

MOB6

KC-46A MAIN OPERATING
BASE NO.6 BEDDOWN

Draft EIS



HEADQUARTERS AIR
MOBILITY COMMAND

Virtual Public Hearing Introduction

Dial-In: 1-408-418-9388

Webex Troubleshooting Assistance: Call 1-866-779-3239



March 2023

Virtual Public Hearing

Draft Environmental Impact Statement for the KC-46A Main Operating Base #6 (MOB 6) Beddown

March 2023

This Virtual Public Hearing is supported by both phone and online components.

- All audio for the public hearing is supported via phone
- If joining only by phone (basic dial-in) you will hear and be able to make a comment but will not see the presentation
- If dialing in and are joining online via Webex (on your computer or smartphone) you will also be able to see the presentation

If you get disconnected and wish to rejoin:

- **Phone:** Call **408-418-9388** and enter the appropriate meeting number.
March 7 Meeting: 2481 766 6934# | **March 9 Meeting:** 2498 850 9889#
- **Web:** Go online at www.kc46amob6eis.com to the “**Get Involved**” page and click the Webex link if you wish to also view the Hearing presentation
- **Webex Troubleshooting Assistance:** Call 1-866-779-3239.

Air Force Civil Engineer Center (AFCEC), NEPA Division
Air Mobility Command
AFCEC Noise and Air Quality Specialists
MacDill Air Force Base
Fairchild Air Force Base
HDR and HMMH Contractor Team

Air Force Presentation

- Proposed Action and Alternatives
- Overview of the NEPA process
- Summary of the potential environmental consequences of the proposal

Formal Draft EIS Verbal Comment Opportunity

- Statements on the record
- Transcribed by Court Reporter

Comments, suggestions, and relevant information are welcomed on the Draft EIS for the KC-46A MOB 6 Beddown. Please submit comments using one of the following methods:

- **USPS:** AFCEC CZN, Attn: KC-46A MOB 6 EIS **FedEx or UPS:** AFCEC CZN, Attn: KC-46A MOB 6 EIS
2261 Hughes Ave, Suite 155, Building 1 Bay 8 Room 6009
JBSA Lackland, TX 78236-9853 3515 South General McMullen
San Antonio, TX 78226-1710
- **Email:** 6.arw.pa@us.af.mil (MacDill AFB 6 ARW PA) or 92arw.pa@us.af.mil (Fairchild AFB PAO);
Subject: KC-46A MOB 6 EIS
- **Project Website:** www.kc46amob6eis.com



ENVIRONMENTAL IMPACT STATEMENT

KC-46A Main Operating Base No. 6 Beddown

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The DAF also welcomes comments under Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations Part 800).

To ensure the DAF has sufficient time to consider public input, please submit all comments by March 27, 2023.

In April 2006, the U.S Department of the Air Force (DAF) determined the path forward for modernizing the existing aerial refueling tanker aircraft fleet. In 2009, the DAF selected the KC-46A to replace the aging refueling tankers in the fleet.

Congress funded the purchase of 179 KC-46A aircraft to be phased into DAF operation by 2029.

Phased NEPA for the KC-46A recapitalization efforts to date:

- 2014 - Formal Training Unit and MOB 1 EIS (Oklahoma) and the MOB 2 EIS (New Hampshire)
- 2016 - MOB 3 EIS (North Carolina)
- 2017 – MOB 4 EIS (California and New Jersey).
- 2022 – The MOB 5 EIS effort was initiated in 2022 to evaluate tanker replacements at Air Force Reserve-led bases.
- Initiated in 2021 – the MOB 6 EIS addresses the proposal to replace tankers at an active duty base, aging tankers and an existing aerial refueling mission, and the capacity to support the KC-46A mission.

Purpose

The purpose of the Proposed Action is to recapitalize aging tanker aircraft with the KC-46A model to better address current and future mission requirements, offer expanded capability, and provide life-cycle cost savings in comparison to continued operation of existing KC-135 aircraft.

