Welcome to the Public Scoping Open House Meeting for the Comprehensive Airspace Initiative for Moody Air Force Base

Please make sure to:

Sign-in, review the project boards, ask questions, provide input/comments, and check the project website for additional information and updates

What Role Do I Have During Public Scoping?

During public scoping, the public, government agencies and interested parties are invited to:

- Identify issues and concerns and provide new information, data, and suggestions
- Request information
- Attend Public Scoping Meeting
- Submit comments

NATIONAL ENVIRONMENTAL POLICY ACT

Background — The National Environmental Policy Act (NEPA) of 1969 was enacted to address concerns about Federal actions and their effects on the environment. NEPA's main objectives are as follows:

- Guarantee analysis of proposed Federal programs, projects, and actions before decision making
- Inform the public of proposed Federal activities that might affect environmental quality
- Encourage and facilitate public involvement in the decision-making process

What is an EIS? — An Environmental Impact Statement (EIS) is the most detailed analysis approved by regulations for applying NEPA. An EIS is a detailed public document describing:

- A Proposed Action
- All alternative actions that were considered
- Environmental impacts of applying the Proposed Action and reasonable alternatives

Environmental Resources — The EIS will address the potential impacts of the Proposed Action and alternatives to the following resources:

- Airspace Management
- Acoustic Environment (Noise)
- Health and Safety
- Air Quality
- Biological Resources
- Cultural Resources
- Aesthetics and Visual Resources
- Land Use
- Socioeconomics
- Environmental Justice

Comprehensive Airspace Initiative for Moody Air Force Base

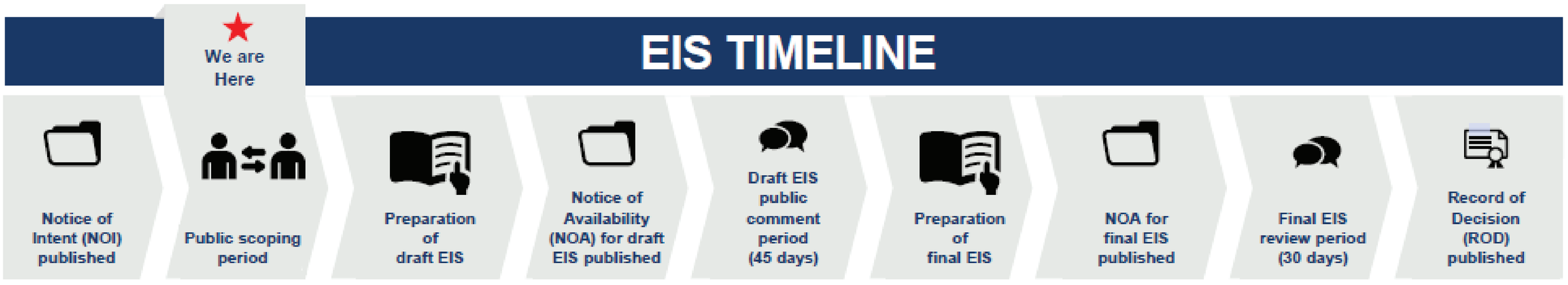
Environmental Impact Statement

SCOPING

What is Public Scoping? — An early and open process, conducted in compliance with the National Environmental Policy Act (NEPA), for identifying issues and alternatives to be addressed in an Environmental Impact Statement (EIS) and determining who is interested in the Proposed Action:

- The public scoping process begins with publication of a Notice of Intent (NOI) in the Federal Register stating an agency's intent to prepare an EIS
- A Public Scoping Meeting is held to receive comments from federal and local stakeholders as well as the public on the Proposed Action and alternatives

Anticipated EIS Timeline



Feedback and Comments — Your feedback is important to us. The project team is collecting public and agency comments on the Proposed Action and alternatives for consideration. Please submit your comments by January 6, 2020.

- You can submit your comments at this meeting, on the project website: **www.moodyafbairspaceeis.com**, or mail comments to:

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

PROPOSED ACTION OVERVIEW

Background Info on Moody AFB:

Moody AFB is the home for the 23d Wing (23 WG), the Flying Tigers.

- **Current Mission**

Organize, train, and equip the Flying Tigers to employ and execute the global precision attack, Personnel Recovery (PR), and agile combat support service core functions to meet worldwide Combatant Commander requirements.

