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Proposed Relocation of the

**37th TACTICAL FIGHTER WING
and Other Tactical Force Structure Actions**

**Draft
Environmental Impact Statement**



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United States Air Force

February 5, 1991

SUMMARY OF ACTIONS

ALTERNATIVE

ACTION

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- | | |
|--------------------------|--|
| 37th TFW/49th TFW | <ol style="list-style-type: none">1. The 37th Tactical Fighter Wing will be relocated from Tonopah Test Range and relocated to Holloman Air Force Base beginning in Fiscal Year 92/3.2. The 49th Tactical Fighter Wing will be inactivated at Holloman Air Force Base beginning in Fiscal Year 91/4. |
| HOLLOMAN | <ol style="list-style-type: none">1. The 37th Tactical Fighter Wing will be withdrawn from Tonopah Test Range, and relocated to Holloman Air Force Base beginning in Fiscal Year 92/3.2. The 49th Tactical Fighter Wing will be inactivated at Holloman Air Force Base beginning Fiscal Year 91/4.3. The German Air Force will be withdrawn from George Air Force Base, and relocated to Holloman Air Force Base beginning in Fiscal Year 92/3.4. A notional Tactical Reconnaissance Squadron will be relocated to Holloman Air Force Base as early as Fiscal Year 91/4.5. A notional Suppression of Enemy Air Defenses squadron and F-4E/G trainers will be relocated to Holloman Air Force Base as early as Fiscal Year 92/3. |
| HOLLOMAN-NELLIS | <ol style="list-style-type: none">1. The 37th Tactical Fighter Wing will be relocated from Tonopah Test Range, and relocated to Nellis Air Force Base beginning in Fiscal Year 92/3.2. The 49th Tactical Fighter Wing will be inactivated at Holloman Air Force Base beginning in Fiscal Year 91/4.3. The German Air Force will be withdrawn from George Air Force Base, and relocated to Holloman Air Force Base beginning in Fiscal Year 92/3.4. A notional Tactical Reconnaissance Squadron will be relocated to Holloman Air Force Base as early as Fiscal Year 91/4.5. A notional Suppression of Enemy Air Defenses squadron and F-4E/G trainers will be relocated to Holloman Air Force Base as early as Fiscal Year 92/3. |

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**Draft Environmental Impact Statement
Proposed Relocation of the 37th Tactical Fighter Wing
and Other Tactical Force Structure Actions**

Responsible Agency: United States Air Force

Action: In response to changing world threats and Congressionally mandated Department of Defense (DoD) budget reductions, DoD's Defense Management Review (DMR) Program necessitated extensive force structure reductions and realignments to improve overall operating efficiency. Under this initiative Tactical Air Command (TAC) realized relocating the 37th Tactical Fighter Wing (TFW) from Tonopah Test Range (TTR) Nevada, to an existing Air Force base with an infrastructure and supply network already intact, would save an estimated \$80 million to \$125 million per year. The 37th TFW and Detachment 1, 57th Fighter Weapons Wing (FWW) possess 46 primary aircraft authorizations (PAA) F-117A and 8 PAA AT-38B aircraft. The inactivation of the 49th TFW would retire 72 PAA F-15A/B aircraft for additional saving. Due to the closure of George Air Force Base (AFB), the German Air Force with their 18 PAA F-4E aircraft must relocate and Holloman AFB is being evaluated. This Environmental Impact Statement assesses three separate alternatives at TTR, Holloman AFB, New Mexico, and Nellis AFB, Nevada.

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Designation: Draft Environmental Impact Statement

Abstract: This statement assesses the potential environmental impacts from the proposed relocation of the 37th TFW and other tactical force structure actions at TTR, Holloman AFB, and Nellis AFB and effected communities. The relocation of the 37th TFW from TTR will result in significant adverse socioeconomic impacts that also result in moderate land-use impacts in the vicinity of Tonopah, Nevada. Significant increases in noise associated with modification of an existing Military Training Route (MTR) in southeastern New Mexico and western Texas are expected under two alternatives while all remaining impacts to Holloman AFB are negligible or beneficial under all three alternatives. Impacts on resources in the vicinity of Nellis AFB are generally negligible under all alternatives with the exception of an adverse increase in Base water-supply demand under the Holloman-Nellis alternative.



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ACRONYMS AND ABBREVIATIONS

ACM	air combat maneuver
ADA	average daily attendance
ADT	average daily traffic count
AF	Air Force
AFB	Air Force Base
AFR	Air Force Regulation
AFS	Air Force Station
AFESC	Air Force Engineering and Services Center
AFY	acre-feet per year
AGL	above ground level
AICUZ	Air Installation Compatible Use Zone
AQAM	Air Quality Assessment Model
AQCR	Air Quality Control Region
AQIP	Air Quality Implementation Plan
ARTCC	air route traffic control center
ATA	airport traffic area
ATC	air traffic control
ATCAA	air traffic control assigned airspace
ATCT	air traffic control tower
BASH	Bird Aircraft Strike Hazard
BEA	Bureau of Economic Analysis
BLM	Bureau of Land Management
BLS	Bureau of Labor Statistics
BX	Base exchange
Ca	calcium
CCHD	Clark County Health District
CCSD	Clark County Sanitation District
CDNL	C-weighted average day/night sound level
CE	Critically endangered
CEQ	Council on Environmental Quality
CHAMPUS	Civilian Health and Medical Program of the Uniformed Services
CO	carbon monoxide
COE	Corps of Engineers
CONUS	Continental United States
CRC	Colorado River Commission
CY	calendar year
CY	Cactus and Yucca Law
dB	decibel
dB(A)	decibels, A-weighted
Det	Detachment
DMR	Defense Management Review
DNL	A-weighted average day/night sound level
DoD	Department of Defense

Acronyms and Abbreviations (continued)

DOE	Department of Energy
DOPAA	Description of Proposed Action and Alternatives
DPS	Department of Public Safety
DRMO	Defense Reutilization Marketing Office
E	endangered
EA	Environmental Assessment
EC	Electronic Combat
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
ERIS	Economic Resource Impact Statement
F	Fahrenheit
FAA	Federal Aviation Administration
FEIA	Federal Education Impact Aid
F.I.R.E.	finance, insurance and real estate
FL	flight level
ft	feet
FWS	U.S. Fish and Wildlife Service
FWW	Fighter Weapon Wing
FY	fiscal year
GAF	German Air Force
gpd	gallons per day
gpm	gallons per minute
H&N	Holmes & Narver
HAFB	Holloman Air Force Base
HC	hydrocarbon
HMA	housing market area
HMO	housing management office
HQ	Headquarters
IFR	instrument flight rules
IR	instrument routes
IRP	Installation Restoration Program
I/O	input/output
K	Kindergarten
kv	kilovolts
KVA	Kilovolt-amperes
L	Local time
LA&SL	Los Angeles & Salt Lake railroad
LATN	low-altitude tactical navigation
LOS	level of service
LQ	location quotient
L_{cdn}	day-night average sound level (C-weighted)
L_{dn}	day-night average sound level
L_{dnmr}	Noise exposure metric day-night average sound level

Acronyms and Abbreviations (continued)

m ³	cubic meter
m ²	square meter
max.	maximum
MEA	Mean Enroute Altitude
MFH	military family housing
mg	million gallons
Mg	magnesium
mgd	million gallons per day
mg _y	million gallons per year
mg/L	milligrams per liter
min.	minimum
MOA	military operations area
MSA	metropolitan statistical area
MSL	mean sea level
MTR	military training route
Na	sodium
NAAQS	National Ambient Air Quality Standard
NAF	non-appropriated fund
NAFB	Nellis Air Force Base
NAFR	Nellis Air Force Range
NATO	North Atlantic Treaty Organization
NE	northeast
NEPA	National Environmental Policy Act
NFS	National Forest Service
NM	New Mexico
nm	nautical miles
NMSU	New Mexico State University
NOAA	National Oceanic and Atmospheric Administration
NOISEMAP	Air Force Noise Exposure Computer Model
NO ₂	nitrogen dioxide
NO _x	nitrogen oxide(s)
NPS	National Park Service
NV	Nevada
NWR	National Wildlife Refuge
O ₃	ozone
OEA	Office of Economic Adjustment
ORNL	Oak Ridge National Laboratory
P	protected
PAA	primary aircraft authorizations
Pb	lead
PIC	Planning Information Corporation
PM	particulate matter
PM ₁₀	particulate matter of 10 micron diameter
PN	persons

Acronyms and Abbreviations (continued)

ppm	parts per million
psf	pounds per square foot
R	rare
R&D	research and development
RAPCON	radar approach control
REECO	Reynolds Electric and Engineering Corporation
RIF	reduction in force
RIMS	Regional Input/Output Modeling System
ROD	Record of Decision
ROI	region of influence
ROUTEMAP	Air Force Noise Exposure Estimation Computer Program
S	sensitive
SAC	Strategic Air Command
SAIC	Science Applications International Corporation
SEAD	suppression of enemy air defense
SECDEF	Secretary of Defense
SEL	Single Event Level
SF	square feet
SHPO	State Historic Preservation Office
SIC	Standard Industrial Classification
SiO ₂	silicon dioxide
SO ₂	sulfur dioxide
SOx	sulfur oxides
SR	State Route
SW	southwest
SY	square yards
T	threatened
TAC	Tactical Air Command
TCA	terminal control area
T.C.U.	transportation, communications, and utilities
TDS	total dissolved solids
TDY	temporary duty
TFG	Tactical Fighter Group
TFS	Tactical Fighter Squadron
TFTS	Tactical Fighter Training Squadron
TFW	Tactical Fighter Wing
TFWC	Tactical Fighter Weapons Center
THC	total hydrocarbons
TRS	Tactical Reconnaissance Squadron
TSP	total suspended particulate
TTR	Tonopah Test Range
TTW	Tactical Training Wing
ug/m ³	micrograms per cubic meter
UPH	unaccompanied personnel housing

Acronyms and Abbreviations (continued)

USAF	United States Air Force
USFS	United States Forestry Service
USGS	United States Geological Survey
UST	underground storage tank
VFR	visual flight rules
VA	Veterans Administration
VMC	Visual Meteorological Conditions
VOC	volatile organic compound
VOR	VHF omnidirectional range
VR	visual routes
WHA	Walk, Haydel & Associates
WRC	Water Resources Center
WSMR	White Sands Missile Range
WWTS	Waste Water Treatment System
$\mu\text{g}/\text{m}^3$	micrograms per cubic meter

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EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) is prepared in accordance with Air Force regulations, the National Environmental Policy Act (NEPA), and the President's Council on Environmental Quality (CEQ) guidelines to assess the impacts of the proposed relocation of the 37th Tactical Fighter Wing (TFW) and F-4 units in conjunction with the inactivation of the 49th TFW. This analysis addresses the specific impacts to Tonopah Test Range (TTR), Holloman Air Force Base (AFB), Nellis AFB, and their environs.

This EIS is projected to be completed in spring 1991, and will conclude with a Record of Decision (ROD). The ROD will include decisions regarding the impacts of (1) relocating 45 primary aircraft authorizations (PAA) F-117A and 8 PAA AT-38B aircraft of the 37th TFW and 1 PAA F-117A of the Detachment 1, 57th Fighter Weapons Wing, (2) removing of the 72 PAA F-15A/B aircraft associated with the 49th TFW, and (3a) 18 PAA F-4E German Air Force (GAF) aircraft, (3b) 18 PAA RF-4C tactical reconnaissance squadron (TRS) aircraft, (3c) relocating of 36 PAA F-4E/G suppression of enemy air defense (SEAD) aircraft.

Changing world threats and Congressionally mandated Department of Defense (DoD) budget reductions have necessitated proposals for extensive force structure reductions and realignments. In response, DoD has initiated efforts under its Defense Management Review (DMR) Program to improve overall operating efficiency. Under this initiative, *Tactical Air Command (TAC)* analyzed its organizational functions and responsibilities to streamline and reduce operational costs. Cost savings associated with the relocation of the 37th TFW are estimated to be between \$80 million and \$125 million per year. Review of these options indicated that their impacts could be evaluated in terms of 4 alternatives. These are designated as follows:

1. The 37th TFW/49th TFW Alternative
2. The Holloman Alternative
3. The Holloman-Nellis Alternative
4. No Action Alternative

Figure 1.3-1 shows the affected facilities encompassed by these alternatives. Table ES-1 briefly characterizes each alternative.

The 37th/49th TFW alternative would have slightly beneficial impacts to the biophysical environment in the vicinity of TTR. Significant socioeconomic impacts are predicted for the town of Tonopah, Nevada, arising primarily from a reduction in employment opportunities at TTR. Under worst-case conditions, direct and indirect impacts can amount to a 20 percent reduction in employment in Tonopah and may result in an out-migration of as much as 31 percent of the total population. Major impacts to

Table ES-1 Summary

	Aircraft	Construction (\$000)	Manpower Authorizations	Contractor Employees	Acres Disturbed	
					on base	off base
Project Actions Associated with the 37th TFW/49th TFW Alternative (Section 2.1)						
Tonopah Test Range	-46 F-117A -8 AT-38B			-1,130		
Holloman AFB	+46 F-117A +8 AT-38B -72 F-15	86,000	-185/-489 *	0/-528 *	58	2
Nellis AFB			-2,696			
Project Actions Associated with the Holloman Alternative (Section 2.2)						
Tonopah Test Range	-46 F-117A -8 AT-38B			-1,130		
Holloman AFB	+46 F-117A +8 AT-38B +72 F-4 -72 F-15	106,000	+2,316/2,012 *	0/-528 *	70	7
Nellis AFB			-2,696			
Project Actions Associated with the Holloman-Nellis Alternative (Section 2.3)						
Tonopah Test Range	-46 F-117A -8 AT-38B			-1,130		
Holloman AFB	+72 F-4 -72 F-15	20,000	+269/-35 *	0/-528 *	10	7
Nellis AFB	+46 F-117A +8 AT-38B	159,000	-649		130	

* Due to alternative / cumulative, including Reduction of the 479th TTW

local schools and the local housing market would result. In addition, this alternative would result in a loss of revenue and expenditures in Tonopah associated with decreased tax revenue and state and federal subvention. Individual tax burdens are projected to increase due to out-migration. Personnel reductions at Nellis AFB associated with this alternative would have negligible effect on the impact on biophysical and socioeconomic environments because of the size of the Las Vegas community and its rapid growth in recent years. The 37th/49th TFW alternative is not expected to have significant impact on biophysical, cultural, or socioeconomic resources in the vicinity of Holloman AFB or on the ranges and land underlying special use airspace affected by this alternative. A significant beneficial impact is expected from the reduction of the amount of land contained within the 65 decibel (dB) contour in the approach area near Holloman AFB.

Under the Holloman alternative impacts associated with TTR and Nellis AFB would be the same as those experienced with the 37th/49th TFW alternative. This alternative would have no significant impact on air quality, biota, and water resources in the vicinity of Holloman AFB and special use airspace. Noise analysis indicates a decrease in the area encompassed by the 65 dB contour at Holloman AFB as a result of this alternative, and no adverse noise-related impacts at the base are projected. In general, there would be no substantial increase in the noise exposure to communities. However, there would be increased occurrence of nighttime operations. The new segment of a modified Instrument Route would result in overflight of a wilderness study area. Noise impacts are expected to be reduced by operational requirements to fly 9,800 feet mean sea level in the area. Increased nighttime use of affected ranges are projected to have 8 to 10 dB noise increases. Increased activity in special use airspace and Military Training Routes would result in minor noise-related impacts to the community of Willard and sensitive wilderness locations. The Holloman alternative would result in an increase in aircraft operations at Holloman AFB but no significant impacts are predicted for special use airspace. The alternative is projected to result in an 11 percent cumulative population increase in the Alamogordo area following the reduction in force of the 479th TTW. Neither the housing market nor community services are expected to be adversely affected in the long term. The potential exists for adverse vibrational impact to historic adobe buildings of White Sands National Monument headquarters. Operational procedures could avoid vibrational impacts. Impacts to archaeological resources on the Red Rio and McGregor bombing ranges are possible but not likely, due to operational procedures. Other ranges are not expected to experience significant impacts to these resources, either because of negligible changes in air-to-ground mission activity or because of the absence of significant resources in the area.

Under the Holloman-Nellis AFB alternative, biophysical, socioeconomic impacts at Tonopah would be similar to those incurred under the 37th/49th TFW alternative. Impacts to the biophysical environment are not expected at Tonopah. Population and additional noise impacts at Nellis are projected to be small. No significant biophysical, noise, and socioeconomic impacts are predicted at Holloman AFB and in the associated special use airspace. Due to the additional construction requirements associated with the 37th TFW at Nellis, a one year's delay in moving the wing to Nellis AFB would result with an associated one year delay in operational savings.

Under the no-action alternative, the 37th TFW would continue to operate from TTR, and personnel would continue to commute from Nellis AFB on a weekly temporary duty basis. Since there would be no change in activities, no changes to the biophysical and socioeconomic environments are predicted and projected cost savings would be foregone. The 49th TFW would continue to operate from Holloman and associated cost savings would be forgone. The GAF and notional F-4 aircraft would not be consolidated at Holloman, resulting in reduced training and response capabilities and forgone efficiencies.

1.0 INTRODUCTION

1.1 BACKGROUND

Changing world threats and Congressionally mandated Department of Defense (DoD) budget reductions have necessitated extensive force structure reductions and realignments. In response, DoD has initiated efforts under its Defense Management Review (DMR) Program to improve overall operating efficiency. Under this initiative, Tactical Air Command (TAC) analyzed its organizational functions and responsibilities to streamline and reduce operational costs. This Environmental Impact Statement (EIS) addresses one set of actions proposed by TAC to meet DMR goals. The proposed actions are described in this section and aggregated into EIS alternatives in Section 1.3. The proposed actions are:

Relocation of the 37th Tactical Fighter Wing (TFW). This is planned for as early as Fiscal Year 1992 (FY 92), and includes relocation of Detachment (Det) 1, 57th Fighter Weapons Wing (FWW). The mission of the 37th TFW is to develop and maintain the capability to deploy and employ F-117As worldwide to conduct low-visibility night operations in a high-threat environment. The mission of Det 1, 57th FWW is to conduct follow-on tests and evaluations of the F-117A aircraft. The relocation of the 37th TFW would result in the transfer of 45 primary aircraft authorizations (PAA) F-117A and 8 PAA AT-38B aircraft possessed by the 37th TFW, and 1 PAA F-117A possessed by Det 1, 57th FWW, causing a loss of 2,696 manpower authorizations at Nellis Air Force Base (AFB) supporting Tonopah Test Range (TTR). NOTE: THROUGHOUT THE REMAINDER OF THIS DOCUMENT, ALL REFERENCES TO RELOCATION OF THE 37th TFW WILL IMPLY THE RELOCATION OF DET 1, 57th FWW.

Inactivation of the 49th TFW. This is planned for the fourth quarter of FY 91 (91/4) to FY 92/3. The mission of the 49th TFW is all-weather air superiority. The wing possesses 72 PAA aircraft, and is composed of three combat coded squadrons, each with 24 PAA F-15A/B aircraft. Inactivation of the 49th TFW would result in a loss of 2,232 manpower authorizations at Holloman AFB.

Relocation of the German Air Force (GAF) F-4 training program. This is planned for FY 92/3. The mission of the program is to provide GAF F-4 training in support of the Foreign Military Sales program. The proposed relocation would involve 18 PAA F-4E aircraft, and approximately 509 manpower authorizations.

Relocation of a notional Tactical Reconnaissance Squadron (TRS). For the purposes of this EIS, the term notional indicates that the Air Force, at present, has not identified a specific squadron or losing location. The Air Force is evaluating the feasibility of bedding down these types of aircraft at Holloman AFB to assist in future force structure decisions. This EIS uses a date as early as FY 91/4 for analysis of this action. The mission of this unit would be to provide tactical reconnaissance to battlefield commanders. A typical squadron consists of 18 PAA RF-4C aircraft, and 765 manpower authorizations.

Relocation of a notional F-4G Suppression of Enemy Air Defense (SEAD) Squadron. This EIS uses a date as early as FY 92/3 for analysis of this action. The mission of this squadron would be to provide suppression of enemy air defenses. This proposed action would beddown F-4G aircraft with a limited ability to meet training requirements. A typical squadron consists of 24 PAA F-4G combat coded aircraft, 6 PAA F-4G training coded aircraft, 6 PAA F-4E training coded aircraft and 826 manpower authorizations.

1.2 PURPOSE AND NEED

Following cost and operational analyses, TAC concluded that improved cost efficiency could be achieved by relocating the 37th TFW from TTR, near Tonopah, Nevada to Holloman AFB near Alamogordo, New Mexico. Central to this conclusion are the facts that the existence of the F-117A has been publicly announced, security requirements have been reduced, TTR is a remote desert facility, and operations out of TTR require considerable logistics support via commercial air and trucking. All military personnel are permanently assigned to Nellis AFB, Nevada, and are transported once each week by air to and from TTR. The conclusion of the DMR was that relocation of the 37th TFW can realize \$80 to \$125 million per year in savings for DoD by reducing the logistics support necessary for functioning at TTR. The proposed relocation is not to satisfy a change in mission requirements for the 37th TFW; rather, the relocation is a cost-reduction measure made possible by a change in security requirements for the wing.

Accelerated reduction of older, less cost-effective systems provides a portion of the necessary budget reductions while minimizing impact on force capabilities. Inactivation of the 49th TFW reduces the number of older F 15A/B model aircraft from the active component inventory. This action will decrease operating costs for TAC.

The GAF has a continuing need to train F-4 aircrews to fulfill their North Atlantic Treaty Organization (NATO) commitment and national defense needs. The United States Air Force (USAF) is committed to supporting the GAF training requirement at a Continental United States (CONUS) location. The programmed closure of George AFB forces relocation of GAF training assets to another location with compatible facilities. The Draft EIS for the Realignment of Mountain Home AFB analyzed the impacts of relocating GAF training assets to Mountain Home AFB. This EIS now addresses the impacts of relocating GAF assets to Holloman AFB, which is now the location desired for the Germans.

While most tactical aerial reconnaissance forces have been transferred to the Air Reserve Component, a requirement may remain for this capability in the active component inventory. An active TRS unit would provide the flexibility to use assets for both contingency and peacetime operations.

The Air Force may have a continuing short-term requirement for active component aircraft to perform the SEAD mission and the F-4G Wild Weasel aircraft is the only aircraft currently capable of performing this role. Whether the Air Force has an intermediate or long-term requirement for the F-4 SEAD mission has yet to be determined. For the short-term (within the next few years) the Air Force would have to satisfy its training

requirements with existing range facilities, with minor adjustments to schedule, equipment availability and some limited construction. The SEAD role supports the tactical air forces mission and must be maintained until follow-on aircraft are capable of performing the F-4G mission. Upon determining SEAD follow-on aircraft, the Air Force would fully evaluate mission requirements and ability to train in a realistic environment, before committing to a long-term SEAD mission at any AFB.

1.3 ALTERNATIVES CONSIDERED

1.3.1 Alternatives Examined In Detail

Several options are available for implementation of the TAC proposals identified in Section 1.1. Review of these options indicated that their impacts could be evaluated in terms of 4 alternatives. These are designated as follows:

1. The 37th TFW/49th TFW Alternative
2. The Holloman Alternative
3. The Holloman-Nellis Alternative
4. No Action Alternative

Figure 1.3-1 shows the affected facilities encompassed by these alternatives. A single proposed action has not been designated. The full range of impacts can be completely assessed within the scope of the four alternatives identified above. With respect to the F-4 units, it is assumed that all units are relocated to the same location. This is considered advantageous since the aircraft have similar maintenance requirements, and their co-location permits various economies of scale. Co-location of these units is not, however, assured because of differences in mission requirements. It might be possible that the SEAD or TRS units would be proposed to be relocated to as yet unidentified bases, while the GAF unit would be relocated to Holloman AFB. This EIS does not explicitly assess each permutation in basing options for the F-4 units. This EIS establishes and addresses the range of impacts which would be experienced at TTR, Holloman AFB, and Nellis AFB. Impacts at any as yet unidentified locations would be assessed in an independent National Environmental Policy Act (NEPA) document. The following briefly characterizes each alternative. Detailed characterization of these alternatives is presented in Section 2.

The 37th TFW/49th TFW Alternative. Under this alternative the 37th TFW would be relocated to Holloman AFB, and the 49th TFW would be inactivated.

The Holloman Alternative. Under this alternative the 49th TFW would be inactivated at Holloman AFB, and the 37th TFW plus the various F-4 units (the TRS, the SEAD unit, and the GAF F-4E unit) would be relocated to Holloman AFB.

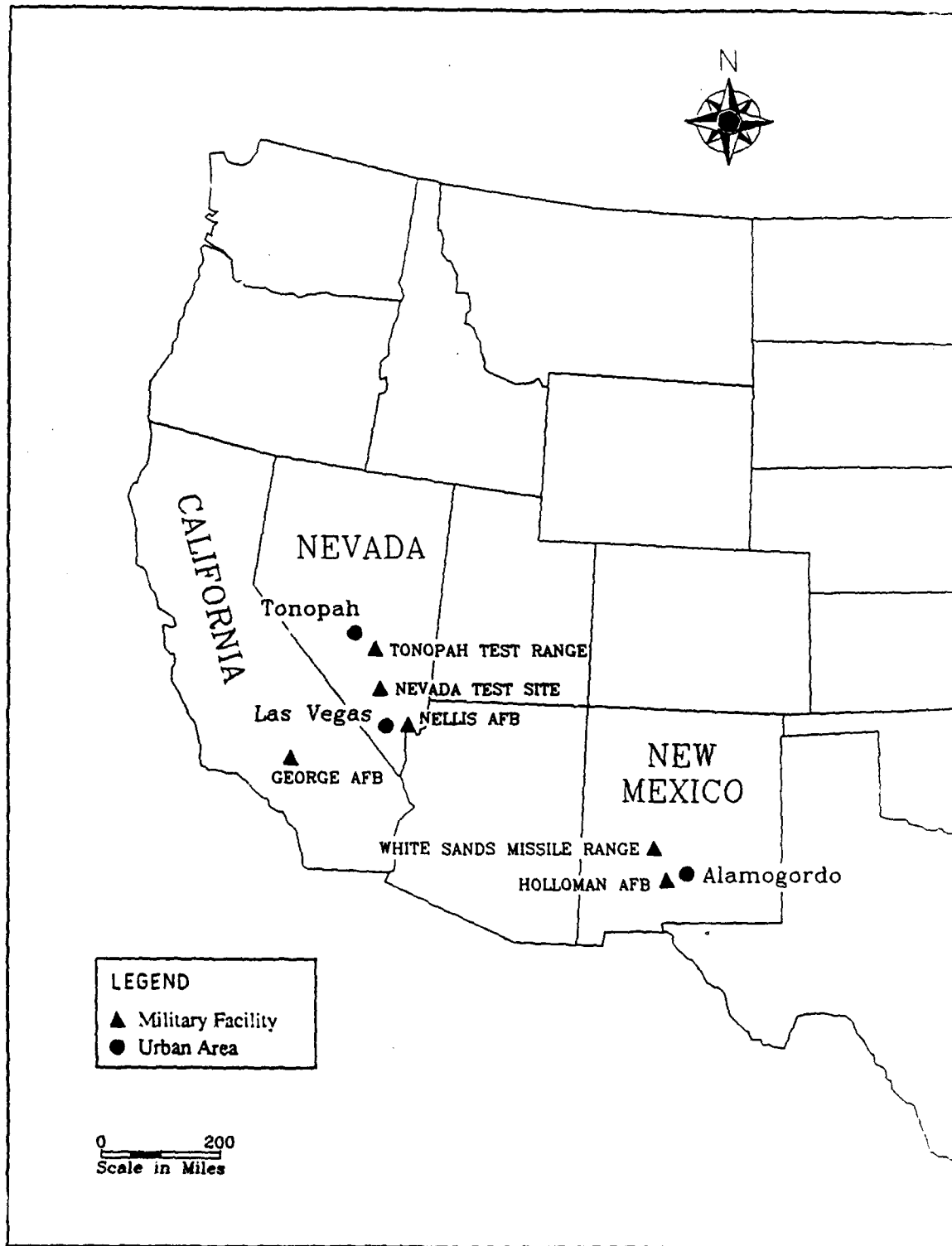


Figure 1.3-1 Location of Facilities

The Holloman-Nellis Alternative. Under this alternative the 49th TFW would be inactivated at Holloman AFB, the F-4 units would be relocated to Holloman AFB, and the 37th TFW would be relocated to Nellis AFB, near Las Vegas, Nevada.

The No Action Alternative. Under this alternative all units would remain in place at their present locations or relocate under previously approved proposals. This alternative represents a continuation of existing conditions.

1.3.2 Other Force Structure Actions for Cumulative Analysis

The Reduction of the 479th Tactical Training Wing (TTW), although independent of the proposed actions in this EIS, is relevant to this analysis because a reduction of aircraft and personnel at Holloman AFB must be considered in the cumulative impacts. This reduction will be completed prior to the relocation of the 37th TFW beginning in FY 92. Baseline environmental conditions at Holloman AFB have been established by adjusting for the changes due to the planned reduction of the 479th TTW.

1.3.3 Alternatives Considered But Not Evaluated In Detail

Several other alternatives were examined but were considered infeasible, and did not warrant detailed evaluation. The alternatives considered to be infeasible include, 1) expansion of infrastructure at TTR to support the 37th TFW, 2) relocation of the 37th TFW to Indian Springs Air Force Station (AFS), 3) relocation of the 37th TFW to another installation, 4) selection of aircraft other than the F-15A/B for retirement, and 5) delayed action.

1.4 SCOPING AND PREPLANNING ANALYSIS

The alternatives may result in various impacts in the general vicinity of Tonopah, Nevada; Las Vegas, Nevada; and Alamogordo, New Mexico. Public scoping meetings for the proposed relocation of the 37th TFW were held during the week of March 5, 1990, at these locations.

Review of the public comments received at those meetings, summarized in Appendix G, as well as additional written input received by Headquarters (HQ) TAC, indicates that the primary public concerns at all three locations are related to socioeconomics. Potential effects of the realignment on employment, income, public finance, housing, and local economic activity accounted for almost 36% of the total number of comments. Tonopah and Las Vegas respondents were primarily concerned about potential adverse impacts from a reduction in economic activity. Alamogordo respondents supported the positive economic impacts of the relocation of the 37th TFW but were concerned about the negative effects of reducing the 479th TTW. Potential impacts on the biophysical environment accounted for about 3% of the total comments. Noise and air quality emerged as the issues of greatest concern for the biophysical environment. These findings have been used to shape the impact analysis presented in this EIS.

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2.0 DESCRIPTION OF ACTIONS

As described in Section 1, TAC has proposed several force structure changes in response to the changing world threat and congressionally mandated DoD budget reductions. This document addresses the environmental consequences of four actions that might be taken at Holloman AFB starting FY 91. For analytical purposes these actions are assessed in terms of three alternatives and the no-action alternative. None of these alternatives is defined as a proposed action. These alternatives are described in Sections 2.1 to 2.4. Section 2.5 describes other alternatives that were examined, but were considered infeasible and were not evaluated in detail. Section 2.6 provides a comparative summary of impacts associated with these action alternatives.

2.1 THE 37th/49th TFW ALTERNATIVE

Under this alternative the 37th TFW would be relocated from TTR to Holloman AFB, while the 49th TFW currently based at Holloman AFB, would be inactivated. These actions would affect operations, facilities, and staffing at TTR and Holloman AFB. The actions taken at these locations are described in sections 2.1.1 and 2.1.2, respectively.

2.1.1 Actions at Tonopah Test Range

TTR is located approximately 150 miles northwest of Las Vegas, Nevada (Figure 2.1-1). The facility is on federally owned property withdrawn from the public domain by the Air Force and operated by Sandia National Laboratories for the Department of Energy (DOE). The Air Force began using TTR for aircraft testing and evaluation in 1979. Construction at TTR for the 37th TFW began in 1981 and continued through 1989. Construction worth approximately \$370 million has been completed at TTR.

2.1.1.1 Operations

The 37th TFW would leave TTR in FY 92. This would involve the departure of 18 PAA F-117As in FY 92/3, and 28 PAA F-117As with 8 PAA AT-38Bs in FY 92/4. While at TTR, the 37th TFW has conducted training flights in the special use airspace near the installation and at the adjacent Tactical Fighter Weapons Center (TFWC)/Nellis Range complex. These would no longer be conducted in the area. There are no plans for changes in land ownership or special use airspace designated at TTR or the TFWC Range complex as a result of the relocation of the 37th TFW. Land unit boundaries and special use airspace associated with these installations were not established specifically for the 37th TFW and are used for other ongoing programs.

2.1.1.2 Facilities

The facilities presently occupied by the 37th TFW would be vacated and available for other use. No specific plans have been made for reuse of these facilities, although several options are being investigated. If plans for reuse of the facilities are developed, they will be evaluated separately from this proposal. For the purposes of this analysis, it is assumed that the facilities would be vacant and temporarily maintained in

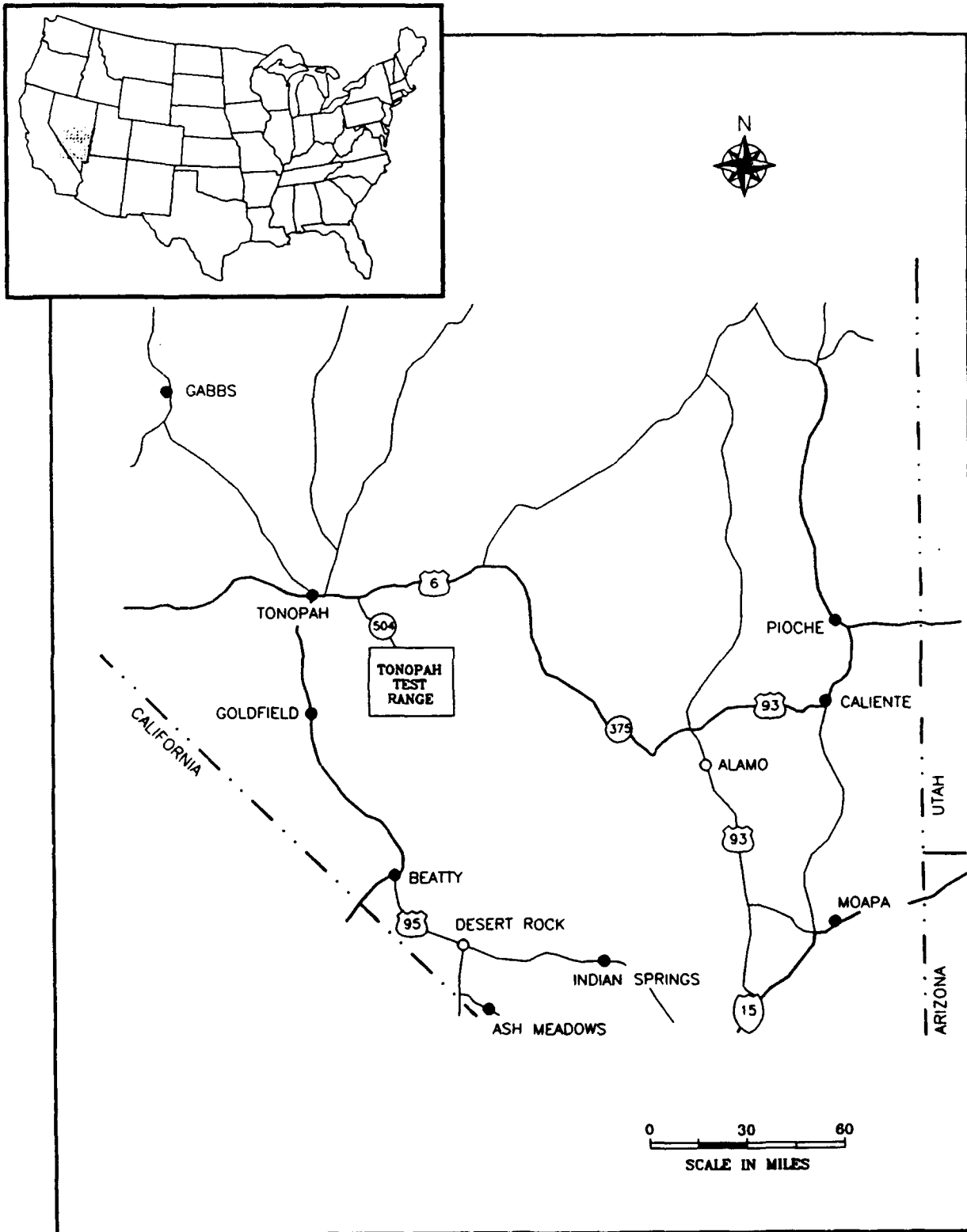


Figure 2.1-1 Tonopah Test Range

caretaker status. Caretaker operations would be covered through a new memorandum of agreement between the Air Force and DOE and would require a small maintenance work force, as described in Section 2.1.1.3. The estimated cost would be about \$7.5 million a year, compared to the current \$40 million per year in base operations and maintenance cost. TTR reuse considerations have not been included in this environmental analysis and the Record of Decision for the relocation of the 37th TFW will not address reuse of TTR.

2.1.1.3 Personnel

Personnel affected include military personnel assigned to the 37th TFW and contractor personnel operating and maintaining TTR. A total of 2,696 active-duty military personnel and civilians associated with the 37th TFW would no longer be assigned to support TTR after FY 92. These personnel are currently assigned to Nellis AFB and perform duties at TTR on temporary duty (TDY) status. Their permanent residences are primarily in the vicinity of Nellis AFB and Las Vegas, Nevada. Unaccompanied by dependents, they are transported to TTR weekly by chartered airline for their duty assignments and are returned to the Las Vegas area during off days. The airline runs daily round trips between Nellis and TTR, at an estimated cost of about \$21 million per year in FY 91/92. While at TTR, the personnel are quartered in dormitories.

Activities related to the 37th TFW are supported by a number of contractors at TTR. TTR is operated and maintained by Sandia Corporation, through the DOE, Albuquerque, which is outgranted from the TFWC Range Complex withdrawal. Reynolds Electrical and Engineering Corporation (REECO) provides contracted support to both the DOE and the 37th TFW, and is the largest TTR contractor with 1,032 employees as of March 1990. As of 1 September 1990, Holmes and Narver (H&N), (since replaced by Raytheon Services Nevada), the second largest contractor associated with the 37th TFW, employed 98 personnel. Of the 1,130 employees of REECO and H&N, 440 live in Tonopah, 71 live in other Nye County communities, 547 commute from Clark County, and 72 commute from elsewhere.

Until a reuse proposal has been finalized, the long-term effect on contractors can not be determined. Personnel providing general security at TTR are not expected to be affected by the relocation. It is estimated that between 160 and 220 personnel would be required to maintain the facilities in caretaker status. This EIS assumes a reasonable worst case reduction of 1,130 employees. Any reuse proposal is likely to result in retention of some contract employment.

2.1.1.4 Other Actions Considered in Cumulative Impacts

The town of Tonopah has passed a \$30-million bond issue to build a new high school, scheduled for completion in 1991. No other major projects or developments are known to be planned for the Tonopah area over the next 5 years. However, a reduction in employment at two area mines (200 positions at Candelaria Mine, and 300 positions at Cypress Mine) have been recently announced. These reductions are planned for

December 1990, and February 1991. The cumulative effect of these losses has been addressed in this assessment.

2.1.2 Actions at Holloman AFB

Holloman AFB is a TAC installation located 8 miles west-southwest of Alamogordo, New Mexico, and contiguous to White Sands Missile Range (WSMR). Figure 2.1-2 shows special use airspace associated with Holloman AFB.

2.1.2.1 Operations

Table 2.1-1 shows the changes in equipment at Holloman AFB. Also shown are the changes in equipment associated with the expected reduction of the 479th TFW. The actions involved are sequential; reduction of the 479th TFW will be completed by the FY 91/4; the inactivation of the 49th TFW by FY 92/3; and the relocation of the 37th TFW by 92/4.