Need

The MOB 6 beddown of the KC-46A is needed because the KC-46A aircraft would provide the following mission essential capabilities currently lacking in the existing KC-135 tanker fleet, including receiver capability, night vision imaging system, multi-point refueling, command and control network, and defensive protection.

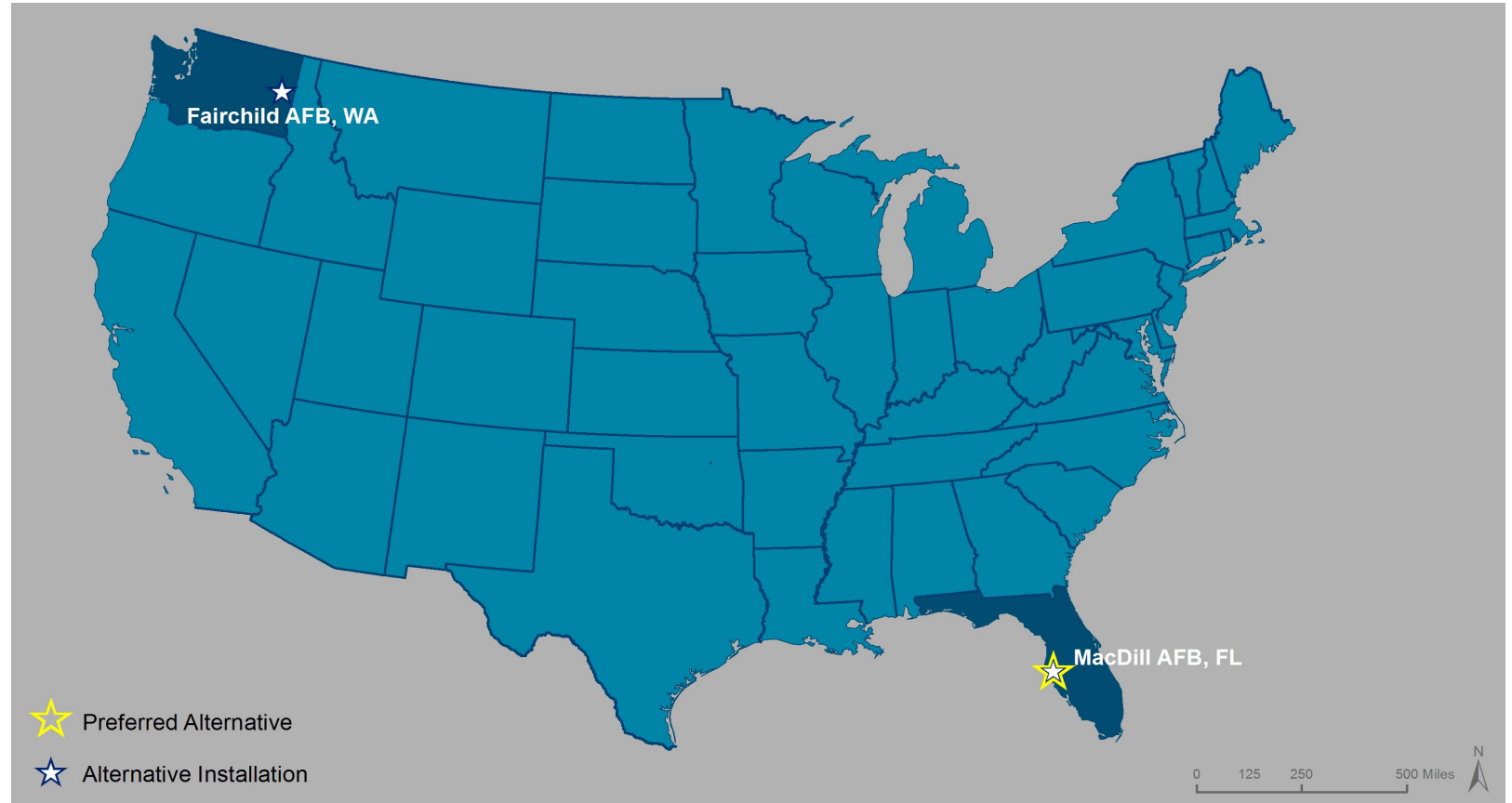
The Proposed Action would base 24 KC-46A aircraft in two squadrons of 12 Primary Aerospace Vehicle Authorization (PAA) at one active duty, AMC, CONUS AFB.