- **Operators**

The 23 WG trains and employs combat-ready A-10C, HC-130J, and HH-60G aircrews and the Guardian Angel Weapons System and consists of approximately 5,500 military and civilian personnel, including a geographically separated unit in Florida.

- **Mission-to-Airspace Mis-Alignment**

Since the establishment of Moody AFB, aircraft and training missions at the installation have transitioned many times, shifting from support of high-altitude tactical fighter/bomber training missions to support of various low-altitude close air support (CAS) and engagement 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).

PURPOSE AND NEED FOR THE PROPOSED ACTION

Purpose — To provide a more realistic and regularly accessible airspace training environment to meet the need for aircrew training in CAS and combat search and rescue (CSAR).
To configure new low-altitude Special Use Airspace (SUA) - Military Operations Areas (MOAs) - that more appropriately align with the training missions at Moody AFB.

Need — 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 SUAs 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

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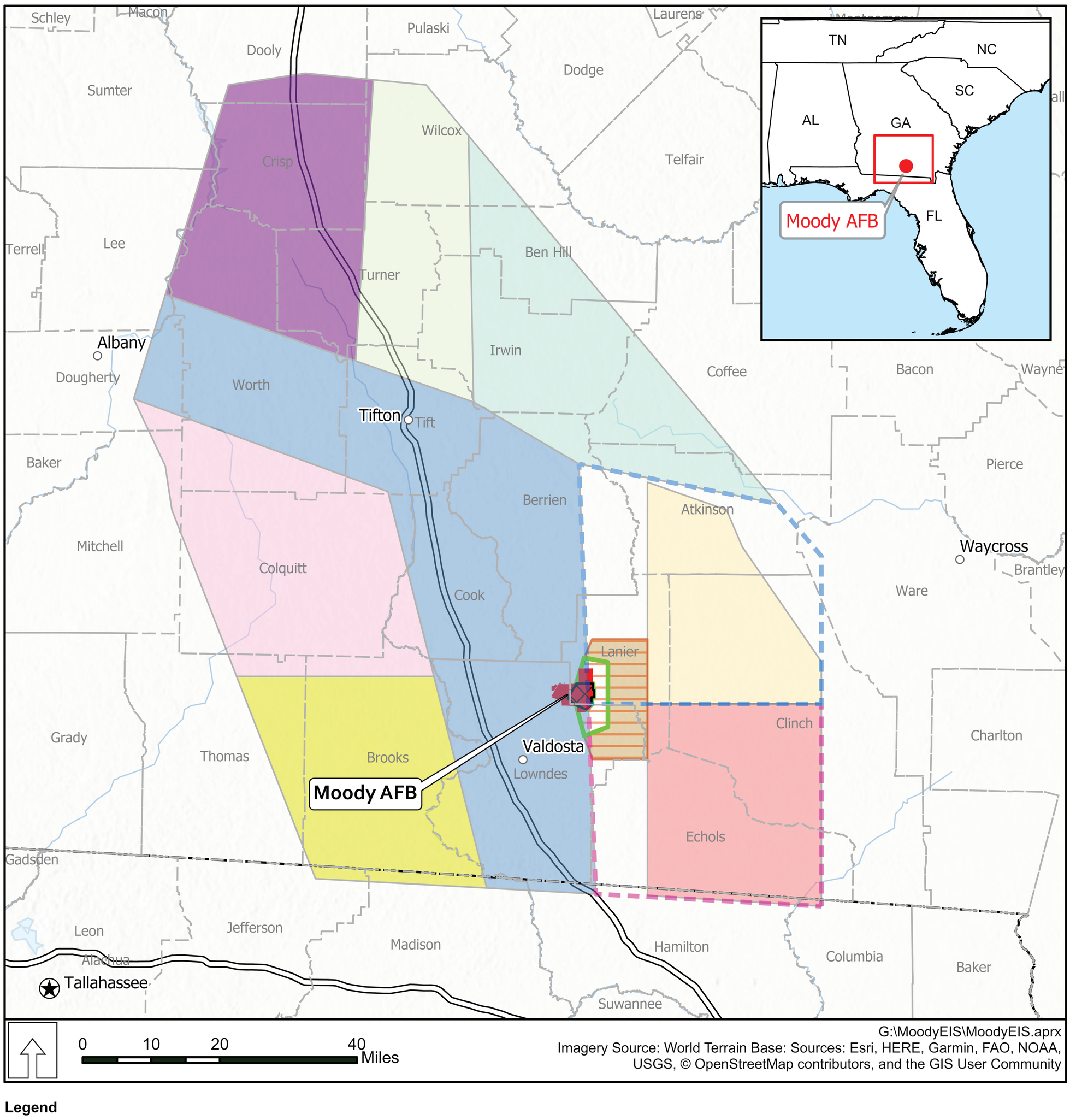
DESCRIPTION OF THE PROPOSED ACTION