Table 2.1-2 summarizes existing and projected sortie data for various airspace units and ranges affected by the alternative. The 37th TFW would use the existing special use airspace for its training missions. No changes in the dimensions of special use airspace or in terminal airspace procedures are planned for this relocation. The mission of the F-117A is to conduct night operations. Approximately 70% of the 37th TFW missions would be conducted after dark. Although 27% would occur between 10:00 p.m. and 7:00 a.m. (2200 local time [L] to 0700L), normal night flying would only extend to 2:00 a.m. (0200L) several nights a month. This would result in more night time use of some special use airspace. Operations would be subsonic and at high to medium altitudes, occasionally down to 2,000 feet above ground level (AGL). The majority of the 37th TFW training operations would be conducted in the special use airspace near Holloman AFB, including Oscura, Red Rio, and McGregor Bombing Ranges, and the Beak and Talon Military Operating Areas (MOAs). Some sorties would be flown on other existing bombing ranges outside the area, including Melrose Bombing Range in eastern New Mexico (Figure 2.1-3) and Barry M Goldwater Bombing Range in Arizona (Figure 2.1-4). Some late night operations would be flown in Oscura, Red Rio, and Melrose Bombing Ranges and the Beak MOAs. These night operations would normally be completed by 0200L. The McGregor Bombing Range and Talon MOA would be used only during daytime hours. Most operations would involve the use of inert and training ordinance within existing target areas at the bombing ranges listed above. Live ordinance would be used only on approved bombing ranges. The 37th TFW does not require or regularly use Military Training Routes (MTRs).

Table 2.1-2 only considers F-117A use of WSMR airspace related to Oscura and Red Rio Bombing Ranges. However, the 37th TFW may use the WSMR airspace prudently to meet their training needs. Because of the uncertainty of available WSMR airspace due to DoD scheduling priorities, the Table and subsequent analysis are based on use of Beak and Talon MOAs, which meet stated local training airspace requirements.

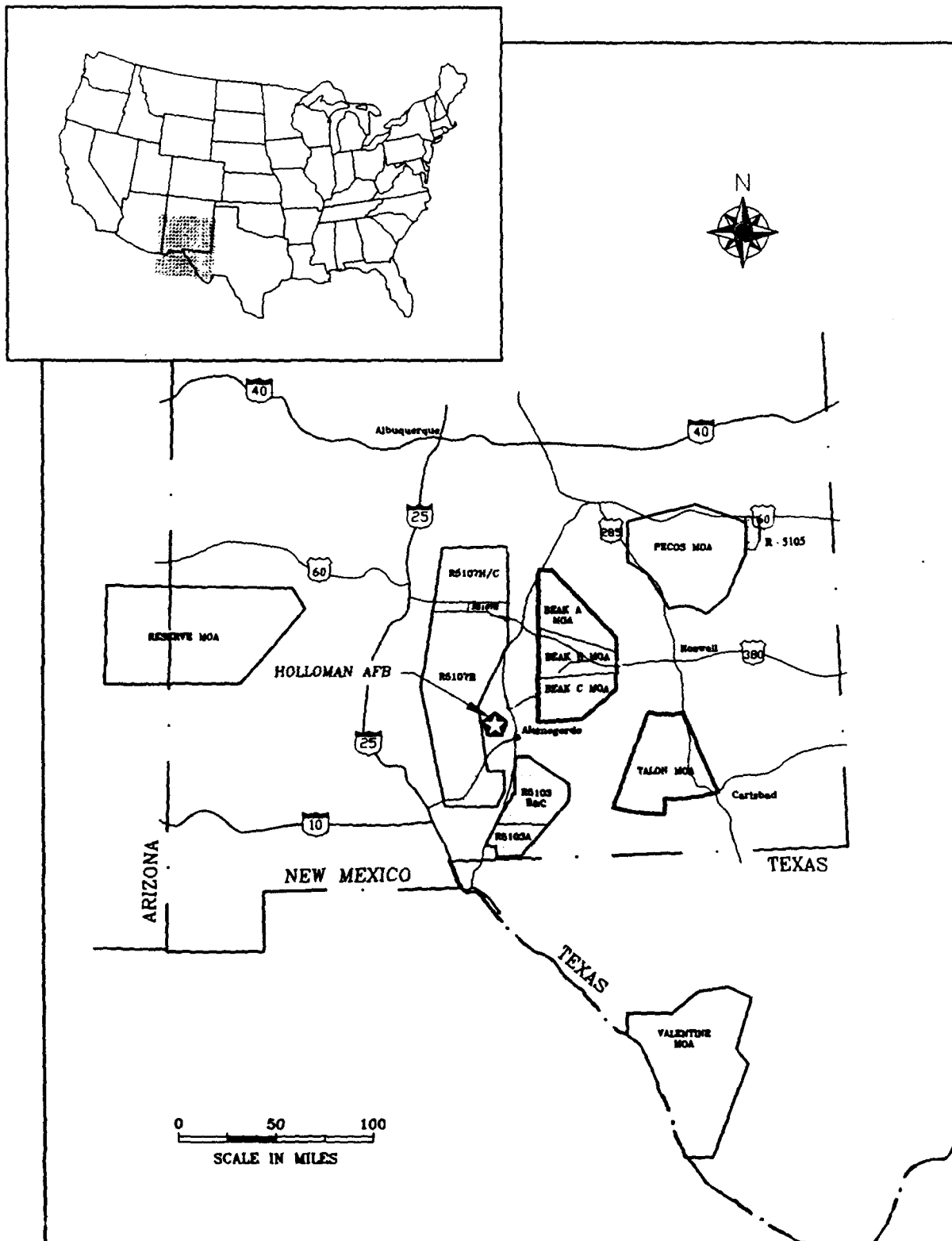


Figure 2.1-2 Military Operating Areas and Special Use Airspace in the vicinity of Holloman AFB

Table 2.1-1 Changes in Equipage at Holloman AFB due to the Reduction of the 479th TFW, inactivation of the 49th TFW, and beddown of the 37th TFW ⁽²⁾

Action	Aircraft	91/1	91/2	91/3	91/4	92/1	92/2	92/3	92/4
479th TFW ⁽¹⁾	AT-38A/B	111	84	57	30				
49th TFW	F-15A/B	72			48		24	0	
37th TFW	F-117A	0						18	46
	AT-38B	0							8

Source: TAC 1990b

1. A scheduled action with separate National Environmental Policy Act documentation, included here for reference.
2. Reflect cumulative aircraft counts.

**Table 2.1-2 Annual Airspace Events/Sorties at Holloman AFB
Associated with the 37th/49th TFW Alternative**

	<u>Current</u>				<u>Proposed</u>			
	AT-38	F-15	Other	Total	F-117A ⁽¹⁾	AT-38	AT-38 Top-off	Total ⁽¹⁾
<u>Holloman AFB (AICUZ)</u>								
Takeoff/Land	105,534	50,822	2,117	158,473	23,518	7,338	26,384	57,240
Sorties ⁽²⁾	35,100	17,500	2,117	54,717	6,406/ 2,386	2,000	8,460	16,866/ 2,386
<u>Airspace</u>								
Beak MOAs	17,857	711	110	18,678	3,467/ 840	1,082	3,529	8,078/ 840
Talon MOA	6,496	880		7,376	829	259	3,535	4,623
<u>MTRs</u>								
IR 134/modified	493	111		604				
IR 133/111	331	251	502	1,084				
VR 176	112	112	1,224	1,448				
<u>Bombing Ranges</u>								
Oscura	4,451		712	5,163	2,872/ 840	896	681	4,449/ 840
Red Rio	1,971		370	2,341	3,942/ 840	1,230	327	5,499/ 840
McGregor	1,494			1,494	900	281	114	1,295
Melrose			5,930	5,930	864/ 576			864/ 576
<u>Restricted Areas</u>								
R-5107	4,019	19,493		23,512	3,840/ 840	1,198		5,038/ 840

1. Day/Night (0700-2200/2200-0700).

2. Current sorties based on Revised 1988 AICUZ. Proposed sorties based on TAC March 1990b.

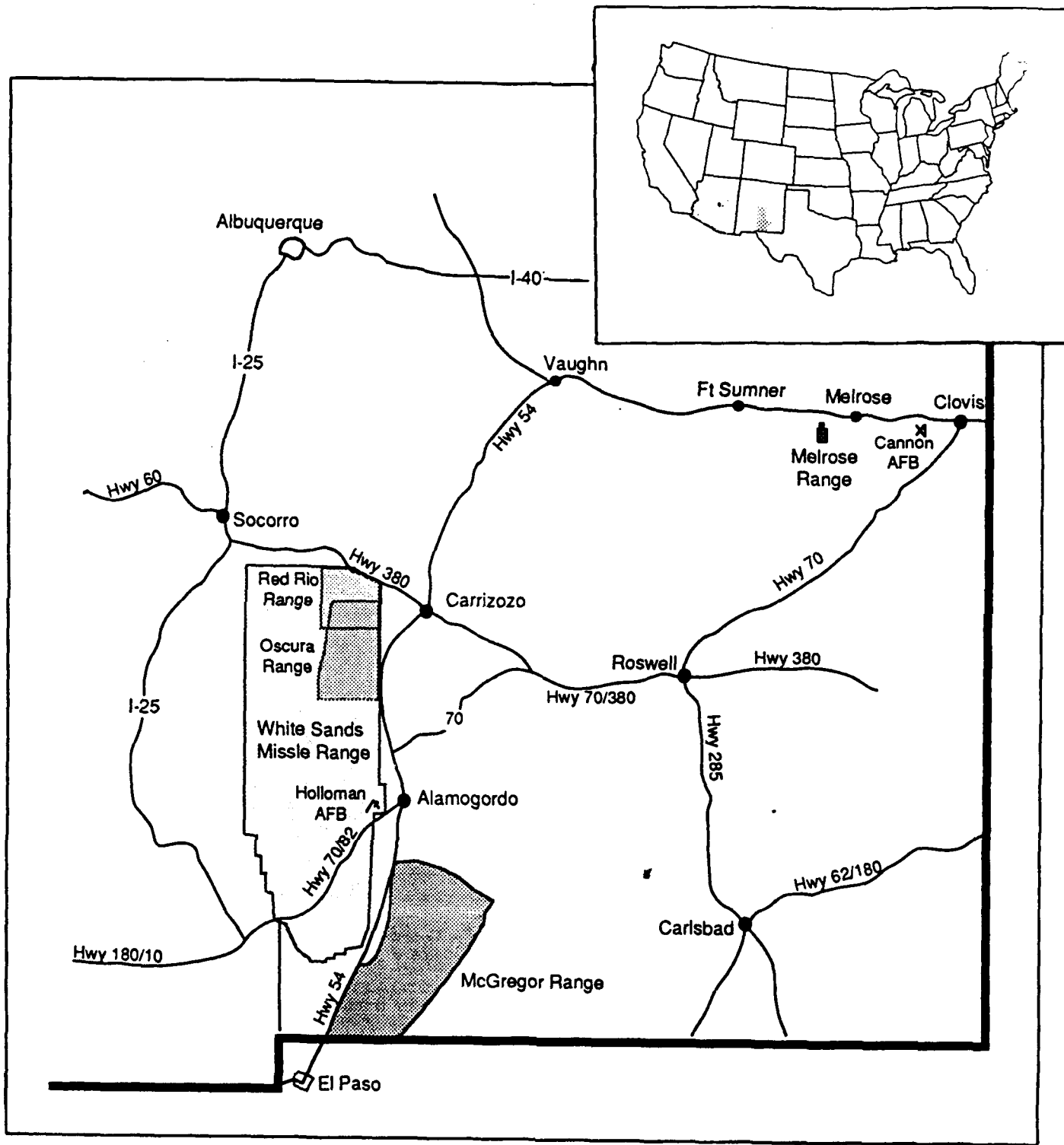


Figure 2.1-3 Location of Bombing Ranges in New Mexico Affected by Various Alternatives

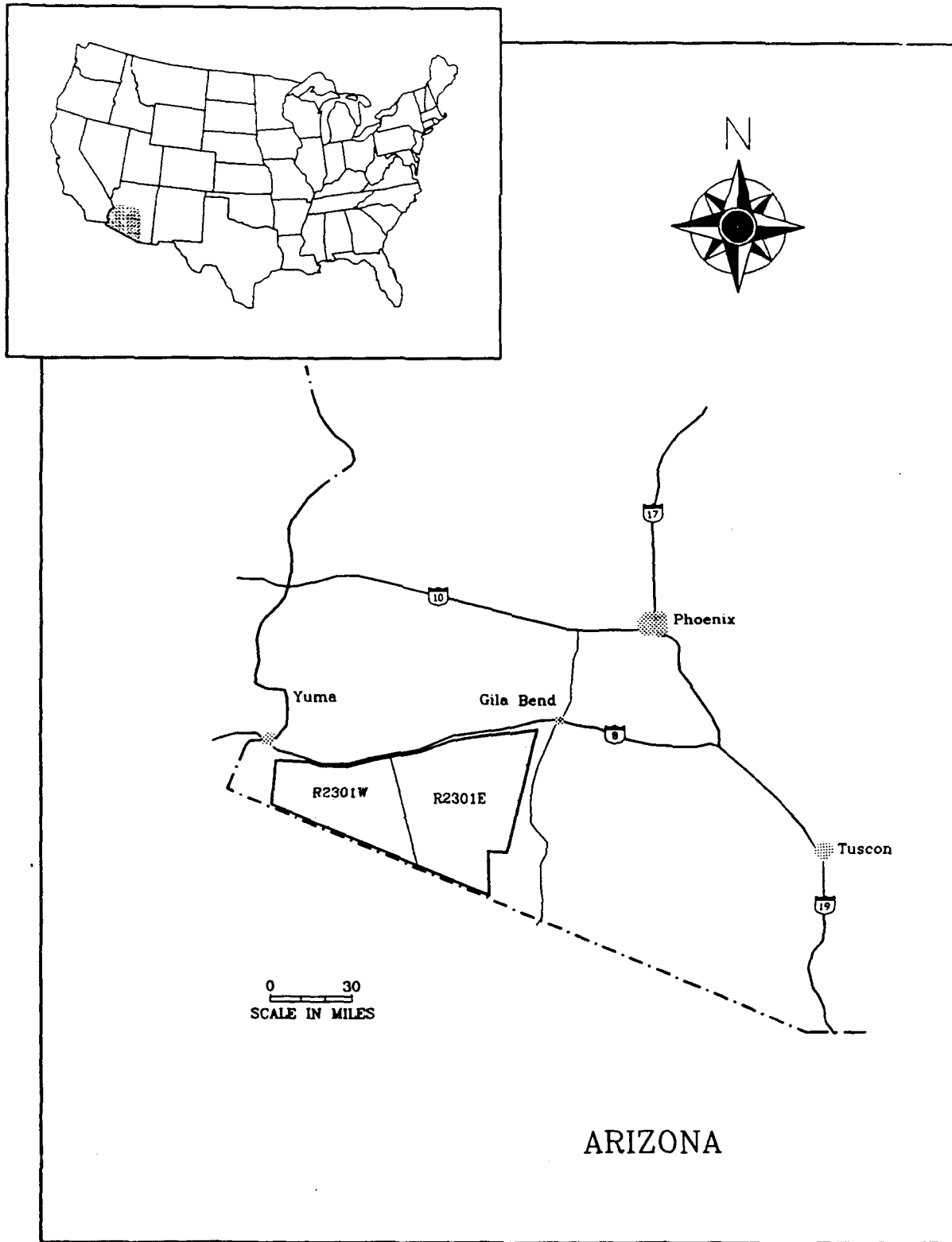


Figure 2.1-4 Barry M Goldwater Bombing Range (stippled) and Overlying Restricted Airspace

The 49th TFW currently utilizes a variety of MOAs and MTRs as indicated in Table 2.1-2. The inactivation would eliminate their use of these airspaces.

2.1.2.2 Facilities

The majority of operations and maintenance functions associated with this alternative, would be located in existing facilities at Holloman AFB. These facilities are made available by the scheduled reduction of the 479th TTW, and the proposed inactivation of the 49th TFW. The availability of these facilities enables the relocation to be accomplished economically and greatly reduces the construction required for the beddown. However, the existing facilities are not fully adequate for the relocated units; F-117A shelters, additional maintenance and support facilities need to be constructed, and some existing facilities need to be modified. No additional runways, or taxiways, would be required.

Appendix E provides detailed construction requirements at Holloman AFB to accommodate this alternative. Approximately 25 acres of land would be developed for new facility construction; a similar amount of land would be temporarily disturbed by construction activity. Construction of a 3 mile, 115 kilovolt-amperes (KVA) transmission line will be required to support the 37th TFW. Approximately one-half of the 3 mile route will lie on privately owned land, requiring a right-of-way easement. The remainder will lie on Holloman AFB property. Construction will involved the disturbance of approximately 20 acres of land. Total affected land area is estimated at approximately 70 acres. A limited amount of construction is expected to occur on less developed portions of the base. Most of this construction would take place on previously disturbed portions of the base. Construction costs would total approximately \$86 million for the 37th TFW.

2.1.2.3 Personnel

Table 2.1-3 summarizes changes in personnel at Holloman AFB due to this alternative. Changes in personnel associated with the scheduled reduction of the 479th TTW are included for cumulative analysis. The net effect of these actions would be a decrease of 1,017 personnel at Holloman AFB.

2.1.2.4 Other Actions Considered in Cumulative Impacts

Holloman AFB has several other construction projects planned in the same time period as the proposed relocation. A multi-year dormitory alteration program is planned for FY 90 to FY 93, with 152 rooms scheduled for construction each year. A project to alter 143 units of family housing, started in 1990, may still be under construction in 1991. The total cost of the projects programmed for FY 91 to FY 93 is estimated to be \$8.9 million.

In addition to construction planned for the base, two projects are anticipated for the Alamogordo area over the next 4 years. A \$4 million bond issue was approved for construction of new facilities at the branch college of New Mexico State University.

**Table 2.1-3 Personnel Changes at Holloman AFB Associated
with the 37th/49th TFW Alternative**

Action	Personnel	Date (FY/Quarter)							
		91/2	91/3	91/4	92/1	92/2	92/3	92/4	Total
Reduction ⁽¹⁾ of the 479th TFW	Officer	-46	-47	-47					-140
	Enlisted	-41	-41	-41					-123
	Civilian	-13	-14	-14					-41
	Contractor	<u>-176</u>	<u>-176</u>	<u>-176</u>					<u>-528</u>
	Total	<u>-276</u>	<u>-278</u>	<u>-278</u>					<u>-832</u>
Inactivation of the 49th TFW	Officer			-38		-38	-103		-179
	Enlisted			-308		-292	-1,370		-1,970
	Civilian			<u>-12</u>		<u>-12</u>	<u>-59</u>		<u>-83</u>
	Total			<u>-358</u>		<u>-342</u>	<u>-1,532</u>		<u>-2,232</u>
Beddown of the 37th TFW	Officer						60	99	159
	Enlisted						682	1,135	1,817
	Civilian						<u>26</u>	<u>45</u>	<u>71</u>
	Total						<u>768</u>	<u>1,279</u>	<u>2,047</u>
TOTAL		-276	-278	-636	0	-342	-764	1,279	-1,017
CUMULATIVE		-276	-554	-1,190	-1,190	-1,532	-2,296	-1,017	

1. A scheduled action with separate National Environmental Policy Act documentation, included here for reference.

Construction is expected to begin in early 1991 and be completed by September 1992 (Reidlinger 1990). The Primate Research Institute of the New Mexico State University, located on Holloman AFB, is presently negotiating to lease a 64-acre tract for construction of research facilities and office buildings. The project is expected to cost \$6.2 million and be constructed between July 1990 and February 1992 (Rhenquist 1990).

2.2 THE HOLLOWAN ALTERNATIVE

This alternative is identical to the 37th/49th TFW alternative, except that it also includes the relocation of one or more F-4 units from their current location to Holloman AFB.

2.2.1 Actions at Tonopah Test Range

Actions at TTR under this alternative are identical to the actions described for the 37th/49th TFW alternative in Section 2.1.1

2.2.2 Actions at Holloman AFB

2.2.2.1 Operations

Table 2.2-1 summarizes changes in equipment at Holloman AFB under this alternative. Table 2.2-2 summarizes projected sortie data for various airspace units and ranges affected by this alternative. Operations information for the 37th TFW and 49th TFW are identical to those described in section 2.1.2 for the 37th/49th TFW alternative. The following provides additional operations data for the F-4 units associated with this alternative.

Typical mission profiles for the RF-4C TRS unit would include sorties in MTRs and MOAs and other special use airspace. MTR sorties would be flown within approved routes with most conducted between 300 and 1,000 feet AGL. Sorties in special use airspace would range throughout the entire airspace parameters. Sorties in all areas would be conducted typically at an airspeed of 480 knots. Approximately 30% of the sorties would deploy chaff and flares in approved special use airspace MTRs.

Typical mission profiles for the SEAD mission would include sorties in MTRs and special use airspace. MTR sorties would range from 100-500 feet AGL with most conducted between 300 and 500 feet AGL. Sorties in the special use airspace would range throughout the entire airspace parameters, from subsonic to supersonic speeds due to the wide variety of mission requirements. Electronic Combat training for Holloman AFB SEAD would require a range complex that electronically and physically replicates an enemy air defense and target array including both electronic emitters, ground targets, and the land and airspace around them. However, the Air Force long-term requirements for SEAD are yet to be determined. In the near-term, the Air Force must satisfy its training requirements with existing range facilities, with minor adjustments to schedule, equipment availability and some limited construction.

Table 2.2-1 Changes in Equipage at Holloman AFB due to the Reduction of the 479th TFW, Inactivation of the 49th TFW, Beddown of the 37th TFW, and Beddown of three F-4 units ⁽³⁾

Action	Aircraft	91/1	91/2	91/3	91/4	92/1	92/2	92/3	92/4
479th TFW ⁽¹⁾	AT-38A/B	111	84	57	30				
49th TFW	F-15A/B	72			48		24	0	
GAF Unit	F-4E	0						18	
TRS Unit ⁽²⁾	RF-4C	0			18				
SEAD Unit ⁽²⁾	F-4E/G	0						36	
37th TFW	F-117A	0						18	.46
	AT-38B	0							8

Source: TAC 1990b

1. A scheduled action with separate National Environmental Policy Act documentation, included here for reference.
2. Specific unit and location not identified and included here for reference only.
3. Reflect cumulative aircraft counts.

Table 2.2-2 Annual Airspace Events/Sorties Associated with Various Actions Proposed at Holloman AFB

	<u>Current</u>				F-117A ⁽¹⁾	<u>Proposed</u>					Total ⁽¹⁾
	AT-38	F-15	Other	Total		AT-38	AT-38 Top-off	RF-4C	F-4E/G	(GAF) F-4E	
<u>Holloman AFB (AICUZ)</u>											
Takeoff/Land	105,534	50,822	2,117	158,473	23,518	7,338	26,384	7,884	12,060	7,800	84,984
Sorties ⁽²⁾	35,100	17,500	2,117	54,717	6,406/ 2,386	2,000	8,460	3,888	7,848	3,720	32,322/ 2,386
<u>Airspace</u>											
Beak MOAs	17,857	711	110	18,678	3,467/ 840	1,082	3,529	84	564	192	8,918/ 840
Talon MOA	6,496	880		7,376	829	259	3,535	144	564	192	5,523
Pecos MOA		4,663		4,663				504	156	816	1,476
Valentine MOA		649		649							
Reserve MOA		183		183							
<u>MTRs</u>											
IR 134/modified	493	111		604				588	1,392	504	2,484
IR 133/111	331	251	502	1,084				588	1,392	504	2,484
VR 125			118	118					348	120	468
VR 176	112	112	1,224	1,448				288			288
VR 1233			392	392				192	348	120	660
VR 196			375	375				96			96
IR 144			418	418				96			96
VR 100			305	305				96			96
<u>Bombing Ranges</u>											
Oscura	4,451		712	5,163	2,872/ 840	896	681		1,920	1,104	7,473/ 840
Red Rio	1,971		370	2,341	3,942/ 840	1,230	327		228	180	5,907/ 840
McGregor	1,494			1,494	900	281	114		228	72	1,595
Melrose			5,930	5,930	864/ 576				2,808		3,672/ 576
<u>Restricted Areas</u>											
R-5107	4,019	19,493		23,512	3,840/ 840	1,198		1,176	1,284	1,224	8,722/ 840

1. Day/Night (0700-2200/2200-0700).

2. Current sorties based on Revised 1988 AICUZ. Proposed sorties based on TAC March 1990b.

Typical mission profiles for the F-4E (GAF) unit would include sorties in MTRs and special use airspace. F-4E sorties in Special Use Airspace would also range throughout the entire airspace parameters, from subsonic to supersonic speeds due to the wide variety of mission requirements.

This alternative will require increased usage of various MTRs in the vicinity of Holloman AFB. Sortie data for the various affected MTRs are presented in Table 2.2-2. Figure 2.2-1 shows the location of the existing MTRs that will be affected. Some modifications of existing MTRs would be required to accommodate mission requirements of the F-4E/G and F-4E (GAF) units involved in this alternative. These modifications include the expansion of Instrument Route (IR) 134 as shown in Figure 2.2-2. This revised MTR would be bi-directional with alternate entry and exit points along the route. Because the route is bi-directional, an additional route designation would be required (IR-XXX). On IR-134, military aircraft would fly a counter clockwise loop from west to east and back to the west to enter the McGregor Bombing Range. On IR-XXX the flow would be reversed from west to east and west again to enter the same range. On IR-134 there would be two alternate exits that would allow military aircraft to use less than the entire route. Similarly, an alternate entry and two alternate exits for IR-XXX would allow aircraft to use only a portion of the route. An alternate exit from the south loop of IR-134 includes a route segment that crosses a wilderness study area between Carlsbad Cavern national park and the Guadalupe Mountains National Park. Figure 2.2-3 shows additional MTR modifications. As shown, two existing but separate routes, IR-111 and IR-133, would be linked with a new route segment that would enable these two routes to be used either concurrently or separately. This IR-111/133 route would have an alternate exit to the Red Rio Bombing Range. A third MTR action associated with this alternative is the establishment of two alternate exits from Visual Route (VR) 100 to the Oscura and Red Rio Bombing Ranges.

2.2.2.2 Facilities

Facility requirements at Holloman AFB for the 37th TFW under this alternative will be identical to those presented in Section 2.1.2.2. In addition, the relocation of the F-4 units to Holloman AFB would require the construction of target and generator sites in the Melrose Bombing Range to simulate enemy tactical air defense units. Requirements for these sites include disturbance of approximately 7 acres for construction of concrete pads and access road improvements. Precise location for these units have not been determined, but all locations would be within previously disturbed portions of Melrose Bombing Range.

2.2.2.3 Personnel

Table 2.2-3 summarizes changes in personnel at Holloman AFB due to this alternative, and due to the scheduled reduction of the 479th TFW. The net effect of these actions would be an increase of 1,484 personnel at Holloman AFB.

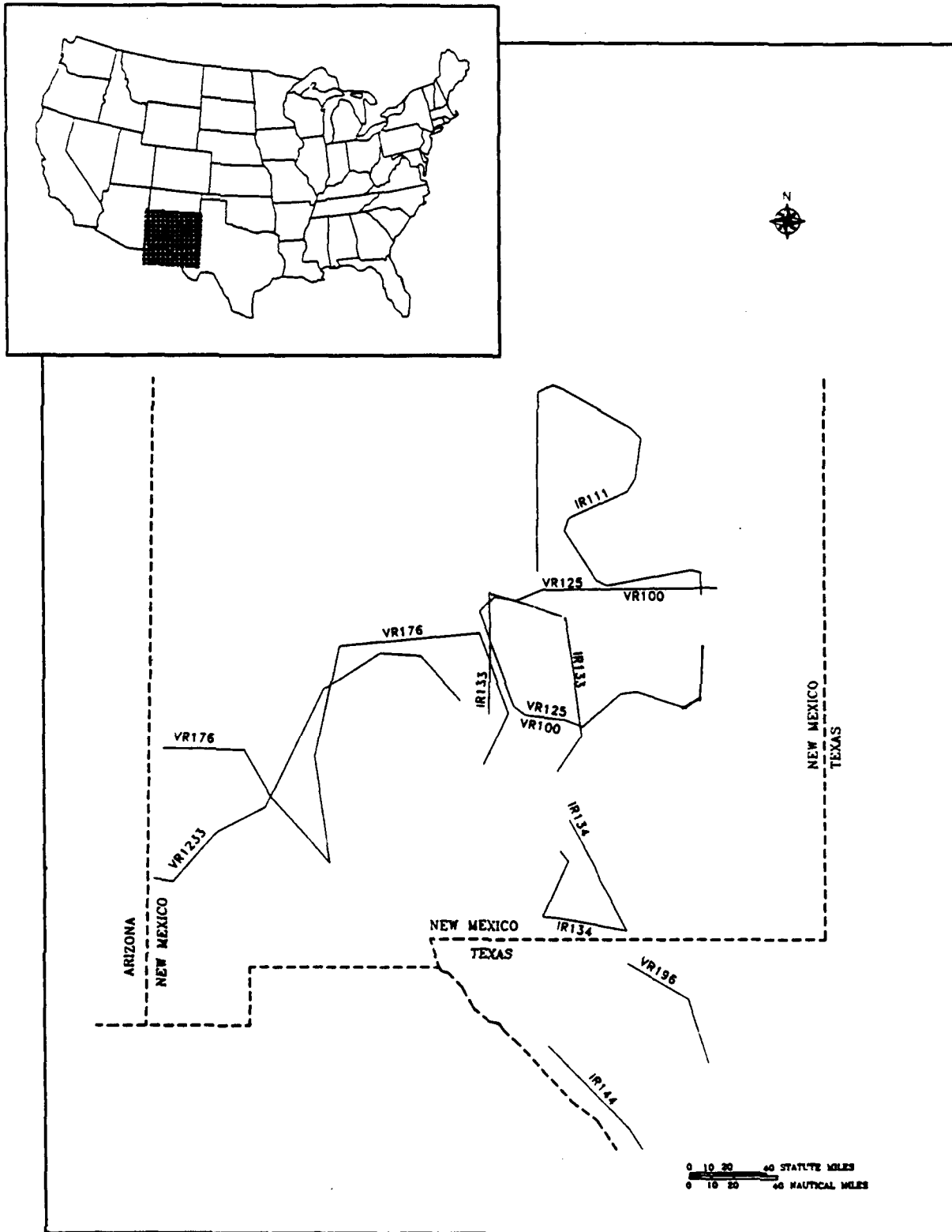


Figure 2.2-1 Existing MTRs in the Vicinity of Holloman AFB

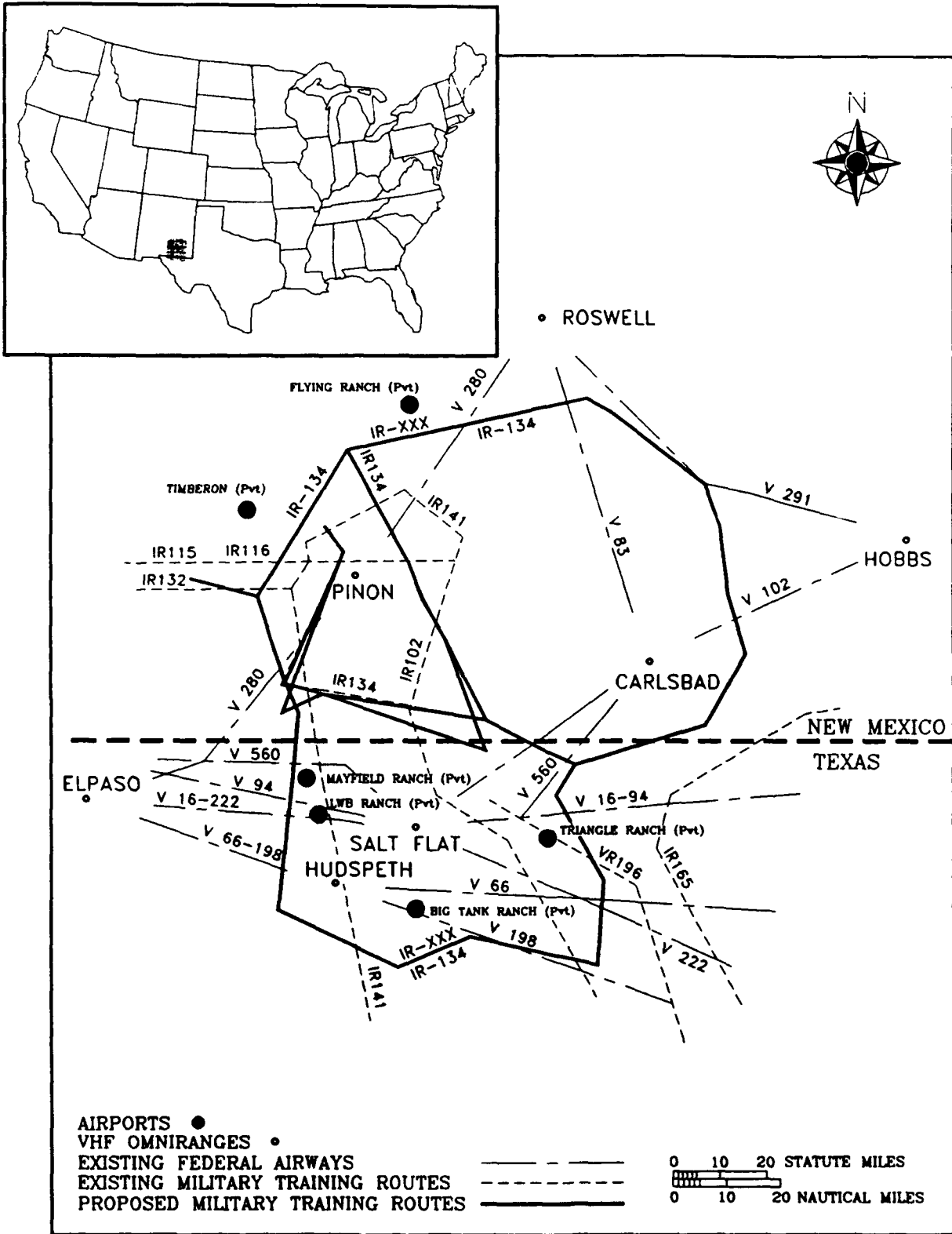


Figure 2.2-2 Modifications to MTR Airspace south of Roswell, New Mexico

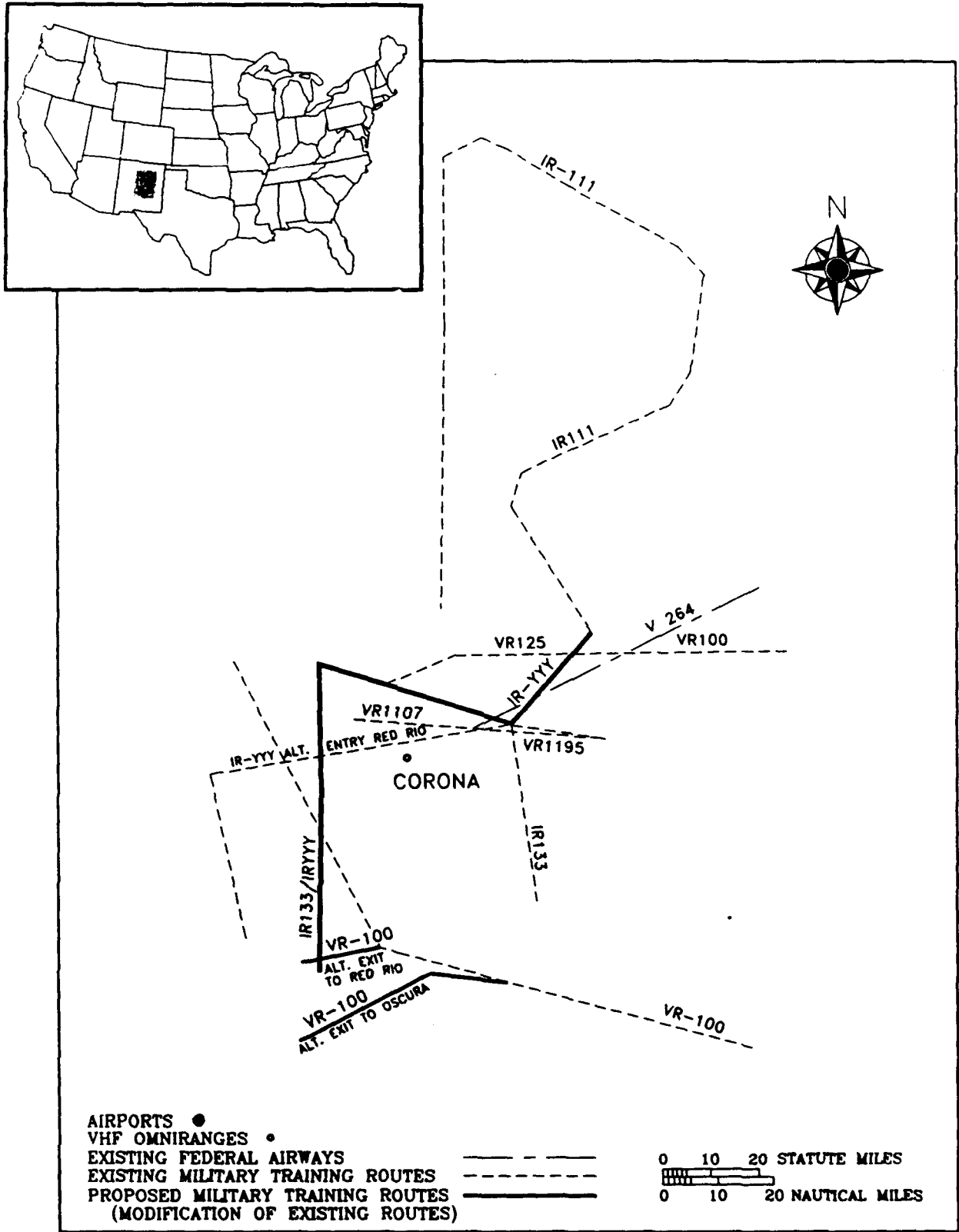


Figure 2.2-3 Modifications to MTR Airspace in the Vicinity of Corona, New Mexico

**Table 2.2-3 Personnel Changes at Holloman AFB Associated
with the Holloman Alternative**

Action	Personnel	Date (FY/Quarter)							Total
		91/2	91/3	91/4	92/1	92/2	92/3	92/4	
Reduction ⁽¹⁾ of the 479th TTW	Officer	-46	-47	-47					-140
	Enlisted	-41	-41	-41					-123
	Civilian	-13	-14	-14					-41
	Contractor	<u>-176</u>	<u>-176</u>	<u>-176</u>					<u>-528</u>
	Total	-276	-278	-278					-832
Inactivation of the 49th TFW	Officer			-38		-38	-103		-179
	Enlisted			-308		-292	-1,370		-1,970
	Civilian			<u>-12</u>		<u>-12</u>	<u>-59</u>		<u>-83</u>
	Total			-358		-342	-1,532		-2,232
Beddown of the 37th TFW	Officer						60	99	159
	Enlisted						682	1,135	1,817
	Civilian						<u>26</u>	<u>45</u>	<u>71</u>
	Total						768	1,279	2,047
Beddown ⁽²⁾ of TRS SEAD and GAF units	Officer			80			169		249
	Enlisted			661			1,501		2,162
	Civilian			<u>24</u>			<u>66</u>		<u>90</u>
	Total			765			1,736		2,501
TOTAL		-276	-278	129	0	-342	972	1,279	1,484
CUMULATIVE		-276	-554	-425	-425	-767	205	1,484	

1. A scheduled action with separate National Environmental Policy Act documentation, included here for reference.

2. Specific unit and location not identified and included here for reference only.

2.2.2.4 Other Actions

Other actions which may occur at Holloman AFB, and which should be considered in assessing impacts due to this alternative are identical to those described in Section 2.1.2.4.

2.3 THE HOLLOMAN-NELLIS ALTERNATIVE

This alternative is identical to the Holloman alternative except that the 37th TFW would be relocated to Nellis AFB, rather than to Holloman AFB. Specific actions at TTR, Holloman AFB, and Nellis AFB are described in section 2.3.1, 2.3.2, and 2.3.3 respectively.

2.3.1 Actions at Tonopah Test Range

Actions that would occur at TTR under the Holloman-Nellis alternative are identical to those described in section 2.1.1 for the 37th/49th TFW alternative. Utilization of special use airspace in the Nellis complex would remain the same as existing conditions.