Basing the KC-46A would occur in two stages:

- **Beddown Stage:** Infrastructure and facility renovations, alterations, demolitions, and new development to prepare for aircraft and personnel arrivals anticipated between fiscal years 2026 and 2028. Replaced KC-135 aircraft would be relocated or retired from the DAF's inventory.
- **Operational Stage:** Depending on the mission, conduct sorties (i.e., flight operations that include a takeoff and landing) at each installation for pilot, copilot, and boom operator training and certification; aerial refueling operations; and global reach missions.

Selection Criteria to Identify Reasonable Alternatives :

- AMC active duty CONUS AFB
- Existing KC-135 aircraft and mission
- Fuel, airfield, runway, and hangar capacity
- Operational capacity



Reasonable Alternatives: Alternative 1 - MacDill AFB, FL (Preferred Alternative)
Alternative 2 - Fairchild AFB, WA

- **Number of Assigned Aircraft:** No change
 - 24 KC-46A aircraft would replace 24 KC-135 aircraft and mission
 - Arrival between 2026 and 2029
- **Number of Flight Operations:** 14% increase/year
 - Full mission replacement, added capabilities and efficiencies of the KC-46A aircraft, and simulation training
 - All KC-46A flight operations would take place within existing airspace
 - Same flight tracks and operating hours as existing aircraft
- **Personnel Change:** Net 1% increase in numbers of full-time personnel, dependents and family at the installation
- **Development Actions:** 21 facility and infrastructure sustainment, restoration, and modernization projects on base

Proposed Construction at MacDill AFB

Facility Renovations

ATGL Storage; Building 1042

MPC/AFE; Building 6

AD ARSs x 2; Building 56

AFRC ARSs x 2; Building 53

AFRC OSS; Building 9

FUT; Building 1071

Washracks and Birdbath; Facilities 563, 580, and 1359

New Facility Construction

Dash-21 Facility

High Bay Supply/Bulk Storage Warehouse

Facility and Airfield Improvements

AGE; Construct Jack Testing

Pad in MX Building: Building 552

Ed Ctr/ALS; Building 252

Corrosion Control Hangar 1

General Purpose MX Hangar 2

General Purpose MX Hangar 3

General Purpose MX Hangar 4

Fuel Cell Hangar 5

Wheel and Tire Shop; Building 44

BOT; Building 295

AMU; Building 55

FUT Parking; Building 1071

Add/Alter Apron & Hydrant Fueling Pits



- **Number of Assigned Aircraft:** No change
 - 24 KC-46A aircraft would replace 24 of the existing 48 KC-135 aircraft
 - Arrival between 2026 and 2029
- **Number of Flight Operations:** 29% increase/year
 - Added KC-46A mission; the remaining 24 KC-135 aircraft and personnel to continue that mission
 - All KC-46A flight operations would take place within existing airspace.
 - Same flight tracks and operating hours as existing aircraft
- **Personnel Change:** Net 13% increase in numbers of full-time personnel, dependents and family at the installation
- **Development Actions:** 17 facility and infrastructure sustainment, restoration, and modernization projects on base

