Draft

EXECUTIVE SUMMARY
ENVIRONMENTAL IMPACT STATEMENT

Moody Air Force Base Comprehensive Airspace Initiative

SEPTEMBER 2020

US Air Force Air Combat Command

FORMAT PAGE

Privacy Advisory

This Draft Environmental Impact Statement (EIS) is provided for public comment in accordance with the National Environmental Policy Act, the President's Council on Environmental Quality National Environmental Policy Act Regulations (40 Code of Federal Regulations 1500-1508), and 32 Code of Federal Regulations 989, Environmental Impact Analysis Process.

The Environmental Impact Analysis Process provides an opportunity for public input on US Air Force decision-making, allows the public to offer inputs on alternative ways for the Air Force to accomplish what it is proposing, and solicits comments on the US Air Force's analysis of environmental effects.

Public commenting allows the US Air Force to make better, informed decisions. Letters or other written or oral comments provided may be published in the EIS. As required by law, comments provided will be addressed in the EIS and made available to the public. Providing personal information is voluntary. Any personal information provided will be used only to identify your desire to make a statement during the public comment portion of any public hearings or to fulfill requests for copies of the EIS or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the EIS. However, only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EIS.

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EXECUTIVE SUMMARY

COMPREHENSIVE AIRSPACE INITIATIVE ENVIRONMENTAL IMPACT STATEMENT FOR MOODY AIR FORCE BASE

September 2020

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EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) analyzes the potential environmental consequences of the proposal by the United States (US) Air Force (Air Force) to create new low-altitude Military Operations Areas (MOAs) directly underneath existing Special Use Airspaces (SUAs) and modify established SUA within the Moody Airspace Complex. This would increase the capacity of the current low-altitude MOAs and align the Moody Airspace Complex with the objectives of training missions at the Moody Air Force Base (AFB). Aircraft and training missions at Moody AFB have changed many times since its establishment, shifting from support of high-altitude tactical training missions to support of low-altitude close air support (CAS), low-altitude engagement and attack, and personnel recovery (PR)/combat search and rescue (CSAR) missions. At no point during the shifts in mission training, however, have the Moody Airspace Complex's mid-altitude SUAs been realigned or reconfigured to better accommodate the training missions at low altitude. Current training operations at low altitude are limited to the small portion of the Moody Airspace Complex where there are low-altitude SUAs.

The airspace associated with the Proposed Action and alternatives is within the jurisdiction of the Federal Aviation Administration's (FAA's) Jacksonville Air Route Traffic Control Center (Jacksonville Center). Therefore, the Air Force is working in cooperation with the FAA for this proposal. This EIS was prepared by the Air Force and FAA in accordance with the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] 1500-1508 [the 1978 version of this rule was used because the Notice of Intent and scoping had been previously issued on this EIS prior to the 14 September 2020 project implementation of the CEQ NEPA streamlining rule]), the Air Force Environmental Impact Analysis Process promulgated at 32 CFR 989, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The Air Force and FAA, as a cooperating agency on this EIS, will use this EIS to understand the potential environmental consequences of any decision for proposed new low-altitude MOAs.

ES.1. Background

Moody AFB is located in south-central Georgia near Valdosta in Lowndes County (**Figure ES-1**). The Moody Airspace Complex, which overlies Moody AFB and portions of south Georgia and north Florida (**Figure ES-2**), supports training in the SUAs associated with the Moody Airspace Complex for CAS and CSAR missions for combat support of US forces and allies.

Moody AFB is the home for the 23d Wing (23 WG). The current mission of the 23 WG at Moody AFB is to organize, train, and equip the Flying Tigers to employ and execute the global precision attack, PR, and agile combat support service core functions to meet worldwide Combatant Commander requirements. The 23 WG organizes, 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. Current tenant units at Moody AFB include the 93rd Air Ground Operations Wing, 820th Base Defense Group (BDG), 476th Fighter Group (FG) (Air Force Reserve), 81st FG, 336th

