Scoping Process

The scoping process begins with publication of a Notice of Intent (NOI) in the Federal Register. The NOI provides basic information on the Proposed Action, possible alternatives, and the agency's proposed scoping process. The scoping process outlines potential issues, points of contact, project schedules and ways for the public to be involved. Public scoping meetings are conducted to provide the public an opportunity to learn about the proposed action and provide input into the environmental impact analysis process. Comments received during the public scoping process are considered in the preparation of the draft EIS.

Feedback

Anyone that would like to provide comments or suggestions relevant to the project and the proposed alternatives may do so at the meeting today via the comment form, on the project website www.moodyafbairspaceeis.com or via mail at:

For USPS Deliveries, mail to:
AFCEC/CZN
Attn: Moody AFB Comprehensive Airspace Initiative
2261 Hughes Avenue, Suite 155
JBSA Lackland, TX
78236-9853

For FedEx and UPS Deliveries, mail to:
AFCEC/CZN
Attn: Moody AFB Comprehensive Airspace Initiative
3515 S General McMullen
San Antonio, TX
78226-9853

To ensure your comments are considered in the Draft EIS, please submit your comments by January 6, 2020.

COMPREHENSIVE AIRSPACE INITIATIVE FOR MOODY AIR FORCE BASE

National Environmental Policy Act

The National Environmental Policy Act (NEPA) requires Federal agencies to assess the environmental effects of their Proposed Actions prior to making decisions. Actions can be defined as projects, policies, permitting, regulations and licensing. An Environmental Impact Statement (EIS) is the most detailed analysis prescribed by regulations implementing NEPA.

Proposed Action

The US Air Force published a Notice of Intent in the Federal Register to prepare an EIS, pursuant to NEPA, for the Moody Air Force Base (AFB) Comprehensive Airspace Initiative. The Proposed Action for the Moody AFB Comprehensive Airspace Initiative is to configure and establish new low-altitude Military Operations Areas (MOAs) to enhance the airspace capacity within which A-10C, HH-60G, HC-130J, and A-29 aircrews can optimize their low altitude mission readiness training to specific requirements, including integration with 820 BDG personnel training. Currently, the Air Force has identified three alternatives to implement the Proposed Action.

There would be no changes in the numbers of sorties, aircraft operations, or type or quantity of defensive countermeasures used during training. This action would result in a change in the distribution of some existing training operations from the mid- to high-altitude airspaces into the low-altitude airspaces. No ordnance other than chaff would be expended in the new low-altitude MOAs. The Proposed Action would cancel the Banks Lake National Wildlife Refuge exclusion zone.

Purpose of and Need for the Proposed Action

The purpose of the Proposed Action is to: provide a more realistic and regularly accessible airspace training environment to meet the need for aircrew training in close air support (CAS) and combat search and rescue (CSAR), and configure new low-altitude MOAs that more appropriately align with the training missions at Moody AFB.

The Proposed Action is needed to provide access for training missions operating at low altitudes from Moody AFB and to optimize the Moody Airspace Complex to enable effective training to achieve real-world combat readiness and survivability. Specifically, the low-altitude MOAs are needed to:

- Provide reliable access to low-altitude Special Use Airspace (SUA) to support aircrew proficiency training to various mission objectives
- Reduce airspace congestion in the Moody 2 North and Moody 2 South MOAs

Comprehensive Airspace Initiative for Moody Air Force Base

Environmental Impact Statement

COMPREHENSIVE AIRSPACE INITIATIVE FOR MOODY AIR FORCE BASE

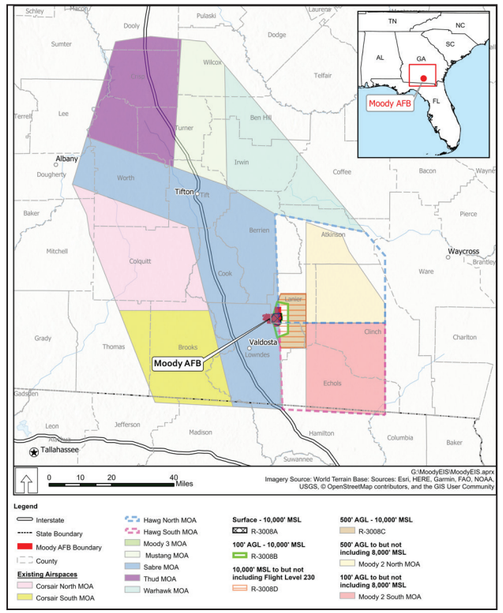
Project Background

Moody Air Force Base (AFB) is located in southwest Georgia near Valdosta in Lowndes and Lanier counties. The Moody Airspace Complex, which overlies Moody AFB and portions of south Georgia and north Florida, supports training in the Special Use Airspaces (SUAs) associated with the Moody Airspace Complex for close air support (CAS) and combat search and rescue (CSAR) missions for combat support to US forces and allies.