Proposed Construction at Fairchild AFB

Facility Renovations

KC-46A AMXS & 2 AMUs; Building 2090

KC-135 AMXS & 2 AMUs; Building 2097

Squad Ops Facility (2 KC-46A AD ARSs); Building 2005

Squad Ops Facility (2 KC-135 AD ARSs); Building 2007

4-Bay Hangar with Backshops; Building 2050

Dash-21, AME, ATGL, Seat Pallet, Engine Storage; Building 1003

AGE MX; Building 1013

KC-46A CTK; Building 1017

Enclosed water fill station for deicing operations

New Facility Construction

2-Bay Fuel Cell and Wash Rack Hangar with Backshops

Mission Planning Center

Installation Deployment Readiness Center

Squad Ops Facility (2 KC-46A ANG ARSs)

Supply Warehouse

Facility and Airfield Improvements

Flight Simulator Facility/FUT Complex

Parking apron and hydrant fuel system expansion

Create engine-run up area



- A “No Action Alternative” that provides a baseline to evaluate the impacts of the Proposed Action is considered in the Draft EIS, as required by NEPA regulations.
- **Assigned Aircraft and Flight Operations:** No change; the KC-46A beddown would not occur and there would be no change to the existing KC-135 aircraft, operations, or mission at either installation. Based on existing patterns at MacDill AFB, it would be reasonable to expect that the increasing trend in KC-135 operations seen at MacDill AFB would continue until the DAF implements its plans to retire or relocate the aircraft at the installation.
- **Personnel Numbers:** No change from existing personnel, dependents, and family members
- **Development Actions:** None of the proposed infrastructure sustainment, restoration, and modernization projects would be implemented at either installation
- At each installation, ongoing and currently planned activities and programs would continue whether or not the basing of KC-46A would be implemented. These activities have been approved by the DAF and are supported by existing NEPA documentation.

- The Draft EIS has been prepared in accordance with NEPA regulations.
- Federal agencies must analyze potential impacts of proposed actions, reasonable alternatives, and a no action alternative, before action is taken.
- The goal is to support sound decisions through the assessment of impacts and involve the public in the EIS process.
- The results of this analysis and other relevant factors will be considered before the DAF makes a decision on this proposal.

Your input during the public scoping period earlier in the NEPA process and this public comment period will help the DAF decision-maker make the most informed decision possible on this proposal.

Steps in the EIS Process



Noise

Biological Resources

Cultural Resources
(including viewshed analysis)