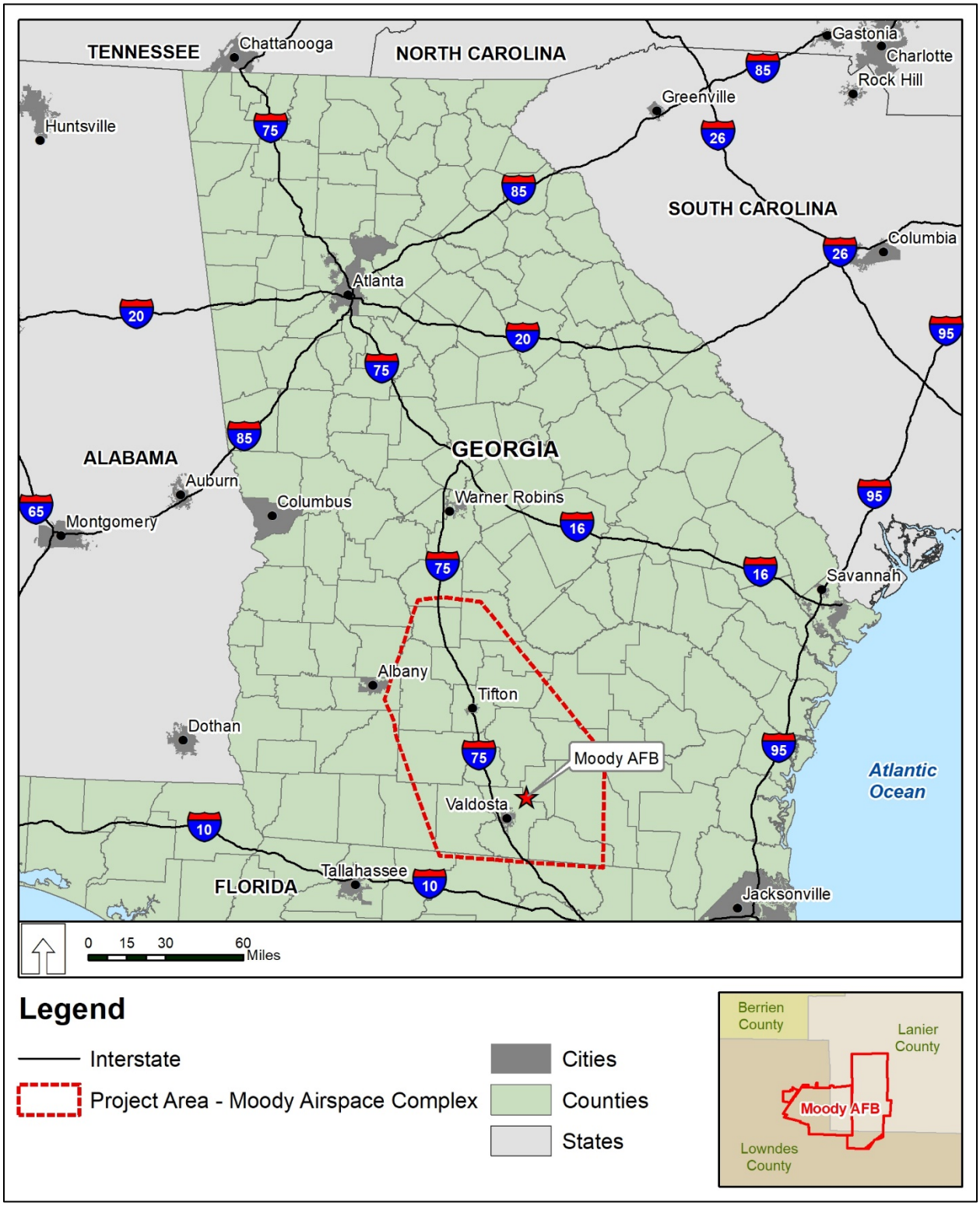

Figure ES-1. Location of Moody Air Force Base, Georgia

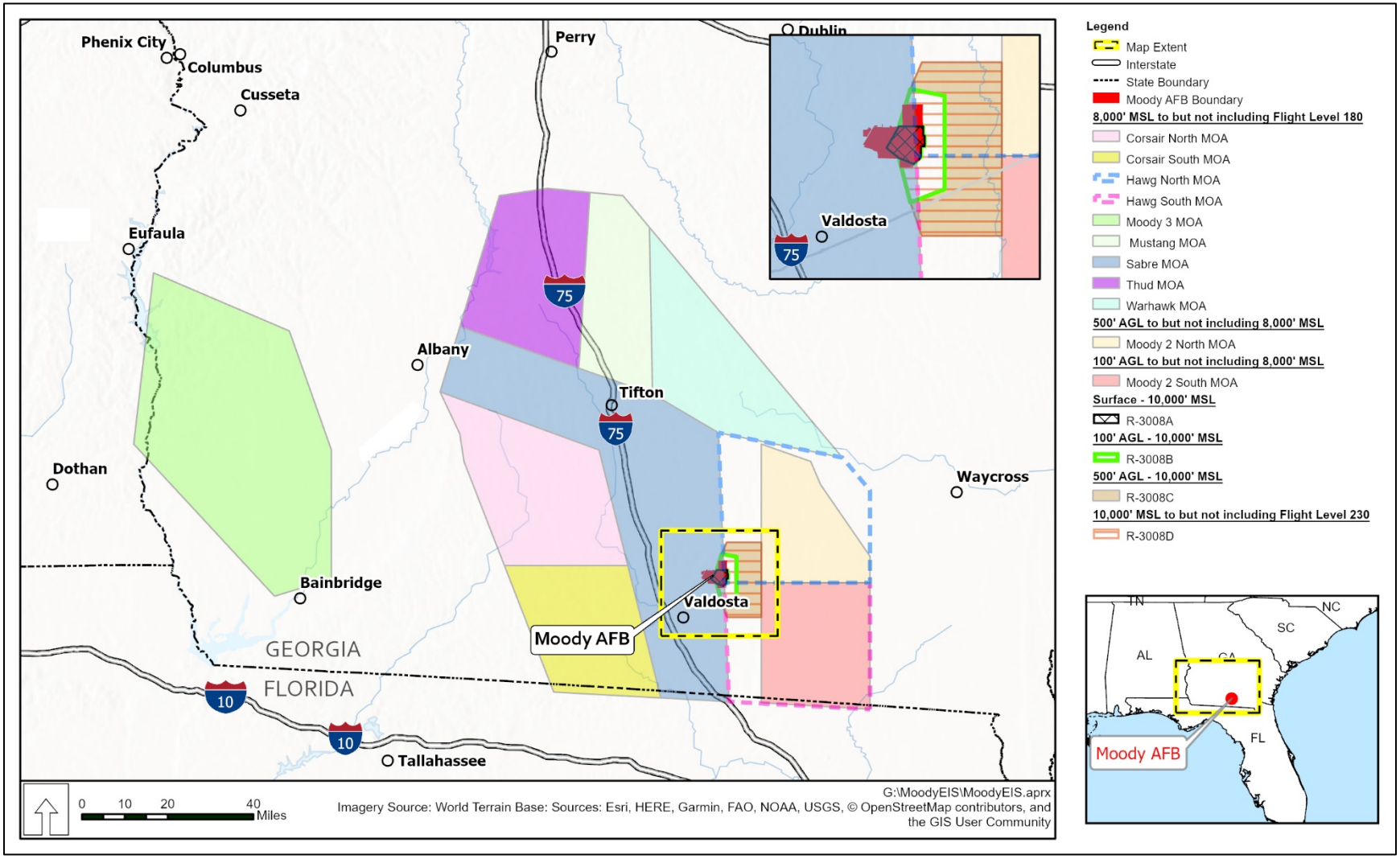

Figure ES-2 Moody Air Force Base-Controlled Airspace

Recruiting Squadron, 372nd Training Squadron –Detachment 9, Area Defense Counsel, and Air Force Office of Special Investigations – Detachment 211.