2.3.2 Actions at Holloman AFB

Actions at Holloman AFB under this alternative would be limited to those associated with the inactivation of the 49th TFW and the relocation of the F-4 units to the base. The following summarizes these actions.

2.3.2.1 Operations

The schedule for equipment changes under this alternative is presented in Table 2.3-1. Flight operations at Holloman AFB under this alternative are presented in Table 2.3-2. Flight profiles for the units to be relocated to Holloman AFB would remain the same as described in section 2.2.2.1.

2.3.2.2 Facilities

Under this alternative, approximately \$20 million in construction would be required at Holloman AFB to support the relocation of the F-4 units. Approximately 5 acres of land would be developed for facility construction; a similar amount of land would be temporarily disturbed by construction activity. Total affected land area is estimated at approximately 10 acres. Off-base construction in support of the SEAD unit would be identical to that described under the Holloman alternative (section 2.2.2.2).

2.3.2.3 Personnel

Table 2.3-1 summarizes personnel changes at Holloman AFB under this alternative. There would be a net decrease of 563 personnel.

**Table 2.3-1 Personnel Changes Associated with
the Holloman-Nellis Alternative at Holloman AFB**

Action	Personnel	Date (FY/Quarter)							Total
		91/2	91/3	91/4	92/1	92/2	92/3	92/4	
Reduction ⁽¹⁾ of the 479th TFW	Officer	-46	-47	-47					-140
	Enlisted	-41	-41	-41					-123
	Civilian	-13	-14	-14					-41
	Contractor	<u>-176</u>	<u>-176</u>	<u>-176</u>					<u>-528</u>
	Total	-276	-278	-278					-832
Inactivation of the 49th TFW	Officer			-38	-38	-103			-179
	Enlisted			-308	-292	-1,370			-1,970
	Civilian			<u>-12</u>	<u>-12</u>	<u>-59</u>			<u>-83</u>
	Total			-358	-342	-1,532			-2,232
Beddown ⁽²⁾ of TRS SEAD and GAF units	Officer			80		169			249
	Enlisted			661		1,501			2,162
	Civilian			<u>24</u>		<u>66</u>			<u>90</u>
	Total			765		1,736			2,501
TOTAL		-276	-278	129	0	-342	204		-563
CUMULATIVE		-276	-554	-425	-425	-767	-563		

1. A scheduled action with separate National Environmental Policy Act documentation and included here for reference.

2. Specific unit and location not identified and included here for reference only.

Table 2.3-2 Annual Airspace Events/Sorties Associated with Various Actions Proposed at Holloman AFB for the Holloman-Nellis Alternative

	<u>Current</u>				<u>Proposed</u>				Total ⁽¹⁾
	AT-38	F-15	Other	Total	AT-38 Top-off	RF-4C	F-4E/G	(GAF) F-4E	
<u>Holloman AFB (AICUZ)</u>									
Takeoff/Land	105,534	50,822	2,117	158,473	26,384	7,884	12,060	7,800	54,128
Sorties ⁽²⁾	35,100	17,500	2,117	54,717	8,460	3,888	7,848	3,720	23,919
<u>Airspace</u>									
Beak MOAs	17,857	711	110	18,678	3,529	84	564	192	4,369
Talon MOA	6,496	880		7,376	3,535	144	564	192	4,435
Pecos MOA		4,663		4,663		504	156	816	1,476
Valentine MOA		649		649					
Reserve MOA		183		183					
<u>MTRs</u>									
IR 134/modified	493	111		604		588	1,392	504	2,484
IR 133/111	331	251	502	1,084		588	1,392	504	2,484
VR 125			118	118			348	120	468
VR 176	112	112	1,224	1,448		288			288
VR 1233			392	392		192	348	120	660
VR 196			375	375		96			96
IR 144			418	418		96			96
VR 100			305	305		96			96
<u>Bombing Ranges</u>									
Oscura	4,451		712	5,163	681		1,920	1,104	3,705
Red Rio	1,971		370	2,341	327		228	180	735
McGregor	1,494			1,494	114		228	72	414
Melrose			5,930	5,930			2,808		2,808
<u>Restricted Areas</u>									
R-5107	4,019	19,493		23,512		1,176	1,284	1,224	3,684

1. Day/Night (0700-2200/2200-0700).

2. Current sorties based on Revised 1988 AICUZ. Proposed sorties based on TAC March 1990b.

2.3.2.4 Other Actions

Other actions which may occur at Holloman AFB, and which should be considered in assessing impacts due to this alternative are identical those described in section 2.1.2.4.

2.3.3 Actions at Nellis AFB

As part of this alternative TAC would relocate the operations of the 37th TFW from TTR to Nellis AFB in FY 93. Nellis AFB is a TAC installation located adjacent to the Las Vegas Metropolitan Area, 5 miles from the city of North Las Vegas, Nevada (see Figure 2.1-1). The base supports the TFWC, which operates the Nellis Range complex stretching northwest to TTR, and hosts the Red Flag program, the largest and most realistic training exercises in the western world.

The cost savings of this alternative would be less than those of the 37th/49th TFW or Holloman alternatives. Approximately \$10 million in estimated personnel relocation costs would be saved; but vehicles and other equipment and supplies would still need to be relocated from TTR. Construction would be approximately \$73 million more than for the Holloman-based alternatives since Nellis AFB does not have facilities available for use by the 37th TFW as Holloman AFB does. Annual operating costs would be about the same as those for the Holloman alternative, with savings of approximately \$80 to \$125 million per year over current operations. However, because Nellis AFB does not have adequate facilities to support the beddown of the 37th TFW, the relocation would be delayed a year until spring 1993, thus losing the opportunity to save an additional \$80 to \$125 million.

2.3.3.1 Operations

Relocating the F-117A aircraft to Nellis AFB would result in aircraft operations and maintenance being conducted at Nellis AFB rather than TTR. Flight operations would take off and land at Nellis AFB rather than TTR, but range use would generally be expected to be the same as it has been in the past.

2.3.3.2 Facilities

Approximately 65 acres of land would be permanently disturbed at Nellis AFB if this alternative were selected. A similar amount of acreage would be temporarily disturbed by construction activity. Total affected land area is estimated at approximately 130 acres. This alternative would make negligible use of existing facilities (less than 0.1 acre of floor space). Although not in the built-up portions of the base, the areas affected are located in areas that would have been previously disturbed during runway and road construction. The total cost of this construction is estimated at \$159 million. Facilities at TTR would continue to be used by the 37th TFW for about a year longer than with the Holloman alternative.

2.3.3.3 Personnel

Personnel requirements would be the same as for the 37th TFW components of the 37th/49th TFW alternative (Table 2.1-3). There would be a net decrease of 649 manpower authorization in the Las Vegas area. Basic installation operations and maintenance already exists at Nellis AFB; contracts that currently support the 37th TFW at TTR would not be needed at Nellis. Military personnel who currently travel on TDY from Nellis AFB to TTR would remain at Nellis AFB for their duty assignments.

2.3.3.4 Other Actions Considered in Cumulative Impacts

Nellis AFB is expected to undergo other mission changes during the same period as the proposed relocation of the 37th TFW. For example, a helicopter unit will activate in early 1991, and an aggressor squadron inactivation has been completed. This will involve removing 456 military and 19 civilian positions from the base, as well as 16 F-16 aircraft. It is anticipated that this process of change will continue for the period under consideration with minor fluctuations in manpower levels. For the purpose of this analysis, no net change is projected.

Other construction planned for Nellis AFB during FY 91 to FY 93 includes a 45,200-square-foot facility in the civil engineering complex (FY 92), an 18,625-square-foot child development center (FY 92), aircraft loading revetments (FY 93), and a sound suppressor (FY 93), as well as modifications to the electrical supply distribution (FY 91). The total cost of these projects is estimated at \$16.35 million. Ongoing FY 90 projects that may still be underway in 1991 include construction of a taxiway, a 418,000-square-foot medical facility, and a 12,500-square-foot outdoor recreation center; alteration of 32 housing units; and an addition to the jet engine maintenance shop.

Nellis AFB is located adjacent to the Las Vegas, Nevada, metropolitan area. Las Vegas has experienced sustained growth in tourism over the past several years. Building permits issued in 1989 were valued at \$1.8 billion, an increase of 8.6% over 1988. Construction of commercial structures is expected to decline, but this will be offset by increases in construction of single-family housing.

2.4 THE NO-ACTION ALTERNATIVE

Under the no-action alternative, the proposed relocation of the 37th TFW, inactivation of the 49th TFW, and the relocation of the GAF unit would not occur. All three units would continue to operate as they do now. Manpower and PAAs would remain unchanged, no construction would be undertaken, and no changes in airspace structure or utilization would occur. As a result, no change in environmental conditions would occur. Although this alternative would avoid any of the impacts, both adverse and beneficial, associated with the preferred action, it would also eliminate savings of approximately \$80 million to \$125 million per year associated with reduced operating costs of the 37th TFW, as well as other annual savings associated with the inactivation of the 49th TFW. George AFB is scheduled to close and GAF training will move. The no-action alternative will not impact the discontinuation of GAF training at George AFB.

2.5 ALTERNATIVES CONSIDERED BUT NOT EVALUATED IN DETAIL

The relocation of the 37th TFW and other force structure changes are proposed as part of the DoD initiative to eliminate redundant functions, improve operational efficiency, and save costs. To be further evaluated, any alternatives in addition to those already presented must first meet these basic objectives of increasing efficiency and cost savings. The following subsections enumerate other alternatives considered and explain the basis for the decisions not to evaluate them in detail.

2.5.1 Expand Infrastructure at TTR to Support the 37th TFW

The existing TTR has the operational facilities necessary to support the 37th TFW but does not have the extensive support infrastructure or personnel facilities needed to make it a fully operational base. Making TTR an adequate support base for assigned personnel and their families would involve more than construction of housing. Extensive community services, medical facilities, recreation, administrative, and other facilities would be needed. The cost of the construction of the additional facilities required at TTR for this alternative would exceed the \$97 to \$159 million needed for construction if the 37th was relocated to Holloman AFB or Nellis AFB. In addition, this alternative would continue to require substantial logistics support because of the remote location of the facility. It was concluded that this option would not accomplish the cost objectives of the DMR process.

2.5.2 Relocate the 37th TFW to Indian Springs AFS

Like TTR, Indian Springs AFS, located approximately 45 miles northwest of Las Vegas in Clark County, is a minimal installation with almost no capability to house or support personnel and their families on a permanent basis. Neither the Air Force nor the Nevada Air National Guard has plans to expand at Indian Springs AFS. Unlike TTR, Indian Springs AFS does not have the operational facilities needed by the 37th TFW. Relocating the 37th TFW to Indian Springs AFS would require construction of all the operational facilities needed at Nellis AFB as well as all the support facilities required at TTR, and it would involve additional relocation costs. In addition, operations and maintenance costs (e.g., fuel delivery) would be similar to TTR and significantly higher than at Holloman AFB or Nellis AFB. Because up-front costs would not be offset by savings in annual operating costs, this alternative would not offer any net savings to the Air Force. Since it does not meet the basic requirements of the DMR, this alternative was eliminated from further consideration.

2.5.3 Relocate the 37th TFW to Another Installation

The only installations that could provide the airfield and other support capabilities required by the 37th TFW are existing Air Force bases. The current basing structure and the proposed realignments are products of carefully matching operational requirements with available facility and training resources. New mission beddowns and unit relocations are generally constrained to bases with similar equipment and missions. In addition, the cost savings associated with a particular initiative may be canceled if there is a domino effect that displaces or disrupts other ongoing missions. Therefore, the primary objective

of this initiative is to relocate the 37th TFW to an existing base with an established support infrastructure and compatible mission, where new facility construction and adverse mission impacts can be held to a minimum. Candidate bases must also offer nearby range capability to support training operations. The only bases found to meet those requirements are Holloman AFB and Nellis AFB.

2.5.4 Select Aircraft Other Than the F-15A/B for Retirement

Inactivation of the 49th TFW is guided by the decision to retire the F-15A/B aircraft in order to meet necessary force structure reductions. Inactivation of the 49th TFW might not be necessitated if other aircraft were selected for retirement.

As the Air Force draws down its overall force structure, it is imperative that remaining tactical forces maintain a prudent balance of air-to-air and air-to-ground forces. This proposed action addresses needed reductions in air-to-air forces (concurrent proposals to reduce air-to-ground forces are being separately assessed at other locations). The F-15A/B is the oldest and least capable model aircraft currently dedicated to the air-to-air role, and therefore the logical choice for retirement. Therefore this alternative is not considered feasible.

2.5.5 Delay Action

Budget cuts imposed by the U.S. Congress require immediate action on the part of the Air Force and other services to reduce costs while maintaining the nation's defense capability. A delay in action would not accomplish the basic objectives of cost reduction or would result in decreased combat readiness; both are unacceptable. This alternative is not considered compatible with Congressional direction and is not further evaluated.

2.6 COMPARATIVE SUMMARY OF IMPACTS

Impacts to the biophysical, and socioeconomic environment are detailed in Section 4 for each of the alternatives. The following provides a comparative assessment of these impacts. Table 2.6-1 provides an overview of projected impacts. The no-action alternative is not expected to have significant impacts, either adverse or beneficial, at any of the affected locations.

The 37th/49th TFW alternative would have slightly beneficial impacts to the biophysical environment in the vicinity of TTR. Significant socioeconomic impacts are predicted for the town of Tonopah, Nevada, arising primarily from a reduction in employment opportunities at TTR. Under worst-case conditions, direct and indirect impacts can amount to a 20 percent reduction in employment in Tonopah and may result in an out-migration of as much as 31 percent of the total population. Major impacts to local schools and the local housing market would result. In addition, this alternative would result in a loss of revenue and expenditures in Tonopah associated with decreased tax revenue and state and federal subvention. Individual tax burdens are projected to increase due to out-migration. Personnel reductions at Nellis AFB associated with this

**Table 2.6-1 Summary of Impacts by Alternative, Location,
and Affected Resources**

	37th/49th TFW(S)			HOLLOMAN(U)			HOLLOMAN-NELLIS(U)		
	TTR	HAFB	NAFB	TTR	HAFB	NAFB	TTR	HAFB	NAFB
Land Use	-	o	o	-	o	o	-	o	o
Atmospheric Resources	o	o	o	o	o	o	o	o	o
Noise	o	+	o	o	-	o	o	-	o
Airspace Management	o	o	o	o	o	o	o	o	o
Socioeconomics	-	o	o	-	+	o	-	o	o
Biological Resources	o	o	o	o	o	o	o	o	o
Water Resources	o	o	o	o	o	o	o	o	o
Archaeological/ Cultural	o	o	o	o	o	o	o	o	o
Hazardous Materials/Waste	o	o	o	o	o	o	o	o	o

+ = Significant Beneficial Impact
 - = Significant Adverse Impact
 o = No Significant Impact

TFW = Tactical Fighter Wing
 HAFB = Holloman AFB
 NAFB = Nellis AFB
 TTR = Tonopah Test Range

alternative would have negligible effect on the impact on biophysical and socioeconomic environments because of the size of the Las Vegas community and its rapid growth in recent years. The 37th/49th TFW alternative is not expected to have significant impact on biophysical, cultural, or socioeconomic resources in the vicinity of Holloman AFB or on the ranges and land underlying special use airspace affected by this alternative. A significant beneficial impact is expected from the reduction of the amount of land contained within the 65 decibel (dB) contour in the approach area near Holloman AFB.

Under the Holloman alternative impacts associated with TTR and Nellis AFB would be the same as those experienced with the 37th/49th TFW alternative. This alternative would have no significant impact on air quality, biota, and water resources in the vicinity of Holloman AFB and special use airspace. Noise analysis indicates a decrease in the area encompassed by the 65 dB contour at Holloman AFB as a result of this alternative, and no adverse noise-related impacts at the base are projected. In general, there would be no substantial increase in the noise exposure to communities. However, there would be increased occurrence of nighttime operations. The new segment of a modified Instrument Route would result in overflight of a wilderness study area. Noise impacts are expected to be reduced by operational requirements to fly 9,800 feet mean sea level in the area. Increased nighttime use of affected ranges are projected to have up to 10 dB noise increases. Increased activity in special use airspace and Military Training Routes would result in minor noise-related impacts to the community of Willard and sensitive wilderness locations. The Holloman alternative would result in an increase in aircraft operations at Holloman AFB but no significant impacts are predicted for special use airspace. The alternative is projected to result in an 11 percent cumulative population increase in the Alamogordo area following the reduction in force of the 479th TTW. Neither the housing market nor community services are expected to be adversely affected in the long term. The potential exists for adverse vibrational impact to historic adobe buildings of White Sands National Monument headquarters; such impacts would be avoided with appropriate implementation of operational procedures. Impacts to archaeological resources on the Red Rio and McGregor bombing ranges are possible but not likely, due to operational procedures. Other ranges are not expected to experience significant impacts to these resources, either because of negligible changes in air-to-ground mission activity or because of the absence of significant resources in the area.

Under the Holloman-Nellis AFB alternative, biophysical, socioeconomic impacts at Tonopah would be similar to those incurred under the 37th/49th TFW alternative. Impacts to the biophysical environment are not expected at Nellis AFB and in the vicinity of Tonopah. Population and additional noise impacts at Nellis are projected to be small. No significant biophysical or socioeconomic impacts are predicted at Holloman AFB or in the associated special use airspace. Significant increases in noise levels in areas underlying affected Military Training Routes could be incurred. Due to the additional construction requirements associated with the 37th TFW at Nellis, a one year's delay in moving the wing to Nellis AFB would result with an associated one year delay in operational savings.

Under the no-action alternative, the 37th TFW would continue to operate from TTR, and personnel would continue to commute from Nellis AFB on a weekly temporary duty

basis. Since there would be no change in activities, no changes to the biophysical and socioeconomic environments are predicted and projected cost savings would be foregone. The 49th TFW would continue to operate from Holloman and associated cost savings would be foregone. The GAF and notional F-4 aircraft would not be consolidated at Holloman, resulting in reduced training and response capabilities and foregone efficiencies.

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3.0 DESCRIPTION OF THE AFFECTED ENVIRONMENT

3.1 TONOPAH TEST RANGE

3.1.1 Land Use

TTR is located in the northwestern portion of the Nellis Air Force Range (NAFR) in Nye County, Nevada. Nye County covers about 18,155 square miles and is the third largest county in the contiguous 48 states. The unincorporated town of Tonopah, the county seat, is about 45 miles northwest of TTR and is the nearest population center. Around TTR, land is used for the communities of Tonopah and Goldfield and for other military activities in NAFR. Land to the north of TTR is primarily vacant desert-type land. A district of the Toiyabe National Forest is also north of TTR.

Managed by DOE through a memorandum of understanding with the Air Force, TTR provides a secure training and testing facility for classified Air Force missions. Over the years the Air Force has built and improved the airstrip, warehouses, maintenance buildings, dormitories, hangars, fuel tanks, and infrastructure needs. TTR is closed to public entry, and no state or local land-use plans pertain to the area. Land usage on TTR is coordinated among the current users through a 1977 five-party cooperative agreement and interagency memorandums of understanding. The five-party cooperative agreement includes the Air Force, Bureau of Land Management (BLM), Fish and Wildlife Service (FWS), Nevada Department of Wildlife and DOE. It was instituted for the purpose of protecting, developing, and managing the natural resources, fish and wildlife, vegetation, watershed, wild horses, and burros on NAFR, the Nevada Test Site, and TTR. Wild horses freely roam NAFR. A horse relocation program was initiated to relocate horses from Area 10, the developed section of TTR (DOE and USAF 1988). In the NAFR, land is used for training areas for military activities, for the Nevada Test Site, and for a portion of the Desert National Wildlife Refuge (NWR).

NAFR is composed of TTR and the TFWC Range complex. TFWC Range complex includes restricted areas R-4806, R-4807, and R-4809 and the area underlying the Desert MOA. Encompassing over 3 million acres of public lands and supporting the heaviest sortie traffic in the world, the TFWC Range complex is the most sophisticated range in the Air Force's inventory. Its primary purpose is to provide an unprecedented opportunity to conduct training, testing, and weapons evaluation operations for the Air Force, Marine Corps, Army, Navy, National Guard, Reserve forces, DOE, and other federal agencies.

The Nevada Test Site is a high security area that is used for the design, development, and underground testing of nuclear weapons. A secondary mission of the area is the storage and disposal of radioactive wastes generated on site and off site at other DOE locations. The Desert NWR is the largest refuge in the 48 contiguous states. Approximately one-half of the refuge is in NAFR. Limited recreational activities, such as camping, backpacking, hiking, horseback riding, and picnicking, are permitted in the portion of the refuge outside the range's boundary.

Another potential land-use on NAFR is the proposed Yucca Mountain site. This site may be the first geological repository for the permanent disposal of commercial spent nuclear fuel and high-level radioactive waste. The proposed site is located on three adjacent parcels of federal land, under the separate control of DOE (Nevada Test Site), the Air Force (NAFR), and the BLM.

Tonopah businesses supporting local residents are located around the junction of U.S. Highway 6 and U.S. Highway 95. Town residents live throughout the small town. The most recent residential development is 2 miles northwest of the main part of town. Also, the nearby community of Goldfield is primarily a residential area.

Land ownership for Nye County and the other two counties that are involved in the alternatives is displayed in Table 3.1-1. Other land uses in Nye County, in addition to NAFR and Toiyabe National Forest, include a portion of the Humboldt National Forest, Berlin-Ichthyosaur State Park, Belmont Courthouse State Historic Site, Duckwater Indian Reservation, and a small portion of Death Valley National Monument. Land in the county is also used for mining and raising cattle. Many farmers graze their cattle on BLM land and grow alfalfa on their property. The southeastern corner of Nye County is experiencing growth due to the urban development in the Las Vegas Valley.

3.1.2 Atmospheric Resources

3.1.2.1 Climatology

TTR lies in a broad desert valley between two low mountain ranges. The climate is typically dry, with large nighttime and seasonal temperature changes. Clear, sunny days prevail, with light to moderate winds. Rainfall is 8 inches per year; the average annual snowfall is 12 to 13 inches. Most of the precipitation results from afternoon thunderstorms during the summer months. Dust storms are common in the spring, and dust devils occur frequently in the summer. The average temperature within the range is about 50° Fahrenheit (F), with maximum temperatures over 100°F and minimum temperatures below -20°F. The average relative humidity is approximately 40%. Surface winds are predominantly from the west-northwest or northwest in the winter season and from the south to southeast in the summer. The average annual wind speed varies from about 10 to 15 miles per hour.

3.1.2.2 Air Quality

Tonopah is located within the Nevada Intrastate Air Quality Control Region (AQCR), which comprises most of the state of Nevada. For the region surrounding Tonopah, Environmental Protection Agency (EPA) reports indicate that particulates and sulfur dioxide (SO₂) are within acceptable levels. Carbon monoxide (CO), nitrogen oxides (NO_x), and ozone (O₃) are lower than standards or cannot be classified because monitoring information is insufficient to make a designation as to attainment or nonattainment.

**Table 3.1-1. Land Ownership in Nye and Clark Counties, Nevada,
and Otero County, New Mexico**

	Nye County ^a		Clark County ^b		Otero County ^c	
	Acres	% County	Acres	% County	Acres	% County
BLM	6,703,643	58.0	3,475,983.00		1,125,422	26.5
USFS	1,750,119	15.1	58,597.00		544,129	12.8
NPS	106,971	0.9	587,321.00		140,247	3.3
DoD,DOE	2,151,474	18.6	400,000.00 ^d		889,229	20.9
Indian	9,273	0.1	75,599.04	1.5	460,167	10.8
State	10,496	0.1	60,578.04	1.2	543,012	12.8
County	295	-	7,740.46	0.2	N/A	
Private	822,711	7.1	254,040.90	5.1	546,114	12.9
City	N/A		3,698.22	-	N/A	
Schools	N/A		26,184.04	0.6	N/A	
Total	11,560,960	100.0	4,967,316.88	100.0	4,248,320	100.0

^a Source: Williams 1990.

Note: There is a discrepancy in the total acreage of the county compared to the sum of all the numbers in the columns. This discrepancy may be due to the fact that the numbers in the column represent the number of acres that are exempt and nonexempt on the tax roll. The final total may represent the actual number of acres in the county.

^b Source: Adair 1990.

Note: Based on acreage that is registered as nonexempt or exempt on the tax roll.

^c Source: Barraza 1990.

Note: Based on acreage that is registered as nonexempt or exempt on the tax roll.

BLM Bureau of Land Management

USFS United States Forestry Service

NPS National Park Service

^d Note: Portions of the Nellis South Range are also part of the U.S.Fish and Wildlife Service Desert National Wildlife Refuge. Acreage for DoD/DOE is estimated to be 350,000 to 400,000 acres.

Ambient concentrations of O₃ may approach the National Ambient Air Quality Standards (NAAQS) due to the transport of polluted air from southern California urban areas. Particulate concentrations may occasionally be high because of strong winds which entrain large amounts of soil particles into the air. The remaining criteria pollutants are not measured at the representative monitoring locations, but they are expected to be lower than the NAAQS.

The state of Nevada, through the Division of Environmental Protection, has also adopted the NAAQS, in addition to promulgating state standards for SO₂ and particulates.

3.1.3 Noise

TTR is located more than 30 miles from the nearest area of public access and is on lands owned and operated by the Federal Government. As a result of this isolated setting, the base operates under a waiver from HQ TAC/DEVE that does not require a periodic Air Installation Compatible Use Zone (AICUZ) study of the TTR terminal environment. Noise exposure (L_{dn}) contours have therefore not been developed for the TTR. However, estimates for the potential noise impact areas around the base would suggest that L_{dn} values of 65 decibels (dB) and above would be limited to about one mile sideline to TTR runway and would extend approximately six miles from the runway thresholds along the extended center line. These noise exposures are caused by current operations of the F-117A and AT-38B aircraft and, which include more night-time operations than would be envisioned for future proposed scenarios, together with a daily occurrence of various B-727 and C-12 transport aircraft operating between the TTR and Nellis AFB.

Operations by the 37th TFW outside of the TTR environment are primarily conducted in airspace associated with the Nellis Range Complex. These operations constitute a very small portion of the Nellis Range flight activity and are typically conducted at altitudes greater than 3000 feet AGL. The incremental noise exposure attributable to the 37th TFW operations is therefore very small (less than 1dB) relative to that caused by all other current flight activity on the range. The 37th TFW does not use low-level MTRs and there is therefore no impact by those aircraft on Nevada MTR noise exposures.

The Nellis Range complex, within which the 37th TFW primarily operates, was not modeled for noise levels. This is one of the most complex range environments in the United States. The vast array of target complexes and the thousands of square miles that comprise the range complex preclude the formulation of an accurate noise model.

3.1.4 Airspace Management

TTR is located within restricted area R-4809 in the northwest portion of the TFWC Range complex shown in Figure 3.1-1. Therefore, the airspace structure associated with the TTR airfield consists of the restricted area itself and areas delegated for the control of air traffic within R-4809 and the airfield environment. Due to the restrictive nature of this

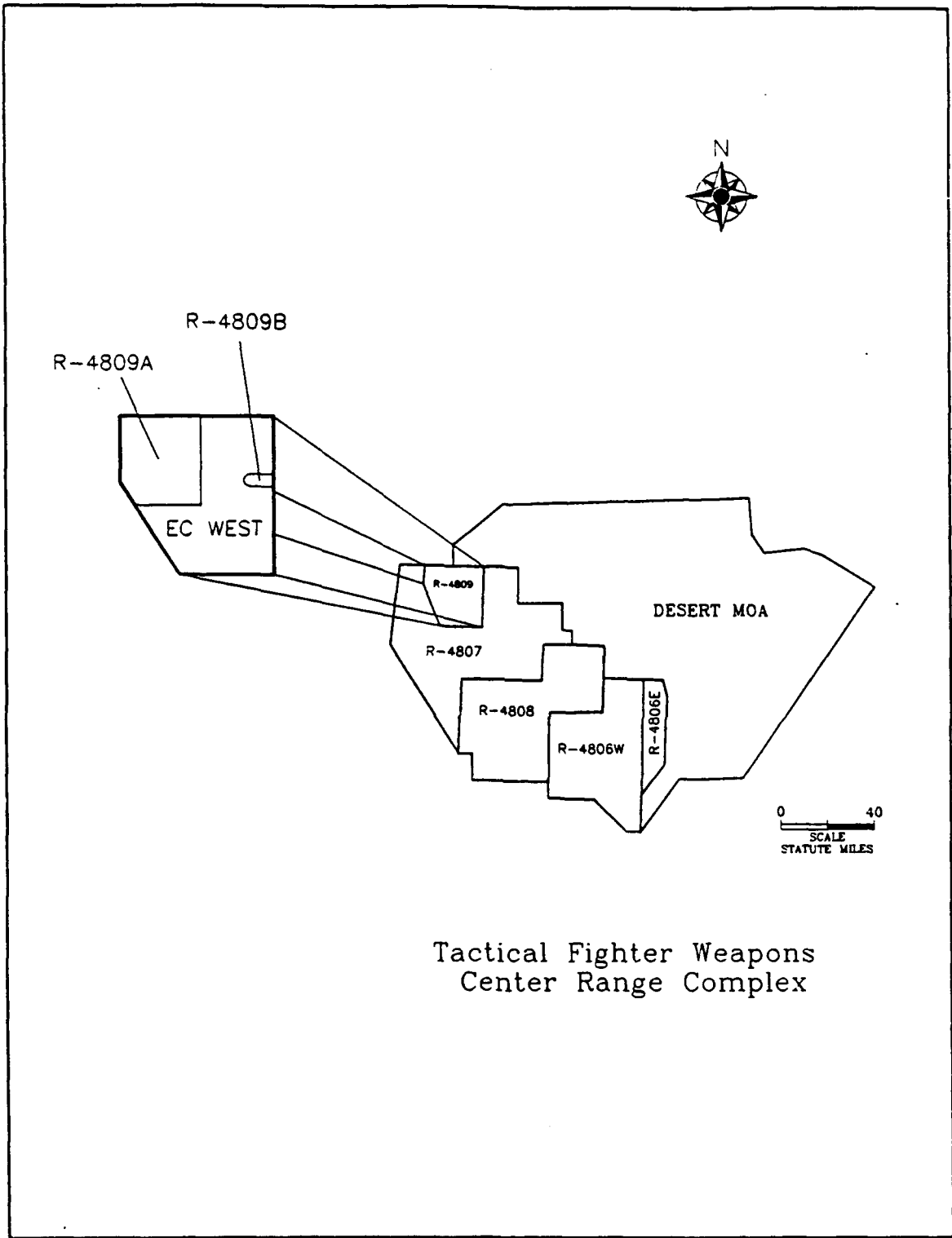


Figure 3.1-1 Tactical Fighter Weapons Center Range Complex

airspace and TTR operations, only defense-related aircraft are authorized to operate within this airspace.

3.1.4.1 Existing TTR Terminal Airspace Structure

Airspace delegated to the TTR Air Traffic Control (ATC) facilities consists of an approach control area and an airport traffic area. The approach control area, which includes R-4809 from the surface to infinity, is used to provide radar sequencing and separation to TTR aircraft arrivals and departures. The Electronic Combat (EC) west portion of R-4809 is designated for joint use with Nellis AFB for TFWC Range tactical training operations. When EC west is in use by Nellis AFB, the approach control area is limited to R-4809A.

The TTR control tower has control responsibilities within an airport traffic area, which is a 5-statute-mile radius of the airfield from the surface to 3,000 feet AGL. This jurisdiction includes approximately 127,000 takeoffs and landings, practice landings (low approaches/touch-and-go landings), and the airfield traffic patterns.

3.1.4.2 Existing TTR Special Use Airspace Structure

Special use airspace includes restricted areas and MOAs that are designated by the Federal Aviation Administration (FAA) specifically for the conduct of defense-related activities. This airspace is defined in terms of lateral and vertical limits, and times of use in order to meet testing and training requirements and minimize conflicts with competing airspace users. Restricted areas contain hazardous activities such as bombing and gunnery operations and artillery firing. MOAs contain aircraft activities that are not determined to be hazardous, such as practice combat maneuvers and air-to-air intercepts. TTR is located in R-4809, where all airfield operations are conducted. Joint use of this restricted area by civil or nonscheduled military aircraft is not authorized at any time. The majority of the 37th TFW flight operations are conducted in the TFWC Range Complex (see Figure 3.1-1).

3.1.5 Socioeconomics

Nye County is the socioeconomic region of influence (ROI) for the proposed realignment from TTR. It is presently home to 85% of the 37th TFW-related contractor personnel living in Nye County, Tonopah. A small percent of contractor personnel live in Esmeralda County.

3.1.5.1 Population

The estimated 1990 population in Nye County is 19,990 (Table 3.1-2). The population grew 64% from 1980 to 1985. Growth from 1985 to 1990 is estimated at 35% and from 1990 to 1995, 2%. Population in Tonopah was estimated at 4,324 for 1989 (PIC 1990). Tonopah's population almost doubled between 1980 and 1985. Growth from 1985 to 1989 was estimated to be approximately 15%.

Table 3.1-2. Population in the Region of Influence, Nye County

	1980	1985	1990	1995
Nye County ^a	9,048	14,850	19,990	20,400
Tonopah	1,952 ^b	3,765 ^c	4,324 ^d	N/A

Sources: ^a Vaidyanaphan 1990.

^b Walker and Cowperthwaite 1988.

^c PIC 1990.

^d 1989 estimate.

3.1.5.2 Employment and Income

The economy of Nye County depends primarily on services, including contract-related services for military activities, gaming and tourism, and mining activities. The services industry accounted for 63% of the total 10,860 jobs in Nye County in 1988, as shown in Table 3.1-3. The next largest sectors were mining, which represented 14% of total employment, and government, which represented 9%. The seasonally adjusted unemployment rate in Nye County was 4.8% as of March 1990 (Nevada Employment Security Department 1990).

Total payrolls distributed across industrial sectors in Nye County are summarized in Table 3.1-4. Payrolls totaled about \$325 million in 1988. Service industries accounted for approximately 68% of total earnings. Mining earnings represented 15% of total payroll, and government earnings represented 7%. Per capita income in the county was \$12,742 in 1987, a 12% nominal increase from 1985 (BEA 1989).

Employment and income data for Tonopah are not available from the Nevada Employment Security Department. However, estimates provided by Planning Information Corporation (PIC 1990) indicate a total of approximately 2,524 jobs, which include 508 tourist-related jobs, 1,125 mining jobs, 451 service and government positions, and 440 TTR contractors.

3.1.5.3 Housing

3.1.5.3.1 Off-Base Housing

Housing includes all houses, apartments, and mobile homes available within the housing area, whether they are owned, rented, or vacant. As shown in Table 3.1-5, Nye County has a total of 3,802 housing units. Approximately 50% of the total housing inventory in the county consists of mobile homes. Detached, single-family units represent 40%, and attached, single-family units (condominiums and townhouses) represent 2%. Multifamily housing is defined as two-, three-, or four-plexes and apartments and comprises 8% of total housing.

There are 1,588 housing units in Tonopah as of March 1990 (Table 3.1-6). Single-family homes represent almost 50% of the housing stock. Mobile homes make up 33%, and multifamily units make up about 14% of the total. Extended transient housing is also available at local hotels. There are 610 hotel rooms in Tonopah, 103 of which are efficiency units.

Vacancy rates are difficult to determine for permanent housing since there are no zoning laws, and substandard housing is not condemned and demolished. Units that are substandard or marginal may only be filled when local housing demand is high (e.g., during a mining or construction boom) and remain vacant at other times (Rivero 1990).

Currently, rental vacancy rates are unusually low due to the influx of construction workers associated with the building of the new high school in Tonopah (Rippie 1990).

Table 3.1-3. Employment by Industry, Nye County

Industry	1985	1988	1988 Percent of Total
Mining	884	1,533	14
Construction	249	420	4
Manufacturing	89	107	1
Transportation, communications, and utilities	135	202	2
Wholesale and retail trade ^b	514	594	5
Finance, insurance, and real estate	216	227	2
Services ^{a,b}	6,904	6,811	63
Government	792	966	9
Total	9,783	10,860	100

Note: ^a Includes agricultural services and firms not elsewhere classified.
^b Tourism and gaming activities are included in the retail trade and services industrial sectors.

Source: Nevada Employment Security Department 1985, 1988; reported by place of work.

Table 3.1-4. Distribution of Payrolls by Industry, Nye County

Industry	1988 Payroll (\$1000)	Percent of Total
Mining	48,952	15.0
Construction	13,111	4.0
Manufacturing	1,266	0.4
Transportation, communications, and utilities	5,967	2.0
Wholesale and retail trade	7,223	2.0
Finance, insurance, and real estate	5,179	1.6
Services ^a	222,067	68.0
Government	21,453	7.0
Total	325,218	100.0

Note: ^a Includes agricultural services and firms not elsewhere classified.

Source: Nevada Employment Security Department 1988; reported by place of work.

**Table 3.1-5. Permanent Housing in Nye County
(as of July 1, 1989)**

	Units	Percent of Total County
Single-family detached	1,532	40
Single-family attached	71	2
Multifamily	300	8
Mobile homes	1,889	49.7
Agricultural residences	10	0.3
Total units	3,802	100.0

Source: Vaidyanaphan 1990.

Table 3.1-6. Housing Inventory, Tonopah (1990)

	Units	Percent of Total
Single family	758	47.7
Two-plex	46	3.0
Three-plex	3	0.2
Apartments	173	10.9
Townhouses	11	0.7
Mobile homes	528	33.2
Available trailer hookups	69	4.3
Total	1,588	100.0

Source: Rivero 1990.

Construction is expected to be completed by fall 1991. A summary of the Tonopah real estate market is shown in Table 3.1-7.

3.1.5.3.2 On-Base Housing

On-base housing at TTR has approximately 3,600 bed spaces in serviceable condition. Rates for civilians to stay on site are \$10.50 per week or \$1.50 per night. Meals are subsidized at 1962 prices. Approximately 850 DOE contractor civilians associated with the 37th TFW stay in TTR quarters during the work week (Krumm 1990).

3.1.5.4 Community Facilities and Services

3.1.5.4.1 Education

All school districts in Nevada are organized under terms of legislation enacted in 1956. There is one school district in each county with responsibility for all public education from kindergarten through the twelfth grade. The Nye County School District consists of 12 schools. Schools that specifically service the Tonopah area are the Tonopah School, which offers grades kindergarten (K) to 12, and the Silver Rim Elementary School, which offers grades K to 5. Historical enrollment figures for the Nye County School District are provided in Table 3.1-8. The district reported an enrollment of 3,266 students in April 1990. The district employs 373 persons. The pupil to teacher ratio in the Nye County School District was 20:1 in 1987 (Nevada Department of Education 1988).

Currently, there are no dependents of military personnel enrolled in Tonopah Public School or the Silver Rim School. Therefore, Federal Education Impact Aid (FEIA) funds in lieu of taxes are not made available to the Tonopah public schools. The operating revenues of school districts in Nevada are primarily derived from local and state sources. The district's local operating revenue sources are comprised largely of a county-wide seventy-five cent property tax and a sales tax equal to 1.5% of the taxable sale. Other local operating sources to the general fund include motor vehicle privilege taxes, utility franchise fees, and earnings on investment. The state revenue sources consist of payments from the state distributive school account, pursuant to the Nevada Plan for School Finance. The plan is designed to compensate for wide local variation in resources and in cost per pupil. The Nye County School District receives revenues in accordance with this plan. The 1989/1990 per pupil budget is \$3,356 (Nye County School District 1990).

The district reached enrollment capacity in 1985. In subsequent years, the district has maintained a 5% to 6% annual growth rate. In response to overcrowding, the district received voter approval of a \$30 million bond issue to finance a county-wide building program. A new 500-student school, grades 9 to 12, is currently under construction in Tonopah and will be completed by the fall of 1991.

Table 3.1-7. Summary of Residential Sales, Tonopah (1989)

	Single-Family Residences	Mobile Homes	Two Single- Family Units ^a
Units sold	68	7	3
Total sales	\$4,090,287	\$166,000	\$143,200
Average price	\$60,151	\$23,714	\$47,733

Note: ^a May include a residence or a real or personal property mobile home.

