

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:

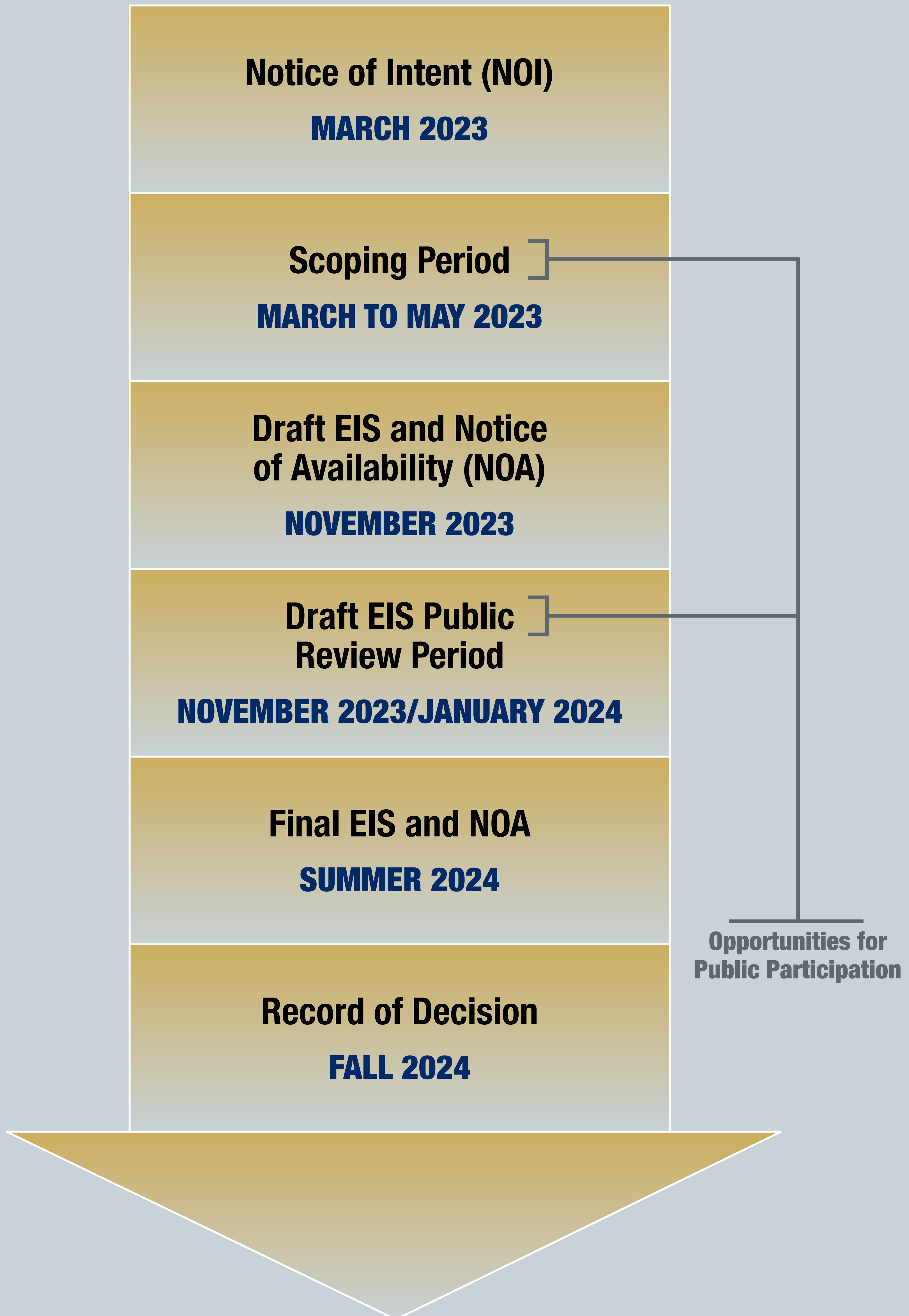
- ▶ Identify and describe the affected environment.
- ▶ Evaluate the potential environmental consequences from a range of reasonable alternatives.
- ▶ Identify environmental permits and suggested mitigation measures to prevent or minimize environmental impacts, if required.

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Anticipated Milestone Schedule



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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.



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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:

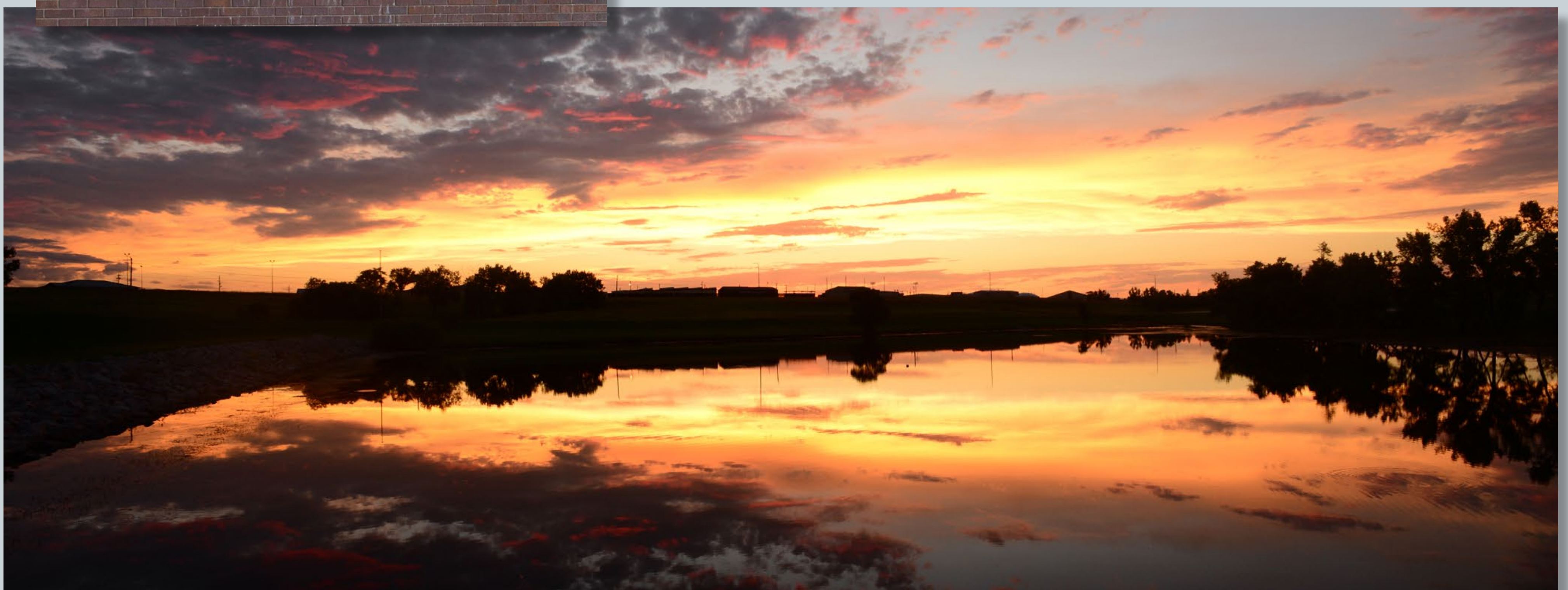
- ▶ The B-21 program is a major Department of Defense initiative to ensure the U.S. nuclear triad is and remains effective; therefore, the B-21 program will be implemented whether or not the No Action Alternative is selected.
- ▶ If selected, the DAF would re-evaluate their B-21 phasing approach using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



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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.

