction footprints under either alternative.
 - No adverse impacts to cultural resources are anticipated from construction activities.
- ▶ The DAF has initiated consultation with applicable State Historic Preservation Officers. The results of consultation will be presented in the Final EIS.

HAZARDOUS MATERIALS AND HAZARDOUS AND SOLID WASTES IMPACT SUMMARY

- ▶ No changes to permits, hazardous waste generator status, or management procedures would be required under either alternative.
- ▶ Management of toxic substances and hazardous and nonhazardous wastes would be accomplished in accordance with all regulatory requirements and established procedures.
- ▶ Development on or near any Environmental Restoration Program or per- and polyfluoroalkyl substances (PFAS) sites would be coordinated with the appropriate regulatory agency and other relevant stakeholders, as applicable.



SOCIOECONOMICS IMPACT SUMMARY

- ▶ Increased personnel and construction activities would have positive economic impacts at both installations.
- ▶ On-base housing units would be expected to support end-state personnel numbers.
- ▶ However, additional public service personnel would be needed.
 - The DAF would work with local communities to help plan for the anticipated population increases to minimize pressures on socioeconomic resources.

Socioeconomic Factor	Increases from No Action Alternative	
	Dyess AFB Alternative	Whiteman AFB Alternative
Total Persons	1,318 (11.1%)	1,021 (5.3%)
School Age Children	226	175
Direct Jobs	649 (12.1%)	698 (8.1%)
Indirect Jobs	182 (11%)	191 (6.9%)
Value	\$7,803,386	\$8,019,515
Housing	695 units (15.1%)	777 units (12%)
Public Service Professionals Demand	14 (11.6%)	11 (5.3%)

ENVIRONMENTAL JUSTICE (EJ) IMPACT SUMMARY

Dyess AFB

- ▶ Overall positive impacts to EJ and sensitive populations would occur due to decreased noise levels at Dyess AFB.

Whiteman AFB

- ▶ Increased noise exposures would occur within the 65 and 74 dBA DNL contours.
- ▶ Disproportionate impacts to EJ and sensitive populations would occur but would not be significant because no adverse health effects are anticipated.

Change in Exposures to 65 dBA DNL or Greater Compared to the No Action Alternative		
Population	Dyess AFB Alternative	Whiteman AFB Alternative
Residents	-64%	+37%
EJ Populations	Between -62% and -64%	Between +33% and +39%
Sensitive Populations	Between -64% and -65%	Between +33% and +39%

WWW.B21EIS.GOV





**For more information or to submit hearing comments electronically,
please visit the public website at**

www.B21EIS.com

Draft EIS comments by mail should be sent to:

Department of the Air Force
c/o Leidos, ATTN: B-21 EIS
12304 Morganton Hwy #572
Morganton, GA 30560

Inquiries should be directed to:

Dyess AFB Public Affairs, ATTN: B-21 EIS,
7 Lancer Loop, Suite 136, Dyess AFB, TX 79607; (325) 696-4820
Whiteman AFB Public Affairs, ATTN: B-21 EIS,
509 Spirit Blvd., Bldg. 509, Suite 116, Whiteman AFB, MO 65305; (660) 687-5727

Draft EIS comments should be postmarked by January 5, 2024.

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B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



Keys to Making Effective Comments:

- ▶ Focus your comments on reasonable alternatives and potential environmental issues.
- ▶ Let us know what environmental and community factors you consider important for analysis in the Final EIS.
- ▶ Submit comments that are clear, concise, and relevant to the project.
- ▶ Provide constructive solutions with documentation or resources to support your comments or recommendations.
- ▶ Substantive comments are most effective and are those that suggest analysis, methodologies, or provide information for study in the Final EIS; or that identify potential impacts, reasonable alternatives, or feasible mitigation.
- ▶ Non-substantive comments are those that express a conclusion, opinion, a vote for or against the proposed action or a particular alternative, or otherwise state a personal preference or opinion.