Source: Rivero 1990.

**Table 3.1-8. Historical Enrollment Figures:
Nye County School District**

Year	Elementary	Secondary	Total
1985	1,569	1,180	2,749
1986	1,597	1,127	2,724
1987	1,539	1,093	2,632
1988	1,652	1,226	2,878
1989	1,805	1,275	3,080
1990	1,924	1,351	3,275

Source: Nevada Department of Education 1988-90.

3.1.5.4.2 Police and Fire Protection

Law enforcement in Nye County is provided by the county sheriff's department, which has 71 commissioned officers. Additional law enforcement is offered by the state highway patrol, which has 6 officers. Personnel located in Tonopah currently includes the following: one sheriff, one under-sheriff, one captain, one lieutenant, two sergeants, one detective sergeant, one animal-control officer, one truant officer, two jailers, and five deputies. The Nye County sheriff also operates a substation at TTR. This facility employs one lieutenant, one sergeant, three deputies, and one dispatcher (Perez 1990). Police protection is currently at, or slightly under, capacity.

Fire protection is provided by the fire department in Tonopah. Equipment for fire protection is provided by the county, the community, and associations affiliated with volunteer fire departments. The fire department in Tonopah has four paid personnel and is supported by volunteer fire fighters. This level of service (LOS) is sufficient for current needs.

3.1.5.4.3 Health Services

The city of Tonopah is served by the Nye County Regional Medical Center, which has 45 beds, 21 reserved for acute care and 24 for extended care. The medical center serves an area that is 100 miles in radius. Total employment for the facility is 100 full-time personnel and 15 part-time personnel, including 6 full-time physicians, 1 full-time physician's assistant, 1 nurse-anaesthetist, 16 registered nurses, and 43 licensed practical nurses. Employment increases in the summer months when local students are hired as summer help. A county-owned-and-operated ambulance service is based at the medical center. In addition to the local physician care, specialists regularly visit the area from Reno and Las Vegas. Although the medical center is currently operating at full capacity, there are no plans for expansion because funds are limited or unavailable.

3.1.5.4.4 Utilities

Water Supply. Municipal water is supplied to Tonopah by Tonopah Public Utilities. The utility services approximately 1,550 accounts in Tonopah, representing 2,500 equivalent residential units. Potable water is obtained from a well field in East Ralston Valley. The capacity of this field is approximately 1.2 million gallons per day (mgd); daily use amounts to 1 mgd. According to the acting director of Public Works, the current water system is operating near peak capacity. The utility recently added an additional well to augment supplies.

Wastewater. The public sewerage facility in Tonopah is located just north of the city, west of the cemetery. The area is served by a joint collection system with one rapid-infiltration bed complex. The current capacity of the system is 1 mgd with daily use amounting to 50% of capacity (Howerton 1990). In 1989, the treatment system was expanded to meet increased demand. The project, paid for by the utility as a capital improvement, cost approximately \$250,000 for engineering design and construction.

Solid Waste. Tonopah maintains a private contract with Hoss Disposal, Incorporated, to collect solid waste and transport it to the landfill, which is owned and operated by Tonopah. The landfill is located 3 miles east of Tonopah. Since, the landfill is not currently nearing capacity, it should remain operational into the future. Hoss Disposal employs one full-time driver in Tonopah. The landfill also employs one full-time person.

Power. Commercial power is provided to Tonopah by the Sierra Pacific Power Company. The utility provides electricity to 1,722 residential units and 329 commercial units. Power is transmitted to Tonopah by Utah Power and Light via a 230-kilovolt powerline.

Propane is used by Tonopah residents as the primary source of commercial heat in the winter months. There are two propane distributors in Tonopah: Suburban Propane and Cal-Gas Propane Gas Service. These distributors are able to meet or exceed demand for propane in Tonopah.

3.1.5.5 Public Finance

Public finance is related to the revenues and expenditures of county and city governments and special districts in the ROI. Budgets in these jurisdictions are established to allocate a broad spectrum of services to residents, including public health and safety services, public works programs, administrative and legal operations, and education and recreation programs. Revenues for these services are drawn from an equally large number of sources, including property taxes, sales taxes, local taxes and fees, and various subventions from state and federal sources. Total revenues for Nye County in 1987, 1988, and 1989 were \$10,186,321; \$12,967,702; and \$12,198,628, respectively. Total expenditures for those years were \$9,939,396; \$11,817,359; and \$16,360,813. In all years, the categories of highest expenditure were general government, public safety, and public works.

3.1.5.6 Transportation

The two principal highways in the ROI are U.S. Highways 6 and 95 (Figure 3.1-2). U.S. 95 enters Nevada at the southern tip and runs along the western border through Las Vegas, Tonopah, and several other cities before connecting with I-80 just east of the Sparks/Reno area. U.S. 6, one of only three roads that traverse the state in an east-west direction, passes through Tonopah and is used by commuters en route to the range access road. Other notable roads in the area are State Route (SR) 376, which connects U.S. 6 with U.S.50 to the north, and SR 375, which intersects U.S. 6 with U.S. 93 to the southeast.

Because the range is remotely located, travel on transportation systems in the area is low. Most commuters to the range are REECO employees. About 500 commuters live in Nye County, and it is assumed many of these travel to TTR in buses, carpools or private vehicles. H&N also employs 17 people who commute daily to TTR by bus. Most

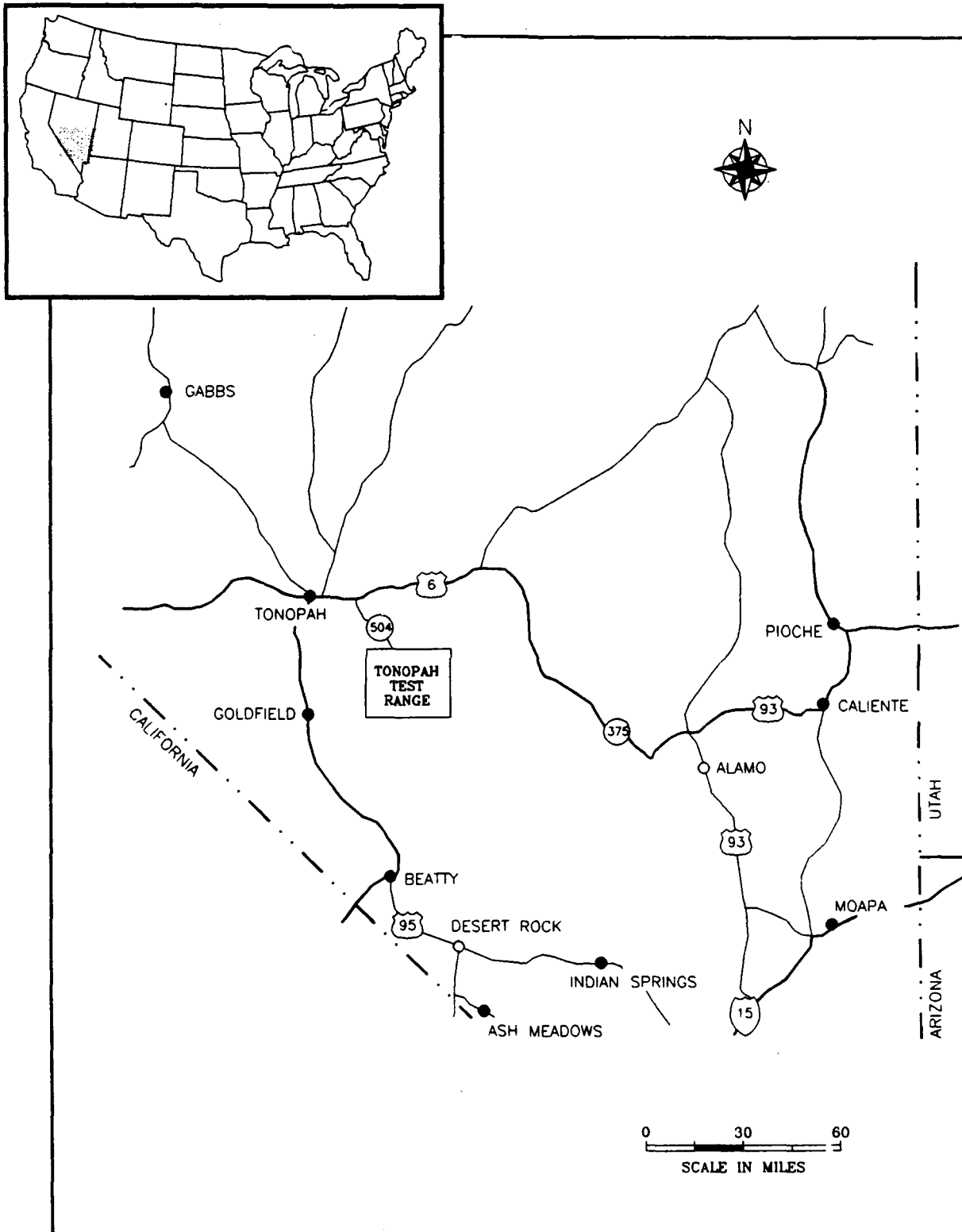


Figure 3.1-2 Tonopah Test Range Area Transportation System

personnel (550 including civilians) are flown in from Nellis AFB on a daily or weekly basis; thus, these commuters do not affect highway use in the ROI. Route 504, the two-lane access route to TTR from U.S. 6, provides adequate capacity for commuters. Although only a few miles of paved roads are found on TTR, numerous improved roads (dirt or gravel) are located throughout the area to access the various target areas and other remotely located facilities. Volumes of traffic on these roads are nominal.

The closest rail facility in the region is a branch line of the Southern Pacific Overland Route. This branch extends from the Reno/Sparks area to Mina, about 70 miles northwest of Tonopah. No lines exist to Tonopah or TTR. The Tonopah Airport is a small general aviation airport that has about 21,000 annual flight operations per year (Nevada Department of Transportation, 1990). The nearest commercial airline operations supporting Tonopah are located in Las Vegas or Reno, Nevada.

3.1.6 Biological Resources

3.1.6.1 Vegetation

Sagebrush dominates the vegetation of the lower elevations of TTR and the northern part of NAFR. Other plants, intermixed with the sagebrush, include shadscale, fourwing saltbush, rubber rabbitbrush, spiny hopsage, and horsebrush. The vegetation is adapted to varying degrees of alkalinity. This tolerance of alkalinity is essential to its survival on the poorly drained soils prevalent in this region. In areas with very high salt concentrations, these shrubs cannot survive and plant communities are dominated by *greasewood saltgrass* (Bailey 1980).

Sagebrush, the dominant plant in the region, probably occurs in abundance primarily because of overgrazing. In areas where fire and grazing have been excluded, grasses such as Palouse grass or mixed prairie-type grasses eventually become the dominant vegetation. In mountainous areas, ponderosa pine may dominate the vegetation.

The southern part of NAFR is located in the Mojave Desert, a region where vegetation is typically very sparse, with bare ground between individual plants. Various cacti and thorny shrubs are often conspicuous here, but many thornless shrubs and herbaceous plants are also present. Vegetation below 3,000 feet mean sea level (MSL) is dominated by creosote bush and chamiso. The desert mountains are almost devoid of vegetation. However, in the higher elevations along the northern limit of the Mojave Desert, Joshua trees are prominent; and at higher elevations various junipers and pinyons are encountered. The interior basins of the Mojave Desert are characterized by shallow, ephemeral playa lakes. Soils of the playas have high alkali concentrations. The alkalinity decreases away from the center of the playas, resulting in a distinct zonation of vegetation as a result of the variation in tolerance of the plants to high salt concentrations (Bailey 1980).

3.1.6.2 Animals

Large mammals that are found occasionally in the area around TTR and the northern part of NAFR are the wild horse, mule deer, mountain lion, bobcat, and badger. The most common small mammals in the region are ground squirrels, jackrabbits, kangaroo mice, wood rats, and kit fox. Some ground squirrels, especially the Belding and Townsend ground squirrels, become dormant during the hot dry summer.

Nocturnal burrowers, particularly kangaroo rats and pocket mice, dominate the southern part of the NAFR in the Mojave desert. Another common rodent, the Merriam's kangaroo rat, is closely associated with creosote bush. Other important species are the long-tailed pocket mouse and antelope ground squirrel. Common larger mammals of the region are the desert kit fox, coyote, and western spotted skunk (Bailey 1980).

According to a census made in August 1990 by the BLM, there are approximately 4,302 wild horses on the Nevada Wild Horse Range and adjacent areas, including the TTR (Durfee 1990). The number of animals in the population can vary considerably from year to year depending on a variety of environmental factors that control population size, the availability of water and food being the most important limiting factors. The movements of the animals are seasonal and depend primarily on the availability of water. In summer, the horses are found in the northern part of the TTR within 15 miles of a permanent water source. In winter, the population is found mostly in the southern part of the TTR where there is a greater abundance of food and water.

3.1.6.3 Endangered and Threatened Species

The state- and federally listed endangered, threatened, or otherwise protected species of the TTR include mammals, birds, fishes, reptiles, invertebrates, and plants. Twenty-eight federally listed species are identified in Table A-1 of Appendix A. Fifty-three state-listed species are identified in Table A-2. One hundred and twenty-eight candidate species are identified in Table A-3.

3.1.7 Water Resources

3.1.7.1 Surface Water

TTR is located in a region which has an arid climate. The average annual precipitation is about 8 inches, most of which occurs during summer thunderstorms. Winters are relatively dry, with an average annual snowfall of about 13 inches in a typical year. The mean annual open water evaporation rate in the vicinity of TTR is estimated to be 60 inches per year. The open water evaporation rate is used to estimate evapotranspiration rate and represents the upper limit of water loss from the hydrologic cycle by atmospheric conditions. The potential deficit in precipitation (average annual precipitation minus mean annual open water evaporation) for the TTR area is large, 52 inches.

TTR lies in a broad desert valley in the Basin and Range Physiographic Province along the northeast flanks of the northern Cactus Range, east of Cactus Peak. This area may be divided into playas (small temporary lakes), washes, and uplands. Most of the upland is composed of a moderately dissected pediment of the Cactus Range. Surface water is drained by shallow, ephemeral drainages to the northeast. Most of TTR lies within the Cactus Flat (a dry lake bed) Hydrographic Basin.

The land surface elevations at TTR range from 5,300 to 6,000 feet MSL. The dominant surface features in the area around TTR are dry lakes. There are two wastewater stabilization/evaporation basins which receive wastewater from TTR. The sewage system uses a combination stabilization/evaporation facility that has a surface area of approximately 17 acres (DOE and USAF 1988). Stormwater runoff from the runway and apron areas is directed into a series of detention ponds which allow solids to settle. The wastewater collection and disposal system for TTR is operated under a state of Nevada Permit, NEV 20001, for the discharge of effluent from the treatment facility to the groundwater of the state of Nevada via evaporation/percolation basins (WRC 1990). TTR has no permanent surface water features.

3.1.7.2 Groundwater

There is no permanent surface water in the Cactus Flat Basin near TTR; therefore, water resources in this part of Nevada are developed from three types of aquifers: alluvial, volcanic, and carbonate (Rush 1970). Wells drilled in Cactus Flat have all been completed in the alluvium. Wells have not been drilled deep enough to intersect a carbonate aquifer in Cactus Flat; however, exploratory drill logs show that carbonate rocks are present. Local volcanic rocks play an important role in transmitting precipitation to the alluvial aquifers, but there are no wells developed in volcanic rocks in Cactus Flat. The alluvial aquifer system is responsible for all water produced in Cactus Flat at TTR. The volume of groundwater in storage can be estimated based on the specific yield and volume of alluvial sediments. Rush (1970) estimated specific yield of sediments in Cactus Flat to range from 0.05 to 0.10. An average specific yield of 0.10 is reasonable (DOE and USAF 1988) based on well logs for Cactus Flat. This yield is consistent with values reported by Fetter (1980). There are approximately 1,800,000 acre-feet of groundwater in storage in the economically developable upper 100 feet of saturated alluvial sediments (DOE and USAF 1988). The depth of this reservoir of water averages approximately 250 feet at TTR, approximately 100 feet near area 10B, and approximately 480 feet near area 10A.

In the Cactus Flat hydrographic basin, very little water is discharged from the groundwater system by springs or evapotranspiration. Springs occurring in the mountainous regions are discharges from local perched aquifers. These mountain springs are not connected with the valley-bottom alluvial groundwater system (DOE and USAF 1988). The effect of these springs on the hydrographic system is not considered significant, and no further consideration will be given to them in the water budget. Several playas are present along the long axis of the basin. These playas have been characterized as nondischarge (groundwater recharge) playas (DOE and USAF 1988). The lack of phreatophytic vegetation in Cactus Flat precludes losses from the water table

due to transpiration. The only natural loss that can be occurring is basin underflow. It has been suggested that groundwater could be discharging (underflow) from Cactus Flat either to the adjoining Sarcobatus Flat System or to the Pahute Mesa System (Rush 1970). The estimated recharge to the Cactus Flat Hydrographic Basin is 600 acre-feet per year (AFY) (DOE, 1988). An estimated 503 AFY of water was withdrawn in 1986 (DOE and USAF 1988).

Water analyses at various times are available to characterize the water quality at ten locations within the study area (DOE and USAF 1988). None of the constituents analyzed exceeded the recommended health standards set by the Nevada Division of Health, with the exception of high pH levels at EH-1 well and Sandia #6 well. Although the pH values at these wells exceed the 8.5 pH cutoff (8.75 and 9.14, respectively), the waters do not pose health problems. There have been no significant changes in chemistry over time. The observed differences are all within the range of natural fluctuations and/or analytical accuracy (DOE and USAF 1988).

3.1.8 Archaeological, Cultural, and Historical Resources

3.1.8.1 Archaeological and Historical Resources

Southern Nevada has a long and varied record of occupation by prehistoric and historic peoples, ranging from Paleo-Indian groups, who focused on big game hunting and foraging for lakeside resources as early as 9000 B.C., to historic mining camps and towns that reflect the discovery of gold and silver near Tonopah and Goldfield in the early 1900s. Over the last 11,000 years, the area has been inhabited by a long succession of other groups characterized by a variety of adaptations to their natural environment. These adaptations include the "Western Archaic" pattern, which consisted of broad-spectrum hunting and gathering by small groups who moved frequently following the seasonal and geographical availability of food resources; Puebloan farming groups, who seem to have used the range area for hunting, gathering, and trading activities; and the protohistoric and historic Western Shoshone, who practiced a lifestyle similar to Western Archaic groups (Bergin 1979).

As a result of the long period of human use of the range area, archaeological and historic sites can be found in almost every environmental stratum. However, the spatial distribution and the density of sites are not uniform due to environmental differences in resource availability and abundance. A recent cultural resource sample survey of TTR and NAFR yielded site densities ranging from 16 sites per square mile near springs and wells to a low of 2.6 sites per square mile along lake terraces (Bergin 1979). Although the survey has examined only a small portion of TTR, a wide range of prehistoric and historic sites and isolated artifacts has been recorded. Prehistoric site types include rockshelters, lithic scatters, isolated features, and temporary camps (Crownover 1981; Bergin 1979). A number of the sites are thought to be eligible for listing on the National Register of Historic Places (Bergin 1979). TTR has five major historic mining camps and towns that collectively represent the early twentieth century mining boom in Nye County, Nevada. This common theme and their relative integrity of setting and condition suggest that these sites are eligible for listing as a discontinuous National Register District (Bergin

1979). Areas of particular sensitivity within the TTR include springs, Pleistocene lake terraces surrounding Antelope and Cactus Flat Playas, playa margins, and Breen Creek.

3.1.8.2 Native American Cultural Resources

The protohistoric and historic cultural tradition of the TTR/Nellis AFB area was established by Shoshonean groups who entered the area sometime after A.D. 1000 and exploited it for over 900 years. Southern portions of the TTR/Nellis AFB area were also used by southern Paiutes. These Native American groups were removed to a number of distant reservations shortly before the end of the nineteenth century. Resources of cultural importance to modern day Shoshoneans include native flora and fauna; sacred areas, including certain environmental features (mountain peaks and ranges, lakes and springs, caves, and unique rock formations); rock art; trails used by prehistoric and historic Native Americans; and places of burial or cremation, including ancestral settlements.

3.1.9 Hazardous Materials and Wastes

Construction activities and operation of TTR generate a variety of hazardous and nonhazardous wastes. DoD has published an implementing directive, DoD Directive 5100.50, which outlines their policy to comply with applicable federal and state regulations dealing with these wastes. TTR is managing their wastes under this directive.

The operation and maintenance of military hardware, including aerospace ground-equipment maintenance, corrosion control, vehicle maintenance, and fire training activities, generates wastes directly related to the level of activity (i.e., amount of equipment supported). These wastes are disposed of on base by recovery or collection and disposal by contractors that are state- and EPA-approved.

3.2 HOLLOMAN Air Force Base

3.2.1 Land Use

Holloman AFB is located in Otero County, New Mexico, 8 miles west-southwest of the town of Alamogordo. Primary access to the base is from U.S. 70/82. Otero County does not have any formal zoning or land-use regulations. The city of Alamogordo has concurrent jurisdiction with the county for subdivision regulations within 3 miles of the city's limit. The USAF has an AICUZ study for Holloman AFB that provides guidelines for land-use development around the base (USAF 1976).

Scattered commercial development is located to the east of Holloman AFB along U.S. 70/82 from the city boundary to the base. Land uses in the southwest portion of Alamogordo, which is near the base, include residential, light industry, commercial, and the Alamogordo/White Sands Regional Airport. Land use to the north, west, and south of the base consists mostly of undeveloped open rangeland. The majority of the land is on the WSMR, which is owned by the federal government and closed to the public. Some of the other rangeland is used for cattle grazing. Also to the west of the base is the White

Sands National Monument. Activities in the monument include picnicking, a drive through the dunes, limited hiking trails, a visitor center, and seasonal interpretive programs.

Table 3.1-1 displays land ownership for Otero County. Other land uses in Otero County include the resort area around Cloudcroft, the town of Tularosa, the Mescalero Apache Indian Reservation, the Cloudcroft and Guadalupe districts of the Lincoln National Forest, the Oliver Lee State Park, the Fort Bliss Military Reservation, scattered agriculture, and vacant rangeland.

Activity on Melrose Bombing Range affects land in Roosevelt and Curry Counties in New Mexico. Zoning and land-use planning is not actively pursued by either county. Land surrounding the Melrose Bombing Range is classified as agricultural and used primarily for cattle grazing. There are a few inhabited dwellings in the vicinity of the Range. (TAC 1985).

Airspace associated with the evaluated alternatives are listed below. The areas are located in New Mexico, Texas and Arizona. The following discussion summarizes land uses of the areas underlying these airspace units.

R-5103B, C. Located primarily over McGregor Bombing Range, a portion of the Fort Bliss Military Reservation, the land is mainly vacant, high desert land. U.S. Hwy 54 borders the western edge of the reservation. Cattle grazing is permitted on certain lots within the area delineated by the boundaries of this airspace unit. The Culp Canyon Wilderness Study area lies at the northern portion of land underlying this unit.

R-5104A. This range is part of the Melrose Bombing Range, which is located west of Clovis, New Mexico. A large percentage of this range is owned by the Air Force. Access is limited, but cattle grazing and crop growing are permitted on sections of the land underlying this airspace unit.

R-5107A. This airspace unit is located over Dona Ana Range, which is a portion of the Fort Bliss Military Reservation west of U.S. 54.

R-5107B, C, D, E, H, J. Primarily located over WSMR, portions of which are not open to the public, these airspace units also overlie the White Sands National Monument and the San Andres NWR. The high, desert-type land is primarily vacant.

R-2301. Located over the Barry M Goldwater Bombing Range and Cabeza Prieta NWR in southwest Arizona, the area is primarily vacant, high desert land. Organ Pipe Cactus National Monument borders the southeastern edge of the area underlying this airspace unit, and the southern boundary extends to the Mexican border.

Beak MOAs. These MOAs cover a portion of the Lincoln National Forest, the resort areas of Ruidoso, the Mescalero Apache Indian Reservation, the Capitan Mountains Wilderness Area and several small communities that are primarily located in the national forest. Agricultural activities, such as orchards growing and ranching, are located under portions of this area.

Talon MOA. Located over Carlsbad and Artesia, New Mexico, this MOA lies over Bradley Dam State Park, Living Desert State Park, and a portion of the Guadalupe District of the Lincoln National Forest. Carlsbad Caverns National Park is south of the MOA. There are scattered agricultural, residential, and commercial land uses under the MOA, which is primarily vacant, high desert land.

Reserve MOA. This MOA lies over portions of western New Mexico and eastern Arizona. Most of the land under the MOA is part of the Gila and Apache National Forests and includes the Gila Wilderness Area, the Blue Range Wilderness, and numerous recreation areas. The MOA overlies some small communities and ranches, as well as the Plains of San Agustin.

Valentine MOA. This MOA overlies an area of southwestern Texas to the Mexican border. The primary land use under the MOA is ranching.

Pecos MOAs. This group of MOAs located west of R-5104 and R-5105 overlies grazing land between Santa Rosa to the north and Roswell to the south. The entire town of Ft. Sumner lies beneath the Pecos East MOAs. The Pecos East Low MOA has a floor of 1,500 feet AGL over the town. The Bitter Lake National Wildlife Refuge and Salt Creek Wilderness lie just outside the MOAs to the south.

Existing MTRs. Existing MTRs in the vicinity of Holloman AFB include IRs-133, 134, 111, and 144 and VRs-100/125, 176, 196, and 1233. They extend to the west, northeast, east, and southeast of WSMR as far as the Mexican border. Areas overflown west of WSMR are predominately public and state lands interspersed with private ranching. VR-176 passes over the Gran Quivera National Monument, the Sevilleta NWR, the west side of the San Mateo Mountains in the Cibola National Forest, and the Gila National Forest. A portion of the MTR also passes over sparsely inhabited private lands west of Truth or Consequences and Hatch. VR-176 and IR-1233 pass over or near the Bosque del Apache NWR, Aldo Leopold Wilderness, the Gila Wilderness, the Gila Primitive Area and a number of wilderness study areas. MTRs to the north and east of WSMR pass over rural, primarily private lands on the way to Melrose Bombing Range. VR-100/125 and IR-111 skirt the northern boundary of Lake Sumner State Park, and VR-100/125 touches the northeastern tip of the Bitter Lake NWR, Salt Creek Wilderness and the Capitan Mountains Wilderness. To the southeast, the MTRs pass over primarily public and state lands with some grazing.

Proposed Modified MTRs. Revisions of IR-134 are proposed. The MTR would pass between Roswell and Artesia, head south to the east of Artesia and Carlsbad into Texas, and come back north near the McGregor Bombing Range. A short leg would overlie a wilderness study area between Carlsbad Caverns National Park and Guadalupe Mountains National Park to tie into existing IR-134 which passes over the Brokeoff Mountains Wilderness Study area. The area under the proposed MTR consists of sparsely populated rural lands with public lands predominating along the southern portion of the route. IRs-111 and 133 will be tied together northeast of Holloman AFB. Additional segments from VR-100 to Red Rio and Oscura Bombing Ranges overfly ranch lands east of Vaughn.

3.2.2 Atmospheric Resources

3.2.2.1 Climatology

Holloman AFB is centered in the Tularosa Basin with mountain ranges to the east and west. The climate is arid with a low annual rainfall and low relative humidity. The mountain ranges to the east and west have a significant influence on the local weather.

The mountains cause vertical lifting of approaching air masses, which often produces rainshowers and thunderstorms. The San Andres Mountains to the west of Holloman tend to block advection of low-level moisture. The Sacramento range east of the AFB tends to block the intrusion of polar air masses that move south over the Great Plains. Occasionally, a strong storm system will push a cold front over the mountains and produce an east-to-west frontal passage. However, most cold fronts approaching this area will normally push south into eastern New Mexico and west Texas, remaining east of the Sacramento Mountains. Low-level moisture from the Gulf of Mexico is also blocked by the Sacramento Range. Holloman receives most of its total annual rainfall from thunderstorm activity during the period from May through October. These thunderstorms are due primarily to a combination of orographic lifting and convection. The storms are variable in location and intensity. Frontal and squall-line thunderstorms occur infrequently. Normally, the most favorable weather conditions for general base operations occur during late October through the end of November. The winter season is generally dry and is characterized by clear skies and erratic snowfall. Typically, the snow melts within 24 to 36 hours after falling. The period from March to May is characterized by a strong westerly wind, which results in blowing dust and sand. These strong winds cause the formation of turbulent mountain eddies in and around the basin areas.

The climate in this area is characterized as arid, and topographic effects from the mountains tend to alter the course of approaching weather systems. The average annual rainfall varies from a few inches in the desert areas to 12 or 13 inches in some local areas influenced by orographic lifting and thunderstorms. Generally, there is insufficient natural moisture to support the growth of any but the most hardy desert vegetation. The period between July and September furnishes almost half of the annual moisture, with most of the rain falling in the form of brief but heavy thundershowers. Prolonged rainy spells are practically unknown in this region. These summer showers tend to moderate the summer daytime temperatures. Snowfall can average 10 inches or more annually, but snow rarely remains on the ground for more than 24 hours.

Temperatures in this region are characteristic of dry, continental climates. Daytime maximum temperatures average 90°F and will occasionally reach 100°F or higher. Daytime temperatures in the winter average in the 50s(F). Muggy days are unknown in this region. The typical humidity during the warmer portion of the day is around 30%.

Typical of the climate in this region are the large number of clear days and the high percentage of sunshine. Sunshine is recorded during more than three-fourths of the hours from sunrise to sunset. This high percentage of sunshine carries throughout the winter months. Wind movement throughout the year averages from 5 to 10 miles per

hour. However, during the late winter and spring months, the average wind speed is somewhat higher, and occasional windy, dusty days result. Dust storms occur several times each year. Tornadoes and extremely damaging storms rarely occur in this region.

3.2.2.2 Air Quality

Table 3.2-1 summarizes federal (NAAQS) and state primary and secondary standards applicable for New Mexico. Historically, the air quality throughout this region has been good. The state air monitoring stations that underlie the MOAs and the ranges generally report that the ambient air is in attainment with NAAQS. Several areas (e.g., Grant County, 110 miles to the west, and Bernalillo County, 140 miles to the northwest of Alamogordo) are in nonattainment status for some parameters with respect to NAAQS. Activity from the evaluated alternatives would not take place in these areas.

Air quality monitoring has been conducted at one station in Alamogordo by the state EPA. The concentration of particulates in the area was evaluated using the highest and second-highest 24-hour averaging times. Table 3.2-2 shows the maximum concentrations for particulates during the period 1985 through 1988. No monitoring data are available for the other criteria pollutants for this region. No air quality monitoring has been conducted specifically in the region of the ranges and the MOAs. However, the state EPA also indicates that ambient concentrations of particulates and sulfur oxides in the vicinity of the Melrose Bombing Range are better than the national standards. Other pollutants including ozone, carbon monoxide and nitrogen oxides cannot be classified or are also better than the national standard (TAC 1985).

3.2.3 Noise

Aircraft noise in the vicinity of Holloman AFB had been addressed in the 1976 AICUZ study (revised in 1988). This study identified primary causes of noise to be flight and ground run-up operations of Holloman-based AT-38B aircraft of the 479th TTW, F-15 aircraft of the 49th TFW and a small number of other transient aircraft. Flight operations on a typical busy day at the base comprise 143 departures (and arrivals) of AT-38Bs, about 73 departures (and arrivals) of F-15s, and about 9 arrivals (and departures) by transient aircraft. Less than 1% of these operations occur during night-time (2200 to 0700 hrs. local time) and are mainly by F-15 aircraft departing Holloman just prior to 0700 hours. Ground run-up facilities for engine maintenance and power checks are used for the based F-15 and AT-38B aircraft. Noise suppressors are used for engine tests.

An analysis of the current noise exposures around Holloman AFB has been performed by the U.S. Air Force Engineering and Services Center (AFESC/DEMP) at Tyndall AFB, Florida. This analysis uses the noise prediction capabilities of the Air Force NOISEMAP computer program and is based on a detailed description of the flight and ground maintenance operations at Holloman. The analysis provides mapped contours of the L_{dn} noise exposures around the base, depicted at L_{dn} values of 65 dB and above at 5dB intervals, and estimates of the total areas (in acres or square miles) within the respective noise contours. Estimates of noise impacted residential populations and the number of people expected to be "highly annoyed" by aircraft noise can be derived by

Table 3.2-1. Ambient Air Quality Standards

	<u>New Mexico Standard</u>	<u>Federal Primary Standard</u>	<u>Federal Secondary Standard</u>	<u>Nevada Standard</u>
Suspended Particulate Matter (PM₁₀)				
1. 24-Hour Average	150 $\mu\text{g}/\text{m}^3$	150 $\mu\text{g}/\text{m}^3$	--	150 $\mu\text{g}/\text{m}^3$ *
2. Annual Arithmetic Mean	60 $\mu\text{g}/\text{m}^3$	50 $\mu\text{g}/\text{m}^3$	--	
Sulfur Dioxide (SO₂)				
1. 24-Hour Average	0.10 ppm	365 $\mu\text{g}/\text{m}^3$	--	0.10 ppm
2. Annual Arithmetic Mean	0.02 ppm	80 $\mu\text{g}/\text{m}^3$	--	
3. 3-Hour Average	--	--	1300 $\mu\text{g}/\text{m}^3$	
Carbon Monoxide (CO)				
1. 8-Hour Average	8.7 ppm	10 $\mu\text{g}/\text{m}^3$	9 ppm	
2. 1-Hour Average	13.1 ppm	40 $\mu\text{g}/\text{m}^3$	35 ppm	
Ozone (O₃)				
1. 1-Hour Average	0.06 ppm	235 $\mu\text{g}/\text{m}^3$	0.12 ppm	
Nitrogen Dioxide (NO₂)				
1. 24-Hour Average	0.10 ppm	--	--	
2. Annual Arithmetic Mean	0.05 ppm	100 $\mu\text{g}/\text{m}^3$	0.05 ppm	
Lead (Pb)				
1. Calendar Quarterly		1.50 $\mu\text{g}/\text{m}^3$	1.50 $\mu\text{g}/\text{m}^3$	

* The 24 hour TSP standard for Nevada is 150 $\mu\text{g}/\text{m}^3$, except the Las Vegas metropolitan area, which is 260 $\mu\text{g}/\text{m}^3$.

**Table 3.2-2. Maximum Concentrations of Particulates for
Alamogordo, New Mexico, 1985 - 1988**

Year	High 24-Hour Average ($\mu\text{g}/\text{m}^3$)	2nd High 24-Hour Average ($\mu\text{g}/\text{m}^3$)	Annual Geometric Mean ($\mu\text{g}/\text{m}^3$)
1985	203	144	58
1986	615	233	64
1987	450	227	74
1988	264	215	73

demographic analysis of the areas within the L_{dn} noise contours and by use of established relationships between L_{dn} noise levels and annoyance criteria (CHABA, 1981).

This analysis has been performed for two operational conditions at Holloman AFB. The first analysis pertains to the operational conditions described above, which is representative of 1989/1990 conditions. The second analysis pertains to the near-future baseline case in which the 479th TTW will be reduced and AT-38B aircraft operations will be reduced to 25% of those described above. This latter scenario represents the baseline case for noise analysis and assessment of other potential actions discussed in Section 4.0 of this document.

Table 3.2-3 shows the amount of land areas within the L_{dn} noise exposure contours for each of the above cases. The reduction of the 479th TTW will reduce the contour areas from those currently exposed by 10% above L_{dn} 64dB, 14% above L_{dn} 70dB and about 20% above L_{dn} 75dB.

Figure 3.2-1 shows the L_{dn} noise exposure contours for the baseline case (1988 AICUZ condition after the reduction of the 479th TTW) (USAF 1976). Those contours do not enclose any civilian residential property. Aircraft noise from Holloman flight and maintenance operations will therefore be perceived in the land areas within the L_{dn} 65dB contour by base personnel, the travelling public and civilians working in the impacted areas. Outside of the L_{dn} 65dB contours, aircraft noise exposure will be at a level deemed to be acceptable for residential and other land uses (HUD, FAA, DoD).

Noise from military aircraft operations also occurs in other land areas within the region of Holloman AFB. These noise exposures are mainly associated with flight operations on MTRs, MOAs, and practice bombing ranges. Supersonic flight activity and consequent sonic boom occurrences are restricted to approved airspace above 10,000 feet MSL in the Lava/Mesa sectors over (approximately) the northern two thirds of the White Sands Missile Range and Valentine and Reserve MOAs.

Since the alternative actions would have various and differing effects on the noise exposures under the military airspaces, an estimate is made of the current noise climate for each potentially affected area as follows:

Beak MOAs. The Beak MOA comprises Beak A, B, and C airspace with a floor altitude of 12,500 feet MSL for flight activity. This corresponds to between 2,500 feet and 6,000 feet above the varying terrain elevations. Overflights of populated areas under the MOA are typically at altitudes above 5,000 feet AGL. Noise exposures under the Beak A, B, and C airspaces have been calculated based on a typical usage of the airspace by F-15, AT-38B, F-4, and F-16 aircraft on an average busy day. The noise exposure model evaluates the L_{dn} value that would be caused throughout the overflowed land area if all flight operations occurred at 5,000 feet AGL and the flight time in each airspace is 15 minutes per sortie.

The estimated noise exposure for existing (current) and baseline (after the 479th TTW reduction) conditions are shown in Table 3.2-4 for each amount of flight activity. The

**Table 3.2-3. Land Areas Within L_{dn} Noise Exposure Contours
at Holloman AFB**

L _{dn} Contour	Land Area Within Contour (Sq.Miles)		% Change
	Current	Baseline	
65	42.4	38.5	-9.2%
70	19.6	16.6	-15.3%
75	9.0	7.1	-21.1%
80	4.6	3.7	-19.6%

* After reduction in force of 479th TTW

1. Land areas are cumulative,
2. Land areas computed using NOISEMAP 6.0 Noise Exposure Model, and based on AICUZ analysis with modifications for baseline case (1988 revisions).

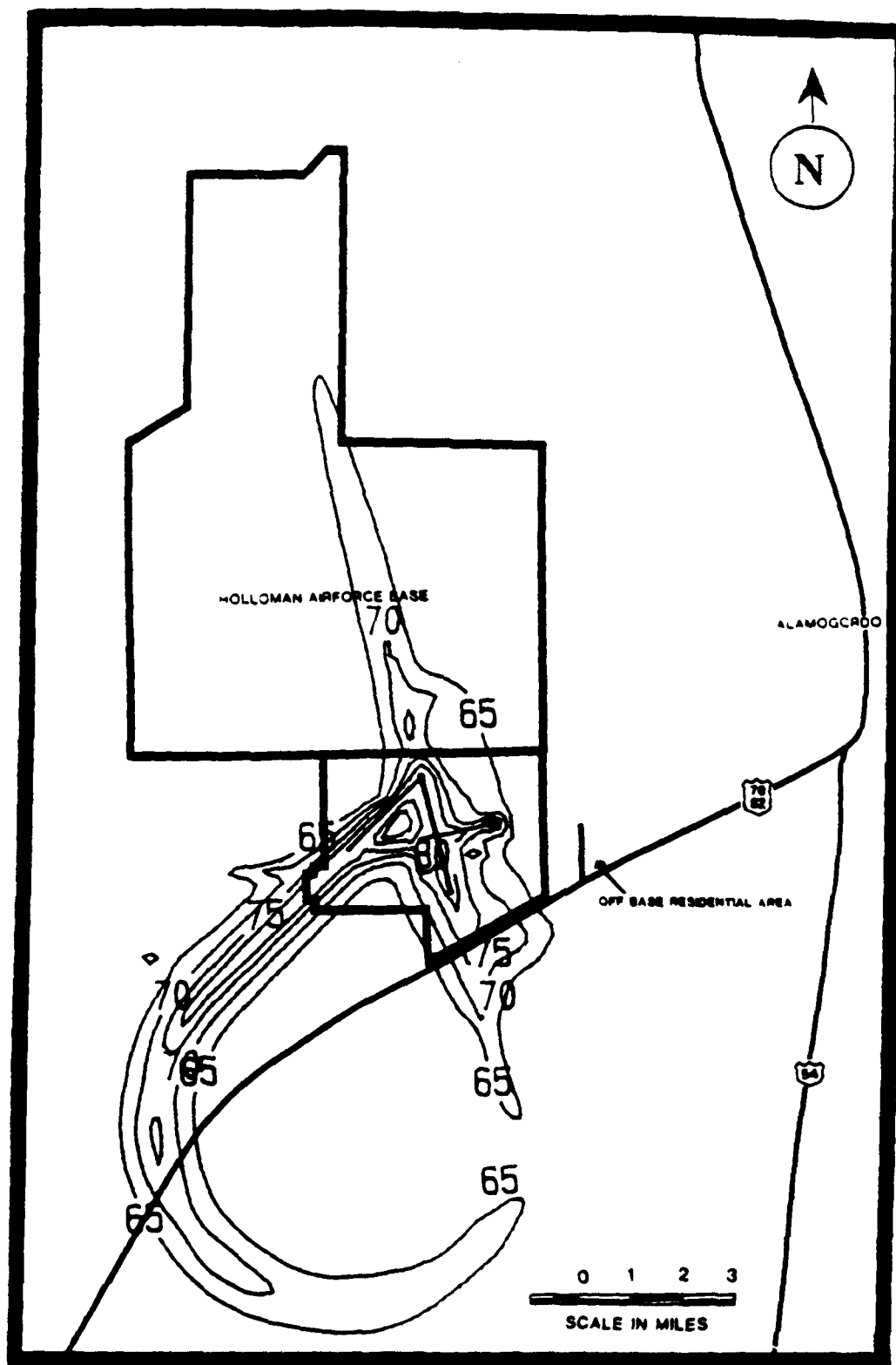


Figure 3.2-1 Baseline Noise Environment at Holloman AFB

L_{dn} values are shown to be less than 50 dB below the MOA. The reduction of the 479th TTW results in negligible change to L_{dn} values due to the dominance of F-15 noise levels in the overall exposure. The maximum single event noise level of 96 dB(A) is caused by an F-15 at 5,000 feet AGL. AT-38B noise levels are substantially lower than those of the F-15.