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 the MOAs. Additionally, the Moody AFB-controlled airspace includes the Moody 3 MOA (see **Figure ES-2**). The Moody 3 MOA is located west of the Moody Airspace Complex and has a floor of 8,000 feet mean sea level (MSL) and a ceiling of Flight Level (FL) 180 (18,000 feet). The Moody 3 MOA is nearly 100 miles west of Moody AFB.

Altogether, the MOAs, Restricted Areas, and ATCAAs of the Moody Airspace Complex overlie south Georgia and north Florida and collectively support military training operations. Including the ATCAAs, which immediately overlie each MOA, extending the usable airspace by an additional 5,000 feet, the airspace ceiling on the Moody Airspace Complex is up to but not including FL230 (23,000 feet).

The MOAs, Restricted Areas, and ATCAAs associated with the Moody Airspace Complex, as well as the nearby low-altitude training and navigation (LATN) area, which encompasses approximately 85,000 square nautical miles over most of south Georgia and parts of north Florida and southeast Alabama, support unit-level and larger force training to provide aircrews with a training environment to improve their combat skills. Additionally, surface-level mission activities such as CSAR, PR, CAS, and urban CAS, which involve air-to-ground or on-ground training activities, are supported in the land areas of the Grand Bay Range (a multipurpose, day and night use facility with the principal mission of supporting air-to-ground bombing and gunnery training with inert and training ordnance), in various landing zones and drop zones, and in public spaces within the lateral confines of the SUAs. The Moody Airspace Complex supports a variety of resident and transient Air Force and other Department of Defense aircraft for their training requirements. However, the Moody Airspace Complex and Grand Bay Range primarily support units from Moody AFB.

ES.2. Existing Training Challenges

At Moody AFB, the 23 FG, 476 FG, 820 BDG, 81st Fighter Squadron, and 347th Rescue Group all require low-altitude airspace to support their training missions. A total of 67 percent of training operations for Moody AFB units occur in low-altitude airspace (less than 8,000 feet MSL) and only 17 percent of the Moody Airspace Complex is currently low-altitude airspace; for some units, between 85 and 90 percent of their mission training requirements are conducted at altitudes too low to be accommodated by the majority of SUAs in the Moody Airspace Complex. This severely limits these units' abilities to meet their proficiency requirements. Consequently, the various units operating at Moody AFB either compete for the opportunity to train in the limited Moody Airspace Complex low-altitude MOAs and Restricted Areas (R-) or attempt to schedule other low-altitude SUA complexes in the southeast region. However, commuting to other SUA complexes to train at low altitudes increases time spent in transit and requires additional maintenance during time which could be spent training. Therefore, commuting to

distant low-altitude SUA decreases overall available time for training, which would impact mission readiness.

From 1990 to 2018, the focus of training operations was against low-threat enemies, which kept most aircraft training above 10,000 feet above ground level (AGL) to avoid the threat. The National Defense Strategy of 2018 refocused the Air Force's training to engage near-peer, high-threat enemies. This requires training at low altitudes to avoid the threat envelope of modern surface-to-air missiles. The Moody Airspace Complex consists primarily of mid- to higher-altitude MOAs, and the A-10C, A-29, HH-60G, and HC-130J aircrews assigned to Moody AFB have exceeded the capacity of the existing low-altitude MOAs and Restricted Areas wherein they can conduct required training operations at low altitude to gain operational proficiency and meet their mission objectives for combat readiness.

ES.3. Purpose and Need for the Action

The Proposed Action is needed to address the inadequate Moody AFB-controlled low-altitude airspace available 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.

The addition of low-altitude airspace would reduce the reliance on congested training airspace within Moody 2 North and Moody 2 South MOAs and R-3008A, R-3008B, and R-3008C that can support the low-altitude mission and associated proficiency training operations for CAS, PR, and CSAR aircrews. Specifically, additional 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.

The purpose of the Proposed Action is to configure MOAs that more appropriately align with the low-altitude training missions at Moody AFB and thereby provide a more realistic and regularly accessible airspace training environment to meet the need for aircrew training in CAS and CSAR.

ES.4. Proposed Action and Alternatives

The Proposed Action would configure new low-altitude MOAs immediately underneath and within the lateral confines of the existing Corsair North, Corsair South, Mustang, Thud, and Warhawk MOAs and Restricted Area R-3008C and to lower the floor of Moody 2 North MOA in the Moody Airspace Complex. Moody AFB would assign and schedule the new low-altitude MOAs to provide adequate low-altitude floors for training operations at low altitude, including CAS, PR, and CSAR training mission objectives at the installation. The newly configured low-altitude MOAs and their proximity to the Grand Bay Range would allow aircrews to realistically train in executing combat maneuvers. Under the Proposed Action, the Air Force would modify the Banks Lake National Wildlife Refuge (NWR) exclusion zone, which was established in the Record of Decision to the 1986 Winnersville Weapons Range EIS for Moody AFB by lowering

the exclusion zone floor from 1,500 feet AGL to 500 feet AGL, except for that portion of the exclusion zone located over open-water areas of the NWR. All other operational restrictions would remain unchanged.

The proposed low-altitude MOA configuration would enable optimized training in the Moody Airspace Complex and remove constraints on CAS and CSAR training in the Corsair North, Corsair South, Mustang, Thud, and Warhawk MOAs; Moody 2 North MOA; and Restricted Area R 3008C. The Proposed Action would enhance the ability of aircrews operating from Moody AFB to conduct training operations at low altitudes. The proposed MOAs would provide low-altitude airspace so that aircrews would be current, qualified, and proficient at operating at various altitudes in CAS and CSAR operations. The proposed low-altitude floors in Moody AFB-assigned MOAs would improve training and survivability of US and allied warfighters.