General Description of the Proposed Action — Configure new low-altitude MOAs immediately underneath the existing Moody Airspace Complex. The new low-altitude MOAs would be assigned and scheduled by Moody AFB to support low-altitude training operations including CAS, PR, and CSAR training mission objectives at the installation. The new MOAs would allow aircrews to realistically train in executing combat maneuvers. Currently, the Air Force has identified three alternatives that would implement the Proposed Action.

- No changes would occur in the numbers of sorties, aircraft operations, or type or quantity of defensive countermeasures used during training
- Changes would occur 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 and flares would be expended in the new low-altitude MOAs
- The Banks Lake National Wildlife Refuge exclusion zone would be cancelled

PROJECT LOCATION MAP

Moody AFB is located in southwest Georgia near Valdosta in Lowndes and Lanier counties. The Moody Airspace Complex overlies Moody AFB and 28 counties in south Georgia and north Florida.



Legend

- Interstate
- State Boundary
- Moody AFB Boundary
- County

Existing Airspaces

- Corsair North MOA
- Corsair South MOA
- Hawg North MOA
- Hawg South MOA
- Moody 3 MOA
- Mustang MOA
- Sabre MOA
- Thud MOA
- Warhawk MOA

Surface - 10,000' MSL

- R-3008A

100' AGL - 10,000' MSL

- R-3008B

10,000' MSL to but not including Flight Level 230

- R-3008D

500' AGL - 10,000' MSL

- R-3008C

500' AGL to but not including 8,000' MSL

- Moody 2 North MOA

100' AGL to but not including 8,000' MSL

- Moody 2 South MOA

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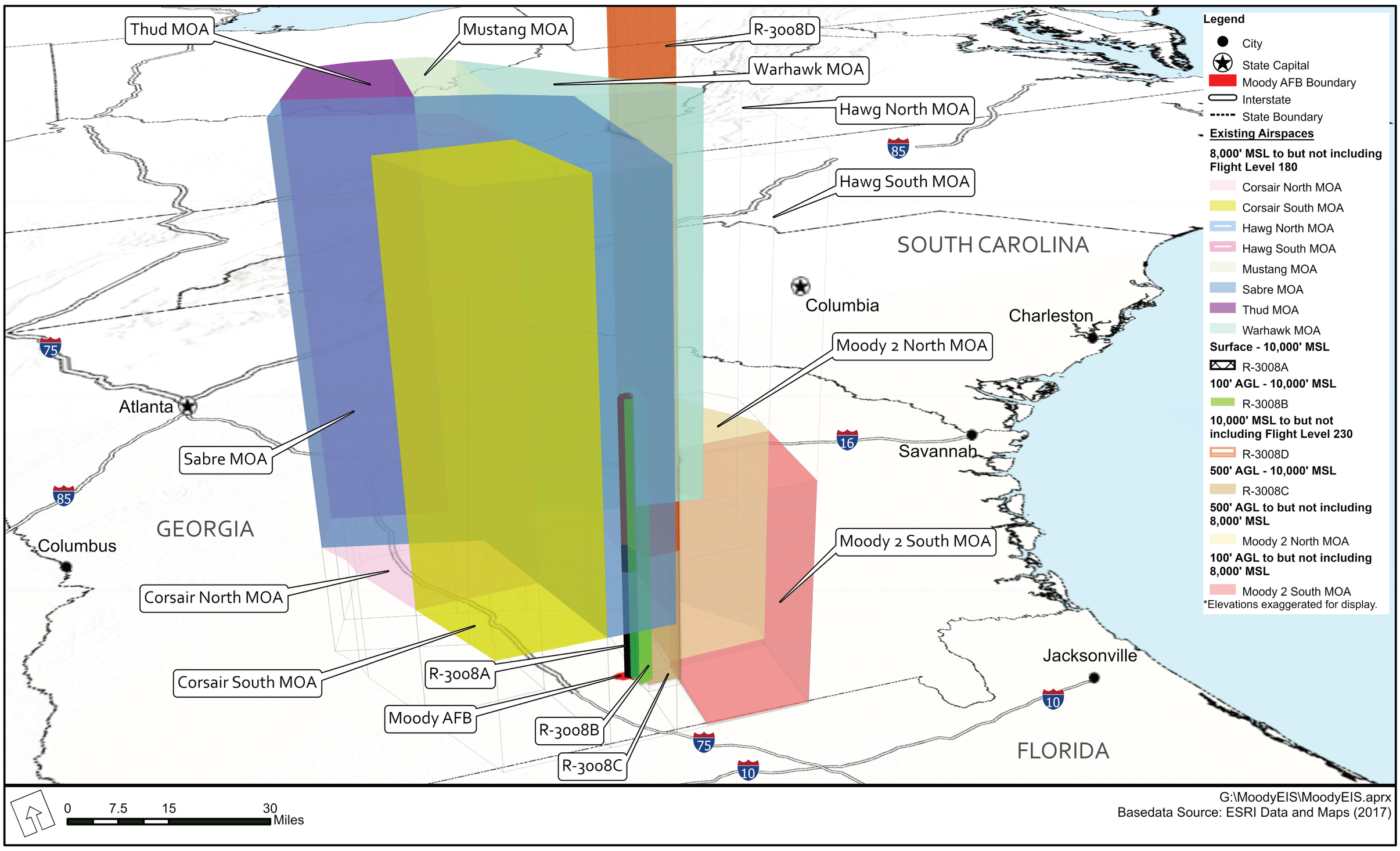
EXISTING MOODY AIRSPACE COMPLEX