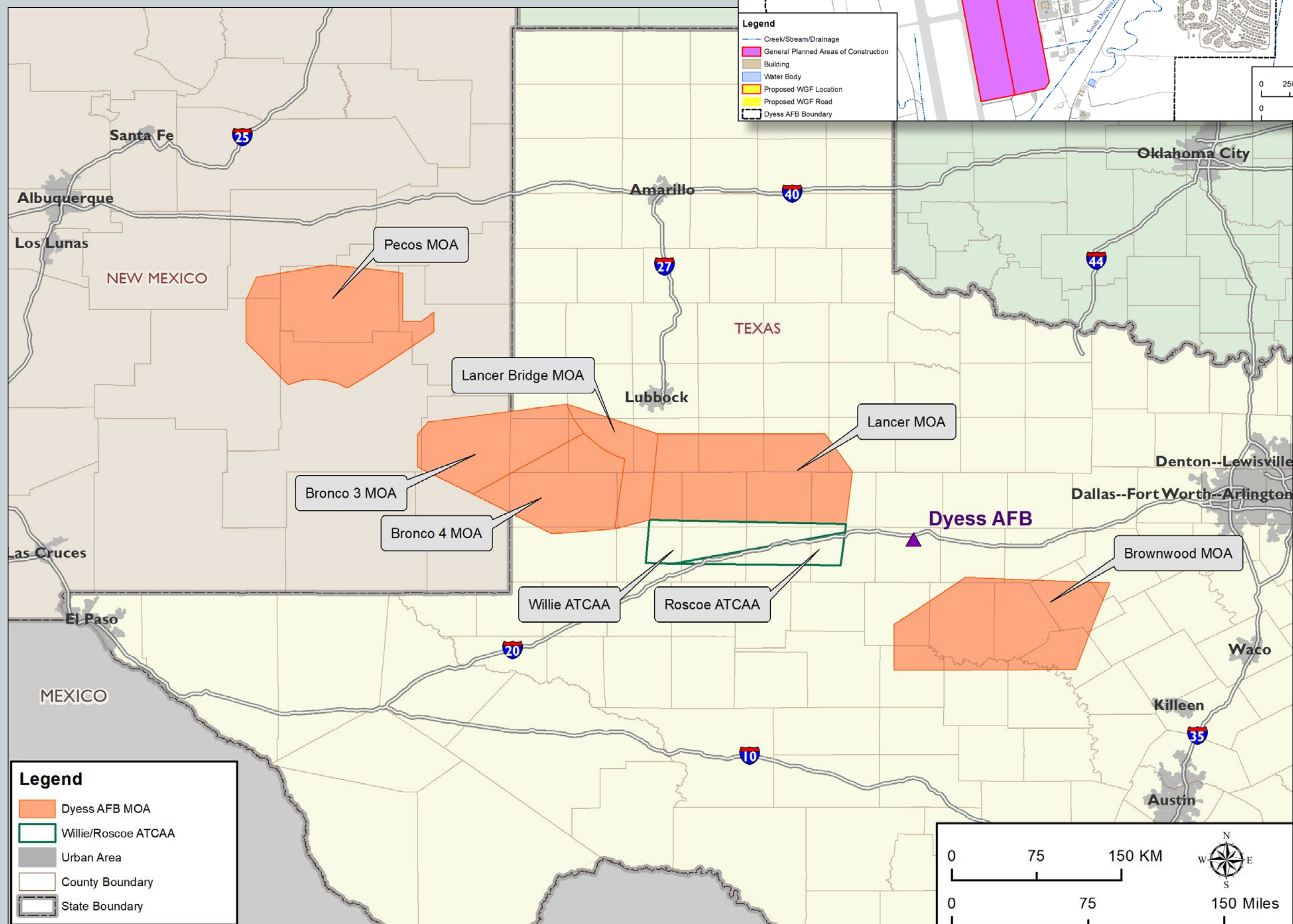
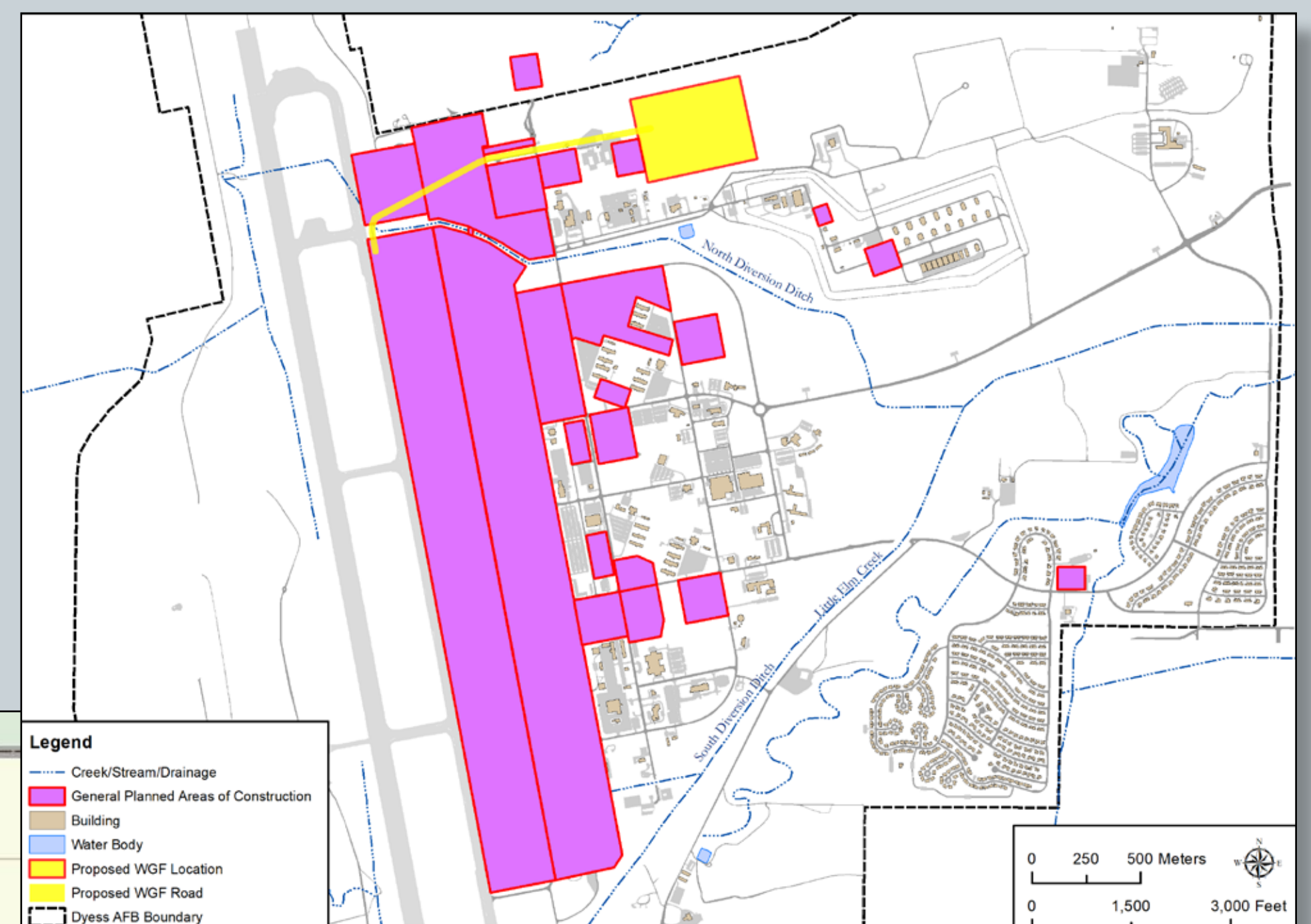
Facilities and Infrastructure

- ▶ 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.