The Proposed Action would not require changes in the types or numbers of aircraft based at the installation, appreciable increases in the number of flights or sorties, alterations in types of airfield operations, or additions of training operations. However, optimizing the airspace would result in the redistribution of aircraft operations from existing low-altitude SUAs (i.e., Moody 2 North MOA, Moody 2 South MOA, and R-3008A, R-3008B, and R-3008C) to new low-altitude MOAs. It is not anticipated that any increases in overall operations would occur as a result of this redistribution; instead, the Proposed Action would eliminate airspace scheduling conflicts, shift the timing of training operations to more daytime hours, and spread out the training requirements at low altitude over a greater area of airspace instead of being concentrated entirely in Moody 2 North and Moody 2 South MOAs and the Restricted Areas R-3008A, R-3008B, and R-3008C.

Three action alternatives were identified to meet the project's purpose and need (**Table ES-1**). Except for the lowering of the floor of Moody 2 North from 500 feet to 100 feet, the three action alternatives would chart new low-altitude MOAs, allowing Moody AFB to activate only the smallest low-altitude airspace units practicable during training operations to minimize impacts on civilian aircraft transiting the region. The three action alternatives provide a realistic low (i.e., 1,000 feet AGL) and high (i.e., 4,000 feet AGL) boundary for the low-altitude floors for the proposed low-altitude MOAs. These action alternatives also provide substantial differences in the redistribution of low-altitude training operations addressing the deficiencies in available low-altitude airspace for training at low-altitudes from Moody AFB. The three action alternatives as well as the No Action Alternative form the basis for the existing conditions documented in the environmental analysis.

Table ES-1. 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
R-3008A	Surface	Surface	Surface	Surface
R-3008B	100 feet AGL	100 feet AGL	100 feet AGL	100 feet AGL
R-3008C	500 feet AGL	500 feet AGL	500 feet AGL	500 feet AGL

MOA – Military Operations Area; **N/A** – not applicable; **AGL** – above ground level; **R-** - Restricted Area

ES.4.1 No Action Alternative

CEQ's NEPA regulations require the alternatives analysis in an EIS to "include the alternative of no action"(40 CFR 1502.14(d)), which can be an example of a reasonable alternative not within the jurisdiction of the lead agency (40 CFR 1502.14(c)). For this EIS, "no action" means that an action would not take place. There would be no changes to the existing airspace under the No Action Alternative. Under the No Action Alternative, the operational floors of the Moody Airspace Complex would remain at 8,000 feet MSL in the Corsair North, Corsair South, Mustang, Thud, and Warhawk MOAs and at 500 feet AGL in Moody 2 North MOA and R-3008C; the exclusion zone over the Banks Lake NWR would remain unaltered.

Under the No Action Alternative, some training operations at low altitudes could occur at other airspace complexes in the region. This would only be at sortie levels previously analyzed in prior Environmental Impact Analysis Process documents as transient aircraft sorties for those ranges/SUAs. No new efficiencies would be realized that would benefit the training programs under the No Action Alternative.

ES.4.2 Alternative 1: Create New Military Operations Areas with a 1,000-Foot Floor, Create a New Grand Bay Military Operations Area, and Lower the Floor of Moody 2 North Military Operations Area

Under Alternative 1, the Air Force and FAA would chart new low-altitude MOAs beneath and within the lateral confines of existing MOAs and Restricted Areas of the Moody Airspace Complex:

- The Air Force and FAA 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 MSL. The Air Force and FAA would create the new MOAs beneath and within the lateral confines of the existing Corsair North, Corsair South, Mustang Low, and Warhawk Low MOAs, respectively.
- The Air Force and FAA would create the Thud Low MOA 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 Air Force and FAA would create the Grand Bay MOA with a floor of 100 feet AGL and a ceiling of 499 feet AGL beneath and within the lateral confines of the existing Restricted Area R-3008C.
- The Air Force and FAA would lower the floor of Moody 2 North MOA from 500 feet AGL to 100 feet AGL.

This action would increase the Moody Airspace Complex current low-altitude airspace by more than 146 percent and increase the options pilots and aircrews have to complete their numerous training requirements. The creation of Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs would maximize the amount of flight time to accomplish training requirements, without spending excessive flight hours traveling to more distant training areas. This would ultimately increase training time and improves tactical training objectives. Currently, most aforementioned tactical training events with minimum recovery altitudes below 500 feet AGL cannot be properly performed in Moody 2 North MOA. Lowering the floor of Moody 2 North MOA from 500 feet AGL to 100 feet AGL would mirror the current altitudes of Moody 2 South MOA, consequently providing a continuous training area in which to practice low-altitude tactical formation, low-altitude navigation, and tactics for A-10C, A-29, HH-60G, and HC-130J aircrews and pilots. Under Alternative 1 it is estimated that 134 operations that are currently conducted annually between 500 feet AGL and 1,000 feet AGL in the Moody 2 North MOA and 134 operations that are conducted annually between 500 feet AGL and 1,000 feet AGL in R-3008C would be conducted between 499 feet AGL and 100 feet AGL in the Moody 2 North MOA and the Grand Bay MOA, respectively.

The proposed new Grand Bay MOA would bridge the airspace between R-3008A/R-3008B, and Moody 2 North and Moody 2 South MOAs and would provide a level of flight safety for military operations within the lateral confines of R-3008. Currently, this block of airspace is the only airspace between R-3008 and the Moody 2 North and Moody 2 South MOAs that is not controlled as SUA. The creation of the Grand Bay MOA would allow aircraft to tactically transit from Moody 2 South MOA to R-3008 at an altitude as low as 100 feet AGL without having to climb up to 500 feet AGL (R-3008C). Comprehensive training scenarios such as large force exercises or CSAR operations would seamlessly transition between Moody 2 North MOA, Moody 2 South MOA, and R-3008 or be used as composite airspace (multiple airspaces used as one).

Under Alternative 1, no changes in the number of sorties at Moody AFB airfield and no changes in the number of overall aircraft operations in the Moody Airspace Complex would occur.

However, the distribution of training operations at low altitudes within the Moody Airspace Complex would change, as Moody AFB would redistribute 3,888 annual training operations currently limited to Moody 2 North and Moody 2 South MOAs to the new low-altitude MOAs.