Socioeconomics

Soils and Geology

Water Resources

**Infrastructure and
Transportation**

Land Use

Hazardous Materials and Waste

Health and Safety

Air Quality

**Environmental Justice and other
Sensitive Receptors**

Other Considerations

- Airspace Management
- Marine Biological Resources
- Visual Resources

Assumptions Moving Forward and Potential Environmental Impacts Overview

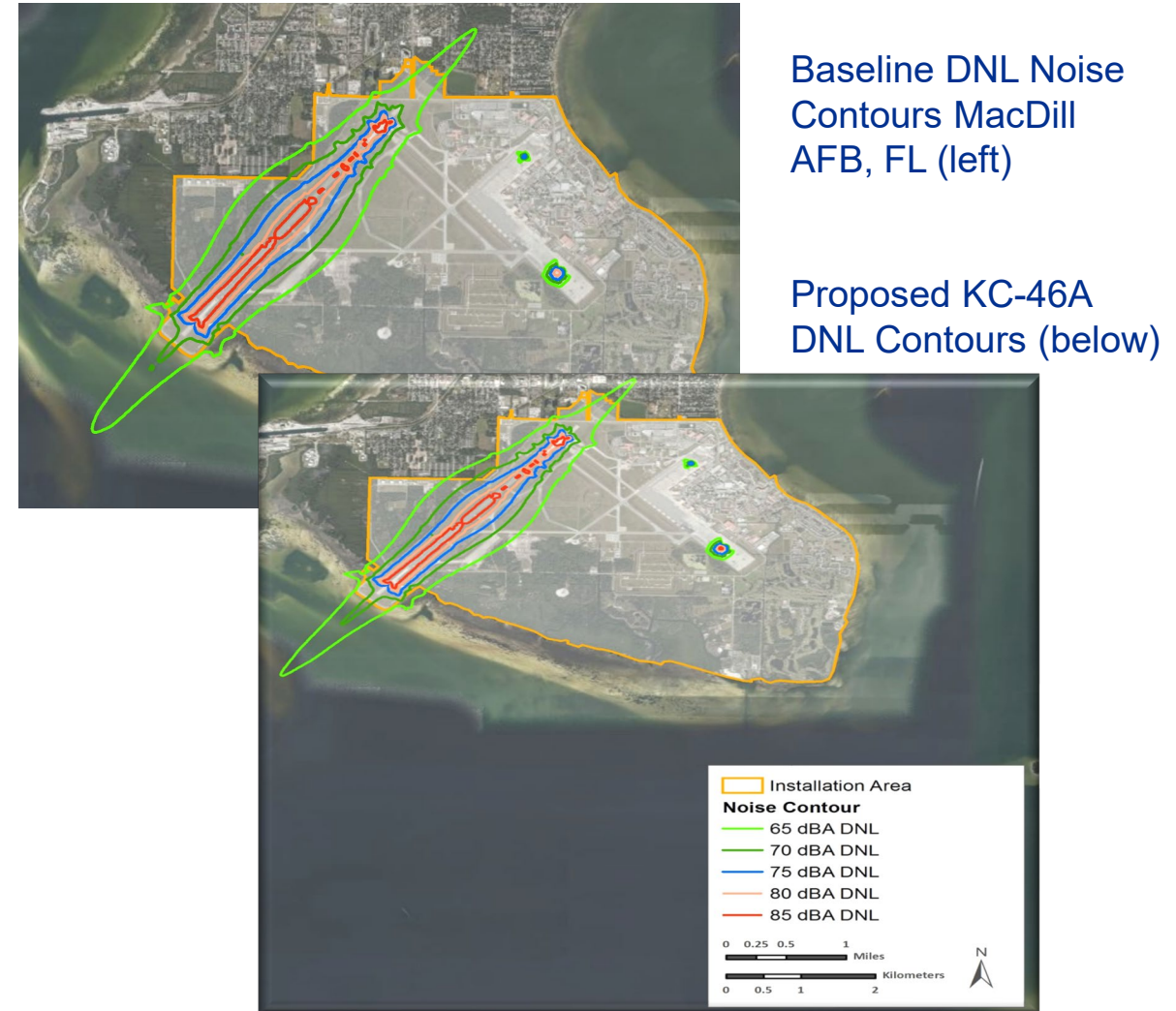
Based upon the now known operating histories of both the KC-135 and KC-46A aircraft and training programs, the EIS was able to assume:

- Same flight paths and operational patterns would be used
- Same types of training operations would occur
- Same training airspace would be used with no change in size or altitudes
- Same power settings currently applied by pilots for the KC-46A would be used for the KC-135 aircraft

No significant environmental impacts anticipated from the beddown or operational phases at either installation.

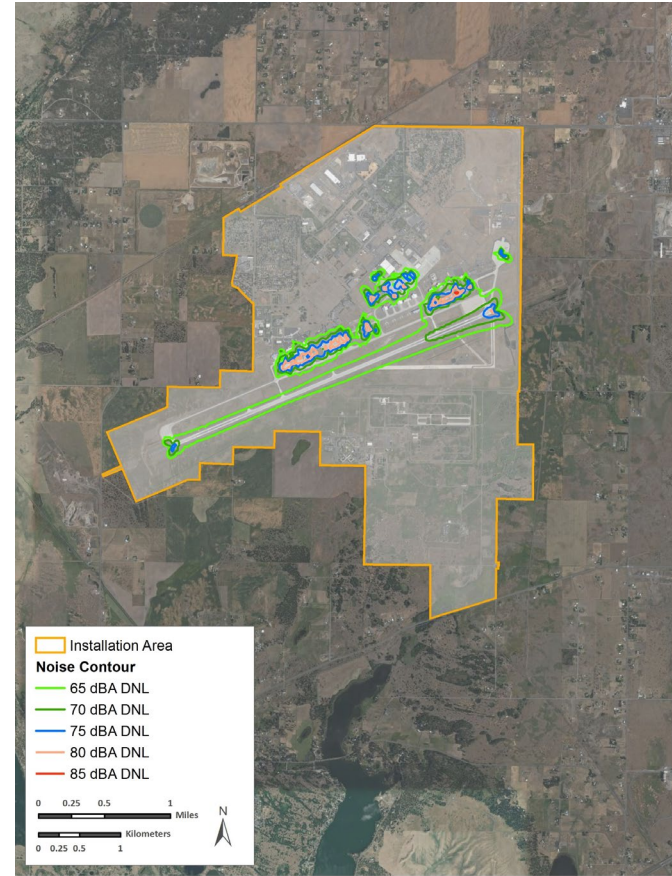
Under Alternative 1 (MacDill AFB, FL):