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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.

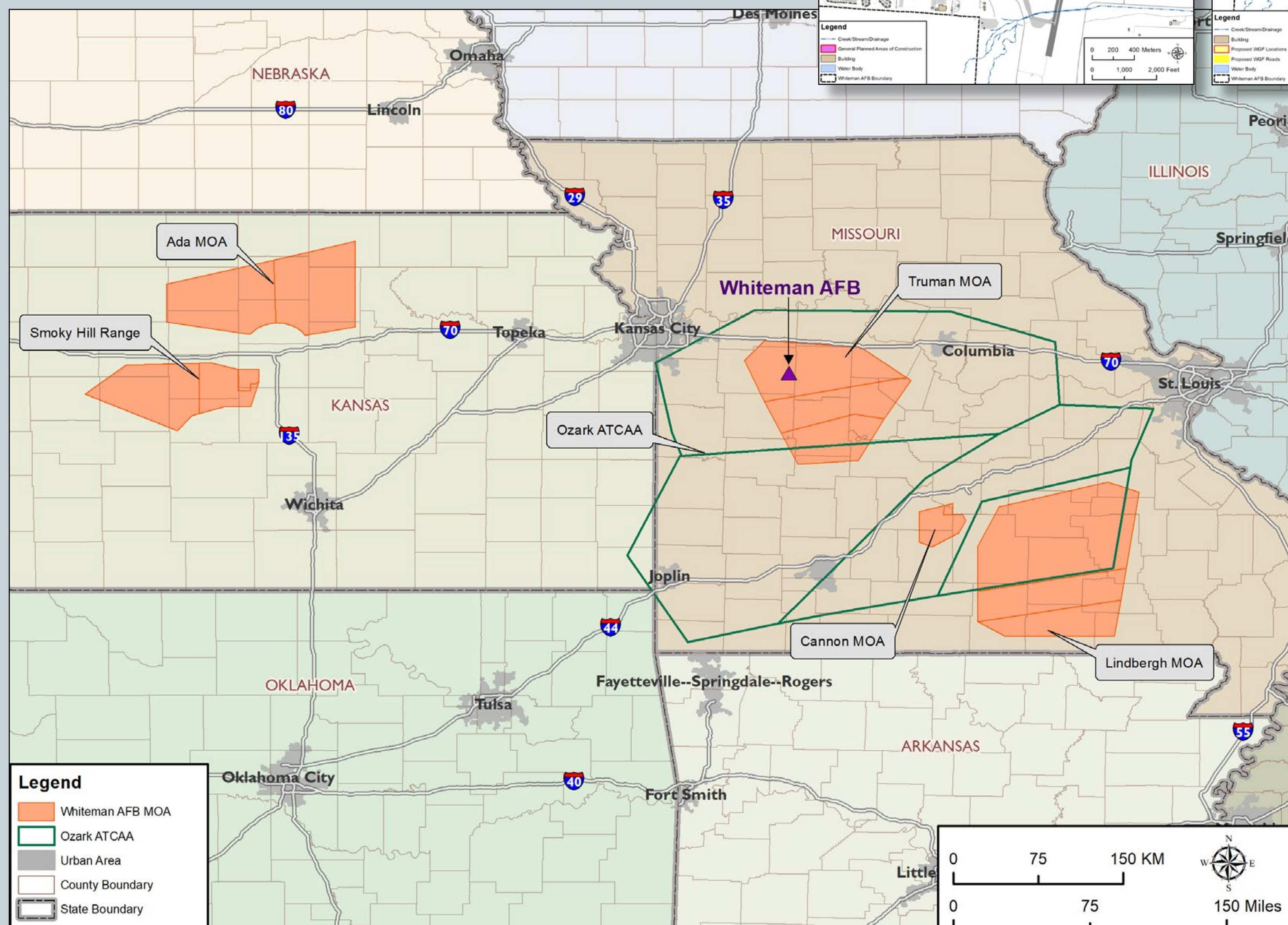
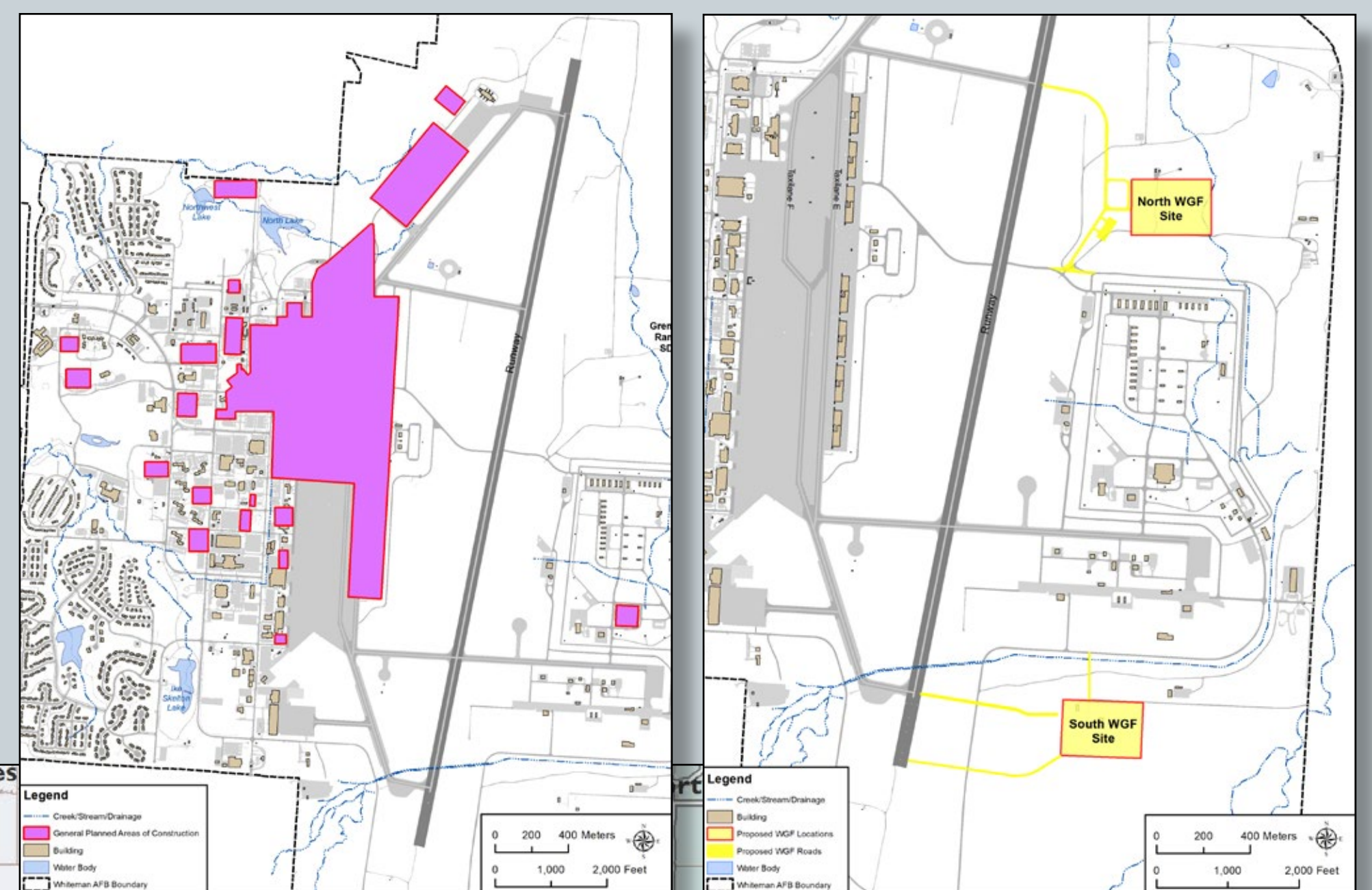
Facilities and Infrastructure

- 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.