Under Alternative 1, the quantity or type of defensive countermeasures used during training would not change. However, chaff and flares would be permitted for use within the new proposed low-altitude MOAs except for the Corsair North Low MOA, where the use of chaff would not be permitted. The use of flares would be limited to 2,000 feet AGL. Defensive countermeasures use would also be redistributed along with training operations across the proposed low-altitude MOAs.

ES.4.3 Alternative 2: Create New Military Operations Areas with a 2,000-Foot Floor, Create a New Grand Bay Military Operations Area, and Lower the Floor of Moody 2 North Military Operations Area

Under Alternative 2, the Air Force and FAA would chart new low-altitude MOAs beneath and within the lateral confines of existing MOAs and Restricted Areas of the Moody Airspace Complex:

- The Air Force and FAA would create the Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs with a floor of 2,000 feet AGL and a ceiling of 7,999 feet MSL. The Air Force and FAA would create the new MOAs beneath and within the lateral confines of the existing Corsair North, Corsair South, Mustang Low, and Warhawk Low MOAs, respectively.
- The Air Force and FAA would create the Thud Low MOA 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 Air Force and FAA would create the Grand Bay MOA with a floor of 100 feet AGL and a ceiling of 499 feet AGL beneath and within the lateral confines of the existing Restricted Area R-3008C.
- The Air Force and FAA would lower the floor of the existing Moody 2 North MOA from 500 feet AGL to 100 feet AGL.

Besides the creation of new low-altitude MOAs with an altitude floor of 2,000 feet instead of 1,000 feet, all other aspects of Alternative 2 are the same as described for Alternative 1. However, this alternative would not satisfy training requirements below 2,000 feet AGL in the new low-altitude MOAs.

The distribution of training in low-altitude airspace within the Moody Airspace Complex would change, as Moody AFB would redistribute 2,018 annual training operations currently limited to Moody 2 North and Moody 2 South MOAs to the new low-altitude MOAs.

Under Alternative 2, the quantity or type of defensive countermeasures used during training would not change. However, the Air Force would permit chaff and flare use within the new proposed low-altitude MOAs except for the Corsair North Low MOA, where the Air Force would restrict the use of chaff. The Air Force would limit the use of flares to above 2,000 feet AGL.

Defensive countermeasures use would also be redistributed along with training operations across the proposed low-altitude MOAs.

ES.4.4 Alternative 3: Create New Military Operations Areas with a 4,000-Foot Floor, Create a New Grand Bay Military Operations Area, and Lower the Floor of Moody 2 North Military Operations Area

Under Alternative 3, the Air Force and the FAA would chart new low-altitude MOAs beneath and within the lateral confines of existing MOAs and Restricted Areas of the Moody Airspace Complex:

- The Air Force and FAA would create the Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs with a floor of 4,000 feet AGL and a ceiling of 7,999 feet MSL. The Air Force and FAA would create the new MOAs beneath and within the lateral confines of the existing Corsair North, Corsair South, Mustang Low, and Warhawk Low MOAs, respectively.
- The Air Force and FAA would create the Thud Low MOA 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 Air Force and FAA would create the Grand Bay MOA with a floor of 100 feet AGL and a ceiling of 499 feet AGL beneath and within the lateral confines of the existing Restricted Area R-3008C.
- The Air Force and FAA would lower the floor of the existing Moody 2 North MOA from 500 feet AGL to 100 feet AGL.

Besides the creation of new low-altitude MOAs with an altitude floor of 4,000 feet instead of 1,000 feet, all other aspects of Alternative 3 are the same as described for Alternative 1. However, this option would not satisfy training requirements below 4,000 feet AGL in the new low-altitude MOAs.

The distribution of training operations at low altitudes within the Moody Airspace Complex would change, as the Moody AFB would redistribute 876 annual training operations currently limited to Moody 2 North and Moody 2 South MOAs to the new low-altitude MOAs.

Under Alternative 3, the quantity or type of defensive countermeasures used during training would not change. However, the Air Force would permit the use of chaff and flares within the new proposed low-altitude MOAs, except for the Corsair North Low MOA, where the Air Force would restrict the use of chaff. The Air Force would limit the use of flares to altitudes above 2,000 feet AGL. Moody AFB would redistribute the use of defensive countermeasures along with training operations across the proposed low-altitude MOAs.

ES.5 Summary of Environmental Consequences

Table ES-2 provides a summary of the environmental consequences for all alternatives.