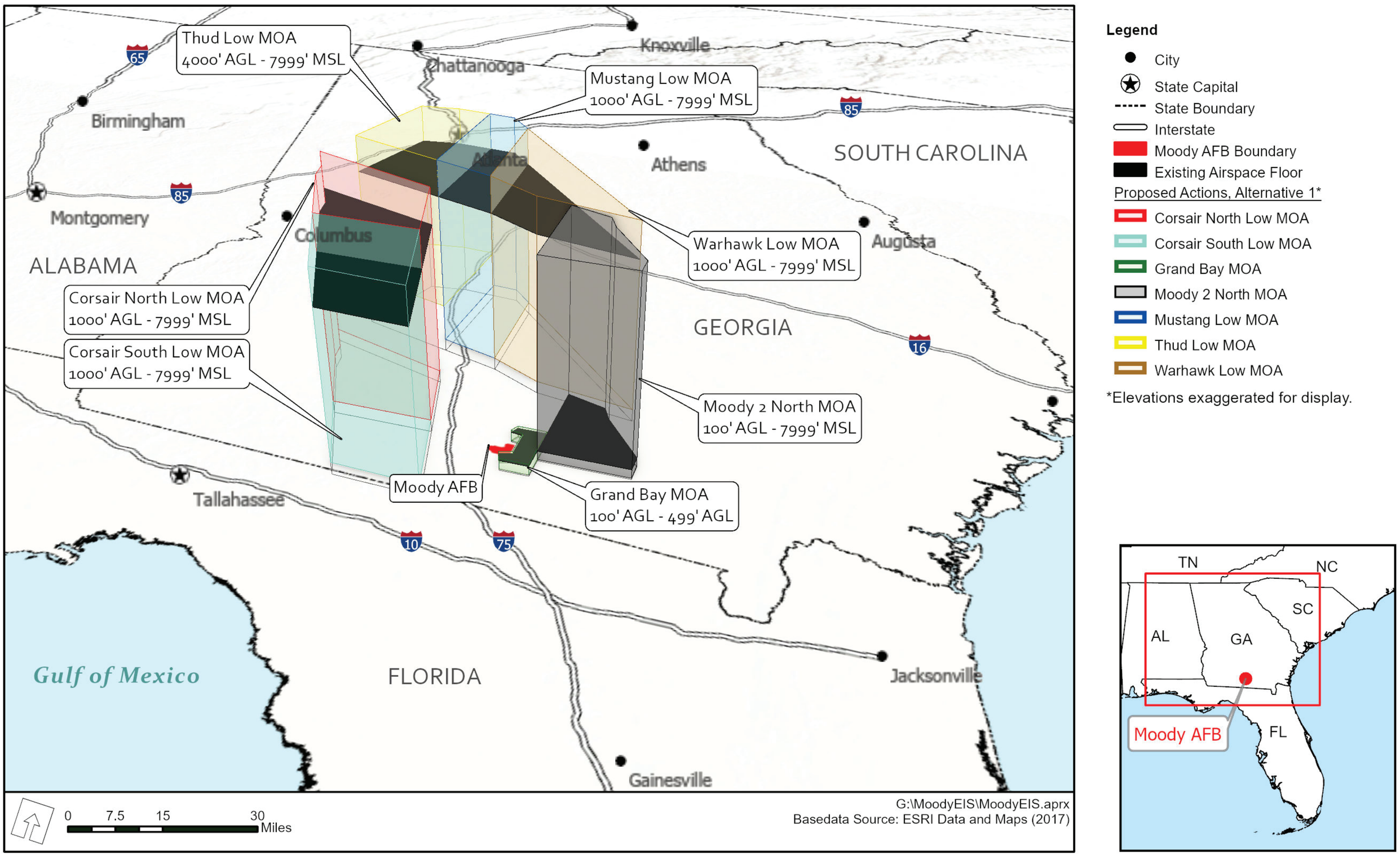
The Moody Airspace Complex consists of 10 MOAs; Restricted Areas R-3008A, R-3008B, R-3008C, and R-3008D; and Air Traffic Control Assigned Airspaces (ATCAAs) above all of the MOAs with the following mid- to high-altitude ranges:

Special Use Airspace	Altitude – Floor[1]	Altitude – Ceiling
MOAs and ATCAAs		
Corsair North	8,000 feet MSL	To but not including FL180
Corsair South	8,000 feet MSL	To but not including FL180
Hawg North	8,000 feet MSL	To but not including FL180
Hawg South	8,000 feet MSL	To but not including FL180
Moody 2 North	500 feet AGL	To but not including 8,000 feet MSL
Moody 2 South	100 feet AGL	To but not including 8,000 feet MSL
Mustang	8,000 feet MSL	To but not including FL180
Sabre	8,000 feet MSL	To but not including FL180
Thud	8,000 feet MSL	To but not including FL180
Warhawk	8,000 feet MSL	To but not including FL180
ATCAAs[2]	18,000 feet MSL	To but not including FL230
Restricted Areas		
R-3008A (Grand Bay Range)	Surface	10,000 feet MSL
R-3008B (Grand Bay Range)	100 feet AGL	10,000 feet MSL
R-3008C (Grand Bay Range)	500 feet AGL	10,000 feet MSL
R-3008D (Grand Bay Range)	10,000 feet MSL	To but not including FL230

Notes:
1 – Airspace floor refers to the lowest altitude charted for a Special Use Airspace, and airspace ceiling refers to the highest altitude charted for a Special Use Airspace. 2 – ATCAAs are located immediately above and within the same lateral confines as the MOAs of the Moody Airspace Complex.
Source: Federal Aviation Administration Order Joint Order 7400.10A, Special Use Airspace
AGL – above ground level; ATCAA – Air Traffic Control Assigned Airspace; FL – flight level; MOA – Military Operations Area; MSL – mean sea level; R – Restricted Area; surface – ground surface level