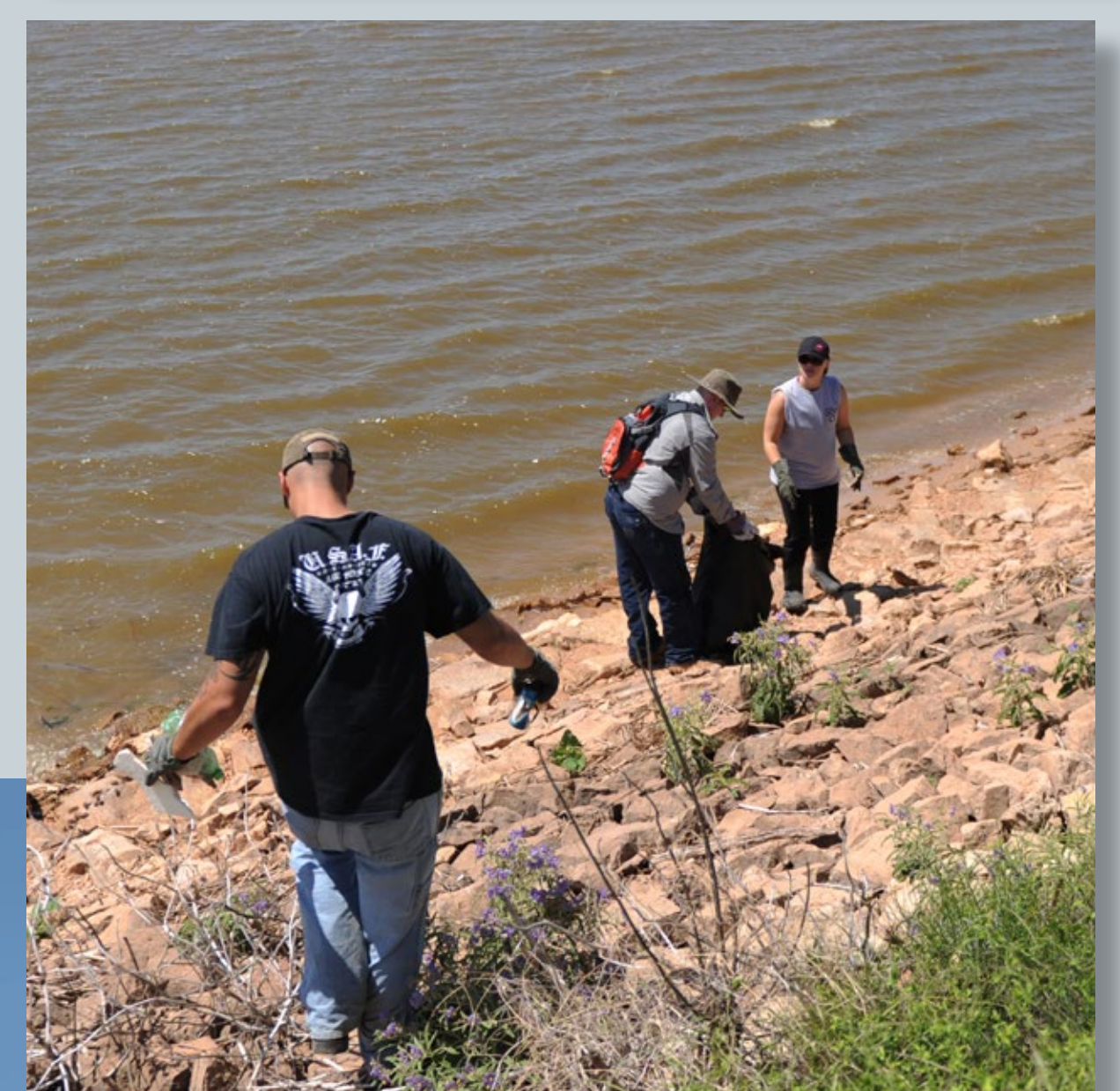
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What Environmental Resources were Analyzed?

- ▶ **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.