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



Comment Submittal Process:

Electronic comments:

www.B21EIS.com

Submit written comments to:

Department of the Air Force
c/o Leidos, ATTN: B-21 EIS
12304 Morganton Hwy #572
Morganton, GA 30560

Comments should be postmarked by January 5, 2024.

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



Privacy Act Advisory

Private addresses provided will be compiled to update the mailing list for those individuals requesting copies of the Final EIS. However, only the names of the individuals making comments and specific comments will be included in the Final EIS document.

Personal home addresses and phone numbers will not be published in the Final EIS document.

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



For More Information:

Visit www.B21EIS.com

or Contact:

**Dyess AFB
Public Affairs
(325) 696-4820**

**Whiteman AFB
Public Affairs
(660) 687-5727**

B-21 Beddown Main Operating Base 2 (MOB 2) or MOB 3 at Dyess AFB or Whiteman AFB

ENVIRONMENTAL IMPACT STATEMENT



Public Hearings: You Are Invited!

In the event of a government shutdown, please refer to the project website at www.B21EIS.com for any potential updates to the public hearing schedule.

The Department of Defense is developing a new bomber aircraft, the B-21 "Raider," which will eventually replace existing B-1 and B-2 bomber aircraft. The Department of the Air Force (DAF) intends to beddown B-21 aircraft as part of three basing decisions, Main Operating Base (MOB) 1, MOB 2 and MOB 3.

A Notice of Availability (NOA) has been published in the Federal Register announcing the Draft Environmental Impact Statement (EIS) to evaluate the potential beddown impacts of MOB 2 or 3 at Dyess AFB, Texas or Whiteman AFB, Missouri is now available for public review. The Draft EIS evaluates the potential environmental impacts of the DAF's proposal to beddown the B-21 "Raider" bomber aircraft. The proposal includes infrastructure construction, demolition, and renovation activities; additional personnel to support the B-21 mission; and changes in aircraft operations at Dyess AFB, Whiteman AFB, and corresponding airspace units.

A copy of the Draft EIS is posted on the project website at www.B21EIS.com.

The DAF will host a series of public hearings to allow members of the public to learn about the project and provide verbal public comments. The hearings will provide an overview of the Draft EIS, including a description of the project's alternatives and the associated potential environmental impacts.

The public hearings will be held on the following dates from 5:30 p.m. to 7:30 p.m. Central Time:

Tuesday, November 28, 2023

University of Central Missouri, Elliot Student Union,
Main Ballroom, 511 S. Holden St., Warrensburg, MO

Thursday, November 30, 2023

Knob Noster High School,
504 South Washington Ave., Knob Noster, MO

Tuesday, December 5, 2023

Abilene Convention Center,
1100 N 6th St., Abilene, TX

Thursday, December 7, 2023

Tye Community Center, 103 Scott St., Tye, TX

Tuesday, December 12, 2023

Visit www.B21EIS.com for registration and links.
To dial in by phone call: 1-888-788-0099,
Webinar ID: 859 6868 4000, Passcode: 208062.

Thursday, December 14, 2023

Visit www.B21EIS.com for registration and links.
To dial in by phone call: 1-888-788-0099,
Webinar ID: 859 6868 4000, Passcode: 208062.

To submit public comments electronically, please visit the website at www.B21EIS.com

Public comments by mail should be sent to:

Department of the Air Force, c/o Leidos, ATTN: B-21 EIS; 12304 Morganton Hwy #572, Morganton, GA 30560

Inquiries regarding the proposal should be directed to:

Dyess AFB Public Affairs, (325) 696-4820; 7bwpa@us.af.mil; Whiteman AFB Public Affairs, (660) 687-5727; 509bw.public.affairs@us.af.mil

Public comments should be received or postmarked by **January 5, 2024.**

For more information, please visit the public website at www.B21EIS.com.

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AFFIX
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c/o Leidos; ATTN: B-21 EIS
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Morganton, GA 30560

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