ALTERNATIVE 1

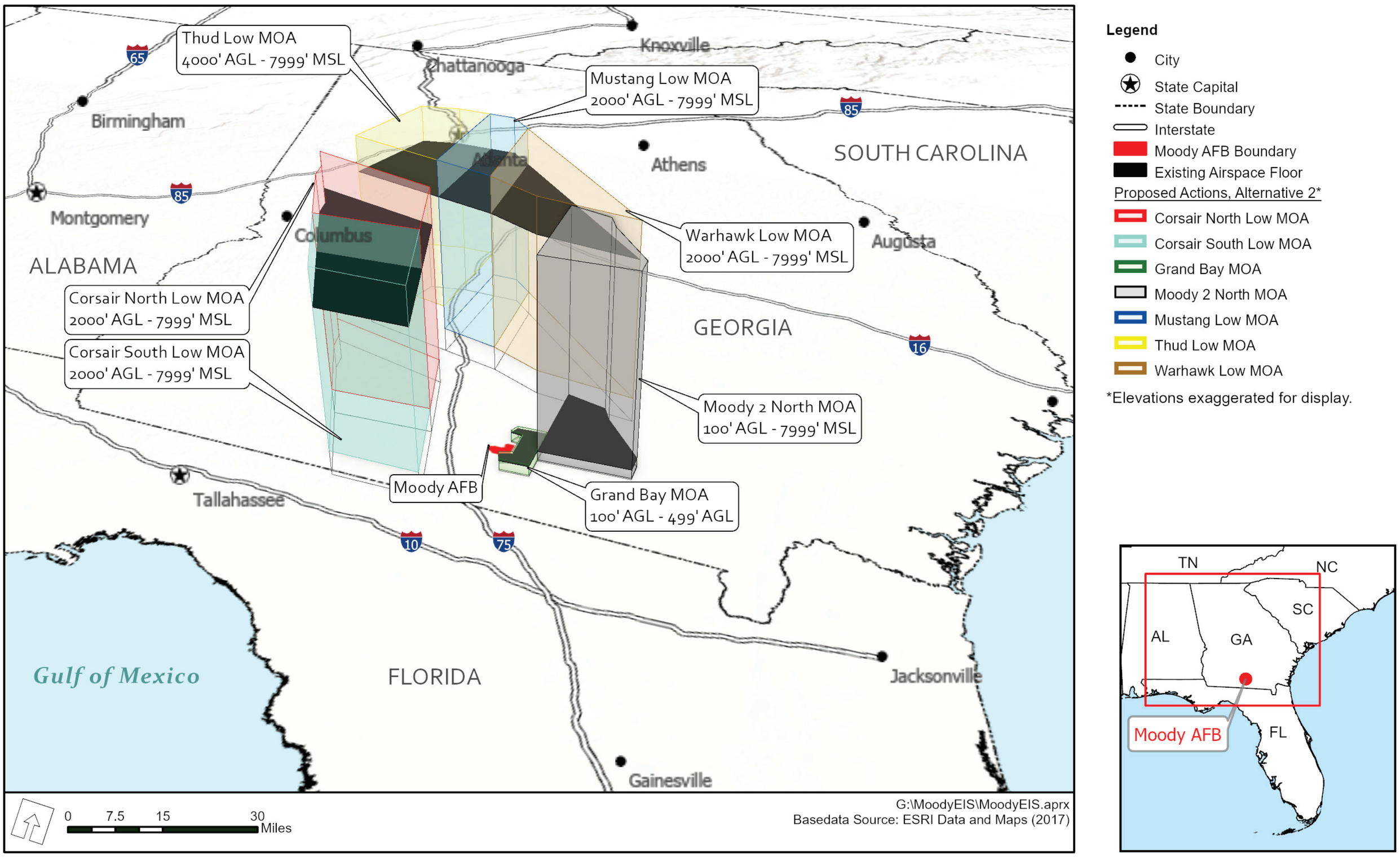
Create new MOAs with a 1,000 ft Floor, new Grand Bay MOA, and lower the Floor of Moody 2 North MOA.



- 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 MSL beneath the lateral confines of existing MOAs
- The Thud Low MOA would be created with a floor of 4,000 feet AGL and a ceiling of 7,999 feet MSL immediately beneath and within the lateral confines of the existing Thud MOA
- A Grand Bay MOA would be created with a floor of 100 feet AGL and a ceiling of 499 feet AGL beneath and within the lateral confines of existing Restricted Area R-3008C
- The floor of the existing Moody 2 North MOA would be lowered from 500 feet AGL to 100 feet AGL
- An estimated 134 flight 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.