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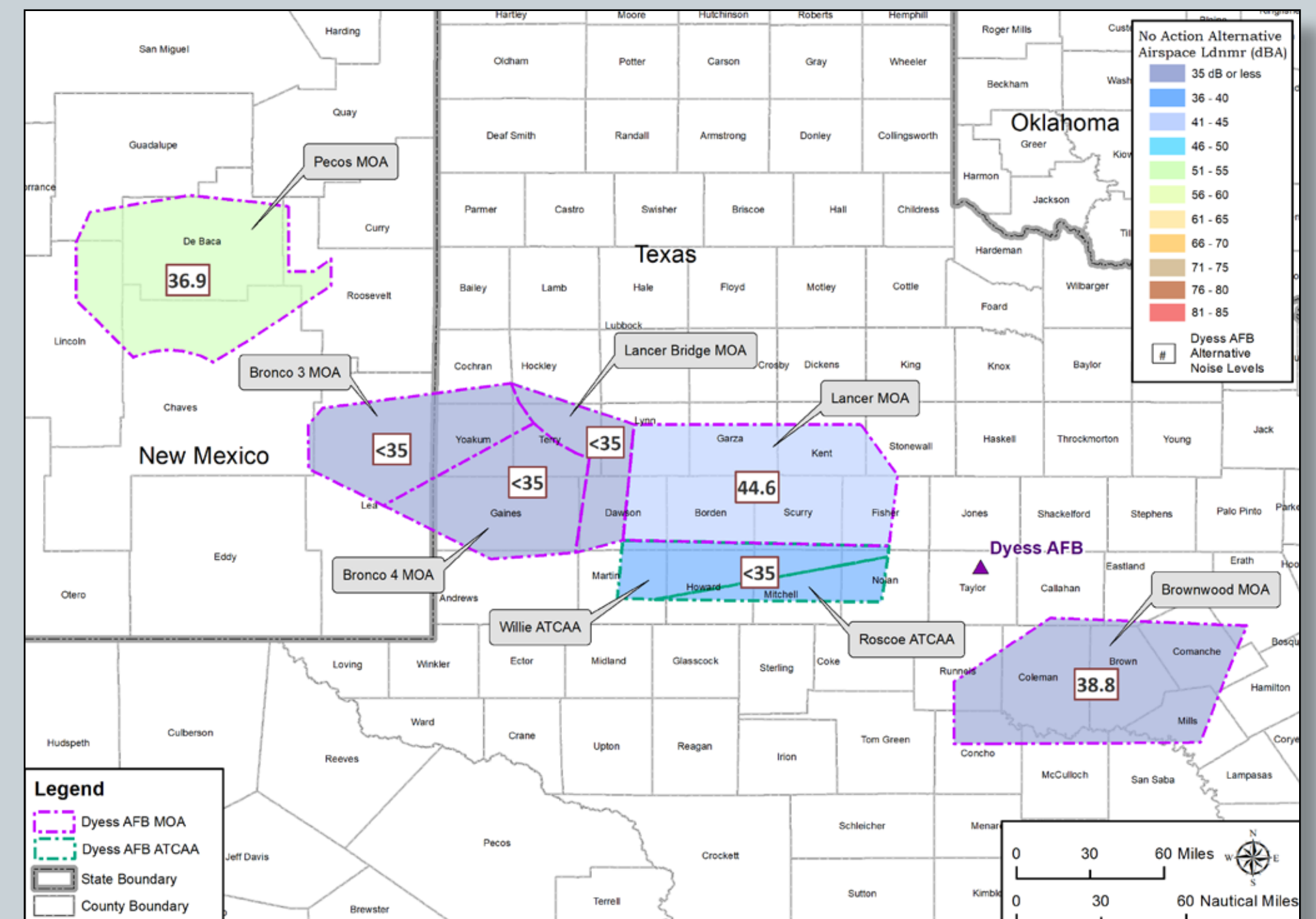
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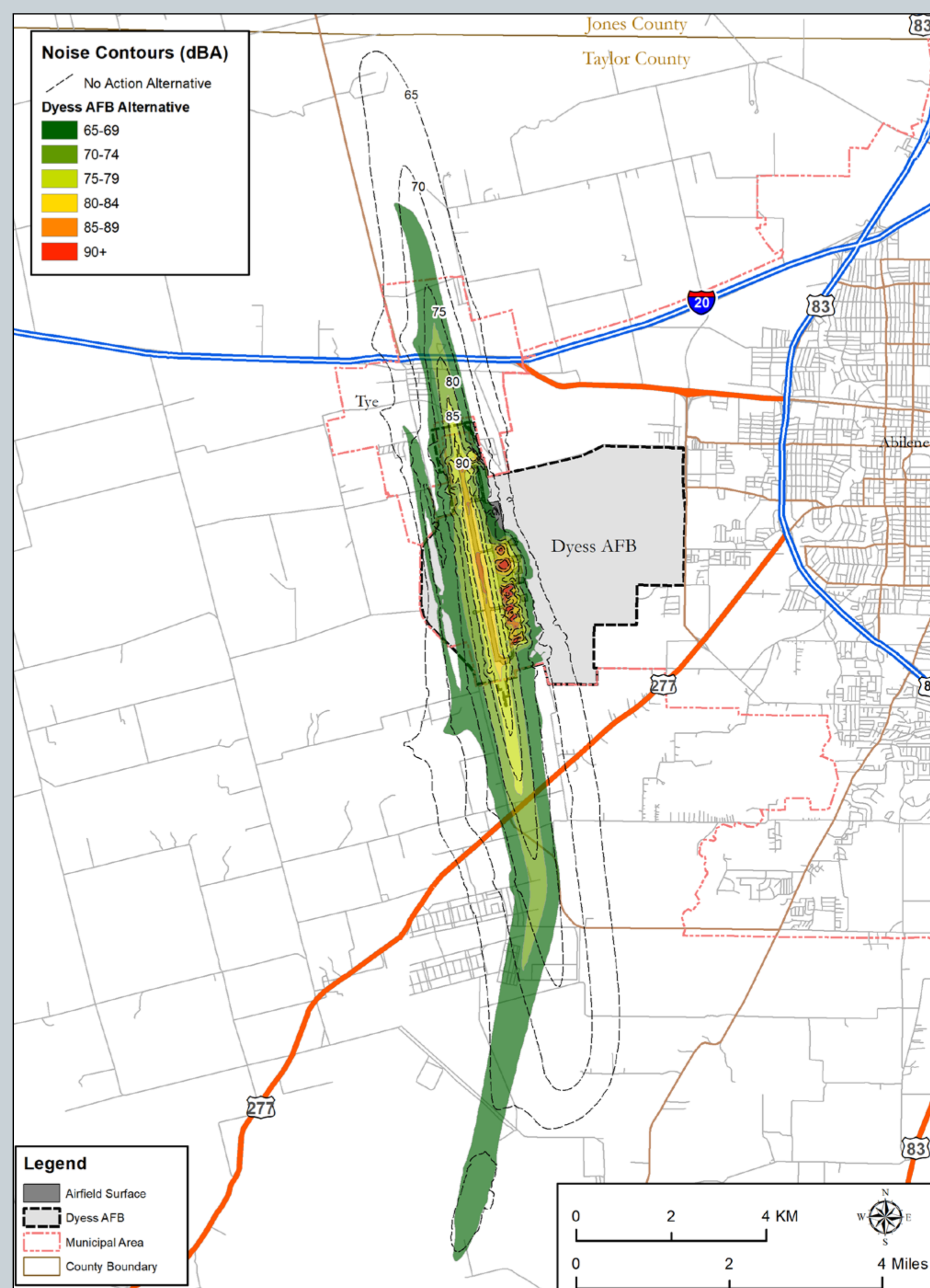
Noise Impact Summary Dyess AFB Alternative

- ▶ 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.