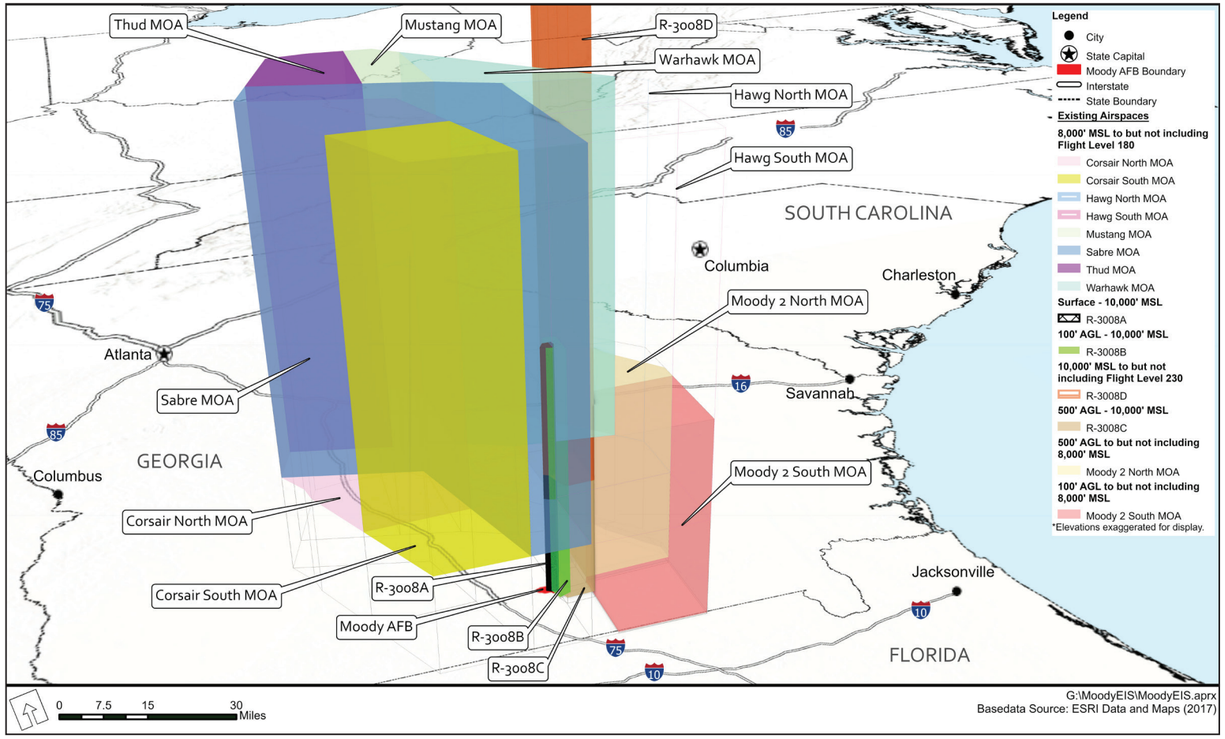
An Environmental Impact Statement is being prepared to assess the potential environmental consequences associated with modifying existing and creating new SUA in the Moody Airspace Complex.

Since the establishment of Moody AFB, aircraft and training missions at the installation have transitioned many times. Within the last 20 years, these changes included shifting from support of high-altitude tactical fighter/bomber training missions to support of various low-altitude CAS, low-altitude engagement and attack, and personnel recovery/CSAR missions. At no point during the shift in mission training were the Moody Airspace Complex's mid-altitude Military Operations Areas (MOAs)—which range from 8,000 feet above mean sea level (MSL) to Flight Level (FL) 230 (23,000 feet)—realigned or reconfigured to more appropriately accommodate the training missions at low altitude (less than 8,000 feet MSL).

Project Location Map



Existing Moody Airspace Complex



Alternatives

The three action alternatives would create new low-altitude Military Operations Areas (MOAs) beneath and within the lateral confines of existing MOAs and Restricted Areas of the Moody Airspace Complex. While the three alternatives are independent of each other, the decision maker may choose to implement one, a combination of low-altitude MOAs from among the three, or none of the alternatives based on the analysis provided in the EIS.

- **Alternative 1** would create the Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs with a floor of 1,000 feet AGL and a ceiling of 7,999 feet mean sea level (MSL); create a Thud Low MOA with a floor of 4,000 feet AGL and a ceiling of 7,999 feet MSL; a Grand Bay MOA with a floor of 100 feet AGL and a ceiling of 499 feet AGL; and lower the floor of the existing Moody 2 North MOA from 500 feet AGL to 100 feet AGL.
- **Alternative 2** would create and modify MOAs as described under Alternative 1, except that the new Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs would be created with a floor of 2,000 feet AGL instead of 1,000 feet AGL.
- **Alternative 3** would create and modify MOAs as described under Alternative 1, except that the new Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs would be created with a floor of 4,000 feet AGL instead of 1,000 feet AGL.
- **No Action Alternative** would be no change to the SUA at the Moody Airspace Complex.

Existing and Alternative Low-Altitude Floors in the Moody Airspace Complex

Special Use Airspace	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, New Grand Bay MOA, Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, New Grand Bay MOA, Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, New Grand Bay MOA, Lower the Floor of Moody 2 North
Corsair North Low MOA	N/A	1,000 feet AGL	2,000 feet AGL	4,000 feet AGL
Corsair South Low MOA	N/A	1,000 feet AGL	2,000 feet AGL	4,000 feet AGL
Mustang Low MOA	N/A	1,000 feet AGL	2,000 feet AGL	4,000 feet AGL
Thud Low MOA	N/A	4,000 feet AGL	4,000 feet AGL	4,000 feet AGL
Warhawk Low MOA	N/A	1,000 feet AGL	2,000 feet AGL	4,000 feet AGL
Moody 2 North MOA*	500 feet AGL	100 feet AGL	100 feet AGL	100 feet AGL
Moody 2 South MOA	100 feet AGL	100 feet AGL	100 feet AGL	100 feet AGL
Grand Bay MOA*	N/A	100 feet AGL	100 feet AGL	100 feet AGL

(*) - Under Alternatives 1, 2, and, 3, it is estimated that 134 operations (roughly 3% of the annual total flight operations) would occur between 500 feet AGL and 100 feet AGL in each of the Moody 2 North and the Grand Bay MOAs. This would average to one flight operation every three days per week.