- Short-term noise generated from trucks and heavy equipment used during construction
- Reduced 65 dBA DNL contour (green); 3 acre decrease on-installation and 32-acre decrease off-installation
- No schools, churches, or hospitals would be exposed to DNL greater than or equal to 65 dBA;
- A slight increase in annual potentially sleep disturbing events
- Decrease in or no change to annual classroom or outdoor speech interference events or impacts on wildlife

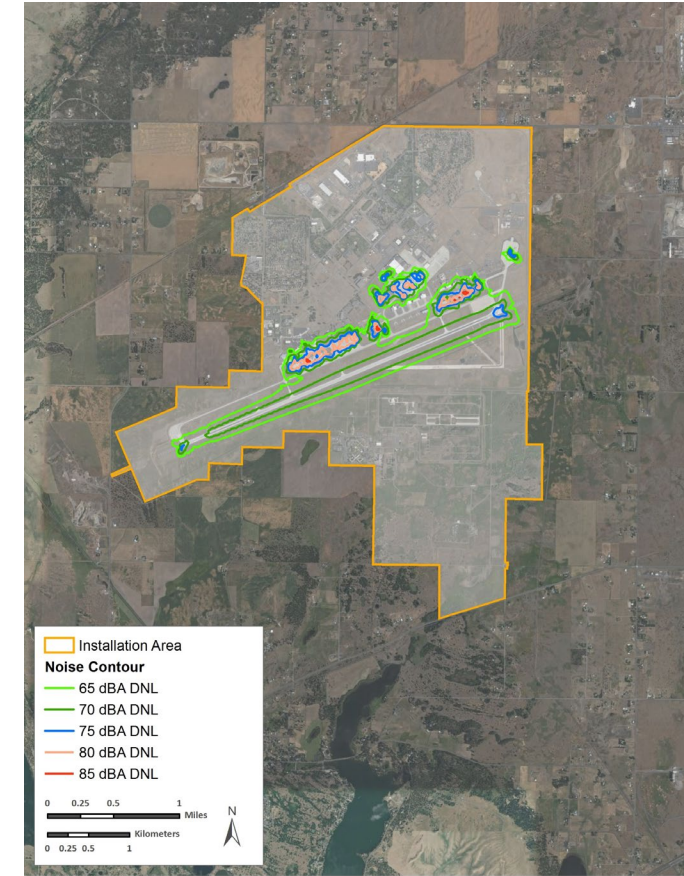


Under Alternative 2 (Fairchild AFB, WA):

- Construction related noise would result in similar to but less than the short-term, minor, adverse impacts identified for Alternative 1
- Expanded 65 dBA DNL contour (green) within the base perimeter from aircraft operations
- No churches, schools or hospitals would be under the 65 dBA DNL contour
- Slight increase in annual potentially sleep disturbing events and outdoor speech interference events
- No change in number of annual classroom interference events or impacts on wildlife



Baseline DNL Contours
Fairchild AFB, WA



Proposed KC-46A DNL
Contours Fairchild AFB, WA

At either installation:

- Short- and long-term, minor, adverse impacts on vegetation would occur due to temporary disturbance of vegetation from the use of heavy equipment, and potential trampling and soil compaction during construction activities.
- Short- and long-term, negligible to minor, adverse impacts (displacement, habitat avoidance) on wildlife and special status species may occur from construction and aircraft noise; impacts from construction would be localized to the construction sites.
- Permanent removal of vegetation and trees at new construction sites would create long-term impacts from permanent reduction in cover on the installation, however since portions of the Project Areas are already highly disturbed from ongoing routine maintenance and landscaping activities and are of low ecological value, these impacts would be negligible to minor.
- Consultation under Section 7 of the Endangered Species Act is ongoing for both alternatives to assess potential effects on listed species.
- No wetlands are located within either installation project area to be affected.

Under Alternative 1 (MacDill AFB, FL):

- Long-term, minor, adverse impacts on wildlife and special status species would occur from the slightly increased Bird/Wildlife Aircraft Strike Hazard (BASH) risk and noise due to the 14% increase in annual aircraft operations.

Under Alternative 2 (Fairchild AFB, WA):

- Long-term, negligible, adverse impacts from permanent habitat loss
- Long-term, minor to moderate, adverse impacts on wildlife would occur from increased BASH risk and noise due to the 29% increase in annual aircraft operations.

At either installation: No impacts on archaeological or traditional resources. Consultation with the Tribes is ongoing.

Under the Alternative 1 (MacDill AFB, FL):

- Adverse impacts on Hangars 1, 2, 3, 4, and 5, which are contributing properties to MacDill Field Historic District
- Short term negligible atmospheric impacts (visual, noise, and vibration) from construction
- Long-term moderate impacts from renovations and new facilities within the historic district; mitigation would reduce adverse effects.
- Consultation with the Florida Department of Historic Resources (SHPO) under Section 106 of the National Historic Preservation Act is ongoing and will result in a Memorandum of Agreement.

Under Alternative 2 (Fairchild AFB, WA):

- Short-term, negligible atmospheric and auditory impacts from construction activities
- Long-term negligible impacts on a historic property (Building 2050) with mitigation.

At either installation:

- Long-term, negligible, adverse impacts would be expected on the natural topography as a result of site preparation (i.e., grading, excavating, and recontouring), and construction.
- Adherence to the installation and project specific SWPPP and ESCP would minimize effects to the extent practicable.

Under Alternative 1 (MacDill AFB, FL):

- Short- and long-term, adverse impacts on soils would be expected due to an increase in impervious surfaces and associated erosion and sedimentation and ground disturbance.
- Short-term, negligible, adverse impacts on or from geologic hazards would be expected from an increased risk of sinkhole development during construction-related ground disturbance.

Under Alternative 2 (Fairchild AFB, WA):

- Short- and long-term, adverse impacts (erosion, sedimentation, and ground disturbance) would be moderate.
- Long-term, negligible, adverse impacts on geology or on or from geologic hazards would occur due to the risk of structural failure or damage to new or renovated facilities.

Under Alternative 1 (MacDill AFB, FL):

- Short-term, negligible to minor, adverse impacts on recharge rates due to an increase in impervious surfaces.
- Short- and long-term, minor, adverse impacts on surface water due to increased stormwater runoff, erosion, and sedimentation during construction and an increase in impervious surfaces.
- Long-term, minor, adverse impacts on the surrounding floodplain would be expected from an increase in runoff and an increased erosion rate.
- Project-specific and installation-wide avoidance, minimization, and mitigation measures would be employed to counteract potential impacts on the 100-year, 500-year, and coastal floodplains, and impacts from 100-year and 500-year flood events, stormwater runoff, erosion and sedimentation, and climate change (sea level rise, storm surges, temperature shifts).