The land area under the Beak MOAs is about 2,670 square miles which includes a major portion of Lincoln county and the Mescalero Indian Reservation. The population under the MOA totals about 12,000 of whom 7,270 reside in the communities of Ruidoso, Ruidoso Downs, and Capitan, and 2,649 reside in the Indian Reservation. Less than 2% of the noise-exposed population would be expected to be "highly annoyed" by aircraft operations in the Beak MOAs.

Talon MOA. The Talon MOA airspace is used by AT-38B and F-15 aircraft above a floor altitude of 12,500 feet MSL. The estimated noise exposure level, L_{dn} , under this MOA is shown in Table 3.2-4 to be less than 50 dB with a maximum single event noise level of 96 dB(A) occurring during an F-15 overflight at 5,000 feet AGL.

The land area under the Talon MOA is approximately 1,930 square miles, most of which is in Eddy County, New Mexico. Two main population centers lie within the eastern boundary of this land area; the town of Artesia with a population of about 11,000 and the town of Carlsbad with a population of about 26,000. The total county population is of the order of 50,000. For L_{dn} noise exposure of 50 dB, about 2% of the population would be expected to be "highly annoyed" by the military aircraft noise.

Oscura Bombing Range. Flight activity on the Oscura Bombing Range is predominantly by AT-38B aircraft from the 479th TTW at Holloman AFB (90%), most of the remainder being A-7 aircraft from the 150th Tactical Fighter Group (TFG) at Kirtland AFB and F-111 aircraft from Cannon AFB. These aircraft perform bombing passes over a target area using two non-concentric, overlapping racetrack patterns which cover a total (enclosed) land area 10.5 miles wide and 7.5 miles long (north-south). This area is inaccessible to the public. Worst-case noise conditions occur under segments of each racetrack pattern (less than 10 statute miles) where the aircraft accelerates at 500 feet AGL before performing a climb toward and over the target area. Noise levels under these segments exceed 102 dB(A) in maximum A-weighted sound level for each overflight of an AT-38B and 118 dB(A) for an A-7, which corresponds to an average active day L_{dn} value of the order of 86 dB based on a total of 250 passes on the daily designated pattern. The reduction of the 479th TTW will reduce the AT-38B operations and consequently reduce the L_{dn} value to 84 dB.

Red Rio Bombing Range. The Red Rio Bombing Range is also used by the 479th TTW and 150th TFG and has less than 50% of the activity of the Oscura Bombing Range. Flight activity comprises bombing runs on two non-concentric racetrack patterns which have a common straight segment of about 3 miles toward and over the target area. The land area enclosed by the patterns is about 12.5 miles wide and 7.5 miles long (north-south). Noise levels from a typical overflight at the lowest flight altitude segment of the patterns are identical to those estimated for the Oscura Bombing Range while the worst

Table 3.2-4 Flight Activity and L_{dn} Noise Exposure Levels for the Beak A, B, C, and Talon MOA's

	Beak A	Beak B	Beak C	Talon
<u>Existing Conditions</u>				
Sorties/year				
AT-38	3,124	7,600	7,133	6,496
F-15	208	227	276	880
F4/F16	55	31	24	0
L _{dn} , dB	46	48	47	49
<u>Baseline</u>				
Sorties/year				
AT-38	1,175	1,177	1,177	3,535
F-15	208	227	276	880
F4/F16	55	31	24	0
L _{dn} , dB	46	47	47	49
Maximum Single-Event Sound Exposure Levels, dB	96	96	96	96

case L_{dn} would be 81 dB. The scheduled reduction of the 479th TTW will reduce the baseline L_{dn} to 79 dB although single event noise levels will remain as at present but will occur less frequently.

The Red Rio Bombing Range area is inaccessible to the public and does not contain any residential structures. A major highway, US 380, traverses WSMR just north of one of the racetrack patterns and within 1,500 feet of where aircraft operate at 500 feet AGL. Noise levels at the highway during a pass are estimated to be of the order of 87 dB(A) maximum A-weighted sound level for an AT-38B and 104 dB(A) for an A-7.

McGregor Bombing Range. The McGregor Bombing Range is in remote countryside and is typically used by the 479th TTW AT-38B aircraft on one racetrack pattern about 7 miles wide and 7 mile long (north-south). Flight procedures are similar to those at Oscura and Red Rio Bombing Ranges but the frequency of usage is typically on the order of 200 passes per average busy day. Worst-case single event noise levels under the lowest altitude segments of the pattern are identical to those at Oscura Bombing Range and the highest L_{dn} under the McGregor pattern is estimated to be on the order of 81 dB at present, and 68 dB after the scheduled reduction of the 479th TTW. Route 506 passes within 1,500 feet of the southernmost segment of the flight pattern.

Melrose Bombing Range. The noise environment in the vicinity of Melrose Bombing Range has been addressed in a recent environmental assessment for realignment of Cannon AFB (USAF TAC, 1989). The EIS addressed proposed increases in usage of Melrose Bombing Range by TAC and Strategic Air Command (SAC) aircraft, including the FB-111 aircraft to be relocated to Cannon AFB. Part of the FB-111 relocation occurred in 1990 and an increase in Melrose Bombing Range sorties has been reported for the period October 1989 to September 1990 (Cannon AFB/27th TFW/DOO 1991). The reported flight activity for this period was a total of 5,930 sorties flown during 252 active range days. This is an increase of 6.8% relative to 5,554 sorties per year reported for Melrose Bombing Range in the October 1988 through September 1989 period. This would increase L_{dn} noise exposures in the vicinity of the Range by less than 0.3 dB, since noise exposures were and are predominantly caused by F-111 aircraft based at Cannon AFB.

The land area within the L_{dn} 65 dB noise contours under the Melrose Bombing Range flight paths was previously estimated to be 60 square miles, with a resident population of 74 persons (USAF TAC, 1989). This estimate is representative of current conditions at the range. Single event noise levels under the range flight paths are highest in the immediate vicinity of the Bombing Range which is not populated. Under the remainder of the racetrack flight patterns, single event noise levels vary from about 100 dB(A) to 118 dB(A) depending on the aircraft type and altitude above ground level (400 feet to 1,000 feet typical).

Low-Level MTRs. Nine low-level MTRs in the ROI of Holloman AFB may incur changes in use and, therefore, changes to noise exposures under their flight paths due to the alternative actions. Existing noise exposure conditions and those after the scheduled reduction of 479th TTW have been estimated using the Air Force ROUTEMAP

computer program. This method evaluates an L_{dnmr} noise exposure metric which is similar to L_{dn} but includes a penalty of up to 5 dB to account for the sudden onset rate of low-level flight noise and also uses the busiest month flight operations to assess the average day noise exposure.

Table 3.2-5 summarizes the flight operations on each of these routes for a busiest-month case, which is based on a 50% increase in sorties relative to an average month, and also shows the highest values of L_{dnmr} that occur directly under the route centerline. These L_{dnmr} values vary over a route due to variations in route width and consequent dispersion of actual flight tracks across the route width. Special Operating Procedures are designed to avoid overflight of noise sensitive areas and other significant sites such as the Gran Quivira Monument.

The L_{dnmr} values shown in the table do not change by as much as 1 dB due to the reduction of the 479th TTW because the F-15 aircraft have much higher noise levels than AT-38B aircraft, and there will be a continuation of AT-38B operations at a lower sortie rate in the baseline case. The highest L_{dnmr} values occurring under these MTRs are in localized areas where two or more routes cover the same ground track (i.e., VR-100/VR-125) or where routes intersect (i.e., VR-100/VR-125/IR-133). Under VR-100/VR-125, the highest L_{dnmr} level occurs under the narrowest width segment of the route (Segments B-F) where the combined L_{dnmr} level is 60.5 dB. The highest L_{dnmr} at an intersection of routes occurs near the town of Willard, New Mexico, where the L_{dnmr} is 58 dB at the intersection of VR-100/VR-125, and IR-133.

WSMR Supersonic Airspace. The Lava/Mesa airspace (within R-5107B/C) is the primary air combat maneuver (ACM) training arena for fighter aircraft at Holloman AFB and is authorized for supersonic flight activity. This area is shown in Figure 3.2-2. A recent survey of sonic boom occurrences on the land areas below this airspace (Plotkin, et al., 1989) and documented activity records for the airspace show that during a 6-month period, 4,600 ACM sorties were flown, 72% of which were by F-15 aircraft. Measurements at 35 sonic boom monitor stations, distributed over 2,600 square miles of land below the airspace, indicated that a total of 591 sonic booms occurred during the 6-month period. Near the middle of the area, the average sonic boom had a peak overpressure of slightly less than 1 psf, 99% of all sonic booms were less than 4 psf, and none exceeded 7 psf. The C-weighted L_{dn} (L_{cdn}) at the center of the area was 52.4 dB (L_{cdn}) and the more typical value for the entire area was an L_{cdn} of between 45 dB and 50 dB for an average day.

3.2.4 Airspace Management

3.2.4.1 Existing Holloman AFB Terminal Airspace Structure

3.2.4.1.1 Controlled Airspace

With respect to the exercise of ATC within the Holloman terminal airspace structure, aircraft landing at or taking off from Holloman AFB are controlled by the base air traffic control tower (ATCT) facility. An approach control area has been established

**Table 3.2-5 L_{dnmr} Noise Exposures Under Low-Level
MTRs Near Holloman AFB (Current and Baseline Conditions)**

MTR	Aircraft	Worst Month Sorties	L_{dnmr} , dB under Route	
			Current	Baseline
VR-100	F-111, F-4 and others	38	51 - 59	51 - 59
VR-125	F-111, F-4 and others	15	46 - 55	46 - 55
VR-176	A-7, AT-38 and others	181	54 - 58	54 - 58
VR-196	RF-4C	47	50	50
VR-1233	F-16, AV-8 A-7, A-10 A-4 and others	49	51	51
IR-111	F-111, and others	63	59	59
IR-133	F-15, AT-38	73	54	54
IR-134	F-15, AT-38	76	50	50
IR-144	RF-4C and others	52	49 - 51	49 - 51

See Figure 2.2-1 showing affected MTRs

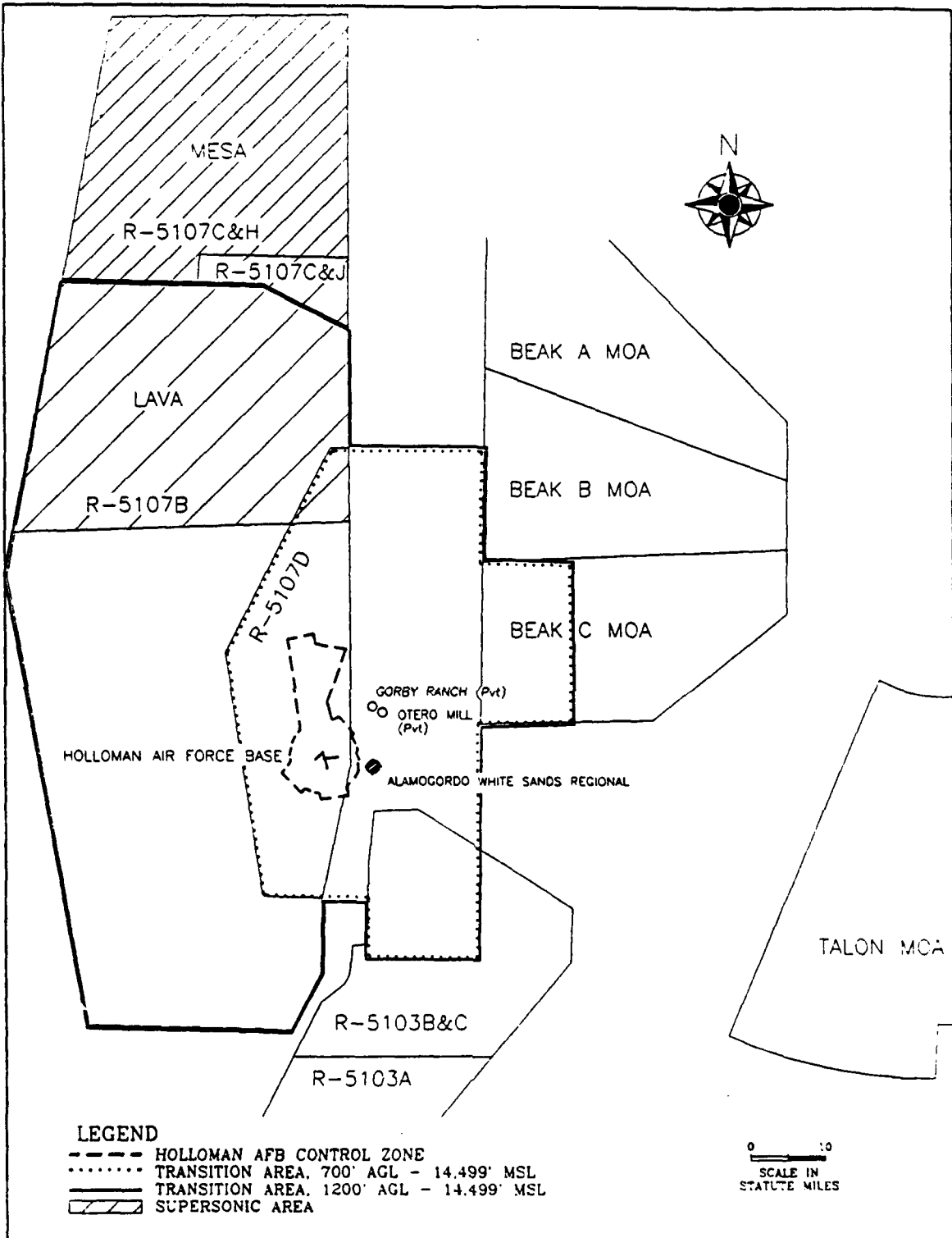


Figure 3.2-2 Controlled Airspace, Holloman AFB

in order to provide ATC approach and departure services to Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) aircraft transiting between those airports located within the approach control area and the enroute airspace system.

Controlled airspace relevant to the Holloman airspace environment includes a control zone, a transition area, and a continental control area. A control zone is airspace that is typically circular, with a radius of 5 statute miles around a primary airport, plus any extensions that are needed to include instrument arrival and departure paths. Holloman AFB is the primary airport around which a control zone has been established (Figure 3.2-2). The Holloman AFB control zone contains no other military or civil airports.

A transition area is controlled airspace around a primary airport designated to contain arriving and departing IFR operations within a terminal area, or while transiting between the terminal area and the en route airspace system. Transition areas established for an airport terminal area can contain one or several airport facilities with instrument approach procedures. Holloman AFB is located within a transition area that also contains the Alamogordo-White Sands Regional Airport (Figure 3.2-2). Holloman AFB has four published low-altitude instrument approach procedures and ten published high-altitude instrument approach procedures. The Alamogordo-White Sands Regional Airport has two published low-altitude instrument approach procedures.

The Holloman approach control area consists of airspace delegated to the USAF-operated radar approach control (RAPCON) facility located at Holloman AFB by the FAA air route traffic control center (ARTCC) in Albuquerque, New Mexico. Figure 3.2-3 depicts the lateral boundaries of the Holloman approach control area. The vertical limits of this approach control area are between the surface and 22,000 feet (flight level [FL] 220). In addition to Holloman AFB, five civil airports are located within the Holloman approach control area. Of the five civil airports, two are public-use airports (Alamogordo-White Sands Regional Airport and Carrizozo Municipal Airport) and three are private-use airports (Gorby-Ranch, Otero Mill, and Timberon). Holloman approach control provides both IFR and VFR services to Holloman AFB and the Alamogordo-White Sands Regional Airport. None of the other civil airports have instrument approach procedures; however, Holloman approach control can provide radar vectoring and traffic advisory services to VFR aircraft inbound to or departing Gorby-Ranch and Otero Mill. The RAPCON can only provide very limited services to the Timberon and Carrizozo airports due to limited coverage of the Holloman radar.

The Holloman approach control area is somewhat unique in that the western portion of this airspace is coincident with WSMR restricted airspace (R-5107D), which is controlled by the U.S. Army. This airspace area is shown in Figure 3.2-3. The uniqueness lies in the fact that the approach control area contained in the WSMR airspace, including the airspace that overlies Holloman AFB, can be closed by WSMR to accommodate the research and development (R&D) test users of the range. With respect to the airspace overlying Holloman AFB, there is a stipulation that the WSMR mission control must give RAPCON 72 hours notice prior to its closure. These constraints do not affect the Alamogordo-White Sands Regional Airport because it lies in the portion of the Holloman approach control area that is outside of WSMR airspace.

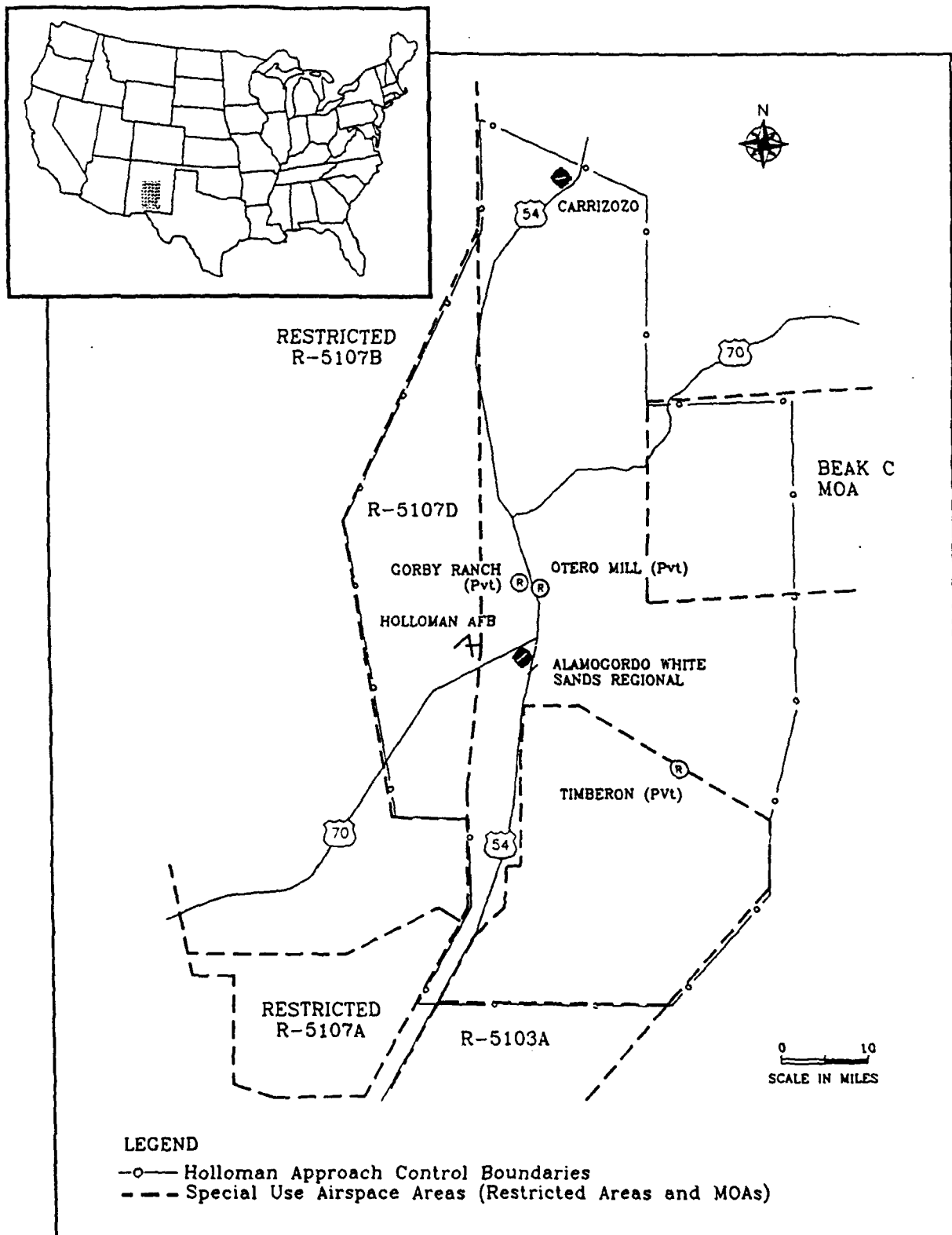


Figure 3.2-3 Approach Control Area, Holloman AFB

The continental control area includes airspace, at and above 14,500 feet MSL, that is outside of restricted or prohibited areas in the 48 contiguous states. With respect to airspace in the Holloman ROI, the continental control area overlaps that portion of Holloman's approach control airspace outside of the restricted areas between 14,500 feet MSL and FL220.

3.2.4.1.2 Uncontrolled Airspace

Uncontrolled airspace in the Holloman ROI basically includes all of the airspace outside of the lateral boundaries of the terminal transition area between the surface and 14,500 feet MSL, which is the floor of the continental control area. From an ATC standpoint, this uncontrolled airspace will include areas within the various restricted areas and the Beak MOAs.

3.2.4.1.3 Airspace for Special Use

MTRs applicable to the proposed alternatives for Holloman AFB consist of both IRs and VRs. MTR hours of operation can vary from specific time periods to continuous. Military flight operations in these MTRs normally occur at speeds greater than 250 knots and generally at altitudes below 10,000 feet MSL. Both the altitudes and the width of an MTR vary to accommodate training needs.

There are nine different MTRs that will require consideration relative to the proposed alternatives at Holloman AFB. Table 3.2-6 delineates each of these MTRs. This table also shows the range of altitudes associated with each MTR and the total number of sorties conducted on each route for the period between October 1989 and September 1990.

Other airspace associated with the Holloman terminal area consists of the Holloman AFB airport traffic area (ATA). ATAs are established at airports with an operating control tower and, unless otherwise specified, consist of airspace within a radius of 5 statute miles of the airport center. An ATA includes altitudes from the surface up to, but not including, 3,000 feet AGL. An aircraft cannot operate within the ATA unless the aircraft is landing or taking off from Holloman AFB, or the pilot has been authorized by Holloman ATC to transit the ATA.

3.2.4.2 Existing Holloman AFB/WSMR Special Use Airspace Structure

Two types of special use airspace, restricted areas and MOAs, are applicable to Holloman AFB activities. In addition, ATC assigned airspace areas (ATCAAs) have been established in conjunction with the existing special use airspace areas.

3.2.4.2.1 Restricted Areas

There are a total of 17 designated restricted areas in the Holloman AFB/WSMR area. Of these 17 restricted areas, 12 are controlled by and for the primary use of WSMR. The remaining five restricted areas are designated for use by U.S. Army activities

**Table 3.2-6. Military Training Routes,
Operating Altitudes and Aircraft Sorties**

MTR	Operating Altitudes	Sorties (Oct. 1989-Sept. 1990)
VR-100	Surface -12,500'MSL	305
VR-125	Surface -12,500'MSL	118
VR-176	100' AGL - 5000'AGL	1,448
VR-196	100' AGL - 9800'MSL	375
VR-1223	500' AGL -1500'AGL	392
IR-111	100' AGL -16,000' MSL	502
IR-133	100' AGL -14,000' MSL	582
IR-134	100' AGL -14,000' MSL	604
IR-144	100' AGL -17,000' MSL	418

out of Ft. Bliss in El Paso, Texas. Holloman AFB-based aircraft and transient military aircraft conduct flight operations in 12 of those 17 restricted areas. WSMR has operational control of 9 of the 12 areas (R-5107 B, C, D, E, H, and J, and R-5111 A, B, and C) while the other 3 (R-5103 B and C, and R-5107A) are under the operational control of Ft. Bliss. Table 3.2-7 delineates these restricted areas and the operating altitudes associated with each area. As shown in Figure 3.2-2, Holloman AFB is located within the boundaries of R-5107D.

Table 3.2-8 shows the number of sorties conducted in those restricted areas most heavily used by Holloman aircraft and for which specific sortie data were available.

Because of the nature of WSMR activities, a national priority system and a White Sands priority system prescribe the usage of the restricted areas controlled by WSMR. Thus, interaction of Holloman AFB and WSMR activities has over the years resulted in continued competition for and cooperation over the use of the restricted airspace controlled by WSMR (McGrath 1990,b). The priority system in effect gives the lowest airspace-use priority to all programs, including TAC training, that do not involve R&D and operational testing at WSMR. The lowest priority is currently given to the 479th TTW and 49th TFW tactical training programs.

Three air-to-ground weapons ranges used by the 479th TTW and by transient tactical aircraft underlie portions of six restricted airspace areas. The 49th TFW, because of its air-to-air combat mission, does not use surface-weapon ranges. The Oscura Bombing Range is located within the northeastern boundaries of R-5107B and R-5107D. The Red Rio Bombing Range underlies the northeastern corner of R-5107B. R-5107J is always used in conjunction with the Red Rio Bombing Range, when active, to provide additional airspace for the range flight patterns. The McGregor Bombing Range underlies R-5103B and C airspace. Table 3.2-9 delineates the number of sorties conducted on each of these weapons ranges in calendar year (CY) 89. Melrose Bombing Range, 155 miles northeast of Holloman AFB, used primarily by transient aircraft and aircraft based at Cannon AFB, is also in the ROI of Holloman AFB.

3.2.4.2.2 Military Operations Areas

Six MOAs most heavily used for Holloman AFB military flight training activity are the Beak A, B, and C MOAs, Valentine, Reserve and Talon MOAs. As shown in Figure 2.1-2, the Beak MOAs are located to the northeast of Holloman AFB, and the Talon MOA is located to the east and southeast of the base. The vertical limits of all four MOAs are between floor altitudes of 12,500 feet MSL and ceilings up to, but not including, 18,000 feet MSL. Table 3.2-10 delineates the number of sorties flown in these MOAs during the period from October 1, 1989, to June 30, 1990 (HQ TAC DOSE 1990). Extrapolated over a one year period MOA sorties would total approximately 26,053. Other MOAs used include the Pecos, Morenci, and Tombstone MOAs.

Table 3.2-7. Restricted Areas Used by Holloman Air Force Base

Restricted Area	Base Altitude (ft)	Ceiling Altitude (ft)
R-5103B	Surface	12,500 MSL
R-5103C	12,500 MSL	Unlimited
R-5107A	Surface	Unlimited
R-5107B	Surface	Unlimited
R-5107C	9,000 MSL	Unlimited
R-5107D	Surface	22,000 MSL
R-5107E	Surface	Unlimited
R-5107H	Surface	9,000 MSL
R-5107J	Surface	9,000 MSL
R-5111A	13,000 MSL	Unlimited
R-5111B	Surface	13,000 MSL
R-5111C	Surface	Unlimited

**Table 3.2-8. Restricted Area Sorties
October 1, 1989, to June 30, 1990**

Aircraft Type	Number of Sorties			
	R-5107B	R-5107C	R-5107H	R-5107J
F-15	4,296	3,684	6,640	0
Other	<u>4,166</u>	<u>312</u>	<u>458</u>	<u>906</u>
Total	8,462	3,996	7,098	906

Source: Long 1990

**Table 3.2-9. Calendar Year 1989 Weapons Range Events
in the Vicinity of Holloman AFB**

Bombing Range	Number of Events		
	479th TTW	Aircraft	Transient Totals
Oscura	4,217	66 ^a	4,283
Red Rio	1,796	184 ^b	1,980
McGregor ^c	2,565	0	2,565
Totals	8,578	250	8,828

Source: Ford Aerospace Services, Inc. 1989.

^a Includes 14 nighttime events.

^b Includes 41 nighttime events.

^c McGregor has been in operation since September 1989. Available data indicate 497 events during the period between September 1 and December 31, plus an additional 996 between January 1, 1990, and March 31, 1990.

**Table 3.2-10. Military Operations Area Aircraft Events
October 1, 1989, to June 30, 1990**

Number of Events						
Aircraft Type	Beak A	Beak B	Beak C	Talon	Valentine	Reserve
F-15	156	170	207	660	487	137
Other	<u>2,384</u>	<u>5,723</u>	<u>5,368</u>	<u>4,872</u>	-	-
Total	2,540	5,893	5,575	5,532	487	137

Source: Long 1990

3.2.4.2.3 Air Traffic Control Assigned Airspace

There are seven ATCAAs (Beak A, B, C, Talon, Reserve, Valentine and Cowboy) associated with military flight activities at Holloman AFB. The Beak A, B, C and Talon ATCAA lateral boundaries are coincident with the MOA boundaries, with vertical limits that extend from FL180 to FL290. The Valentine and Reserve ATCAA lateral boundaries are coincident with the corresponding MOA boundaries, with vertical limits that extend from FL180 to FL510. The Cowboy ATCAA, with vertical limits from FL310 to FL450, is generally configured to encompass an area defined by the lateral limits of the high-altitude restricted area R-5109 and the Beak A, B, and C MOAs. The ATCAAs are controlled by the Albuquerque ARTCC.

3.2.4.3 Existing Military and Civil Aircraft Operations

Holloman AFB is currently home to the 479th TTW, which flies AT-38B aircraft, and the 49th TFW, which flies F-15 type aircraft. Other based aircraft include Air Defense Command F-16 aircraft, QF-106s, which are flown in support of WSMR activities, and QF-100 aircraft, which are used as target drones. The F-16 aircraft which perform air defense alert at Holloman AFB do not add significantly to the total military aircraft activity at Holloman AFB. A U.S. Army air operations unit also bases UH-1 helicopters at Holloman. Additionally, the base serves a variety of transient military tactical and transport aircraft that operate during periodic exercises or other training missions.

In CY 89, Holloman AFB had a total of 233,088 aircraft operations (an aircraft operation is defined as one takeoff or one landing). Table 3.2-10 lists the annual operations by both military and civil aircraft at the base.

In CY 89, Holloman Approach Control handled a total of 76,406 military and civil aircraft within its airspace. Table 3.2-11 delineates these annual operations. These approach control operations included IFR arrivals and departures at Holloman AFB and the Alamogordo-White Sands Regional Airport, and overflights of or VFR advisory services for any aircraft transiting the airspace.

Because the Alamogordo-White Sands Regional Airport and all of the other public and private civil airports in the area are uncontrolled airports, there are no recorded traffic data for any of these facilities. However, the manager of the Alamogordo-White Sands Regional Airport was able to provide estimated aircraft operations for CY 89 (Weilacher 1990). These estimated aircraft operations are shown in Table 3.2-11.

According to the airport manager, very little student-pilot training occurs at this airport. Estimated touch-and-go operations (multiple takeoffs and landings by a single aircraft) comprise less than 1% of the total airport operations, further indicating a lack of flight training activities by inexperienced pilots.

**Table 3.2-11. Calendar Year 89 Aircraft Operations for Holloman AFB
and Alamogordo - White Sands Regional Airport**

Aircraft Category	Holloman AFB		Alamogordo White Sands Aircraft Ops (%) Estimated*
	Aircraft Operations (%)	Approach Control (%)	
Military	230,899 (99.1)	68,285 (89.4)	200 (0.5)
Civil			
Air Carrier/ Air Taxi			3,500 (9.0)
General Aviation	2,189 (0.9)	8,121 (10.6)	35,500 (90.5)
Total Operations	233,088 (100)	76,406 (100)	39,200 (100)

* Weilacher 1990.

3.2.5 Socioeconomics

The socioeconomic ROI for the proposed realignment is Otero County, New Mexico. The city of Alamogordo is the largest community in the vicinity of Holloman AFB. Other towns in the vicinity of the Base include High Rolls Mountain Park, 10 miles to the east; La Luz, 7 miles to the northeast; Tularosa, 12 miles to the north; and Cloudcroft, 13 miles to the east. As shown in Table 3.2-12, 92% of Holloman AFB military personnel living off base currently reside in Alamogordo. The remaining personnel living off base reside in other local communities (i.e., Tularosa, La Luz, High Rolls, or Cloudcroft) or commute from Las Cruces, El Paso, or other communities outside the ROI.

The reduction of the 479th TTW from Holloman AFB by the first quarter of CY 92 will modify socioeconomic conditions in Otero County. The net impacts of these actions are noted in summary here and discussed in detail in (TAC 1990g).

3.2.5.1 Population

The current population of Otero County is estimated at 53,000 people, an increase of 1.7% per year over the 1980 population of 44,665 (Alamogordo Chamber of Commerce 1990). Alamogordo's population was 24,024 in 1980 and is estimated to have grown to roughly 31,597 in 1990, an annual increase of about 2.7%. Some of the population growth in Alamogordo results from the retirement of military personnel; there are about 1,900 such residents in the vicinity of Alamogordo (ERIS 1989).

A small number of base-personnel live in communities other than Alamogordo, including Tularosa (population 2,710), La Luz (population 1,194), High Rolls (population 650), and Cloudcroft (population 670). The total population related to Holloman AFB was approximately 20,192 persons in 1989, including 5,824 military personnel and dependents living on base, and 11,776 persons living in local communities; an estimated 3,132 appropriated funds civilians and dependents were also included.

The number of households in the Alamogordo area grew from an estimated 11,507 in 1980 to approximately 15,843 in 1989, an increase of 38%. With no realignment of personnel at Holloman AFB, the number of households is expected to continue to increase by a moderate 3% per year over the next 5 years, reaching nearly 19,000 households by 1995 (BLS, 1990). Reduction of the 479th TTW at Holloman AFB will reduce county population by approximately 1,528 or 3%. The new Otero County baseline population is approximately 51,500 persons.

3.2.5.2 Employment and Income

The economy of Otero County is largely dependent on government employment. The total number of jobs in the county in 1987 was 26,064 (BEA 1989). Nearly 50% of these jobs were in federal, state, and local government. The remaining employment is distributed among construction, manufacturing, trade, and services sectors as shown in Table 3.2-13. Employment in basic industries not directly related to government funding is relatively low and has experienced little or no growth in the last decade.

**Table 3.2-12 Holloman Air Force Base Personnel
by Area of Residence (as of March 1990)**

	On Base	Alamogordo Area	Elsewhere in Otero County	Outside Otero County	Total
Military	2,184	2,266	73	122	4,645

Source: Warner 1990.

Table 3.2-13 Employment by Industry, Otero County (1987)

Sector	Employment	Percent of Total
Manufacturing	1,250	4.7
Construction	1,280	4.9
Transportation, Communications, and Utilities	600	2.3
Trade, wholesale and retail	3,628	13.9
Finance, Insurance, and Real Estate	1,090	4.2
Services	4,928	18.9
Federal government, civilian	2,837	10.9
Federal government, military	7,662	29.5
State and local government	2,204	8.4
Farm workers	474	1.8
Agricultural services, forestry, fishing, and others	104	0.4
Mining	7	0.02
Total	26,064	

Source: BEA 1989.

Overall unemployment in Otero County averaged 6.2% in November 1989, lower than in previous years, but slightly higher than the state average of 5.9% for the same period (New Mexico Department of Labor 1990). Per capita income in Otero County was \$10,813 in 1987, somewhat less than the New Mexico State average, which was \$12,488 in 1988 (New Mexico Department of Labor 1990). Total earnings in Otero County were \$414 million in 1987.

Civilian employment in the Alamogordo area is concentrated in retail trade and service activities related to the base (Bureau of the Census 1986). The primary public employers in the Alamogordo area are Holloman AFB, with 5,476 military and 3,406 civilian employees in 1988, and the Alamogordo public school district, with 809 employees (Alamogordo Chamber of Commerce 1989). The largest private employers include the Gerald Champion Memorial Hospital, with 240 employees, and DynCorp, with 1,060 employees (Alamogordo Chamber of Commerce 1989). The 479th TTW reduction would reduce on-base military and civilian employment by 263 and 592, respectively. An additional 189 secondary or indirect jobs would be lost in the county due to the multiplier effect. Those secondary jobs would be primarily in the wholesale and retail trade and services industries. Total county employment would be reduced by 1,044, or approximately 4%, with 23,672 remaining jobs. The departure of working spouses and dependents would leave open an estimated 264 positions.

Total earnings in Otero county were \$414.2 million in 1987. The reduction of the 479th TTW would reduce total (military and civilian) earnings by \$24.4 million, leaving net earnings of \$390.2 million.

3.2.5.3 Housing

3.2.5.3.1 Off-Base Housing

Based upon the residential distribution of existing base personnel, realignment-generated demand for housing would be concentrated in the community of Alamogordo and the surrounding unincorporated areas. Consequently, the discussion of existing conditions for housing focuses on this localized housing market area (HMA).

Housing includes all apartments, houses, and mobile homes available within the HMA, whether they are owner occupied, rented, or vacant. Based on the 1980 census and a 1990 pre-census survey conducted for the city of Alamogordo, a total of 13,778 off-base housing units are estimated to exist in the HMA in 1990. Of this total inventory, 4,827 (35%) are rentals, 8,507 are owner-occupied, and 444 are available for purchase.

Current and estimated housing inventories, taking the reduction of the 479th TTW into consideration, are presented in Table 3.2-14. The 479th TTW reduction from Holloman AFB will increase the owner-occupied vacancy rate in the HMA from 4.9% to 8.9% and the renter occupied vacancy rate from 9.1% to 14%.

Of the total inventory of rental units in the HMA, the housing management office (HMO) at Holloman AFB lists 3,271 units as adequate rentals for military personnel.

**Table 3.2-14 Housing Inventory
in the Holloman AFB Housing Market Area**

	1990	Impacts of 479th TTW Withdrawal	Net Conditions
<u>Off-Base Housing</u>			
Owner-occupied units	8,951		8,951
Vacant units	444	353	797
Vacancy rate	4.9%		8.9%
Renter-occupied units	4,827		4,827
Vacant units	440	239	679
Vacancy rate	9.1%		14.0%
<u>On-Base Housing</u>			
Dormitories	1,182	56	1,126
Military family housing	1,551	2	1,549

Sources: Van Warner 1990; TAC 1990.

These rental units include 1,224 apartments, 739 single-family houses, and 1,308 mobile home units. The majority of the 1,224 apartments in HMO listings are two-bedroom units in the \$400 to \$499 range (including monthly utilities). Of the 739 single-family houses listed, most are moderately priced three-bedroom units. There are 51 mobile home parks in the vicinity of Holloman AFB, providing a total of 2,501 spaces for owner-occupied or rented mobile homes (Van Warner 1990). Of this total, the HMO listed approximately 1,308 mobile homes as rentals. Most rental mobile homes are two-bedroom units in the \$300 to \$399 range (including utilities).