Table ES-2. Impact Comparison of Alternatives

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North
Airspace Management and Operations	No change to the existing airspace operations would occur. The Moody Airspace Complex would be maintained in its current state and the number of flying hours and existing MOAs would remain the same, resulting in continued significant, long-term, adverse impacts on the flight training operations and training missions at Moody AFB.	Additional air traffic control and coordination would be required to deconflict up to 33,000 civilian flights and military training operations between 1,000 feet and 7,999 feet AGL annually, causing moderate adverse impacts. With an airspace floor of 4,000 feet AGL, air traffic coordination and control of military, general aviation, and airport operations within and underlying the new Thud Low MOA would be minimally affected. Of the estimated total 47,000 annual civilian flights operating in the Moody Airspace Complex, approximately 33,000 annual (91 daily) flights could be affected by the presence of the proposed low-altitude MOAs. This would be comprised of approximately 13,000 annual (36 daily) VFR flights and approximately 20,000 annual (55 daily) IFR flights.	Impacts on airspace management, airspace users, air traffic control coordination, and the underlying airports would be similar to, but less than those described for Alternative 1. Of the estimated total 47,000 annual civilian flights operating in the Moody Airspace Complex, approximately 32,700 annual (90 daily) flights could be affected by the presence of the proposed low-altitude MOAs. This would be comprised of approximately 12,900 annual (35 daily) VFR flights and approximately 19,800 annual (54 daily) IFR flights. There would be fewer impacts on underlying airports than Alternative 1, because the proposed low-altitude MOA floors would not encroach upon the exclusion zones protecting public airport approaches and departures.	Impacts on airspace management, airspace users, air traffic control coordination, and the underlying airports would be similar to, but less than those described for Alternative 2. Of the estimated total 47,000 annual civilian flights operating in the Moody Airspace Complex, approximately 29,000 annual (81 daily) flights could be affected by the presence of the proposed low-altitude MOAs. This would be comprised of approximately 11,600 annual (32 daily) VFR flights and approximately 17,800 annual (49 daily) IFR flights. There would be fewer impacts on underlying airports than Alternative 2, because the proposed MOA floors would not encroach upon the exclusion zones protecting public airport approaches and departures.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North
Airspace Management and Operations (continued)		Anticipated beneficial impacts on airspace management would occur in the Moody 2 North and Moody 2 South MOAs as Moody AFB could distribute low-altitude operations across the low-altitude MOAs and decongest the existing high concentration of training that continuously vies for access to the existing low-altitude airspaces (i.e., Moody 2 North MOA, Moody 2 South MOA, and the Restricted Areas).		
Acoustic Environment (Noise)	There would be no effects on the noise environment because modification to and additions of low-altitude MOAs would not occur in the Moody Airspace Complex.	Onset-Adjusted Monthly DNL was determined to be the same as the estimated DNL for all proposed operations. The estimated DNL would range from less than 35.0 dBA in areas beneath mid-altitude MOAs or areas with limited air operations up to 59.7 dBA in the low-altitude training areas surrounding the Grand Bay Range, which would not change when compared to existing conditions	Onset-Adjusted Monthly DNL was determined to be the same as the estimated DNL for all proposed operations. The estimated DNL would range from less than 35.0 dBA in areas beneath mid-altitude MOAs or areas with limited air operations up to 59.7 dBA in the low-altitude training areas surrounding the Grand Bay Range, which would not change when compared to existing conditions.	Onset-Adjusted Monthly DNL was determined to be the same as the estimated DNL for all proposed operations. The estimated DNL would range from less than 35.0 dBA in areas beneath mid-altitude MOAs or areas with limited air operations up to 59.7 dBA in the low-altitude training areas surrounding the Grand Bay Range, which would be the same as under existing conditions