ALTERNATIVE 2

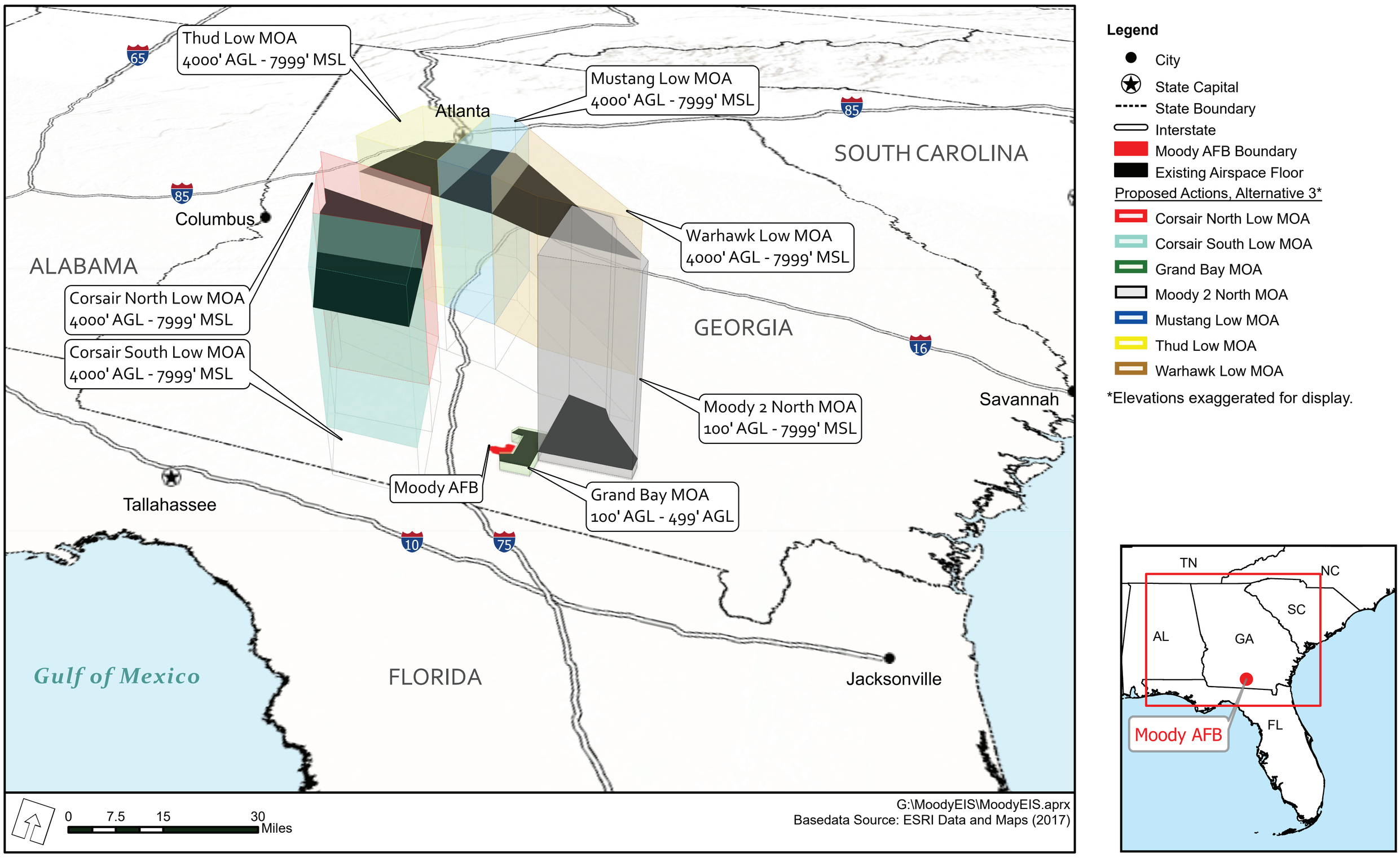
Create new MOAs with a 2,000 ft Floor, a new Grand Bay MOA, and lower the floor of Moody 2 North MOA



- Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs would be created with a floor of 2,000 feet AGL and a ceiling of 7,999 feet MSL beneath the lateral confines of existing MOAs
- The Thud Low MOA would be created with a floor of 4,000 feet AGL and a ceiling of 7,999 feet MSL beneath and within the lateral confines of the existing Thud MOA
- The floor of the existing Moody 2 North MOA would be lowered from 500 feet AGL to 100 feet AGL and a Grand Bay MOA would be created with a floor of 100 feet AGL and a ceiling of 499 feet AGL beneath and within the lateral confines of existing Restricted Area R-3008C
- An estimated 134 flight 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.

ALTERNATIVE 3

Create new MOAs with a 4,000 ft floor, a New Grand Bay MOA, and lower the floor of Moody 2 North MOA



- The Corsair North Low, Corsair South Low, Mustang Low, Thud Low, and Warhawk Low MOAs would be created with a floor of 4,000 feet AGL and a ceiling of 7,999 feet MSL beneath the lateral confines of existing MOAs

- A Grand Bay MOA would be created with a floor of 100 feet AGL and a ceiling of 499 feet AGL beneath and within the lateral confines of existing Restricted Area R-3008C

- The floor of the existing Moody 2 North MOA would be lowered from 500 feet AGL to 100 feet AGL

- An estimated 134 flight 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.