Of the 444 homes (houses and mobile homes) currently for sale in the HMA, the majority are three-bedroom units priced between \$30,000 and \$80,000. The average selling time for a house is 6 months, and the average selling price in 1989 was \$65,000 (Simmons 1990). The peak selling season for the area is summer and fall.

3.2.5.3.2 On-Base Housing

There are currently 1,551 military family housing (MFH) units at Holloman AFB. Of these, 191 units are designated for officers and 1,360 are designated for enlisted personnel in grades E-4 through E-9. There are no MFH units on base designated for airmen below E-4. Airmen in grades E-3 and below may apply for on-base MFH but will only be allocated housing when a surplus exists. On average, 5% of the total MFH is unavailable at any given time due to maintenance and repairs. Of the remainder, TAC requires an occupancy rate of 99% (HMO 1990).

The current inventory of unaccompanied personnel housing (UPH) includes 16 dormitories with a total of 1,943 bed spaces. Of this total, 1,182 bed spaces were available to single enlisted personnel as of January 1990. The remainder are used as hospitality or storage rooms, or are undergoing renovation. Two dormitories, providing a total of 184 spaces, are temporarily closed for renovation. No additional dormitories are scheduled for construction in the next 5 years. UPH is not made available for single officers.

3.2.5.4 Community Facilities and Services

3.2.5.4.1 Education

The principle public school district in the vicinity of Holloman AFB is referred to as District 1. This district encompasses the base as well as the communities of Alamogordo, Tularosa, and La Luz. Enrollment figures for the district are provided in Table 3.2-15. The district reported a total enrollment of 8,541 students for 1988/89 in public, private, and parochial schools (Alamogordo Chamber of Commerce 1989). This represents a 3% increase compared to the 1987/88 enrollment of 8,281 students, and a 13% increase over the 7,526 students enrolled a decade ago. No schools in the district

**Table 3.2-15. Enrollment in School District 1
Holloman AFB**

	Number of Schools	Grades	Number Enrolled
Elementary	13	K-6	4,846
Junior high	2	7-8	1,059
Mid-high	1	9-10	1,018
High school	1	11-12	1,013
Private and parochial	3	K-12	405
Trade school	3	N/A	200
Subtotal			8,541
New Mexico State University	1	N/A	1,799

Source: Alamogordo Chamber of Commerce 1990.

are overcrowded; enrollment is approximately 85% of capacity district-wide (Hays 1990). Fluctuation in enrollment within the school district is largely due to personnel realignments associated with Holloman AFB.

Holloman AFB currently has one primary school (grades K to 3), one intermediate school (grades 4 to 5), and one middle school (grades 6 to 8). There is no high school on the base. As a result of continuing decreases in student enrollment on the base, the intermediate school is scheduled to be closed next year. Fourth grade will be held in the primary school, and fifth grade will move to the middle school on base. Plans for the intermediate school building include using it for child care. The district will reserve the future right to reopen the intermediate school if on-base enrollment increases substantially in the future (Hays 1990).

The 479th TTW reduction will reduce district enrollment by approximately 351 school children, 5% of total enrollment. Of this figure, about 102 are military-related school children and 249 are children of civilians.

The school district receives approximately 97% of its funding from the state of New Mexico. Up to 95% of the general property tax is turned over to the state, which, in turn, redistributes the money state-wide. Funding is based on the number of children enrolled in the school district and their average daily attendance (ADA) at the public schools. This funding covers general operating costs. The remaining 3% comes from federal, forestry, and other taxes. Building construction and maintenance are paid by local taxes, which require voter approval for each specific project.

3.2.5.4.2 Police and Fire Protection

Police and fire services in the city of Alamogordo are combined within the Department of Public Safety (DPS). There are 78 staff positions and 2 are currently unfilled. DPS personnel respond to calls for both police and fire service and are also trained as emergency medical technicians. The department is currently at capacity for service and is planning to add four positions in the near future to accommodate the growth that has occurred within the city (Hotallin 1990). The DPS serves the city and assists the sheriff's department in other towns and unincorporated parts of Otero County. The sheriff's department employs 15 deputies.

The county jail is located in Alamogordo and is under the jurisdiction of the sheriff's department. The current facility can accommodate 55 adults and 10 juveniles. The facility is at capacity, and there are plans to expand.

The Alamogordo DPS is able to respond to calls inside the city within 5 minutes, and the response to calls in other areas varies according to the distance traveled. The department has five class A pumpers, one vehicle at the airport, four ambulances, and one brush and rescue truck to service the needs of the community. When required, Holloman AFB provides emergency support to the county. This support is provided by a foam truck, which deals primarily with aircraft and chemical fires. As needed, the

Alamogordo fire department will also assist in containment of structural fires on base. The department has been given a fire insurance rating of 6, the third highest in the state.

The funding for the Alamogordo DPS is provided primarily by the city tax base and is supplemented by state funds. The sheriff's department is financed by the Otero County general fund.

3.2.5.4.3 Health Services

Otero County is served by Gerald Champion Memorial Hospital located in Alamogordo. The hospital is licensed for 98 beds but is currently staffed for and is maintaining 70. The hospital is the sole public health-care provider to the county. The nearest public alternative is in Las Cruces, 68 miles to the southwest, or in El Paso, Texas, 86 miles to the south. In addition, a small general hospital offering limited services is located in Ruidoso, 35 miles to the northeast (Randall 1990).

A 20-bed hospital is located on Holloman AFB to provide health care to active duty and retired military personnel and their dependents. From September 1988 to September 1989, the base hospital admitted 1,548 patients and received 241,920 outpatient visits (ERIS 1989). In addition, 15,805 emergency visits were recorded for the same period.

3.2.5.4.4 Utilities

Water Supply. The city of Alamogordo and surrounding areas receive water from four separate sources:

1. The Alamo Canyon System. Water originates from several springs in the mountains a few miles southeast of the city and is fed down through a series of pipelines. The springwater passes through a rapid sand filter and is chlorinated before entering the city's water supply system. The Alamo Canyon System supplied 491 million gallons in calendar year 1989, which was a typical year for the system (Miramontes 1990). The city is currently working to improve the condition of the pipelines so that less water is lost during transport.
2. The La Luz-Fresnal System. Like the Alamo Canyon System, water originates from springs in the mountains northeast of Alamogordo. Springwater travels down through a series of pipelines, passes through the La Luz rapid sand filter plant, is chlorinated, then enters the city's water supply system. The La Luz section of the system supplied 1,136 million gallons of water in 1989, while the Fresnal section supplied 729 million gallons that same year.
3. The Bonito Lake System. Bonito Lake is located north of the town of Ruidoso, approximately 60 miles north of Alamogordo. Water from the lake is fed into an 80-mile pipeline that supplies both Alamogordo and Holloman AFB. While Alamogordo owns the lake and land surrounding the lake, Holloman AFB built and owns the majority (70 miles) of the pipeline. The city and the base

currently have a joint agreement to share water from the Bonito Lake system. The city of Alamogordo owns half of the water rights associated with the Bonito Lake System, and Holloman AFB owns the other half. By agreement, the city gets its half during the summer (approximately May through October), and Holloman AFB gets its share in the winter. In 1989 the Bonito Lake System supplied 408 million gallons, with half going to the city and half to Holloman AFB. The system typically supplies 2.68 mgd.

In the past, neither the city nor the base has received its full entitlement of water from the lake, due primarily to water loss from seepage along the pipeline. In 1989, an estimated 40% of the water drawn from the lake was lost from the pipeline, particularly along the upper 10 miles extending to Bonito Lake (Miramontes 1990). Together, Alamogordo and Holloman AFB are in the process of replacing and repairing the existing pipeline and are sharing the costs for these repairs.

4. Well System. In the summer, Alamogordo has been unable to meet water supply demand using the above three systems. The city then taps six wells with a combined output of 5 mgd. These wells have poor water quality and are the most expensive to operate (Miramontes 1990). However, they are necessary to meet peak water demand in the summer months.

Total water production from these four systems and metered water consumption for 1989 are provided in Table 3.2-16. Total water production in 1989 was 3,252.8 million gallons, while total consumption was 1,855.4 million gallons, with large seasonal fluctuations in both supply and demand. Peak demand in June and July is 12 mgd when the city uses most of its available water supply to irrigate parks. The city is currently just able to meet peak demand using all four of its existing water supply systems. Failure in any one of the four systems results in water supply problems. In summer 1989, failure in the Bonito Lake System and one well led to temporary water rationing (Miramontes 1990). In an effort to alleviate water supply problems, the City of Alamogordo adopted a \$2.5-million bond resolution in August, 1990. The majority of this money is earmarked for the design and construction of an infrastructure (e.g., underground pipe system) to irrigate the city's parks with treated wastewater, thus freeing up the city's limited potable water supply for residential and other uses (Miramontes 1990). In response to these requirements, the city has initiated a series of improvements that resulted in more than adequate potable water supplies by mid CY 90.

Two 44-million gallon raw (untreated) storage ponds in La Luz provide blending of water from the four systems before it enters the filter system. In general, the Lake Bonito System provides the best quality water while the well system has the poorest water quality (800 to 1,200 ppm) of the four systems (Miramontes 1990). An additional 100 million gallon raw untreated sewage storage pond is expected to be completed in early 1992 (King 1990,g).

Table 3.2-16. City of Alamogordo Water Production and Metered Water Consumption for 1989 (in millions of gallons)

Month	Water Production				Total Water Production	Total Water Consumption
	Alamo Canyon	Fresnal Canyon	La Luz Canyon	Bonito Lake		
January	31.1	7.8	96.8	31.8	167.5	93.0
February	29.8	0.06	98.6	29.7	174.1	92.8
March	44.8	75.3	116.8	33.5	319.0	91.4
April	51.5	97.6	30.3	39.5	305.6	144.6
May	48.3	87.9	121.3	36.1	388.0	205.8
June	42.6	52.9	89.2	35.5	338.1	241.4
July	37.2	80.6	116.9	31.3	374.2	259.7
August	37.2	95.7	104.3	34.0	288.0	201.2
September	40.0	43.7	87.4	25.4	196.5	165.9
October	40.0	89.7	87.9	36.7	254.3	129.9
November	43.0	57.0	95.0	38.6	233.6	124.5
December	45.6	40.9	91.8	35.6	213.9	105.2
Total	491.1	729.2	1,136.3	407.7	3,252.8	1,855.4

Source: City of Alamogordo, Department of Public Works, 1990.

An estimated two-thirds of the town, predominantly in older areas, has poor plumbing due to buildup of minerals and corrosion of the pipes (Miramontes 1990). The city is trying to get funding through bonds, taxes, or water rate increases in order to repair plumbing throughout the city. A 0.25% gross receipts tax currently generates approximately \$500,000 to \$600,000 per year that is earmarked for improving the city's water collection system; however, this money is not intended to be spent on improving or replacing the city's plumbing (water supply) network.

Table 3.2-17 shows the total water consumption at Holloman AFB in 1989. Sixteen wells located in several well fields southeast of Holloman AFB (east of Highway 54) supply water to the base during the summer months when Bonito Lake water is delivered to Alamogordo. The well field is located off base because the groundwater beneath the base, and in many adjacent areas, is brine. These 16 wells have pumping capacities ranging from 1,700 down to 103 gallons per minute (gpm) and a combined capacity of 11 mgd. The base typically uses 4 mgd (Wright 1990). Water is pumped from various wells into two storage tanks, one located at Boles well field and one at San Andres well field. These tanks hold a total of 900,000 gallons. With the 479th TTW reduction, water consumption on base will be reduced by approximately 4%.

Total on-base potable water storage is 3,950,000 gallons, in addition to the 900,000-gallon capacity at the well field (Wright 1990). Potable water storage on base consists of six ground-level, elevated, or underground reservoirs. Nonpotable water used for fire suppression is stored in five additional on-base tanks with a total capacity of 1,485,000 gallons. If necessary, water can also be drawn from any of three on-base swimming pools.

During the winter months when Bonito Lake water is delivered to Holloman AFB, the 20-inch pipeline extending from the lake (along Highway 54) valves off to the base's well field. Holloman AFB has no storage for water from the Bonito Lake system. There are two water supply lines from the well field to the base; each has dual capacity. The base may use either water line, but not both simultaneously. A continuous loop in the water supply system ensures that water is available to the base at all times. The base reports no problems with the on-base plumbing network (Wilson 1990).

Wastewater. Alamogordo and the surrounding area is served by one secondary wastewater treatment plant. The plant has a capacity of 6 mgd, which is far above peak demand. Effluent is currently pumped to a farm where it is used for irrigation. However, since the City recently adopted a \$2.5-million bond (refer to the Water Supply section), much of this effluent will be used to irrigate parks. The City anticipates that half of its wastewater, approximately 2 mgd, will be used for watering, mainly in the summer months (Miramontes 1990). The remainder will continue to be provided for alternative uses or will be evaporated, or a combination of these two disposal methods. A portion of the money raised under the bond will be used to construct a series of evaporation ponds totaling one acre-foot to accommodate any leftover wastewater. The base sewage treatment plant treats an average of 1.5 mgd. Effluent from the plant is collected in seven sewage lagoons, ranging in size from 1 to 21 acres. Two of the lagoons (A and B) are primary,

**Table 3.2-17. Holloman Air Force Base Water Consumption
for 1989 (in millions of gallons)**

Month	Bonito Lake	Well Field	Total Consumption
January	6.2	49.0	55.2
February	20.7	23.4	44.1
March	43.9	15.5	59.4
April	63.8	11.2	75.0
May	--	87.6	87.6
June	--	98.3	98.3
July	--	92.1	92.1
August	--	91.3	91.3
September	--	81.8	81.8
October	61.0	5.6	66.6
November	53.6	3.4	57.0
December	46.2	4.1	50.3
Total	295.4	563.3	858.7

Source: Wright 1990; Wilson 1990.

with induced aeration and evaporation, and one lagoon is recirculating. Sewage lagoons drain into Lake Holloman southwest of the main area (Wright 1990). The base is currently evaluating treatment alternatives and possible closure of the sewage treatment lagoons. Resolution of regulatory issues is pending (Moore 1990).

Solid Waste. The city of Alamogordo maintains a private contract with Waste Management to collect and dispose of solid waste. A joint city/county landfill is located 15 miles south of the city. This landfill serves all of Otero County excluding Holloman AFB. The city/county landfill is nearing capacity and will probably be closed and a new one opened within a few years. Although the city does not foresee problems in opening a new landfill, it is expected to be expensive. The new landfill will probably have to be lined with plastic rather than clay to meet newer solid waste disposal criteria. Holloman AFB uses one sanitary landfill, located north and east of the main area of the base. The landfill, which is currently far below capacity, is base owned and contractor operated. The contractor provides the base with regular trash removal service. In addition, Holloman AFB operates an asbestos landfill to the north of the solid waste landfill.

Power. Electricity is supplied to the entire area by the Texas/New Mexico Power Company. Alamogordo receives its natural gas from the Gas Company of New Mexico, but El Paso[®] Natural Gas supplies the base. Main electrical and gas lines run along Highway 54. Current power use for the communities and base is well below the capacity of the lines.

For the base, both gas and electrical lines are looped in a continuous system to provide power to the main area, west area, and north area. The base taps the main gas pipe (near Highway 54), which has a mainline pressure of 45 pounds per square inch. There is one main substation for the base. Although Holloman AFB receives sufficient gas from the line, it currently has problems in distributing gas to the west area of the base. Holloman AFB has proposed to HQ TAC that gas shortages in this area could be alleviated by installing another high pressure line (about a 6-inch pipe) from the main gas pipe onto the base (King 1990,g; Wilson 1990). In addition, any increase in gas use on the base may necessitate installing a new compressor station.

A 115 KVA power line from El Paso is tapped near the base's main gate to meet base electrical needs. Average use on the base is 13 to 14 megawatts per day (Jolley 1990). The base electrical system includes two substations (transformers) in the main and north areas, either of which can feed any part of the base; two switching stations in the west and north areas; and several feeding stations. The electrical distribution system is sufficient to meet current demand.

3.2.5.5 Public Finance

Public finance is related to the revenues and expenditures of county and city governments and special districts in the ROI. Budgets in these jurisdictions are established to allocate a broad spectrum of services to residents, including public health and safety services, public works programs, administrative and legal operations, and education and recreation programs. Revenues for these services are drawn from an

equally broad number of sources, including property taxes, sales taxes, local taxes and fees, and various subventions from state and federal sources.

3.2.5.6 Transportation

This section describes the area road, rail, and air transportation systems. Figure 3.2-4 shows the major components of the area road network. The nearest interstate routes are I-10 and I-25 about 65 miles to the southwest of Alamogordo. The principal access routes to the city are U.S. Highways 70, 82, and 54, which merge near Alamogordo's central business district. Because these highways connect Alamogordo with the rest of the state of New Mexico, they are important components of the Alamogordo roadway network. The volumes on these roadways are relatively light near the city and decrease rapidly with distance from the city. Traffic on U.S. Highway 70 is generally less than 5,000 vehicles per day both east and west of Alamogordo. Traffic on U.S. Highway 82 drops to under 3,000 vehicles per day. North of Alamogordo, traffic on U.S. Highway 54 is less than 2,000 vehicles per day; but south of the city, traffic volumes are higher at around 7,000 vehicles per day. The heaviest traffic in the Alamogordo area occurs where the three highways merge to form White Sands Boulevard. This corridor is lined with hotels, restaurants, and businesses and passes through the Alamogordo business district. Other roads in the area are locals and collectors that provide access to various residential, industrial, and business areas in the city. Indian Wells Road, 10th Street, and 1st Street are the major collector streets, providing access to the rest of the city.

From the north, White Sands Boulevard enters Alamogordo and continues as an undivided highway to Highway 54. At this point, White Sands Boulevard ends, and an overpass connects it with Highway 54. U.S. Highway 70 begins at Highway 54. U.S. 70 is a four-lane divided highway which leads to Holloman AFB.

The roads at Holloman form a network essentially independent from the city of Alamogordo. From White Sands Boulevard (U.S. 70 and 82), the base is accessed through its main gate on 1st Street. This road is a direct route towards the flight line, and collectors to all areas of the base intersect with it. Residential areas on the base are on the southeastern half, and most offices and facilities are on the northwestern half nearest the flight line. New Mexico Avenue intersects with 1st Street roughly a mile into the base, providing access to the New Area flight line. The latest traffic counts were taken in 1979, so current data are not available for traffic volume. However, the network easily handles the vehicular movements throughout the day. Some congestion occurs along 1st Street during the peak commuting hours, but once personnel arrive at their work location, volumes are low. The most significant problem occurs at the main entrance gate during the morning peak hour, which is roughly 6:30 to 7:30 a.m. The base is usually under medium security, requiring only a vehicle pass to gain entrance. Some backlog occurs as vehicles wait to be cleared; a storage lane is provided on White Sands to hold the queue of cars. Occasionally, high security measures are invoked, requiring a vehicle pass and identification for base entrance. This slows the checking process at the gate, and the resulting queue gets considerably longer. For this reason, extending the storage lane (perhaps up to one mile) would be a good safety measure.

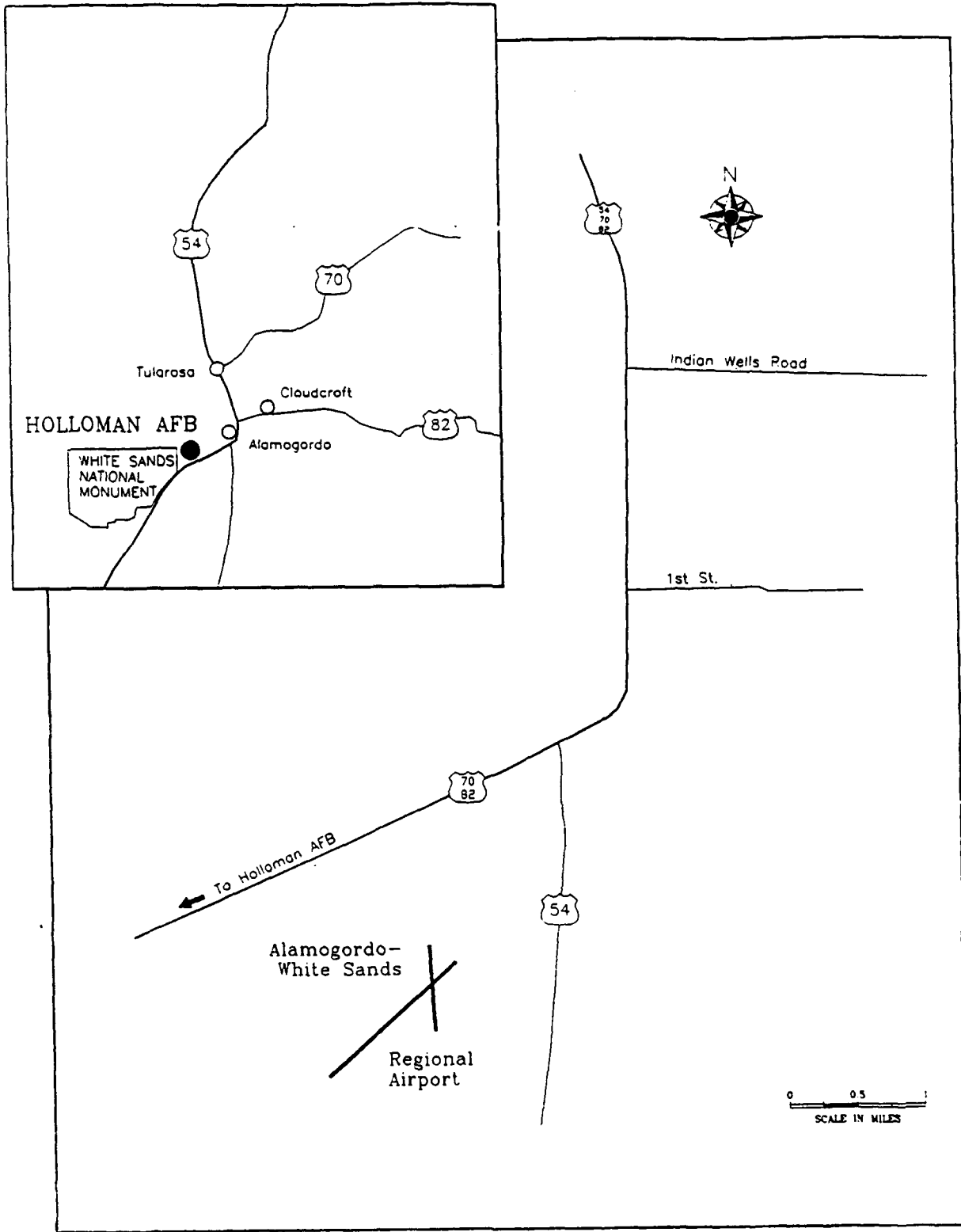


Figure 3.2-4 Transportation Network for Area Near Holloman AFB and Alamogordo, NM

The Southern Pacific Railroad has a main line serving the Alamogordo area. The existing freight depot is abandoned and scheduled to be torn down, so the reporting station for this line is in El Paso. The line is used solely for the White Sands Forest Products. Two days per week, a freight train carrying about 15 cars comes to Alamogordo from El Paso. The cars are loaded with wood chips and return to El Paso, where they are then exported to Mexico. There is no passenger service available on this train.

The only airport in the ROI is the Alamogordo/White Sands Regional Airport. This airport, located on the south end of town, has a 7,000 feet asphalt runway situated in a NE/SW direction. Commercial services are provided by Mesa Airlines, which provide connecting flights to Albuquerque; however, the airport is predominantly used by private aircraft owners.

3.2.6 Biological Resources

3.2.6.1 Vegetation

The land around Holloman AFB and the lands underlying the Ranges R-5103A, B, and C; Ranges R-5107B and C; and parts of Beak and Talon MOAs are primarily desert. The characteristic vegetation of the region is a variety of shrubs, most of which are thorny. These shrubs frequently grow in open stands but may form low, closed thickets. Short grasses grow in association with the shrubs in many places. On deep soils, mesquite is often the dominant plant. A few cottonwoods and other trees grow beside the widely separated rivers. Creosote bush covers great areas in its characteristic open stand and is especially common on alluvial fans. On rocky slopes, ocotillo is conspicuous; and on slopes leading down to the Rio Grande, the ceniza shrub dominates. Juniper and pinyon are limited to rocky outcrops. Some isolated mountains in the region rise high enough to carry a belt of oak and juniper woodland. On a few of the highest mountains, pines grow among the oaks, but locally they may form in nearly pure stands (Bailey 1980).

Parts of Beak and Talon MOAs and Range R-5107C have a variety of vegetation zones. A grassland zone found at the lowest elevations is covered by arid grasses which seldom completely cover the ground. Xeric shrubs often grow in open stands among the grasses. Sagebrush is dominant over extensive areas. A profusion of annuals and perennials blooms during the summer rainy season. In some areas, several kinds of cacti and yucca are common. Cottonwoods and, more rarely, other trees grow along some of the permanent streams. A woodland zone is dominated by open stands of pinyon and several species of juniper. In this zone, the understory is sparsely covered by grama grass and other grasses, herbs, and various shrubs. A montane zone extends over considerable areas of the high plateaus and mountains. Vegetation in the montane zone varies considerably throughout the region. Douglas fir and ponderosa pine may share dominance or form relatively pure stands, depending on elevation and soil moisture conditions (Bailey, 1980).

The land around Barry M Goldwater Bombing Range, under R-2301, is characterized by extensive plains and isolated low mountains. Vegetation is mostly creosote bush and chamiso. The desert mountains are exceptionally barren, and many are almost devoid of vegetation. The Joshua tree and juniper are found at higher elevations.

The land around Melrose Bombing Range, R-5104, is considered to be semiarid and is susceptible to wind erosion. Vegetation is mostly shortgrass prairie, including blue grama grassland and mixed grama grassland vegetation types. Woodland composed of large shrubs and small trees is confined to riparian areas. Substantial farming areas exist to the east and north of the range (TAC, 1985).

3.2.6.2 Animals

The region affected by alternatives at Holloman AFB comprises three major habitats supporting different groups of animal species: desert basins and eastern plains, foothills and mountains, and wetland and riparian zones. The desert areas of New Mexico and Texas are part of the Chihuahuan Desert. The Gila Bend area of Arizona is a part of the Sonoran Desert.

The land areas of Holloman, Talon MOA, Barry M Goldwater Bombing Range, R-5107B & C, R-5103A, and MTR's over low elevation areas of southern New Mexico and southwest Texas consist primarily of desert basins. R-5104A (Melrose Bombing Range) and MTR's east of the Beak MOAs are in the eastern plains zone. The greatest diversity of mammal species occurs in the shrublands and grasslands of the desert basins and plains. These areas support 25 common species of rodents, most of which are nocturnal and seed-eating. Many species of kangaroo rats, pocket mice, grasshopper mice and woodrats are typical of basin and plains areas. Larger herbivores include the black-tailed prairie dog, black-tailed jackrabbit, mule deer and pronghorn. A large population of introduced African oryx is present in the vicinity of Holloman AFB (Dept. of Army, 1988). Coyote, badger, bobcat and kit fox are common predatory mammals that depend primarily on the extensive rodent population as prey. The reptile fauna is also diverse, with 30 common species of lizards and snakes. Reptiles typical of the basin areas include several species of whiptail lizards, horned lizards, and rattlesnakes. The most common year-round resident birds are the black-throated sparrow, mourning dove, scaled quail, Gambel's quail, and roadrunner. The northern harrier, red-tailed hawk, Swainson's hawk and burrowing owl are common raptors in basin and plains areas throughout the region.

Foothills and mountains occupy most of the Beak MOAs and comprise 25-50% of the areas in R-5107B, R-5103B, and Talon MOA. Large portions of MTR's VR-1233, VR-176 and VR-134 also pass over mountainous areas. The common large herbivores in these regions are mule deer and elk. A few scattered populations of desert bighorn sheep occur in the southern mountains, while Rocky Mountain bighorn sheep are found in the mountains of the Gila National Forest. Common predatory mammals include the mountain lion, bobcat, coyote, and black bear. In forested mountains, the most abundant small mammals are the red squirrel and several species of chipmunks. Mountains and foothills with sparse woodlands are occupied by the rock squirrel, antelope ground

squirrel and several species of mice and woodrats. Common birds of the mountain areas include four species of jays and a number of smaller bird species, including the plain titmouse, mountain chickadee, ruby-crowned kinglet, dark-eyed junco and pigmy nuthatch. Exposed rocky cliffs and canyon walls serve as nesting sites for raptors that seek prey in the basins, including the golden eagle, prairie falcon and peregrine falcon. Several owl species are residents of mountain forests, including the great-horned owl, spotted owl and flammulated owl. Arid foothills and mountains with sparse woodlands support a variety of reptiles, including the collared lizard, crevice spiny lizard, fence lizard, and two species of rattlesnakes. Mountains and foothills are crucial habitat for bats that roost in caves and rock cliffs. The bats disperse into surrounding basins for nightly feeding. Fifteen species of bats are known from the basins and mountains in the immediate vicinity of Holloman.

The major riparian and wetland habitats in the region are associated with the Pecos River drainage in the Talon MOA and associated MTR's, and the Rio Grande and Gila River drainages, under segments of MTR's VR-1233 and VR-176. Small riparian zones are scattered throughout the region in association with isolated springs that appear in both desert basin and mountain/foothill areas. The larger rivers are occupied by the muskrat and beaver, and the raccoon occurs in the associated riparian areas. Wetlands and reservoirs on the rivers are important winter habitat for a large number of species of ducks, geese and wading birds. Bald eagles occur as winter residents and rarely as breeding pairs in the summer.

3.2.6.3 Threatened and Endangered Species

Federally listed species and species proposed to be federally listed known to occur in the project area in New Mexico and Texas include the following: 11 endangered species, Pecos gambusia (Gambusia nobilis), Gila topminnow (Poeciliopsis occidentalis), Gila trout (Salmo gilae), Comanche Springs pupfish (Cyprinodon elegans), interior least tern (Sterna antillarum anthalassos), bald eagle (Haliaeetus leucocephalus), American peregrine falcon (Falcon peregrinus anatum), Sneed's pincushion cactus (Coryphantha sneedii var. sneedii), Kuenzler hedgehog cactus (Echinocereus kuenzleri), Lloyd's hedgehog cactus (Echinocereus lloydii), and Todsen's pennyroyal (Hedeoma todsenii); six threatened species, Pecos bluntnose shiner (Notropis simus), Chihuahua chub (Gila nigrescens), gypsum wild buckwheat (Eriogonum gypsophyllum), McKittrick pennyroyal (Hedeoma appiculatus), Sacramento Mountains thistle (Cirsium vinaceum), and Sacramento prickly poppy (Argemone pleiacantha spp. pinnatisecta); and three species proposed for listing, Pecos pupfish (Cyprinodon pecosensis), Pecos assiminea (Assiminea assiminea), and Roswell spring snail (Fontelicella roswellensis) (Peterson 1990a, 1990b). The Melrose Bombing Range is within the historic range of the endangered black-footed ferret (Mustela nigripes) (TAC 1985). An additional 29 species of animals and 26 species of plants that are category 2 candidates for federal listing are known to occur in the project area (USFWS 1989, 1990). A pair of golden eagles, although not endangered, live on the Melrose Bombing Range, and are protected by the Bald Eagle Act (TAC 1985). In addition 52 of the plants and 34 of the animals listed by New Mexico as state endangered species are known to occur in the project area (Tables A-4 and A-5, Appendix A). Special listings for Texas include 4 state endangered animals, 6 state

threatened animals, 2 endangered plants and 2 threatened plants that are known to occur in the project area (Tables A-6 and A-7, Appendix A).

Several threatened or endangered species are known to be present in the area underlying these MTRs. Breeding pairs of peregrine falcons are found in association with mountain cliffs and canyon walls throughout the area, (Skaggs et al, 1986) including the area underlying these three MTRs. Bald eagles occur in the project area as wintering and migrant birds along the middle Pecos river valley (Busch 1986) underlying MTRs IR-133 and IR-134. Mexican spotted owl populations occur primarily in mature mixed conifers in the Lincoln National Forest and the Gila National Forest (Ganey et al. 1986), which underlie portions of MTR VR-134. The Apache northern goshawk and the ferruginous hawk also occur in the Lincoln and Gila National Forests. The Pecos River valley and more eastern areas in the vicinity of Clovis, Roswell and Hobbs are primary nesting areas for the Mississippi kite (Glinski 1986), which includes portions of MTR IR-134 (new), VR-100/VR-125, and the Melrose Bombing Range. Introduced populations of big horn sheep are present in the Sierra Diablo Mountains in western Texas (Hailey 1974) which underlie portions of the proposed expansion of VR-134.

3.2.7 Water Resources

3.2.7.1 Surface Water

Holloman AFB is located in an arid region with an average annual precipitation of about 8 inches, approximately 60% of this occurring as summer thunderstorms from July to October. Winters are relatively dry, with the occurrence of erratic snowfall from year to year. The gross annual lake evaporation rate in the vicinity of Holloman AFB is 75 inches per year (WHA Inc. 1989). Gross lake evaporation rate is used to estimate evapotranspiration rate and represents the upper limit of water loss from the hydrologic cycle by atmospheric conditions. There is a large potential deficit in precipitation (average annual precipitation minus gross annual lake evaporation) of 67 inches for the Holloman AFB area.

Holloman AFB lies within and on the edge of the almost flat Tularosa Basin, which is located between the Sacramento and San Andres mountain ranges. Surface water resources within the Tularosa Basin are limited because of the high evapotranspiration rate and low annual rainfall. Perennial streams occur in the mountainous regions that surround the Tularosa Basin. The major streams include Rio Tularosa, Rio Bonito, and Eagle creeks. Rio Bonito Creek is located northeast of Tularosa, approximately 60 miles from Holloman AFB, and discharges to Bonito Lake, which, in conjunction with deep wells along the Sacramento mountain range, supplies potable water to Holloman AFB. The intermittent streams and arroyos occurring within the Tularosa Basin are important drainage features during periods of heavy rainfall when they convey surface water runoff southwest to the basin's lowest elevation point, Lake Lucero. Surface drainage within the undeveloped parts of the base is controlled by the major arroyos, including Lost River and Dillard Draw and their tributaries. Drainage within the developed portion of the base flows by way of ditches and culverts to the southwest corner of the base (WHA, Inc. 1989).

The Holloman AFB wastewater treatment lagoons provide the only significant surface water features in an area otherwise devoid of lakes, rivers, and streams. The wastewater treatment system consists of seven aeration/evaporation lagoons located in the southwest corner of the base. Just southwest of these lagoons, a drainage ditch discharges water to a natural playa. A dike was constructed in the playa area, creating Lake Holloman. A low winter evaporation rate and increased flows have caused flow over a portion of the dike, creating a seasonal surface water area called Lake Stinky (WHA, Inc. 1989). The Tularosa Basin is a closed basin (no discharge) and therefore exempt from U.S. EPA regulations pertaining to surface water discharge (Cole et al. 1984).

Additional man-made surface water features of local significance are Garton Lake and two 44 million gallon raw water storage ponds. Garton Lake was created in 1916 by artesian flow of warm water (94°F) discharging from an abandoned oil test well that was not plugged. The lake is located approximately 4 miles southwest of Holloman AFB and is managed by the National Park Service (NPS) as part of the White Sands National Monument. Bonito Lake is located approximately 50 miles northeast of Holloman AFB in the Sacramento Mountains. A pipeline, varying in size from 14 to 22 inches, transports water approximately 85 miles to the city of Alamogordo, which supplies water to the base. Holloman has a water right to 1,449.02 AFY withdrawal, not to exceed 1,063 gpm when available.

3.2.7.2 Groundwater

Holloman AFB lies in the shadows of the Sacramento Mountains on the edge of the Tularosa Basin. Geologists refer to this 100-by-30-mile valley with no surface water drainage outlet as a graben or bolson (TAC 1976). Vast quantities of debris, including material from the gypsum-bearing Yeso formation, have washed down from the surrounding mountains. This mixture of erosion materials has accumulated to thicknesses as great as 2,000 feet, covering the base of the mountains and forming the existing broad, flat valley floor. Since there is no surface water drainage from the Tularosa Basin, water that enters is either lost to evapotranspiration or percolates through the valley floor to become groundwater.

The Tularosa Basin contains one of the largest saline water aquifers in the United States; however, this water is not used due to its salinity. Sediments in the basin consist mainly of soluble minerals (gypsum, limestone, and dolomite); groundwater dissolving these minerals becomes highly saline and mineralized. Groundwater within the Tularosa Basin is derived from recharge during precipitation over the basin. Freshwater (surface runoff from surrounding mountains) percolates into the basin aquifer at the edges of the basin. This groundwater moves downgradient and discharges to Lake Lucero. Groundwater quality in the Tularosa Basin ranges from freshwater (water containing less than 1,000 milligrams per liter (mg/L) total dissolved solids (TDS) in the permeable alluvial fan deposits adjacent to the mountain fronts to water containing more than 100,000 mg/L TDS in the less permeable deposits near the center of the Tularosa Basin. The groundwater beneath Holloman AFB is highly mineralized, containing dissolved solids in excess of 10,000 mg/L. Holloman AFB obtains water from several off-site well fields in addition to the water supplied by Bonito Lake. The well fields, Boles, Douglass, San

Andres, Dog Canyon Frenchy Wells, and the Escondido Canyon Well, have been developed in alluvial fans along the west slope of the Sacramento mountains. The Boles well field has been developed near the basin floor and is in a buffer zone between the freshwater in the mountains and the saline water underlying the basin floor. The well fields supply up to 1.7 mgd.

3.2.8 Archaeological, Cultural, and Historical Resources

3.2.8.1 Archaeological and Historical Resources

The prehistory of south-central New Mexico and adjacent portions of Texas spans almost 12,000 years. Early Paleo-Indians hunting extinct megafauna frequented the area from 10,000 to 6,000 B.C. Later groups exhibited a variety of different adaptations to an environment characterized by change. Paleo-Indian occupation was followed by an "Archaic" pattern of settlement and subsistence that focused on the exploitation of a broad spectrum of seasonally available plants and small fauna, opportunistic hunting of large game, and high residential mobility by small social groups (Doleman 1988). Later occupations were characterized by population increase, a more sedentary lifestyle, and the development of an agriculturally based economy by A.D. 1000 (COE 1989). This adaptation, known as the Jornada Branch of the Mogollon, lasted until the area was abandoned around A.D. 1450 in favor of major river valleys. After abandonment, the area was used by hunter-gatherer groups until the Spanish arrived in the 16th century. Spanish exploration and occupation focused on the Rio Grande Valley and the Holloman area was little affected by European intrusion until the 1700s (COE 1989).

A variety of archaeological surveys demonstrate that a wide variety of prehistoric and historic resources are located in the Holloman area, including WSMR, Red Rio, Oscura, and McGregor Bombing Ranges, and areas adjacent to the Melrose Bombing Range (Doleman 1988; Foster and DeGarmo 1989; COE 1989; TAC 1985). In addition, a number of architecturally and historically significant structures listed on the National Register are located at the White Sands National Monument, adjacent to one of the existing Holloman AFB runways that would be used by the 37th TFW.

The prehistory of the more northerly portion of the project area crossed by IR-YYY is dominated by Eastern Pueblo peoples now living in such settlements as Taos, Picuris, Nambe, and other Rio Grande Pueblos. Archaeological data indicate that Eastern Puebloans have been present at least since A.D.1. The earliest settlements are composed of one or more semi-subterranean pithouses, but after A.D. 1200-1250 populations began aggregating in larger, above-ground masonry pueblos. Some of the largest settlements, some of which had more than 500 rooms, were established along major drainages such as the Pecos River, the Rio Grande, and the Chama River. A number of these settlements were occupied at the time of Spanish contact, including sites known as the Pecos Ruin, the Gran Quivira National Monument, and the impressive multistoried pueblos along the Rio Pueblo de Taos (Cordell 1979).