Under Alternative 2 (Fairchild AFB, WA):

- Short-term, negligible to minor, adverse impacts on groundwater resources and recharge rates could occur due to an increase in impervious surfaces.
- Short- and long-term, minor to moderate, adverse impacts on surface water would be expected due to increased runoff and associated erosion and sedimentation as a result of construction, demolition, and renovation, and an increase in impervious surfaces.
- Adherence to project-specific and installation-wide avoidance, minimization, and mitigation measures to counteract potential impacts from stormwater runoff, erosion and sedimentation, and climate change (storm surges, temperature shifts).
- There are no floodplains in the Fairchild AFB Project Area to be affected.

At either installation:

- Short-term, minor, adverse impacts (increased equipment and truck exhaust, fugitive dust) on air quality. Construction workers would employ best management practices and environmental control measures to reduce these impacts.
- Long-term, minor to moderate, adverse impacts on air quality would be due to operation and heating of new facilities, KC-46A aircraft flight and maintenance operations, and from additional personnel.
- Air emissions would not exceed standards for any criteria pollutants
- Air emissions would not meaningfully contribute to the potential effects of global climate change or increase the total CO₂e emissions
- Net annual reductions in particulate matter (PM₁₀ and PM_{2.5}) would result in minor beneficial impacts on air quality

Socioeconomics

Infrastructure and Transportation

Health and Safety

Hazardous Wastes and Materials

Land Use

Environmental Justice

At either installation:

- Added traffic, potential for spills and generation of waste, work-site hazards, and noise.
- Local housing and community and health services would be sufficient to support the personnel and dependent changes.
- Increased construction- and personnel-related spending in the local communities
- Upgraded facilities and infrastructure
- Improved land use efficiency and unchanged land use compatibility.
- No disproportionately high and adverse impacts on environmental justice communities.

The public comment portion of the hearing will commence following this brief break.


To make a comment, you need to **virtually raise your hand**.

- **Personal computer:**

- Click the **menu icon**  (a grey circle with three white dots in the center) then click the **raise hand icon**



- **Smartphone or tablet:**

- Click the **participant icon**  then click the **raise hand icon**



- **Landline telephone or smartphone:** Dial ***3** on your phone keypad

When it is time to make your comment, you will hear two beeps and you will be unmuted.

- Clearly state and spell your name and affiliation, if any.
- Comments will be limited to three minutes.
- You will be given a notice when you have only 30 seconds remaining.

You will be given a final notice when your time is up.

After commenting, please **virtually lower your hand** using the same procedures required to raise your hand.

Where Can I Find Information on the Project?

During the Draft EIS Public Comment Period, copies of the Draft EIS and public hearing materials are made available to the public as follows:

- **Electronic Copies on the Project Website:** www.kc46amob6eis.com.
- **Hard Copies at Local Libraries:**

MacDill AFB Area

MacDill AFB Library
Port Tampa City Public Library
John F. Germany Public Library
Jan Kaminis Platt Regional Library

Fairchild AFB Area

Fairchild AFB Library
Spokane Central Public Library
Airway Heights Library
Medical Lake Library

To request electronic copies of public hearing materials by email, or hardcopies of materials by postal mail, please use one of the methods listed below. For printed material requests, the standard U.S. Postal Service shipping timeline will apply. Please consider the environment before requesting printed material.

USPS: AFCEC CZN, Attn: KC-46A MOB 6 EIS, 2261 Hughes Ave, Suite 155, JBSA Lackland, Texas 78236-9853

FedEx or UPS: AFCEC CZN, Attn: KC-46A MOB 6 EIS, Building 1 Bay 8 Room 6009, 3515 South General McMullen,
San Antonio, TX 78226-1710

Email: 6.arw.pa@us.af.mil (MacDill AFB 6 ARW PA) or 92arw.pa@us.af.mil (Fairchild AFB PAO);
Subject: KC-46A MOB 6 EIS

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2261 Hughes Ave, Suite 155,
JBSA Lackland, TX 78236-9853
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Thank you
for participating in this virtual public
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