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North
Acoustic Environment (Noise (continued)		Areas beneath the Corsair North Low, Corsair South Low, Moody 2 North, Mustang Low, Thud Low, and Warhawk Low MOAs would each experience an increase in sound levels of up to 2.4 dBA DNL and an increase in the percent of highly annoyed persons of up to 0.3 percent (up to 112 persons). Areas beneath the Moody 2 South MOA would experience a decrease in overall sound level of 1.1 dBA DNL and a reduction in the percent of highly annoyed persons of 0.1 percent (equivalent to 7 persons). Areas beneath the Sabre MOA would remain below 35 dBA DNL.	Areas beneath the Corsair North Low, Corsair South Low, Moody 2 North, Mustang Low, Thud Low, and Warhawk Low MOAs would each experience an increase in sound levels of up to 2.2 dBA DNL and an increase in the percent of highly annoyed persons of up to 0.5 percent (up to 112 persons). Areas beneath the Moody 2 South MOA would experience a decrease in overall sound level of 1.1 dBA DNL and a reduction in the percent of highly annoyed persons of 0.1 percent (equivalent to 7 persons). Areas beneath the Sabre MOA would remain below 35 dBA DNL. Unlike Alternative 1, individual overflights would be above 2,000 feet AGL, would not be peak above 75 dBA or 90 dBA SEL, and would not have the potential to interfere with communication or disturb sleep for individuals beneath the proposed low-altitude MOAs.	Areas beneath the Mustang Low, Thud Low, and Warhawk Low MOAs would each experience an increase in sound levels of up to 2.2 dBA DNL and an increase in the percent of highly annoyed persons of up to 0.3 percent (up to 35 persons). Areas beneath the Moody 2 North and Moody 2 South MOAs would experience a decrease in overall sound levels but would not experience a change in the percent of highly annoyed persons. Areas beneath the Corsair North, Corsair South, and Sabre MOAs would remain below 35 dBA DNL. Unlike Alternative 1, individual overflights would be above 4,000 feet AGL, would not be peak above 75 dBA or 90 dBA SEL, and would not have the potential to interfere with communication or disturb sleep for individuals beneath the proposed low-altitude MOAs.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North
Acoustic Environment (Noise (continued)		On rare occasions overflights would peak above 75 dBA and 90 dBA SEL and have the potential to interfere with communication and disturb sleep for individuals beneath the proposed low-altitude MOAs; however, individual overflights would not be loud enough or frequent enough to create areas of incompatible land use beneath these proposed MOAs. The number of individual overflights in the Moody 2 North and Moody 2 South MOAs would decrease substantially.	The number of individual overflights in the Moody 2 North and Moody 2 South MOAs would experience a moderate decrease.	The number of individual overflights in the Moody 2 North and Moody 2 South MOAs would decrease slightly.
Health and Safety	No impacts on health and safety of civilian personnel or the public would be anticipated as no changes would be made to the Moody Airspace Complex.	There would be a slight increase in the overall annual flying time within the Moody Airspace Complex that could increase the risk of an increased mishap rate.	There would be a slight increase in the overall flying time; however, because an increase of 0.4 percent in total yearly flying time would be negligible, an increase in the risk of an increased mishap rate is not expected.	There would be no change in the overall flying time, and no change in the risk of an increased mishap rate would be anticipated.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North
Health and Safety (continued)	There would be no change in the potential for bird/wildlife aircraft strikes in the Moody 2 North and Moody 2 South MOAs. The potential for bird/wildlife aircraft strikes would remain at 70 percent because low-altitude aircraft operations would not be shifted to other low-altitude MOAs. There would be no reduction of safety risk through improved training opportunities at low altitudes under the No Action Alternative.	A total of 30 percent of Air Force bird/wildlife aircraft strikes occur between 1,000 feet and 7,999 feet AGL, the proposed altitudes for the Corsair North Low, Corsair South Low, Mustang Low, Thud Low, and Warhawk Low MOAs. A total of 18 percent of all Air Force bird/wildlife aircraft strikes occur between 100 feet and 499 feet AGL, the proposed altitudes for the proposed new Grand Bay MOA. Lowering the floor of Moody 2 North MOA to 100 feet AGL would increase the potential of bird/wildlife aircraft strikes from 46 to 64 percent. Lowering the floor of Moody 2 North, creating new low-altitude MOAs, and modifying the exclusion zone over the Banks Lake NWR would allow training operations at low altitudes to be properly performed and conducted more efficiently to better prepare aircrews and pilots for real-world combat scenarios and reduce safety risks.	A total of 12 percent of Air Force bird/wildlife aircraft strikes occur between 2,000 feet and 7,999 feet AGL, the altitudes for the proposed Corsair North Low, Corsair South Low, Mustang Low, Thud Low, and Warhawk Low MOAs. The potential for bird/wildlife aircraft strikes for the Grand Bay and Moody 2 North MOAs would be the same as Alternative 1. Reduction of safety risk through improved training opportunities would be the same as Alternative 1. The risk of wildfires from the redistribution of flare use into new airspace would be the same as Alternative 1.	A total of 3 percent of Air Force bird/wildlife aircraft strikes occur between 4,000 feet and 7,999 feet AGL, the altitudes for the proposed Corsair North Low, Corsair South Low, Mustang Low, Thud Low, and Warhawk Low MOAs. The potential for bird/wildlife aircraft strikes for the Grand Bay and Moody 2 North MOAs would be the same as Alternative 1. Reduction of safety risk through improved training opportunities would be the same as Alternative 1. Compared to Alternatives 1 and 2, the negligible risk of wildland fire in the new proposed low-altitude MOAs would be further reduced as the flares would not be released below 4,000 feet AGL.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North
Health and Safety (continued)		The introduction of flares into new airspace would have a negligible increased risk of wildland fires because flare use is limited to altitudes above 2,000 feet AGL and the use of flares is suspended when conditions are conducive to wildfires.		
Air Quality	Air quality conditions under the existing training regime at the Moody Airspace Complex would continue unchanged.	Because all the counties in the ROI are in full attainment for the NAAQS, the general conformity regulations do not apply. The existing emissions would both increase slightly and be partially redistributed into the counties beneath the proposed Corsair North Low, Corsair South Low, Thud Low, Mustang Low, and Warhawk Low MOAs. Both the overall and county-specific changes emissions would be less than the PSD threshold of 250 tpy for all pollutants and within an attainment area.	Emissions would be the similar to but slightly less than Alternative 1. Both the overall and county-specific changes emissions would be less than the PSD threshold of 250 tpy for all pollutants and within an attainment area. Emissions within the seven counties beneath Moody 2 North, Moody 2 South, and R-3008 would decrease when compared to existing conditions.	There would be no changes in air operations below the mixing height of 3,000 feet AGL and no changes in emissions below the mixing height. Alternative 3 would have no effects on air quality in any area beneath the Moody Airspace Complex, and air quality would be comparable to existing conditions. Emissions would be below the PSD threshold and would not contribute to a violation of any federal, state, or local air regulations.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North
Air Quality (continued)		Emissions within the seven counties beneath Moody 2 North, Moody 2 South, and R-3008 would decrease when compared to existing conditions.		
Biological Resources	Existing conditions for biological resources would continue unchanged. Low-altitude aircraft operations would continue to be concentrated in the Moody 2 North and Moody 2 South MOAs, where the potential for bird/wildlife aircraft strike hazards would be greatest. The use of chaff and flares would continue to be concentrated in the Moody 2 North and Moody 2 South MOAs where large avian species could mistake small residual plastic components as prey items.	Impacts on wildlife from noise due to aircraft operations in the proposed low-altitude MOAs would be minor because the noise environment would not change substantially under Alternative 1. Individual overflights at altitudes of 1,000 feet AGL would disturb wildlife both through increased sound and the visibility of aircraft movement to wildlife, causing startle behavioral responses. However, the low-altitude training events would be shifted to the proposed low-altitude MOAs, increasing the available area for approximately the same number of low-altitude training events annually; it is highly unlikely that wildlife would be exposed to a single training event during critical species life-cycle events.	Impacts on wildlife and threatened and endangered species for the proposed Thud Low MOA, Grand Bay MOA, and the lowering of the floor of the Moody 2 North MOA as well as the shifting of aircraft operations from the Moody 2 South MOA to other proposed low-altitude MOAs would be the same as Alternative 1. Minor impacts on birds from noise and aircraft movement, including a slight increased risk of bird aircraft strikes, would occur. No impacts are anticipated on mammals, reptiles, and amphibians.	Impacts on wildlife and threatened and endangered species for the proposed Thud Low MOA, Grand Bay MOA, and the lowering of the floor of the Moody 2 North MOA as well as the shifting of aircraft operations from the Moody 2 South MOA to other proposed low-altitude MOAs would be the same as Alternative 1. There would be no adverse impacts on birds from noise and aircraft movement. Further, given that training altitudes would always occur at or above 4,000 feet AGL, aircraft movement in these four proposed low-altitude MOAs would have no impacts on mammals, reptiles and amphibians.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North