3.2.8.2 Native American Cultural Resources

Ethnohistorically, the Holloman area was occupied by the Mescalero Apache, an Athapaskan-speaking group whose ancestors probably entered the area around A.D. 1600 (Doleman 1988). The Apache were seminomadic groups who practiced a subsistence strategy characterized by hunting, gathering, occasional agriculture, and raiding. This diversified economy involved the exploitation of virtually all biotic zones in the Tularosa Basin, and their sites should be widespread although difficult to identify due to their low density and lack of good diagnostic materials (Doleman 1988). The Mescalero were removed to the Mescalero Reservation in 1873. The reservation, located near the project area in Mescalero, New Mexico, was too small and unsuited environmentally for traditional Mescalero economic pursuits. Starvation was common, and poor health was a fact of life for decades (Opler 1983). Conditions probably worsened in the 1880s when Lipan Apache and Jicarilla Apache groups were also removed to the Mescalero Reservation.

Culturally and economically, these groups are making significant gains in educating their children and are economically benefitting from the natural beauty of their reservation, among other pursuits. They have built a luxury resort hotel, an artificial lake, a golf course, a ski resort, a fish hatchery to restock the streams that flow through the reservation, and other development projects designed to improve conditions on the reservation. Per capita income is still exceptionally low, but the Mescalero emphasis on education for their young and the development of their local resources are cause for optimism.

The Eastern Puebloan Indians continued their ancient occupation of the more northerly portions of the project area. The Taos area is particularly relevant here. Archaeological data indicate the Taos have continuously occupied the general area for over 600 years. Traditionally, these people relied heavily on hunting and gathering with agriculture of secondary importance.

Trade relationships with Plains Indians from the east were also important economically and socially. The Taos have long maintained their cultural isolation, although a great deal of interaction occurs with non-Indians. They have revealed very little of their religion to outsiders but the general area contains many sacred sites. Some of the few known include high mountain lakes, particularly Blue Lake; springs; certain mountain peaks; and other locations of important past events.

3.2.9 Hazardous Materials and Wastes

Construction activities and operation of Holloman AFB generate a variety of hazardous and nonhazardous wastes. The DoD has published an implementing directive, DoD Directive 5100.50, which outlines their policy to comply with applicable federal and state regulations dealing with these wastes. Holloman AFB is managing their wastes under this directive and the base Installation Restoration Program (IRP).

Construction and demolition debris is generated during base maintenance, building refurbishing, reconstruction, modification, and new facilities construction. This will be the major source of waste generated by the proposed base realignment (see subsection 2.1.2.2). This construction and demolition debris will be disposed of in the base landfill when the work is performed. Debris generated by contractors will be disposed of off base by the contractor in a state- and EPA-approved disposal area.

The operation and maintenance of military hardware, including jet engine pneudraulics, aerospace ground equipment maintenance, corrosion control, vehicle maintenance, and fire training activities, generates wastes directly related to the level of activity (i.e., amount of equipment supported). These wastes are disposed of on base by recovery or collection and disposal by contractors that are state- and EPA-approved.

Current activities at Holloman AFB involve the utilization of a variety of hazardous materials and the generation of hazardous wastes. Typical activities involving the use of hazardous materials include maintenance of aircraft, aircraft corrosion control, vehicle maintenance, fuel handling and storage, munitions storage and ground support equipment maintenance, weapons maintenance, ground radio shops, and electronics repair shops. Activities which generate wastes include grounds maintenance, munitions storage and disposal, medical services, laboratory operations (including nondestructive inspection and fuel analysis), aircraft corrosion control, aircraft maintenance, radio and electronics operations, fuel handling and storage, vehicle maintenance, wheel and tire shops, and munitions disposal and storage.

Wastes generated from aircraft maintenance include hydraulic fluids, waste oils, PD-680, waste fuels, spent solvents, and equipment grease. Waste from corrosion control operations include paint chips, waste paints, paint thinners, spent strippers, spent solvents, methyl ethyl ketone, safety kleen, acetone, naphtha, degreasers, and emulsifying agents. Soap, detergents, metal particles, oils and grease are generated by aircraft washing activities. Vehicle maintenance, wheel and tire shop waste consist of PD-680, waste acid solutions, lubricating and machine oils, degreasing and cleaning solvents, ethanalamine, and P3838. The materials generally in the waste discharge are oils and of some petrochemical base. Other miscellaneous operations, such as electronic shops, armament, weapons shops, and cleaning activities would generate hazardous waste, including PD-680, synthetic oils, spent solvents, acetone, and hydrochloric acid.

3.3 NELLIS AIR FORCE BASE

3.3.1 Land Use

Nellis AFB is located in one of the most rapidly growing areas in the United States, the Las Vegas Valley. The majority of the base is located in the unincorporated town of Sunrise Manor in Clark County, Nevada, 5 miles from the city of North Las Vegas.

Residential and commercial developments are to the south and west of the base. Many of these residences and businesses support the personnel and visitors to Nellis AFB. Vacant land is scattered between the various developments. Commercial

enterprises are primarily located on major roads in the area, including Las Vegas Boulevard (SR 604), Craig Road, and Nellis Boulevard. On-base housing for military personnel is also located in the south and west portions of the base. Land to the north and east of the base is primarily vacant, high desert-type land.

The rapidly growing Las Vegas Valley and Nellis AFB have created incompatible development around the base. Land-use regulation for the area around the base is at the county level. The Clark County Public Health and Safety Program for Airport Environs established an overlay zone "to provide for a range of uses compatible with airport accident, hazard and noise-exposure areas and to prohibit the development of incompatible uses that are detrimental to the public health, safety, and welfare in these airport environs" (Clark County 1986). This overlay zone provided guidelines concerning land uses compatible with the noise and safety environment related to Nellis AFB and recommended development standards that would help mitigate adverse noise conditions. In addition to the airport environs program, the USAF has an AICUZ that also offers guidelines for land-use compatibility with operations at the base.

Land ownership in Clark County is displayed in Table 3.1-1. Land uses in Clark County, other than urban development in the Las Vegas Valley, include the Lake Mead National Recreation Area, a district of the Toiyabe National Forest, a portion of the Desert NWR Moapa and Las Vegas tribal lands, Valley of Fire State Park, Spring Mountain Ranch in the Red Rock Canyon Recreation Lands, the Floyd R. Lamb State Park, and a portion of NAFR.

3.3.2 Atmospheric Resources

3.3.2.1 Climatology

Nellis AFB is located in southern Nevada, in a region characterized as arid. Maximum temperatures in the summer are typically 100°F or higher. Low humidity helps to moderate the high daytime temperatures. Normally, during a 2-week period in the summer months, warm, moist tropical air traverses the region, bringing scattered thundershowers. Occasionally, these thunderstorms are severe enough to cause flash flooding. The winters are generally mild with daytime temperatures around 60°F and minimum temperatures around 35°F. In the winter, skies are mostly clear. The area around the base occasionally experiences strong winds associated with major storm systems. Wind gusts of 50 miles per hour can occur at Nellis AFB, causing difficulties from the resulting dust and sand storms.

3.3.2.2 Air Quality

The Clark County Health District Air Pollution Control Division operates air quality monitoring sites throughout the county. The monitoring stations include 16 particulate stations, one O₃ analyzer, two CO analyzers, one SO₂ analyzer, and two NO_x analyzers. The air quality in the Las Vegas region has historically been in violation of NAAQS. The Las Vegas area is designated as nonattainment for CO and particulates. This nonattainment designation indicates that the primary NAAQS for these pollutants has

been exceeded more than three discontinuous times in 3 years. Nellis AFB is located within this nonattainment area. Several remedial plans have been developed to improve the air quality in this region. The original plan, which outlined control measures for O₃, CO, and particulates, was submitted to the EPA in 1978. This plan was updated in 1980 and 1982 through the Air Quality Implementation Plan (AQIP), which specified programs for controlling stationary source emissions and for obtaining CO emission standards for motor vehicles. A revised AQIP was promulgated in 1984 by the Clark County Board of Commissioners. This plan provided baseline emissions data and projections for NO_x and volatile organic compound (VOC) emissions within the Las Vegas metropolitan area. Stationary sources attributed to military fuel combustion comprise less than 1% of the total area emissions. Mobile sources, such as commercial and military aircraft, account for approximately 10% of the total area emissions for both NO_x and VOCs.

Air quality in the Las Vegas valley has been in violation of the NAAQS. As a result, the Las Vegas metropolitan area is designated as in nonattainment for CO and particulates. Air quality maintenance plans have been developed to improve the air quality in the Las Vegas valley. The recent plans have specified control programs for stationary sources and motor vehicles. Emission control strategies have not been applied to aircraft emissions.

3.3.3 Noise

An estimate of the L_{dn} noise exposure contours for existing conditions around Nellis AFB has been developed by the U.S. Air Force Engineering Service Center (AFESC/DEMP) for the most recent aircraft flight and ground run-up operations at the base (Air Force 1988). These L_{dn} noise contours are shown in Figure 3.3-1. The land areas within the L_{dn} dB and higher level contours are listed in Table 3.3-1 and include residential land uses by civilian population.

Table 3.3-2 shows the number of persons estimated to reside in the land areas enclosed by the L_{dn} contours, and also shows the number of people who would be expected to be "highly annoyed" by the Nellis aircraft noise exposure.

The land areas and population estimates are cumulative in the respect that the L_{dn} 65 dB contour total includes those within the higher L_{dn} contours.

The existing noise impact at Nellis AFB under current operational conditions is therefore significant in terms of the high levels of L_{dn} noise exposure to which resident populations are subjected.

The Nellis Range complex would continue to be used by the 37th TFW if the Nellis AFB alternative were implemented. The range has not been modeled for noise levels due to its high degree of complexity and fragmentation. The vast array of target complexes and the thousands of square miles that comprise the range complex preclude the formulation of an accurate noise model. Since relocation of the 37th TFW would cause

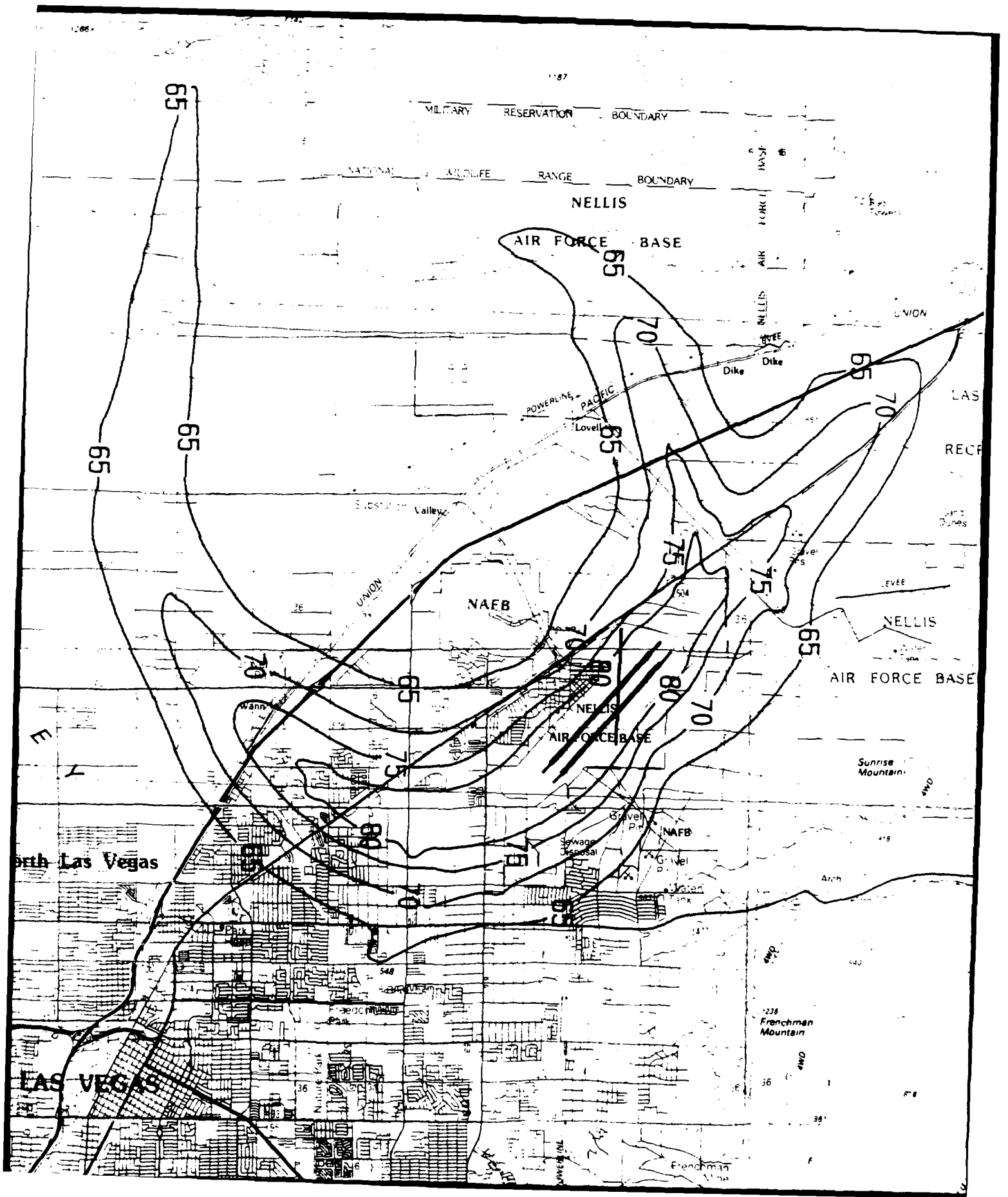


Table 3.3-1. Land Areas Within L_{dn} Noise Contours at Nellis AFB Under Current Aircraft Operations

L_{dn} Contour	Land Area Within L_{dn} Contour	
	Acres	Sq. Miles
65	27,200	42.5
70	13,500	21.1
75	6,850	10.7
80	3,400	5.3

Table 3.3-2. Populations Within Nellis AFB L_{dn} Contours

L_{dn} Contour	Number of Residents	Number Expected to be Highly Annoyed
65	23,200	7,880
70	13,600	6,160
75	6,600	4,080
80	1,800	1,100

only a minimal (less than 1 dB) change in noise exposures over the entire range complex, the noise environments from existing and future activity associated with the alternatives have not been analyzed as part of this EIS.

3.3.4 Airspace Management

Nellis AFB and the TFWC Range complex comprise one of the most heavily used flight training environments in the Tactical Air Force. This is largely due to the flying mission of the 57th FWW, which includes the Fighter Weapons School, the 440th Tactical Fighter Training Group (Red Flag), test and evaluation squadrons, as well as the USAF Aerial Demonstration Squadron (Thunderbirds). Combat flight training is also provided for other flying units from the United States and allied nations as part of the Red Flag exercises. Air Warrior is also located at Nellis AFB; however, this flying mission is conducted in California airspace in support of the U.S. Army National Training Center at Ft. Irwin.

The airspace environment associated with Nellis AFB and the TFWC Range complex consists primarily of special use airspace for flight-training purposes and airspace designated for the control of air traffic in the terminal and en route areas (Figure 3.1-1). The special use airspace includes four restricted areas and the Desert MOA with overlying ATCAA. Other training airspace related to the TFWC Range complex, but not relevant to this study, includes several MTRs and two low-altitude tactical navigation (LATN) areas. The MTRs are located both adjacent to and throughout the range complex for low-level training in conjunction with other range activities. The LATN areas are located east and west of the complex and are used for A-10 low-altitude training maneuvers. Three aerial refueling routes are also located in the western and northern portions of the range complex to support various exercises and training activities. An alert area is designated west of Nellis AFB for the purpose of advising civil traffic of high-density military flights transiting through this airspace.

Airspace designated for the control of air traffic operating at Nellis AFB and en route to the range complex consists primarily of approach and en route control areas, and a terminal control area (TCA). A TCA, which is established by the FAA, is basically a concentric airspace structure extending outward from an airfield, from the surface or higher to a specified ceiling altitude. These elements work collectively to ensure the safe and efficient transit of military and civil aircraft throughout the Las Vegas Valley and surrounding areas.

3.3.4.1 Existing Nellis AFB Terminal and En Route Airspace Structure

Approach and en route airspace has been delegated to Nellis AFB to provide ATC services for the base and for those areas utilized to transit to and from the range complex (Figure 3.1-1). This airspace is further sectorized laterally and vertically to meet the specific air traffic operational requirements of Nellis AFB, North Las Vegas Airport, and McCarran International Airport. Radar sequencing and separation services are provided within these areas for military aircraft arriving and departing Nellis AFB and transiting via the western and northern corridors to the range complex. Radar ATC and advisory

services are also provided by Nellis AFB to civil aircraft operating within the northern Las Vegas Valley area and transiting west and northeast of the base. Approximately 303,000 military and 37,000 civil aircraft operations were conducted throughout the combined approach and en route control areas during 1989.

Controlled airspace in the vicinity of Nellis AFB consists of a TCA that encompasses both the base and *McCarran International Airport*. All VFR and IFR aircraft operating within the confines of the TCA must have an ATC authorization. This mandatory requirement ensures that the ATC system is aware of all aircraft operating in the vicinity of both airfields, thus enhancing flight safety in this congested airspace environment. The TCA supplants the normal control zones, ATAs, and transition areas, which have a similar purpose of protecting aircraft operations around an airfield. However, the Nellis AFB control tower has been delegated a traffic-pattern airspace area that is approximately within a 5-mile radius of the airfield with a western extension, with vertical limits from the surface to 5,000 feet MSL. This essentially serves as a nonstandard ATA within which the tower has control responsibility for all runway and flight operations. Nearly 127,000 airfield operations (takeoffs, landings, and touch-and-go/low approaches) were conducted at Nellis within this airspace area during 1989.

3.3.4.2 Existing Nellis AFB Special Use Airspace Structure

Special use airspace within the TFWC Range complex consists of restricted areas R-4806E/W, R-4807, R-4808N/S, and R-4809, as well as the Desert MOA. The effective altitudes for each area are shown in Table 3.3-3. R-4806E/W and R-4807 are managed by Nellis AFB and are further subdivided into separate areas for flight-training activities that include air-to-ground bombing and gunnery operations, air-to-air combat operations, and EC operations. Because of the hazardous nature of these activities, civil aircraft are barred from use of these restricted areas unless specifically authorized by Nellis AFB ATC. R-4808N/S is managed by DOE and provides protective airspace for activities associated with the underground nuclear test program and other special operations. R-4808S and the western portion of R-4808N are normally available for military overflight to R-4807. R-4809 is also managed by DOE and overlies TTR, which is used for various defense-related test programs. This restricted area is subdivided for joint use with Nellis AFB such that the southern and eastern portions are used in conjunction with R-4807 tactical training. R-4808N/S and R-4809 are never authorized for use by civil aircraft.

The Desert MOA and the overlying ATCAAs comprise the eastern half of the TFWC Range complex. This airspace is subdivided into four sections for individual flight scheduling and also contains a corridor for range entry/exit. R-4806E (also identified as Alamo) can also be designated as part of the Desert MOA when it is not scheduled for range training activities. The northernmost portion of the Desert MOA (Reveille sector) is subdivided both vertically and laterally with a ceiling altitude of FL270. One low and two high altitude airways traverse this MOA sector, and scheduled use of the subsections is predicated on airway traffic. MOA airspace and higher altitudes within the ATCAAs (as required) are used for air combat maneuvers and intercepts that do not involve weapons

**Table 3.3-3 Special-Use Airspace Operating Altitudes
Tactical Fighter Weapons Center Range Complex**

Airspace	Base	Ceiling
R-4806E	100' AGL*	Unlimited
R-4806W	Surface	Unlimited
R-4807	Surface	Unlimited
R-4808N/S	Surface	Unlimited
R-4809	Surface	Unlimited
Desert MOA	100' AGL*	To but not including FL180**
ATCAA	FL180	FL550 (or to highest altitude required)

* Above Ground Level.

** Flight Level (FL) represents hundreds of feet above mean sea level based on constant atmospheric pressure.

delivery. Nonparticipating aircraft (civil and nonscheduled military) are not restricted from MOA airspace. VFR aircraft may transit the MOA without an ATC clearance. Nellis AFB ATC separates IFR aircraft from military operations when transit is required through the MOA/ATCAA.

Aircraft sorties within the TFWC Range complex can include flight training throughout portions of both the Desert MOA/ATCAA and those restricted areas used by Nellis AFB. Over 60,000 aircraft sorties are conducted annually within this TFWC special use airspace.

3.3.5 Socioeconomics

The socioeconomic ROI for activities at Nellis AFB is Clark County. Located in southern Nevada, the county covers an area of 7,910 square miles. Clark County also includes the Las Vegas metropolitan statistical area (MSA).

3.3.5.1 Population

3.3.5.1.1 Clark County

Clark County has been one of the fastest growing metropolitan areas in the United States since World War II. In the 1980s, Nevada was the country's fastest growing state due, for the most part, to Clark County's rapid growth. An estimated 4,500 people currently move to Las Vegas per month (Nevada Development Authority 1990). The estimated population in Clark County for 1990 is 794,140, a 17% increase from 1988 (Table 3.3-4). By 1994 the population is predicted to reach 973,120, averaging 5% growth annually.

The total number of households in the county was 269,333 in 1989, an increase of 8% from the previous year (Nevada Development Authority 1990). The number of persons per household has remained about constant, with an average household size of 2.7 individuals.

3.3.5.1.2 Nellis AFB

Nellis AFB employed a total of 10,680 officers, enlisted personnel, and civilians at the end of FY 88 (Table 3.3-5). The total population associated with Nellis AFB, including retirees, dependents, contractors, and other personnel, was estimated at approximately 48,000. A total of 2,696 active duty military personnel are associated with the 37th TFW and Det 1, 57th FWW.

Most of the military personnel working at Nellis AFB live in Las Vegas, and virtually all Nellis civilian employees reside in Clark County. Approximately 1,500 military personnel and their families – a total of 4,861 people – reside on base. About 15% of military employees live on base (ERIS 1989).

Table 3.3-4. Population in Clark County

	1988 ^a	1990 ^b	1992 ^b	1994 ^b
Clark County	681,440	794,140	890,060	973,120

Notes: ^a Estimated.
 ^b Forecasted.

Source: Vaidyanaphan 1990.

Table 3.3-5 Personnel and Retirees Estimates for Nellis AFB (FY 89)

Category	Number of People	Totals
<u>Appropriated Fund Military</u>		
Officers	1,084	
Enlisted	8,431	
Subtotal		9,515
<u>Appropriated Fund Civilian</u>		
General schedule	755	
Federal wage system	410	
Subtotal		<u>1,165</u>
		10,680
<u>Nonappropriated Fund (NAF), Contract Civilian, and Private Business</u>		
Civilian NAF/BX	812	
Contract civilians ^a	1,930	
Private businesses on base by type:		
Branch banks	16	
Credit union	21	
Food establishments	3	
Other	72	
Other civilians ^a	80	
Subtotal		2,934
<u>Military Retirees</u>		12,154
Total	13,614	25,768

Note: ^a Not elsewhere included.

Source: ERIS 1989.

3.3.5.2 Employment and Income

3.3.5.2.1 Clark County

The economy of the Las Vegas area has experienced a resurgence during the past several years. By the first quarter of 1990, approximately 38,000 new jobs were created, an increase of almost 12% from the same period in 1989 (Nevada Employment Security Department 1990). Employment averaged 365,300 jobs during the first quarter of 1990, as shown in Table 3.3-6.

The services industry accounts for much of the employment in the Las Vegas area, about 46% as of the first quarter of 1990. An estimated 18,000 new jobs have been created in the service sector since March 1989 (an increase of 12%). Approximately one-third of service jobs in the area are within the hotel/gaming/recreation sector (Nevada Employment Security Department 1990). The wholesale and retail trade sector makes up about 21% of local employment. Total trade employment grew by approximately 11% from March 1989 to March 1990. Employment in government accounts for an estimated 11% of employment. The construction sector makes up about 10% of local employment, increasing 23% from 1989.

The unemployment rate in Clark County has declined considerably since the 1982 recession. As of March 1990, the seasonally adjusted rate was 4.5%, the lowest it has been for more than a decade (Nevada Employment Security Department 1990).

Total payrolls distributed across industrial sectors in the Las Vegas area are summarized in Table 3.3-7. Payrolls totaled about \$6.2 billion in 1988. Service industries accounted for approximately 45% of total earnings. Wholesale and retail trade and government contributed the next greatest earnings to the area, representing 16% and 14% of the total, respectively.

Total personal income in Clark County was \$9.6 billion in 1987, the last year reported. This figure represented 58% of the total personal income in Nevada. Per capita income in the county was \$15,943 in 1987, a 12% nominal increase from 1985 (BEA 1989)

3.3.5.2.2 Nellis AFB

Nellis AFB is one of the largest employers in southern Nevada with about 10,600 appropriated-fund employees. Combined with nonappropriated-fund employees (e.g., base exchange), contractor personnel, and other service workers, total employment associated with the base is about 13,600 jobs. Approximately 11% of the military personnel working at the base are officers. Civilian employees account for about 11% of the appropriated-fund employment at Nellis (ERIS 1989).

Total gross payroll disbursed to employees and personnel related to Nellis AFB in FY 89 was \$486,792,022 (Table 3.3-8). Military personnel accounted for approximately 69% of the total earnings of \$335.8 million. Approximately \$151 million were paid to

Table 3.3-6. Nonagricultural Wage and Salary Employment,^a Las Vegas Metropolitan Statistical Area

Industry	March 1989	March 1990	1990 Percent of Total
Mining	200	300	0.1
Construction	28,200	34,800	9.5
Manufacturing	9,700	10,400	2.8
Transportation and public utilities	17,000	18,900	5.2
Wholesale and retail trade	69,500	77,000	21.1
Finance, insurance, and real estate	16,000	16,800	4.6
Services	150,400	168,300	46.1
Government	36,400	38,800	10.6
Total	327,400	365,300	100.0

Note: ^a Reflects employment by place of work. Does not necessarily coincide with the number of workers residing in the area. Includes multiple job holders.

Source: Nevada Employment Security Department 1990.

**Table 3.3-7 Distribution of Payrolls by Industry,
Las Vegas Metropolitan Statistical Area (1988)**

Industry	1988 Payroll (\$1000)	Percent of Total
Agriculture, forestry, and fishing	26,800	0.4
Mining	5,500	0.1
Construction	576,400	9.2
Manufacturing	220,300	3.5
Transportation and public utilities	392,600	6.3
Wholesale and retail trade ^a	1,004,100	16.1
Finance, insurance, and real estate	337,900	5.4
Services ^a	2,788,300	44.7
Government	884,500	14.2
Total	6,236,400	100

Source: Nevada Development Authority 1990.

^a Tourism and gaming activities are included in the retail trade and service industries.

**Table 3.3-8. Payroll Disbursed to Nellis Air Force Base Employees
and Related Personnel (FY89)**

Appropriated Fund

Military	\$231,727,381
Civilian	33,206,677

Nonappropriated Fund, Contract Civilian,
and Private Business

Civilian NAF/BX	7,589,911
Contract civilians ^a	59,729,128
Private businesses on base by type:	
Branch banks	294,000
Credit union	326,143
Food establishments	76,200
Other	553,834
Other civilians	2,314,186
Military retirees	150,974,562
 Total Payroll	 \$486,792,022

Note: ^a Not elsewhere included.

Source: ERIS 1989.

military retirees residing in the area. Earnings of military and civilian employees at Nellis represented about 5% of the total earnings paid to residents of the Las Vegas area.

3.3.5.3 Housing

3.3.5.3.1 Off-Base Housing

Housing includes all apartments, houses, and mobile homes available within the HMA, whether they are owned, rented, or vacant. According to the Clark County Department of Comprehensive Planning, as of July 1989, the Las Vegas HMA had a total of 289,519 housing units (Table 3.3-9).

Approximately 46% of the housing inventory in the Las Vegas HMA consists of detached, single-family homes. Attached, single-family units (condominiums and townhouses) comprise another 11%. Multifamily housing in the HMA is defined as two-, three-, or four-plexes and apartments and comprises 34% of the total housing units. Mobile homes make up about 9%.

Approximately 62% of off-base households are owners and 38% are renters (Nevada Development Authority 1990). Vacancy rates in the HMA average 5.5%. For specific types of housing, vacancy rates range from 2.5% for detached, single-family homes to 5.9% for attached, single-family and multifamily units.

A summary of the Las Vegas residential market is shown in Table 3.3-10. The greatest proportion of homes sells within 30 days of being offered (about 40%). The average selling price of a home in 1989 was \$97,440, a 17% increase in nominal terms since 1987. The price in constant dollars has increased 7% during the same period.

3.3.5.3.2 On-Base Housing

The total number of MFH units at Nellis AFB is 1,471 (ERIS 1989). Located within base boundaries, the Wherry MFH area contains 791 (54%) of these units. Another 680 units are located off base at the Nellis Terrace and Manch Manor developments. Nellis MFH maintains 99% occupancy rates. Waiting time to move into MFH can average 3 to 6 months for officers and up to 16 months for enlisted personnel depending on grade and size of unit desired.

3.3.5.4 Community Facilities and Services

3.3.5.4.1 Education

Historical enrollment figures for the Clark County School District are summarized in Table 3.3-11. The district reported an enrollment of 105,151 students in 1988, making the district the 19th largest school district in the United States (USAF 1988,f). The school district employed 4,419 classroom teachers in 1987. It is estimated that 5% of all enrollments were Nellis AFB-related students (5,590 students) in 1988.

**Table 3.3-9 Permanent Housing in Region of Influence,
Clark County**

	-----1988 ^a -----		-----1989 ^a -----	
	No. of Units	Vacancy Rate	No. of Units	Vacancy Rate
Single-family detached	124,028	2.9%	131,765	2.5%
Single-family attached	28,839	5.2%	31,505	5.9%
Multifamily	86,821	6.9%	99,241	5.9%
Mobile homes	26,399	3.7%	27,008	2.6%
Total units	266,087		289,519	

Note: ^a As of July.

Source: Carrasco 1989; Palm 1990.

Table 3.3-10 Summary of Las Vegas Area Real Estate Market

	1987	1988	1989
Average listings	3,360	6,413	7,018
Days on market			
1-30	31%	35%	40%
31-60	22%	21%	22%
61-90	16%	15%	15%
91-120	9%	10%	9%
121+	22%	19%	14%
Average price (nominal)	\$83,370	\$88,690	\$97,440
Average price (1989)	\$91,207	\$92,592	\$97,440

Note: Adjusted using BLS price index for shelter, as reported in the 1990 Economic Report of the President.

Source: Loveday 1990.

**Table 3.3-11 Historical Enrollment Figures:
Clark County School District**

Year	Elementary	Secondary	Total
1985	47,177	42,594	89,771
1986	48,586	42,327	90,913
1987	51,731	43,142	94,873
1988	55,600	43,833	99,433 ^a
1989	59,931	44,636	104,567 ^b

- Notes:
- ^a Does not reflect enrollment of 594 ungraded students in a preschool program or nongraded class in a school for special education, or students who cannot be assigned to a particular grade.
 - ^b Does not reflect enrollment of 584 ungraded students in a preschool program or nongraded class in a school for special education, or students who cannot be assigned to a particular grade.

The Clark County School District plans to convert several elementary schools to year-round curriculum in the near future to alleviate overcrowding. Additionally, there are several elementary and junior high schools currently under construction.

3.3.5.4.2 Police and Fire Protection

In Nevada, a county provides law enforcement services through the county sheriff's office in conjunction with other law enforcement agencies, including the Nevada Highway Patrol and various local agencies. In Clark County, there are 1,331 commissioned officers and 760 civilian personnel. The officer-to-population ratio is 1:489. Because of the Nellis AFB-related population, 84 officers are required to serve the base. Nellis AFB maintained a security force of 560 personnel in 1985 for law enforcement on the base and range complex. No formal mutual aid agreement exists between the base and civilian law enforcement agencies.

Fire protection at Nellis AFB is provided by a fire suppression staff of 83 persons and 3 administrative support personnel. The base has a mutual assistance agreement with Clark County and the cities of Las Vegas, North Las Vegas, Henderson, and Boulder City.

The Clark County Fire Department provides fire protection and emergency medical services to unincorporated areas of Clark County (DOE and USAF 1988). In addition to full-time, paid staff in urbanized Las Vegas and in Laughlin, the department coordinates volunteer departments for the outlying areas in the county. The cities of Las Vegas, North Las Vegas, Henderson, and Boulder City operate municipal fire departments. Cooperative agreements among these departments coordinate the dispatch of services for the Las Vegas Valley.

Police and fire protection services will continue to operate near capacity as the county growth rate continues to increase.

3.3.5.4.3 Health Services

Nellis AFB maintains a 35-bed hospital on base to serve active and retired military personnel and their dependents. Approximately 75% of the hospital's service is dedicated to serving active military personnel (Van Sweringer 1989). During the year ending September 30, 1989, the hospital had 2,662 admissions and 203,064 outpatient visits. The current facility is inadequate to meet this level of demand and would be replaced by a proposed Veterans Administration/Air Force composite medical facility. The 129 bed hospital would be constructed in Area III of Nellis AFB and would be completed in FY 92.

In 1989, approximately \$13 million in civilian health care (CHAMPUS) payments were made (ERIS 1989). The CHAMPUS system allows military retirees and the dependents of active duty personnel to utilize civilian medical care when necessary services are not available from military facilities.

In 1988, Clark County residents received medical care from 871 licensed physicians (Mowrey 1989), 2,024 registered nurses, and 612 licensed practical nurses (Seely 1989). There are 8 hospitals in the county containing a total of 1,973 beds. This accounts for 60% of the hospital beds in the state.

3.3.5.4.4 Utilities

Water Supply. Municipal water is supplied to Nellis AFB by wells and Lake Mead. These wells tap valley-fill aquifers. The static water level ranges from 69 to 121 feet below the surface. Well yields range from 250 gpm to 970 gpm with an average of 412 gpm. Nellis AFB also receives Colorado River water through the Southern Nevada Water System. The Nellis AFB allocation from this system is 4,000 AFY. Off-base water supplies are expected to meet demand well into the 1990s.

Nellis AFB currently has a 4 million gallons above-ground water storage capacity distributed among several tanks and linked pump wells via pipelines. There is one three-million gallon tank in Area III.

Wastewater. Sewage from Nellis AFB is discharged into the Clark County Sanitation District (CCSD) system. The CCSD system has the capacity to support Nellis AFB growth as well as county-wide growth since they recently completed a new advanced wastewater treatment plant. Area II of the base is currently serviced by an Imhoff tank treatment system with outfall into two sewage lagoons.

Solid Waste. An abandoned sewage-disposal site located on the base had seven effluent leach ponds. The 20-acre site is currently supporting a base sanitary landfill. Currently, Nellis AFB has an agreement with the Silver State Disposal Company for solid waste removal from the base. Silver State Disposal Company provides removal and landfilling of solid wastes in Clark County. Capacity will continue to exceed demand well into the future.

Power. Electrical power for Nellis AFB and Clark County is provided by the Nevada Power Company. Natural gas is supplied by Southwest Gas Corporation. Nevada Power is currently proposing construction of an additional generating station in Clark County to meet anticipated growth by 1991.

3.3.5.5 Public Finance

Public finance is related to revenues and expenditures of county and city governments and special districts within the region under consideration. Budgets in these jurisdictions are established to allocate a broad spectrum of services to residents, including public health and safety services, public works programs, administrative and legal operations, education, and recreation programs. Revenues for these services are drawn from an equally broad number of sources, including property taxes, sales taxes, local taxes and fees, and various subventions from state and federal sources.

From 1987 to 1988, Clark County experienced growth in both total revenues and total expenditures. In 1987, total revenues were \$333,197,864, and total expenditures were \$334,721,170. In 1988, total revenues were \$371,150,544, and expenses totaled \$349,982,407. In both years, the highest categories of expenditure were public safety, general government, and the judicial system (in decreasing order of expenditure).

3.3.5.6 Transportation

Figure 3.3-2 shows the roadway transportation system for the area. The major interstate connection in the Las Vegas area is I-15, which passes immediately to the west of Nellis AFB. Other principal roadways in the area include U.S. Highways 93 and 95. Access to Nellis AFB is obtained via the main base entrance on SR 604, a six-lane highway known as Las Vegas Boulevard. A north entrance gate is also located off SR 604. Base access is also obtained via the West Entrance from Nellis Boulevard, a four-lane highway intersecting with Las Vegas Boulevard. The Hollywood Gate is located on the east side of Nellis AFB and serves as a secondary access for personnel on that side of the base. It contains two lanes, each 13 feet in width. Approximately 750 vehicles per day use this gate. Numerous collector and local roads are also utilized to access Nellis AFB.

The base has a network road system somewhat independent of the surrounding region. From the west gate, 1st Street forms a "T" intersection with Nellis Boulevard and extends in a northeastern direction parallel to the flight line. This three-lane road employs a reversible lane to better accommodate inbound and outbound movements during the respective peak commuting hours. McCarran Boulevard forms an intersection with SR 160 at the main gate, and Industrial Road is the access for the north gate. Similar to most base facilities, vehicular circulation is heaviest during the morning and afternoon peak commuting hours, and to a lesser degree during lunch hours. Although the base roads experience considerable activity during the remainder of the day, no congestion problems are evident. The base site covers areas on both the west and east side of SR 160. With about 1,300 residences on the west end, personnel must cross SR 160 to access work areas. The principal passage is via Craig Road. This road has recently been improved to a four-lane divided facility that intersects with SR 160 and McCarran Boulevard at the main gate. In general, traffic along Craig Road, SR 160, and Nellis Boulevard flows freely through the area. Although congestion is heavier during the peak hours, only slight delay is experienced.

Union Pacific operates the Los Angeles and Salt Lake (LA&SL) rail line, which serves the city of Las Vegas. The only line in the area of Nellis AFB is an LA&SL spur previously used to transport jet fuel to the base. Now fuel is moved via pipeline, and the spur is inactive.

McCarran International is the only commercial airport in the Las Vegas area. Small general aviation airports are the North Las Vegas Airport west of Nellis, Sky Harbor in Henderson, and Boulder City's municipal airport. These airports are commonly used for flight training and private use.

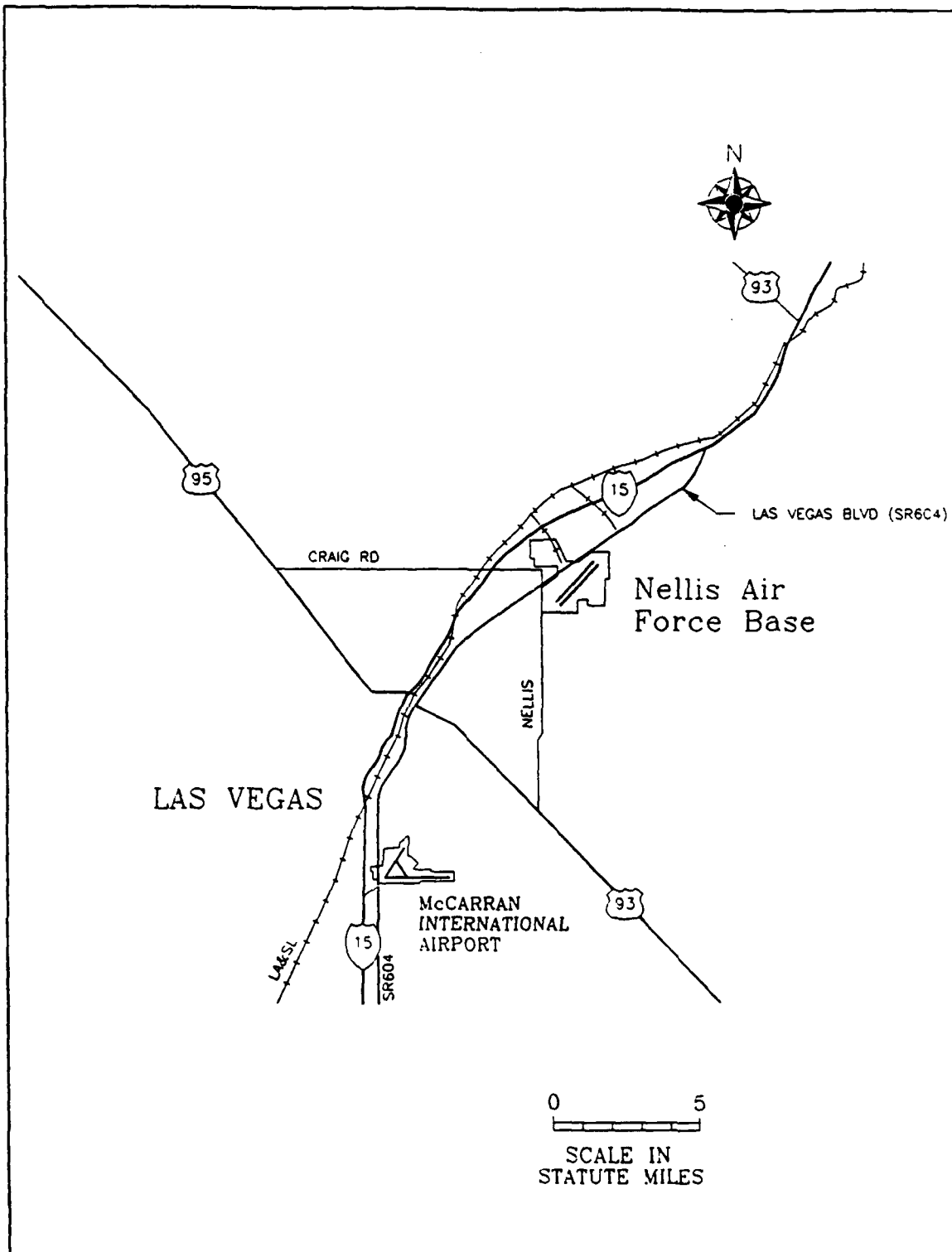


Figure 3.3-2 Nellis AFB Transportation System

3.3.6 Biological Resources

3.3.6.1 Vegetation

Nellis AFB is located in the Mojave Desert region of southern Nevada. As indicated in subsection 3.1.6.1, the region has typically sparse vegetation, with bare ground between individual plants. On the base, the major habitats available for wildlife are: urban (primarily housing), the golf course, and the native desert shrub vegetation. Within these major habitat types, the land can be characterized as developed (736 acres), moderately-developed (4,312 acres), or undeveloped (8,150 acres) (USAF 1989b).