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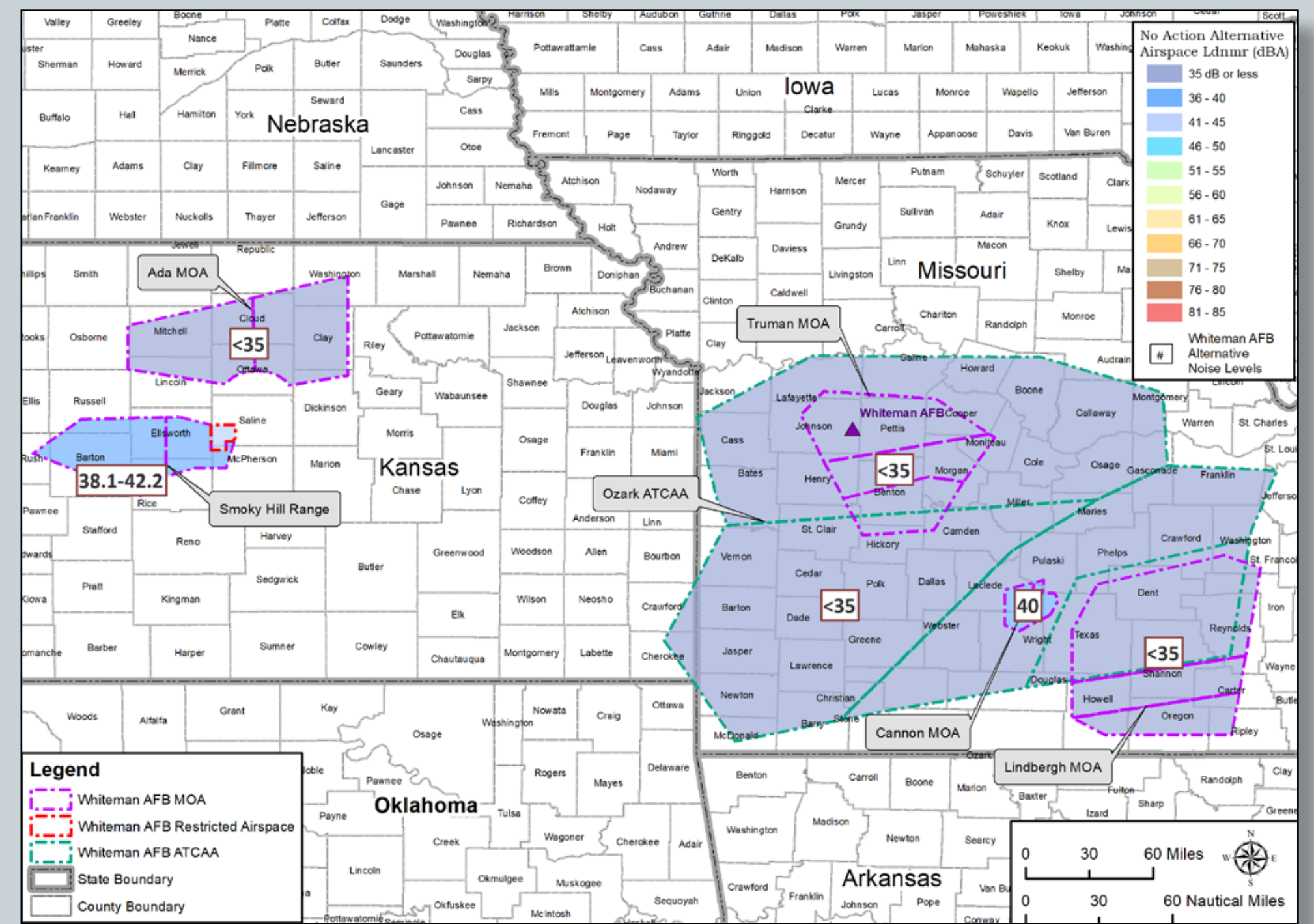
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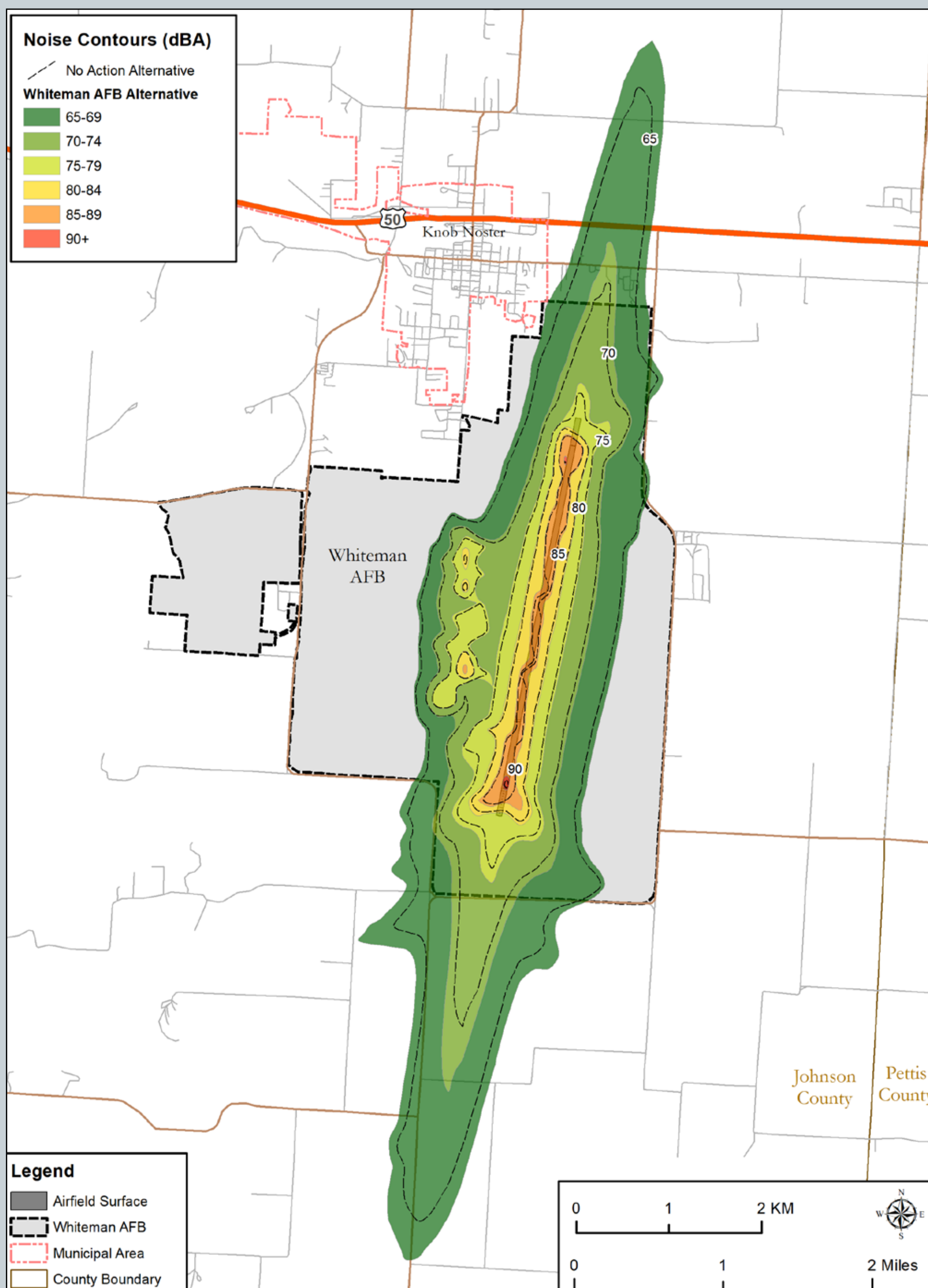
Noise Impact Summary Whiteman AFB Alternative

- ▶ 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.

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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.

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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%)