Biological Resources (continued)		A slight increased risk of bird/wildlife aircraft strikes with the redistribution of operations to the proposed low-altitude MOAs, with a higher risk to raptors and waterbirds. No impacts would occur to wildlife from the redistribution of chaff and flares. Aircraft movement and noise and the use of defensive countermeasures may affect but are not likely to adversely affect listed wood storks. There would be no effect on listed red-cockaded woodpeckers, gopher tortoises, indigo snakes, frosted flatwoods salamander, or reticulated flatwoods salamander.	Impacts on wildlife and threatened and endangered species from the use of defensive countermeasures in the proposed low-altitude MOAs would be the same as Alternative 1. Noise, aircraft movement at low altitude, and the use of defensive countermeasures may affect but are not likely to adversely affect wood storks. There would be no effect on red-cockaded woodpeckers, gopher tortoises, indigo snakes, frosted flatwoods salamander, or reticulated flatwoods salamander.	The use of defensive countermeasures may affect but is not likely to adversely affect wood storks. There would be no effect on red-cockaded woodpeckers, gopher tortoises, indigo snakes, frosted flatwoods salamander, or reticulated flatwoods salamander.
Cultural Resources	Existing conditions for cultural resources would continue unchanged.	No impacts would occur on cultural resources as there would be no ground-disturbing activities nor alteration of existing structures.	Impacts on cultural resources would be the same as Alternative 1.	Impacts on cultural resources would be the same as Alternative 1.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North
Cultural Resources (continued)		Impacts on historic structures could occur from vibration associated with low-altitude training operations in the Grand Bay and Moody 2 North MOAs. Given that there are no supersonic activities proposed and that only 134 flight operations below 500 feet AGL are proposed in each of the two MOAs annually, there would be no adverse effects on historic properties as a result of vibration from aircraft noise.		
Land Use and Recreation	There would be no impacts on land use or recreation as there would be no shift in low-altitude aircraft operations to new low-altitude MOAs in the Moody Airspace Complex.	There would be fewer low-altitude operations over the Moody 2 North and Moody 2 South MOAs, reducing the interactions between aircraft and recreational uses. Aircraft operating below 500 feet AGL could startle livestock and poultry; however, the number or operations annually are low and spread out over large areas. Aircraft movement and noise would not be incompatible with any land uses, including farmland used for domestic livestock.	Impacts from aircraft operations on land use and recreation in the Moody 2 North, Moody 2 South, Grand Bay, and Thud Low MOAs are the same as described for Alternative 1 because the proposed floor and ceiling altitudes would be the same as Alternative 1 for these MOAs. The noise levels for all of the proposed low-altitude MOAs would be well below the 65 dBA DNL threshold for incompatible land uses.	Impacts from aircraft operations on land use and recreation in the Moody 2 North, Moody 2 South, Grand Bay, and Thud Low MOAs are the same as described for Alternative 1 because the proposed floor and ceiling altitudes would be the same as Alternative 1 for these MOAs. The noise levels for all of the proposed low-altitude MOAs would be well below the 65 dBA DNL threshold for incompatible land uses.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North
Land Use and Recreation (continued)		Although the modification of the Banks Lake NWR exclusion zone would increase the individual aircraft overflight noise, only a fraction of the total low-altitude operations over the Banks Lake NWR would occur below 1,500 feet annually and none of those operations would be below 500 feet AGL. These relatively infrequent, low-altitude aircraft operations over the Banks Lake NWR would not generate noise levels above 65 dBA DNL (i.e., the threshold for incompatible land uses). There would be a minor impact on recreational users from low-altitude aircraft operations in the proposed MOAs.	Impacts from the modification of the Banks Lake NWR exclusion zone would be the same as Alternative 1 and would not generate noise levels above 65 dBA DNL (i.e., the threshold for incompatible land uses). There would be a minor impact on recreational users from low-altitude aircraft operations in the proposed Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs.	Impacts from the modification of the Banks Lake NWR exclusion zone would be the same as Alternative 1 and would not generate noise levels above 65 dBA DNL (i.e., the threshold for incompatible land uses). There would be no impacts on recreational users from low-altitude aircraft operations in the proposed Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs.
Socioeconomics	There would be no change in the aircraft operations in the Moody Airspace Complex and therefore, socioeconomics would remain unchanged.	There would be no changes in population, employment, or income within the ROI. Long-term, moderate, adverse impacts would be expected on the civilian airspace users and airports underlying the proposed low-altitude MOAs or the other airports underlying the broader Moody Airspace Complex.	Impacts on population, housing, and land values would be the same as Alternative 1. Short-term and long-term impacts on civilian airspace users and airports underlying the proposed low-altitude MOAs or the other airports underlying the broader Moody Airspace Complex would be similar to Alternative 1.	Impacts on population, housing, and land values would be the same as Alternative 1.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North
Socioeconomics (continued)		Aircraft transiting the region to the airports under the Moody Airspace Complex or other destinations may detour or be rerouted around or through Sabre MOA resulting in increased distances flown and associated incurred costs from additional fuel and oxygen purchase requirements. No impacts on property values would be anticipated because training would not be frequent or loud enough to be incompatible with existing land uses.	Because Alternative 2 would affect approximately 3 percent fewer aircraft than Alternative 1, and aircraft would still be able to use the airspace underlying the Moody Airspace Complex to transit the region, use of detours or rerouting options around or through the complex would be less than Alternative 1.	Short-term and long-term impacts on civilian airspace users and airports underlying the proposed low-altitude MOAs or the other airports underlying the broader Moody Airspace Complex would be similar to Alternatives 1 and 2. Because Alternative 3 would affect approximately 20 percent fewer aircraft than Alternatives 1 and 2, and aircraft would still be able to use the airspace underlying the Moody Airspace Complex to transit the region, use of detours or rerouting options around or through the complex would be less than Alternatives 1 and 2.
Environmental Justice	There would be no changes to the Moody Airspace Complex or low-altitude aircraft operations. Therefore, there would be no disproportionate impacts on any population.	No disproportionately high or adverse human health or environmental effects on minority, low-income, youth, or elderly populations would be expected.	No disproportionately high or adverse human health or environmental effects on minority, low-income, youth, or elderly populations would be expected.	No disproportionately high or adverse human health or environmental effects on minority, low-income, youth, or elderly populations would be expected.

MOA – Military Operations Area; **AFB** – Air Force Base; **AGL** – above ground level; **VFR** – visual flight rules; **IFR** – instrument flight rules; **DNL** – day-night sound level; **dBA** – A-weighted decibel; **SEL** – sound exposure level; **PSD** – Prevention of Significant Deterioration; **NWR** – National Wildlife Refuge; **ROI** – region of influence; **NAAQS** - National Ambient Air Quality Standards; **tpy** – tons per year

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