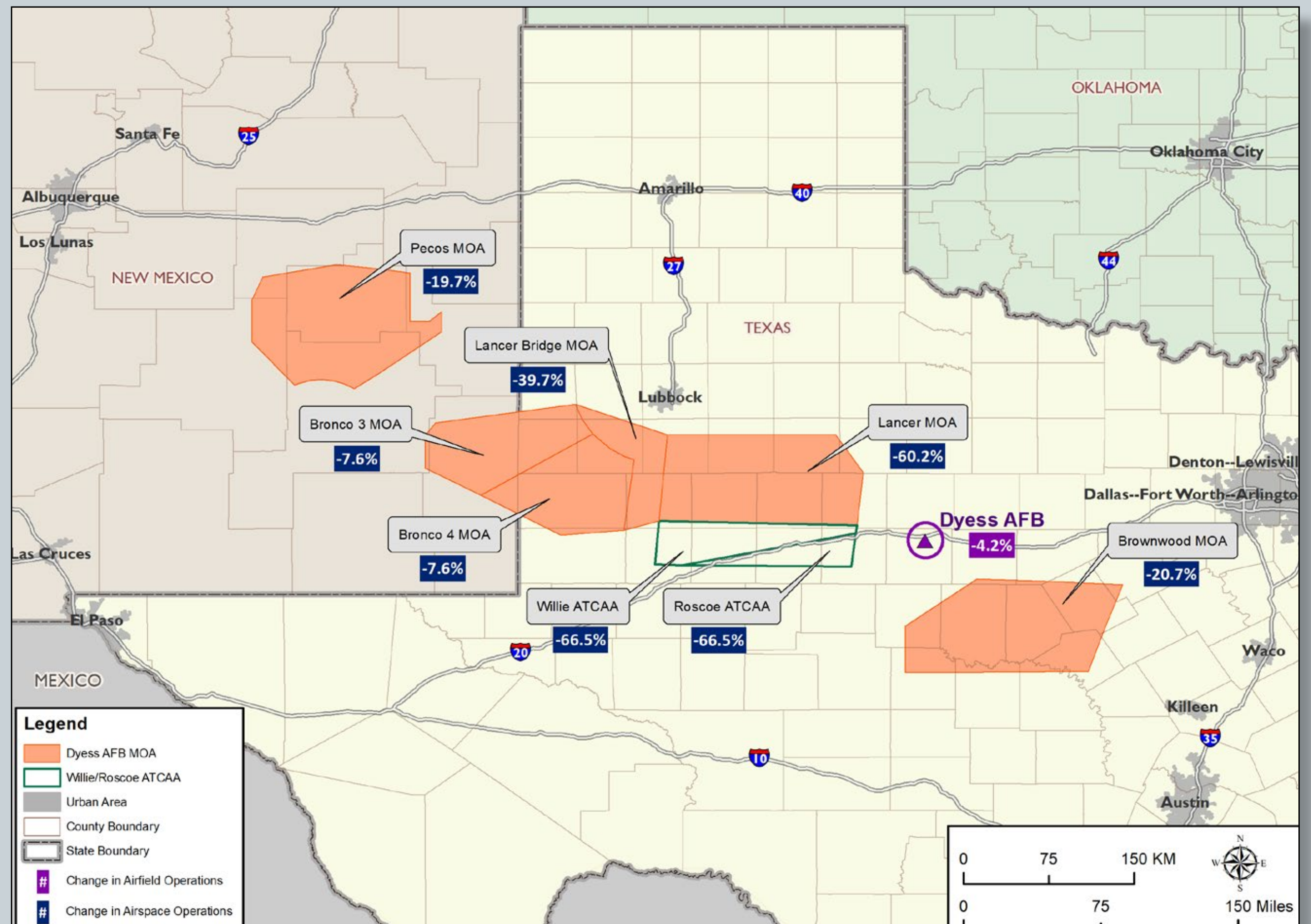
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Airspace Use and Management Impact Summary Dyess AFB Alternative

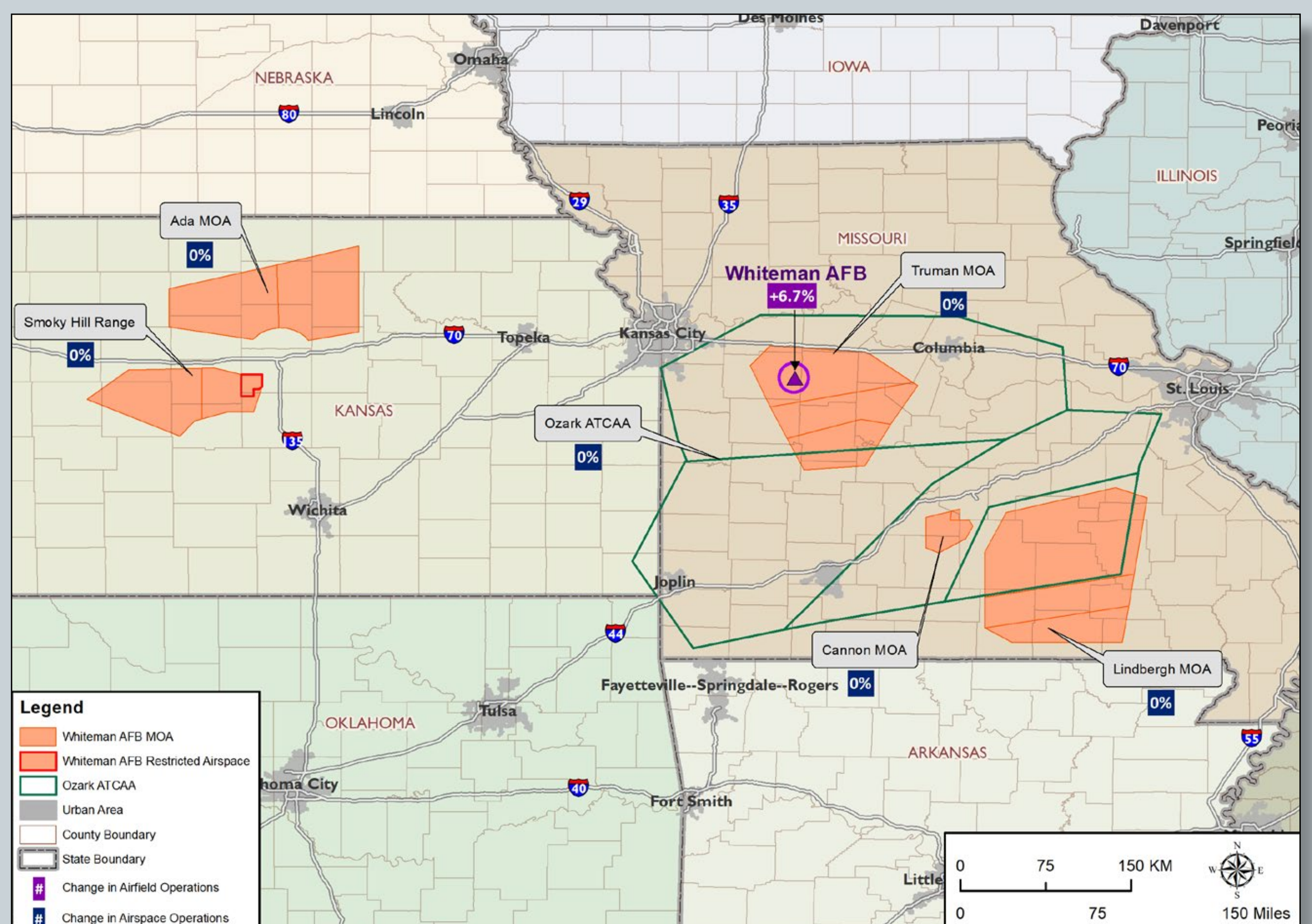
- ▶ There would be 2,000 fewer airfield operations at Dyess AFB, representing a 4.2 percent **decrease** from the No Action Alternative.
- ▶ Airspace operations would also be **reduced** by between 7.6 and 66.5 percent across all proposed airspace units.
- ▶ Overall, there would be less congestion in 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.

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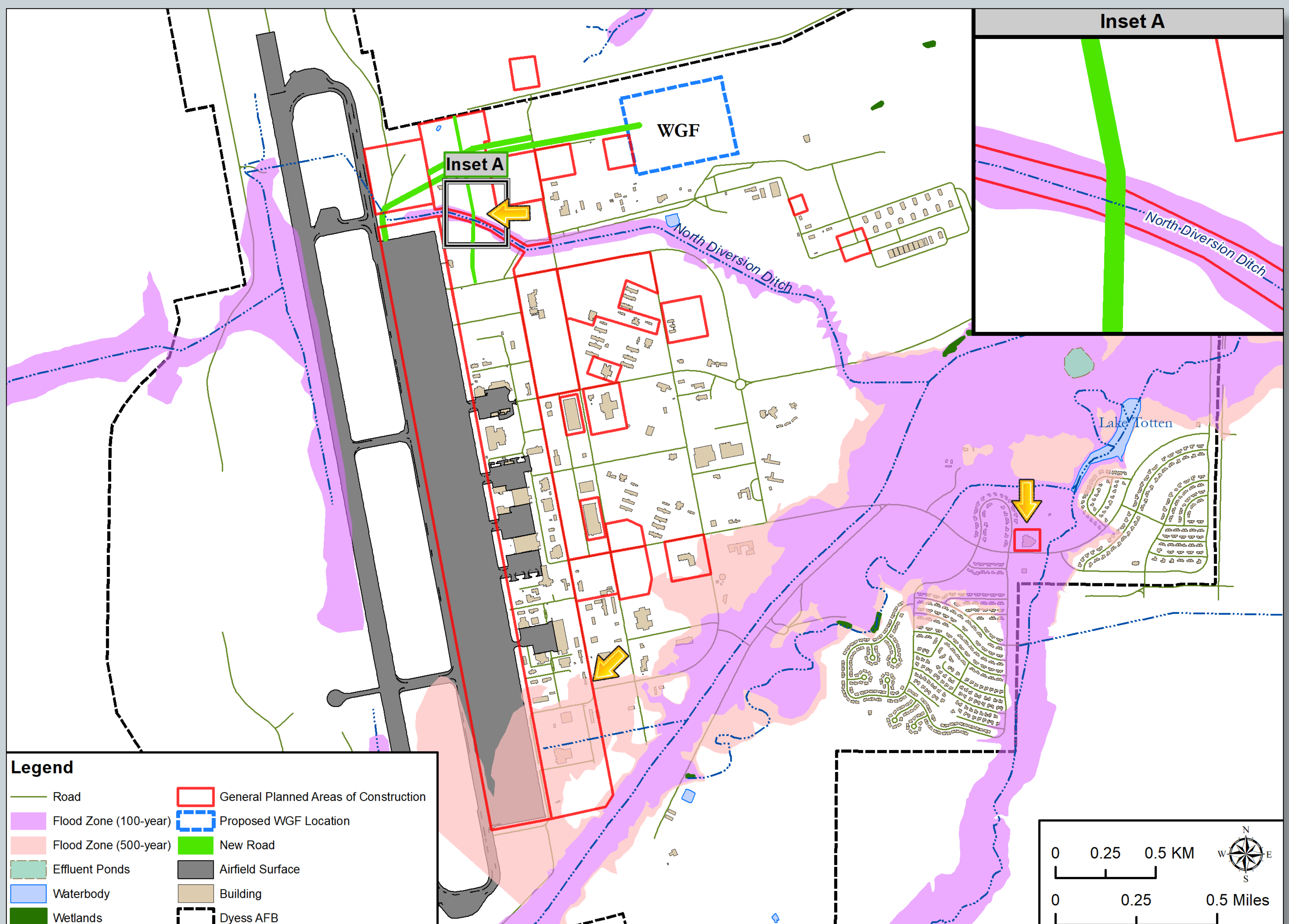
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Physical Resources Impact Summary Dyess AFB Alternative

- ▶ 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.



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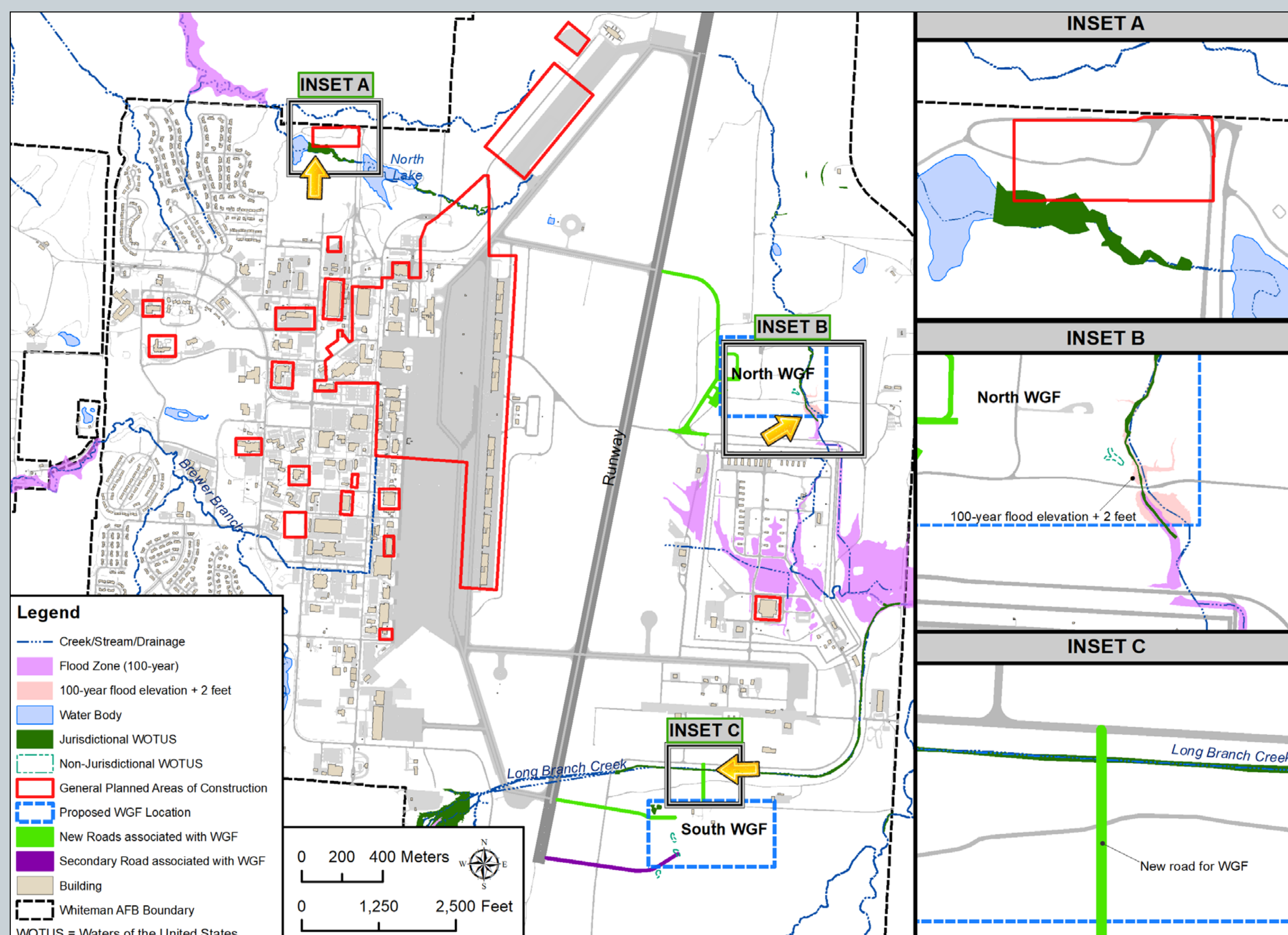
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Physical Resources Impact Summary Whiteman AFB Alternative

- ▶ 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.



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Welcome to this Public Hearing