The urban areas on the base have been well developed over a long period of years and have a good growth of mature trees and shrubs that provide nesting and feeding sites for songbirds. During most of the year, water is available from lawn and tree watering. This habitat is stabilized and provides for good songbird populations.

The golf course, another man-made habitat, has been landscaped with trees and shrubs along the grass fairways. Three very small ponds, which serve as the irrigation source for the fairways, are particularly attractive to a variety of bird species. The wildlife populations supported by this habitat are limited because of the size; but the populations are stable and the habitat trend is stable.

Native desert shrub vegetation is found in varying amounts on both the moderately developed and undeveloped areas. The native vegetation, of course, has been greatly disturbed due to its close proximity to a metropolitan area. One of the least disturbed areas of desert shrub vegetation is present on Area II, a portion of land in the northeastern part of the base. Another area, the Desert Wells Annex, consists of two 40-acre parcels on either side of Craig Road, 4 miles west of the main base. The habitat is typical southern desert shrub; and although it has been disturbed, it is generally in better condition than that found on the remainder of the base. The vegetation is denser, and the presence of fairly good stands of mesquite provides for a mix that is favorable to wildlife.

3.3.6.2 Animals

A general discussion of the animals occurring in the Mojave Desert region around the base is presented in subsection 3.1.6.1. As indicated in subsection 3.3.6.1, the three main habitat types on the base are urban areas, the golf course, and native desert shrub vegetation. In the urban areas, the most representative bird species is the house finch. This bird easily adapts to man-made improvements and associates with the housing developments of humans. The golf course is frequented by great-tailed grackles, domestic geese, ducks, coots, and horned larks. The horned lark is capable of successfully nesting and rearing young on, and adjacent to, the fairways. The native desert shrub vegetation on the base provides for a variety of nongame bird species and small mammals and reptiles that are commonly associated with this vegetation type. Coyote, Gambel's quail, and doves are frequently seen in the shrub vegetation.

3.3.6.3 Endangered and Threatened Species

The state- and federally-listed endangered, threatened, or otherwise protected species of Nellis AFB and NAFR include mammals, birds, fish, reptiles, invertebrates, and plants. Twenty-eight federally listed species are identified in Appendix A, Table A-1. Fifty-three state-listed species are identified in Table A-2. One hundred and twenty-eight candidate species are identified in Table A-3.

3.3.7 Water Resources

3.3.7.1 Surface Water

Nellis AFB is located in an arid region with an average annual precipitation of about 4 inches, most occurring during summer thunderstorms. Winters are relatively dry, with erratic occurrences of snowfall from year to year. The mean annual open water evaporation rate in the vicinity of Nellis AFB is estimated to be 80 inches per year (USGS 1985). Open water evaporation rate is used to estimate evapotranspiration rate and represents the upper limit of water loss from the hydrologic cycle by atmospheric conditions. There is a large potential deficit (76 inches) in precipitation (average annual precipitation minus annual open water evaporation) for the Nellis AFB area.

Nellis AFB is located on the eastern edge of the Las Vegas Valley, which lies in the Great Basin physiographic province. Las Vegas Valley is comprised of the floor of the basin and gently sloping alluvial fans between the surrounding mountains. The slope of the fans is steepest near the mountains and diminishes toward the lower portions of the basin. The Las Vegas Valley slopes gently from the northeast to the south-southwest. The base is located at an approximate elevation of 1,870 feet MSL on a relatively flat alluvial section of the valley. There are no perennial streams on or near Nellis AFB. Surface water runoff is small, occurring during and immediately after the local high-intensity thunderstorms. This runoff is directed from the northwest toward the south and southwest. Stormwater is collected and directed by the on-base surface drainage system to Sloan Channel. Flooding along the drains occurs briefly during and after the higher intensity storms. This shallow flooding occurs on an infrequent basis (TAC 1988a). There are no other direct discharges of wastewater from Nellis AFB; however, the on-base generated sanitary wastewater is discharged to the Clark County sanitary district facilities. Approximately 384 million gallons were discharged to the sanitary district in 1988 (TAC 1988b, URS 1988).

Lake Mead is the major source of surface water in the vicinity of Nellis AFB and is a major source of water for the base through an agreement with the Colorado River Commission (CRC). The Nellis AFB water system currently approaches capacity during summer months when demand is highest. The average daily demand from October 1987 to August 1988 was 3.4 mgd, the highest daily demand was 6.3 mgd (URS 1988). In addition to high demand, two other factors constrain system capacity: the comparatively small size of the reservoirs and towers used for storing water on base, and a restrictive,

long-term agreement with the CRC that has set a limit of 1,303 million gallons per year for Nellis AFB use.

Approximately half of the base water demand is met by wells on the base that are pumped continuously (maximum capacity 3.1 mgd). The remaining water is obtained from the CRC. The base has an emergency water-allocation contract with the city of North Las Vegas that allows the base to use a portion of that city's water allocation from the CRC when base demand approaches capacity. In FY 87, approximately 996 million gallons of water were purchased by the base (USAF 1987). For the CY 87, the base's average use of water from the CRC was 69 million gallons; the monthly average water use in 1988 was 81 million gallons (URS 1988).

If flow conditions are favorable, the main water station that pumps water to the base can deliver from 5.2 to 7.8 mgd. However, curtailment policies in the summer months prevent this withdrawal rate. Every year, from June to September, curtailment may go into effect for 8 hours per day, or a maximum of 48 hours per week. During curtailment, users cannot receive water from the CRC; they must use water stored in their reservoirs or towers. Even if there is no curtailment in effect, water is at a premium price between 10:00 a.m. and 10:00 p.m. during those months (URS 1988).

3.3.7.2 Groundwater

The major surface water body (Lake Mead) near Nellis AFB provides a large share of the water needed to operate the base. The additional demand is met by local groundwater supplies. During the development of the Las Vegas Valley, withdrawal of groundwater from the aquifer underlying the valley exceeded the recharge (URS 1988). The extensive pumping overdrafted the groundwater and produced a long-term decline in Las Vegas Valley groundwater levels. Construction of Lake Mead has reduced the demand upon the aquifer and helped stabilize valley groundwater levels (USAF 1987). Nellis AFB is located on the eastern edge of Las Vegas Valley, a structural basin that was formed by subsidence due to faulting. Materials that eroded from the Las Vegas range, spring, and surrounding mountains were deposited in the subsiding basin and formed the alluvium deposited through much of the valley (TAC 1988a). The groundwater underlying Nellis AFB is found in the fine-grained valley sediments. Groundwater quality is generally good in the vicinity of the base (USAF 1987).

3.3.8 Archaeological, Cultural, and Historical Resources

The affected environment for Nellis AFB is virtually the same as described for the TTR (subsection 3.1.8), with one addition. A survey at the TFWC Range complex at Nellis by Crownover (1981) revealed that many target areas contain prehistoric and historic resources that are potentially eligible for listing on the National Register of Historic Places. Preliminary findings of a recent historical survey of Nellis AFB indicate only one building, the old McCarran Field Air Terminal, may be eligible for listing in the National Register of Historic Places (Page and Turnbull 1988). A site record search for Nellis AFB reveals the base can be considered low in archaeological sensitivity and is unlikely to contain aboriginal or early historic occupation sites (Rafferty 1988).

3.3.9 Hazardous Materials and Wastes

The operation of military hardware at Nellis AFB, including maintenance of jet engines, ground equipment, corrosion control, and fire training activities, utilize hazardous materials and generate wastes. Wastes generated by these activities are directly related to the level of activity (i.e., amount of equipment supported). These wastes are disposed of on base by recovery or collection and disposal by contractor(s) that are approved by the state and EPA for collection and disposal of the wastes.

Construction activities and operation of Nellis AFB generate a variety of hazardous and nonhazardous wastes. DoD has published an implementing directive, DoD Directive 5100.50, which outlines their policy to comply with applicable federal and state regulations dealing with these wastes. Nellis AFB is managing their wastes under this directive and the Base IRP.

Construction and demolition debris is generated during base maintenance, building refurbishing, reconstruction, modification, and new facilities construction. This will be the major source of wastes generated by the proposed base realignment (see subsection 2.2.2.2). This construction and demolition debris will be disposed of in the base landfill when the work is performed by Air Force personnel. Debris generated by contractors will be disposed of off base by the contractor in a state- and EPA-approved disposal area.

The operation of military hardware, including jet engine pneudraulics, aerospace ground equipment maintenance, corrosion control, vehicle maintenance, and fire training activities, generates wastes directly related to the level of activity (i.e., amount of equipment supported). These wastes are disposed of on base by recovery or collection and disposal by contractors that are state- and EPA-approved.

4.0 ENVIRONMENTAL CONSEQUENCES

4.1 37TH TFW/49TH TFW ALTERNATIVE

This alternative includes the inactivating of the 49th TFW and the relocation of the 37th TFW to Holloman AFB.

4.1.1 Tonopah Test Range

If this alternative is implemented 1,130 contractor employee positions, and 46 PAA F-117A aircraft plus 8 PAA 8 AT-38B aircraft would be relocated from TTR.

4.1.1.1 Land Use

There are no plans for changes in land ownership at TTR or the TFWC Range as a result of this alternative. Land associated with the 37th TFW was not established specifically for the unit and is used for other ongoing programs. Assuming that the relocation of the 37th TFW occurs, the facilities in the TTR would be vacated and available for other use. There are no plans to demolish the facilities.

The town of Tonopah would receive moderate land-use impacts due to this alternative primarily due to the reduction of contractor employees. Assuming a worst case scenario, 511 contractor employees residing in Nye County would lose their positions. This change in the work force would reduce residential land use, which, in turn, can affect commercial land use. Residential land use in Goldfield may also be affected. Service and recreation related business activities would be impacted by reduced expenditures.

4.1.1.2 Atmospheric Resources

Although extensive air monitoring has not been performed, air quality in the vicinity of the TTR is believed to be generally very good, because of the low population density and the absence of numerous large sources of emissions in Nye County. This alternative would result in a slight improvement in regional air quality, due to the relocation of the 46 PAA F-117A and 8 PA AT-38B aircraft presently stationed at TTR. Regional emissions of CO, total hydrocarbons (THC, precursor to ozone), NO_x, SO₂, and particulate matter (PM) would be reduced because of the reduction in flight operations and in flight support activities such as fuel storage and handling, maintenance, engine runup, and operation of military and civilian vehicles.

The extent of air quality improvement due to reduced flight operations was estimated by the Air Quality Assessment Model (Seitchek 1985) and its box-model methodology. The modeling procedure consists of identifying the airspace in which specific flight operations take place, the type and maximum number of aircraft

participating during a known time period, and the pollutant emission rates of the engine at the power setting appropriate to the flight operations. The dimensions of the airspace define a box in which the engine emissions are assumed to be uniformly distributed. The average concentration of a pollutant within the box is assumed to be indicative of its short-term concentration at ground level.

The result of this analysis is presented in Table 4.1-1, which identifies the dimensions of the airspace (the box) and the estimated reduction in ground level concentrations of criteria pollutants. Separate tabulations are presented for the Tonopah vicinity and primary special use airspace. The concentration reductions are insignificant, compared to the corresponding NAAQS listed in Table 3.2-1.

4.1.1.3 Noise

The relocation of the 37th TFW from TTR would result in a significant reduction of the aircraft noise exposure in the vicinity of the airfield, but would have a minimal effect on noise exposures at residential community areas. These community areas are either unaffected by the 37th TFW operational noise or are predominantly affected by noise from other military aircraft operations, such as from Nellis AFB or at the Nellis Range Complex.

4.1.1.4 Airspace Management

The 37th/49th TFW alternative would not change special use airspace designations within the TFWC Range complex. Although this relocation may result in some reduced use of R-4809, this airspace would continue to support TFWC tactical training operations and DOE testing programs. The TTR airfield would remain open for use by DOE and for use as an emergency field for TFWC Range operations. The extent to which these airfield operations would require local ATC services would determine the continued need for the existing approach control and airport traffic areas. The subsequent temporary or permanent use of this airfield and ATC airspace requirements would be evaluated separately from this proposal.

4.1.1.5 Socioeconomics

This section presents the estimated socioeconomic impacts of the 37th/49th TFW alternative in Tonopah and Nye County. These estimates are based on a detailed accounting of employment and expenditures related to 37th TFW activities. The assumptions and methodology for estimating economic impacts are described in detail in Appendix B.

4.1.1.5.1 Population

The demographic impacts of this alternative are shown in Table 4.1-2. The relocation of the 37th TFW from TTR would (as worst case) eliminate 1,130 contractor positions, 511 of which are held by Nye County residents (22 of the 511 live in nearby

Table 4.1-1 Maximum Hourly Air Pollutant Concentrations at Tonopah Test Range and Primary Special Use Airspace

	<u>Concentrations ($\mu\text{g}/\text{m}^3$)</u>				
	<u>CO</u>	<u>THC</u>	<u>NOx</u>	<u>SOx</u>	<u>PM</u>
Tonopah Test Range					
F-117A	6.42	2.37	2.94	0.18	0.01
T-38	2.49	0.38	0.06	0.03	0.00
Total	8.91	2.76	3.00	0.21	0.01
Primary Special Use Airspace					
R-4809	0.58	0.020	0.73	0.045	0.0096
TFWC	0.0018	0.000059	0.0022	0.00014	0.000029
Others	0.00019	0.000007	0.00024	0.000015	0.000003

**Table 4.1-2 Demographic Impacts of the 37th/49th TFW Alternative
on Nye County**

Civilian households (a)	-511
School children	-358
Total population	-1,380

(a) Includes all TTR contractors living in Nye County; does not include indirect workers.

Esmeralda County, but were included for this analysis as Nye County residents). The remaining positions are filled by 547 workers commuting from Clark County and 72 workers commuting from other areas. As a worst case, all 511 households would relocate. No indirect workers are expected to relocate. An estimated 358 school children would accompany the out-migrating contractors. This reduction in school-aged children may necessitate school employment reduction and lead to further out-migration.

The total population impact would be a reduction of 1,380 persons, about 7% of the estimated Nye County population of 19,990 and about 31% of the estimated 4,324 population in Tonopah.

Population in the area would be further diminished by upcoming reductions in mining employment, specifically a reduction of 200 jobs at Candelaria Mine (December 1990) and 300 jobs at Cypress Mine (scheduled for February 1991). Approximately 500 miner households leaving the area would result in a population loss of roughly 1,400 persons. The cumulative reduction in population including this alternative, would be 2,780 persons or 14% of the total county population. If the primary residence of Cypress Mine employees were Tonopah, the cumulative impact to Tonopah could approach 2,200, or over 50% of Tonopah's population.

4.1.1.5.2 Employment and Income

Relocation of the 37th TFW would reduce employment and income in Nye County. A total of 1,130 contractor positions at TTR would be eliminated, roughly 10% of total Nye County employment. As noted above, 511 of these contractors live in Nye County, including 440 workers residing in Tonopah. An estimated 40 indirect jobs would be lost and a reduction of 41 education workers. A loss of 521 (contractor, indirect and education) be the equivalent of roughly 20% of the total employment of Tonopah residents. The loss of jobs would be somewhat attenuated by the departure of an estimated 331 working spouses and working-age dependents of contractors -- jobs that would then be available to displaced workers.

The reduction of mining activities would reduce direct employment by 500 positions. These reductions would also reduce educator positions by roughly 40 jobs. The cumulative employment impact of the relocation of the 37th TFW and the reduction in mining -- including direct, indirect and education workers -- would be a reduction of 1,801 positions, or roughly 17% of current employment in the County.

Earnings associated with the relocation of the 37th TFW would be reduced by \$21.5 million because of the loss of the contract positions, and \$545 thousand because of the indirect job loss. The earnings of the 547 contractors commuting from Clark County would represent an additional loss of \$21.9 million. Earnings losses related to 72 workers commuting from other areas would be \$2.9 million. Total reduction to earnings in Nye County (reported by place of work rather than residence) would be \$46.8 million, or 14% of total 1988 County earnings. Loss of mining jobs could produce cumulative County impacts of twice this amount, or approximately \$100 million.

4.1.1.5.3 Housing

As a worst-case, all 511 contractor households in Nye County would relocate. A simultaneous move by all contractor households would have a dramatic impact on the local Tonopah housing market, depressing prices and increasing the time needed to sell a home. In 1989, the total number of residential sales in Tonopah was 78. Currently, knowledge of the proposed relocation of the 37th TFW has created uncertainty in the residential market, and sales have slowed considerably (Rippie 1990). Additional vacancies related to the reduction in mining employment will further depress home sales and prices for rentals.

4.1.1.5.4 Community Facilities and Services

Education. As a result of the realignment, the Nye County School District would experience a decrease in enrollment in the 1992/93 school year. It is anticipated that 358 school-aged dependents would leave with contractor personnel, resulting in an 11% decrease in enrollment in local schools.

The reduction of mining employment could (worst case) lead to an additional loss of 350 school-aged children. The cumulative reduction would be an approximate 22% decrease in enrollment.

Police and Fire Protection. This alternative would result in the departure of 1,380 persons from Tonopah, increasing the ratio of sheriff and fire protection personnel to local population and improving the LOS in the short term. However, over the long term, a reduced population and tax base may lead to reduced funding levels for police and fire protection, which could result in fewer services and cutbacks in staff.

Health Services. The decrease in population in Tonopah would reduce demand for medical services and reduce the strain on the Nye County Regional Medical Center. Over the long term, however, the medical center may be faced with reduced revenue receipts and increased difficulty in attracting and maintaining qualified health care personnel in Tonopah. With a smaller population base, health care professionals may decide not to practice in Tonopah.

Utilities.

- Water Supply. Currently the Tonopah municipal water supply is providing potable water at capacity. A decrease in population as a result of this alternative would have a positive effect on the water supply in the short term. In the long term, reduced water sales and reduced tax base may negatively impact the water supply through increased rates or curtailed future improvements.
- Wastewater. The Tonopah wastewater system is currently at 50% capacity. A decrease in local population would have a minor positive impact on

sewage disposal services in the area. Over the long term, lower revenue receipts from reduced user fees may have a negative impact.

- *Solid Waste.* The realignment would result in decreased demand for solid waste disposal services, extending the life of the regional landfill. Again, negative impacts may be experienced in the long term due to reduced revenue receipts.
- *Power.* Electricity and natural gas consumption would decrease as a result of this alternative, with no measurable effects on the overall LOS currently provided. The two propane suppliers in Tonopah may experience diminished demand as the population in Tonopah decreases.

4.1.1.5.5 Public Finance

The proposed relocation of the 37th TFW to Holloman AFB would result in a loss of revenues and expenditures in Tonopah. Lost revenues are associated with decreased property taxes, sales taxes, miscellaneous taxes (i.e., specific ownership taxes), and state and federal subventions. Recently a County-wide \$30-million bond issue was passed to finance school construction and improvements. The tax burden for remaining residents of Tonopah and Nye County would increase significantly if the property tax base decreases due to out-migration.

4.1.1.5.6 Transportation

Within the ROI, the 37th/49th TFW alternative would result in a decrease of approximately 500 commuter vehicles during peak hours. Should an out-migration follow, fewer people in the area would result in a decreased utilization of the transportation systems, and primarily, the roadway network in the ROI. As a result, congestion would decrease and driving conditions would generally improve in the area. In some of the less utilized portions of the network, changes in road maintenance activities may be required. This may involve changes in maintenance frequency or adoption of special measures to control weed growth.

4.1.1.6 Biological Resources

No construction activity at TTR would be required for the 37th/49th TFW alternative, and flight operations and range activities would decrease. As a result, no adverse impacts to biota and threatened and endangered species are anticipated. The proposed reduction in personnel at TTR and reduction in range operational activity may have a slight positive impact on biota by reducing sources of perturbation (i.e, human presence and activity, vehicular traffic on TTR roads, and range utilization).

4.1.1.7 Water Resources

4.1.1.7.1 Surface Water

There are two primary sources of impact to surface water at TTR. One source is contaminated water produced when precipitation combines with contaminants on the apron, runway, and taxiways, forming stormwater runoff. The proposed relocation of the 37th TFW would eliminate their contribution of contaminants to the stormwater runoff. Another source of impact to surface water is uncontrolled outflow from the domestic sewage treatment plant. The treatment system is currently under-utilized; the 37th TFW are the primary generators of this wastewater flow. Relocation of the wing would eliminate their contribution of wastewater to the treatment system. These reductions in wastewater volume and/or level of contamination would have a positive impact on the surface water at TTR.

4.1.1.7.2 Groundwater

There are two primary sources of impact to groundwater at TTR. One source is the withdrawal of approximately 380 AFY of water to support the 37th TFW (DOE and USAF 1988). Upon relocation of the wing, this withdrawal would be reduced (substantially) to the amount needed by 160 to 220 caretaker personnel. Another source of impact to groundwater is infiltration of wastewater discharged from the support facilities for the 37th TFW. This infiltration is primarily associated with the wastewater treatment plant aerobic stabilization pond. At the current inflow rate of 192 AFY, approximately 128 AFY infiltrates to the groundwater reservoir (DOE and USAF 1988). This inflow would be reduced to that produced by the caretaker personnel, thereby substantially reducing the volume of water available for infiltration. The stabilization pond would not function as designed under the reduced wastewater flow and would produce anaerobic conditions and objectionable odors. A proposed conversion of the stabilization pond to a multichamber serial pond would rectify the anaerobic conditions and odors. The reduction in withdrawal of groundwater from the current 380 AFY would offset the reduction in infiltration of approximately 128 AFY of recharge to the groundwater reservoir. Modification or replacement of the current wastewater treatment system to provide appropriate treatment of the reduced wastewater would improve the quality of water infiltrating to the groundwater reservoir. The reductions in groundwater withdrawal and the lowered level of contaminants in the water (storm runoff, wastewater treatment plant discharge) that infiltrates would be positive impacts to both quality and quantity of groundwater in the vicinity of TTR.

4.1.1.8 Archaeological, Cultural, and Historical Resources

Under this alternative, the 37th TFW would no longer make use of TTR and the TFWC (Nellis) Range complex. Ground disturbance as a result of bombing and range decontamination would be reduced, and direct impacts to cultural resources on the ranges would not occur. The 37th/49th TFW alternative would reduce human presence in the TTR, and noise and vibrations from overflights would be reduced. This alternative

would not affect archaeological, historical, or Native American cultural resources at or near TTR and the Nellis Range complex.

4.1.1.9 Hazardous Materials and Wastes

The operational activities of the 37th TFW utilize hazardous materials and produce hazardous wastes. The activities associated with hazardous materials include maintenance of aircraft, aircraft corrosion control, vehicle maintenance, fuel handling and storage, munitions storage and ground support equipment maintenance. Waste-generating activities include grounds maintenance, munitions storage and disposal, medical services, and laboratory operations (including nondestructive inspection and fuels analysis). Wastes generated in maintenance activities include spent solvents, waste oils, contaminated fuels, and greases removed from the equipment. Wastes from corrosion control operations include paint chips, waste paint, spent solvents, and spent strippers. Soap, detergents, and small amounts of PD-680 wastes are generated by aircraft washing activities. No radioactive waste streams have been identified in association with the operation of the 37th TFW (WAC, 1990).

Current hazardous waste management activities at TTR are performed by contractors in concert with the base civil engineer's office. Base and contractor personnel collect wastes at satellite accumulation stations. From the satellite accumulation points, these wastes are taken to the hazardous waste accumulation facility for packaging, and shipped to permitted off-base disposal facilities (WRC 1990).

There are a total of 106 small underground storage tanks (USTs) in addition to 7 above-ground tanks at TTR. An ongoing program is installing leak detection, cathodic protection, and overflow/spill protection on all facility USTs during the 1990-1991 timeframe (WRC 1990). A recent environmental compliance assessment and management program (WRC 1990) stated: "In spite of institutional complexities, the environmental program at TTR is well managed, and no significant findings were noted during the evaluation." The caretaker personnel would maintain TTR facilities for future use. There are no identified problems associated with on-site hazardous material, wastes, or storage tanks; and none are anticipated as a result of the transfer of the 37th TFW.

4.1.2 Holloman AFB

This alternative would result in a decrease of 18 aircraft and 185 manpower authorizations at Holloman AFB from baseline. Approximately 60 acres of land on base would be disturbed for construction. When superimposed on the reduction of the 479th TTW, a net decrease of 99 aircraft, 489 manpower authorizations, and 528 contractor positions would be incurred.

4.1.2.1 Land Use

The 37th/49th alternative would result in additional facilities being built within the boundaries of Holloman AFB. Additional maintenance and support facilities need to be

constructed, and some existing facilities would need to be modified. Vacant land within the base would be used for support facilities for the 37th TFW. An estimated 1.5-mile easement would be granted to provide power to the new facilities. An above-ground 115 KVA power line would be brought to the F-117A area.

This alternative would be expected to have negligible land use impact in the vicinity of Holloman AFB. Construction activities on base would affect fewer than 60 acres of already disturbed land; such activities are of insufficient magnitude to result in an adverse impact on land use in the surrounding area. The small decrease in base personnel (185 positions) due to this alternative is in itself insufficient to result in adverse affects on County land use patterns.

The White Sands National Monument could receive minor impacts from this alternative. The headquarters area is located near the flight path of planes taking off from Holloman AFB. The three permanent residences and four seasonal residences located in the headquarters area could be affected by night operations of the F-117As. The National Monument receives an average of approximately 570,000 visitors per year. Since most of the park's attractions are oriented toward day-use activities, the majority of the visitors would not be impacted by this alternative. However, the Park Service does hold 12 to 16 interpretive evening programs during the summer season. In addition, there is a backcountry campsite where hikers can spend the night. Given the projected nighttime noise levels from the Holloman alternative nighttime use of the National Monument is not expected to be adversely affected.

R-5107B, C, E, H, and J, R-5103 B and C, R-5111 A, B, and C, and R-2301 would be used with this alternative. Since they are located primarily over vacant land with limited agricultural activities, mainly cattle grazing, significant impacts to land use under these airspaces are not expected to occur. R-5104 (Melrose Bombing Range) would also be used for some F-117A sorties. Noise levels are expected to increase 3 dB, and about 40 additional residents in the vicinity of the range would be exposed to average noise levels of L_{dn} 65 dB and above. No other land uses are expected to be adversely affected.

Land uses under the Beak and Talon MOAs should experience no significant impacts due to the floor of the MOAs. However, campers in the national forest could be informed about the possibility of nighttime flights. In addition, local newspapers and information pamphlets could be used to inform residents and tourists that night flights may occur over the area.

Land uses along MTRs in the area around Holloman AFB would not be significantly affected by this alternative. The decrease in F-15 operations would result in a reduction in noise exposure under some existing MTRs, a minor beneficial effect. Modification to existing MTRs would not be required with this alternative.

4.1.2.2 Atmospheric Resources

Maximum near field air pollutant concentrations at Holloman AFB as a result of 37th TFW operations and inactivation of the 49th TFW are shown in Table 4.1-3. Air pollutant concentrations in the special use airspace associated with this alternative would be unaffected. Air quality impacts of this action would be insignificant. Maximum air pollutant concentrations in the potentially affected special use airspace and MTR's is shown in Table 4.1-4. Net air quality impacts of this alternative would be slightly beneficial to CO, hydrocarbons (HC), NOx, sulfur oxides (SOx) and PM. In any case all impacts would be insignificant.

4.1.2.3 Noise

4.1.2.3.1 On Base

This alternative would result in a net decrease in noise impacted land area around the base, as shown in Table 4.1-5 for various levels of L_{dn} contours for this alternative (see Figure 4.1-1). As for other cases examined in this document, there is minimal population within the L_{dn} 65 dB contour area, other than military personnel.

The land area within the L_{dn} 65 dB contour around Holloman AFB would be about half of that for existing operations at the base and about 54% of the baseline case conditions after reduction of the 479th TTW. This noise exposure reduction would be primarily due to the significant reduction of flight operations at the base under this alternative action. Single event noise levels would be similar to those occurring under the flight paths at present.

4.1.2.3.2 Special Use Airspace

Noise exposures in other areas within the region of influence of Holloman AFB under this alternative are discussed as follows:

Beak A, B, C MOAs: The noise exposure L_{dn} level estimated for this alternative would incur only small change, of about 1 dB from existing, baseline or the Holloman alternative, as shown in Table 4.1-6.

Talon MOA: The L_{dn} noise exposure under the Talon MOA would be about 37 dB, which is 12 dB lower than existing or baseline conditions. The noise exposures are insignificant in terms of community reaction to noise.

Oscura Bombing Range: The noise exposure under the lowest altitude portions of the Oscura flight paths would be 87 dB, which is substantially above existing (L_{dn} 83 dB) or baseline (L_{dn} 81 dB) conditions. Increased noise exposures would be mainly due to the F-117A night-time operations, although there are no residences within the range area.

**Table 4.1-3 Maximum Ground-Level Air Pollutant Concentrations
($\mu\text{g}/\text{m}^3$) at Holloman AFB from 37th TFW/49th TFW Operations**

Aircraft Type	CO	HC	NO _x	SO _x	PM
F-117A	6.4	2.4	2.9	0.2	0.0
AT-38	<u>2.5</u>	<u>0.4</u>	<u>0.1</u>	<u>0.0</u>	<u>0.0</u>
SUBTOTAL (37th TFW)	8.9	2.8	3.0	0.2	0.0
F-15 *	-33.75	-4.9	-13.8	-3.1	-0.4
Total * (49th + 37th)	-24.8	-2.1	-10.8	-2.9	-0.4

* Negative values indicate emissions reductions.

**Table 4.1-4 Maximum Air Pollutant Concentration at Holloman AFB
($\mu\text{g}/\text{m}^3$) In Special Use Airspace Most Affected by
37th TFW and 49th TFW Operations**

Unit	CO	HC	NO _x	SO _x	PM
37th TFW					
Pecos MOAs	0.36	0.01	0.45	0.03	0.006
Talon MOA	0.40	0.01	0.51	0.03	0.007
Oscura	3.27	0.11	4.11	0.25	0.05
Melrose	3.92	0.13	4.39	0.30	0.07
49th TFW *					
Beak MOAs	1.042	0.083	10.42	0.042	0.142
Talon MOA	1.177	0.094	11.77	0.047	0.160
Pecos MOA	1.622	0.130	16.22	0.065	0.221
R-5107	1.3	0.10	13.01	0.05	0.18
MTR	-6.8	-0.8	-205	-7.6	2.6

* Emission reductions

**Table 4.1-5 Land Areas Within L_{dn} Noise Exposure
Contours at Holloman AFB for 37th TFW/49th TFW Operations**

L_{dn} Contour	<u>Land Area, Square Miles</u>			% Change from Current	% Change from Baseline
	Current ⁽¹⁾	Baseline ⁽²⁾	Alternative		
65	42.4	38.5	21.8	-48.6%	-43.4%
70	19.6	16.6	11.1	-43.4%	-33.1%
75	9.0	7.1	5.2	-42.2%	-26.8%
80	4.6	3.7	2.1	-54.3%	-43.2%

1. Current = Conditions including 479th TTW activity
2. Baseline = Current conditions including the reduction of the 479th TTW
3. Land areas computed using NOISEMAP 6.0 Noise Exposure Model.

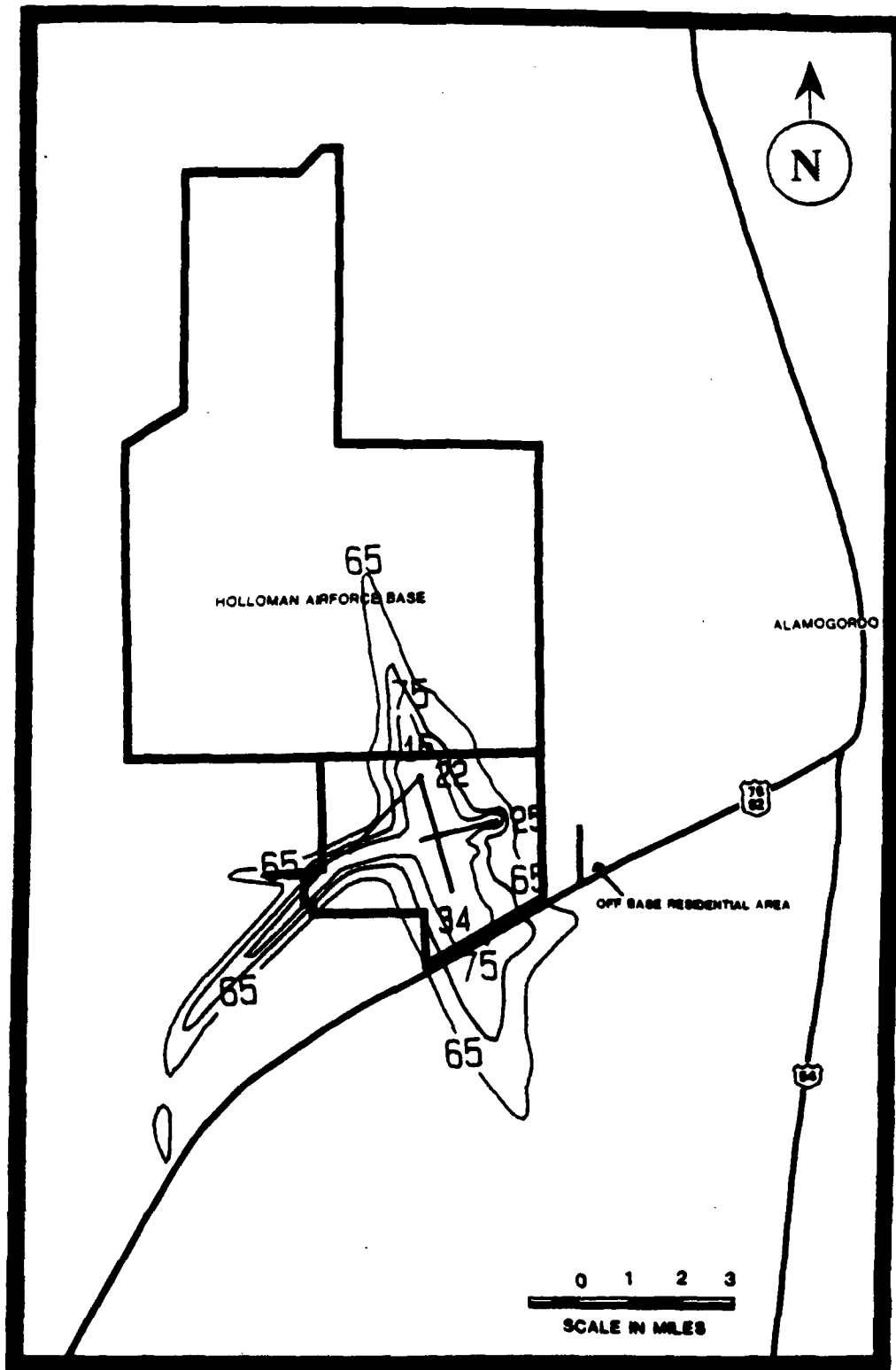


Figure 4.1-1 L_{dn} Noise Contours for Holloman AFB with the 37th TFW/49th TFW Alternative (scale 1:200,000)

**Table 4.1-6 Flight Activity and L_{dn} Noise Exposure Levels
Under Beak and Talon MOAs for the 37th TFW/49th TFW Alternative**

	Beak A	Beak B	Beak C	Talon
Sorties per year				
Existing	3,387	7,858	7,433	7,376
Baseline	1,438	1,435	1,477	4,415
37th/49th Alt	3,026	3,004	2,997	4,624
L_{dn} , dB, Average*				
Existing	46	48	47	49
Baseline	46	47	47	49
37th/49th Alt	47	47	46	37

* Assuming all aircraft operations at an average height of 5,000 feet AGL and distributed equally across the MOA.

Red Rio Bombing Range: The noise exposure under this alternative action would be L_{dn} 90 dB. This noise exposure is controlled by the F-117A daytime and nighttime operations on this range and is much higher than existing (L_{dn} 80 dB) or baseline (L_{dn} 79 dB), although there are no residences within the range area.

McGregor Bombing Range: The noise exposure estimated for this alternative is an L_{dn} of 79 dB, which is much higher than projected baseline conditions (L_{dn} 64 dB), but only slightly higher than existing (L_{dn} 77 dB) conditions. There are no residences in the range area.

Melrose Bombing Range: This alternative would cause an increase in flight activity at Melrose Bombing Range by the addition of 1,440 annual sorties of F-117A aircraft, of which 40% of the sorties would be flown at night-time (2200 hrs to 0700 hrs local time). These would be additive to the current (1989 - 1990) activity of 5,930 sorties per year on the range and a long-term projected activity of 10,685 sorties per year after realignment of FB-111 aircraft to Cannon AFB and future increases in SAC usage of the range. The noise environment in the vicinity of Melrose Bombing Range would be adversely impacted by the F-117A flight activity, primarily due to the addition of night-time (2200 hrs to 0700 hrs) sorties. At present, all flight activity on the range occurs during daytime (0700 hrs to 2200 hrs), including darkness periods before 2200 hrs. Assuming that F-117A flight patterns would be similar to those currently used by F-111 aircraft on the range, the increase in L_{dn} noise exposures under the flight paths would be of the order of 3 dB. The land area within the L_{dn} 65 dB contour would increase 60 square miles currently to about 95 square miles (with the addition of F-117A day and night-time sorties). The noise impacted resident population within the L_{dn} 65 dB can be expected to increase from 74 persons (currently) to about 115 persons based on rural population density in the area. The primary noise impact change would be due to the F-117A night-time sorties, which would average between 2 and 3 sorties per active night with possibly 3 passes over the range per sortie. Single-event noise levels would be similar to those currently experienced on the range.

In the long-term, the cumulative impact of other TAC and SAC activity has been estimated to increase the L_{dn} 65 dB contour areas to 88 square miles with a resident population of 108 persons. This F-117A flight activity would increase long-term cumulative L_{dn} values at the range by a further 2 dB. This would result in a L_{dn} 65 dB land area of about 107 square miles and an impacted resident population of about 132 persons based on rural population density in the area.

Barry M Goldwater Bombing Range: Under this alternative a limited number of F-117A (fewer than 10 per month) sorties would be conducted at Barry M Goldwater Bombing Range. This is not considered to be a substantive change in range utilization, and no adverse noise impact is expected to result.

WSMR Supersonic Airspace: This alternative would result in a substantial reduction of supersonic flight activity in the WSMR supersonic airspace due to the removal of F-15 aircraft and reduction of AT-38B operations. There would be no replacement supersonic

flight activity under this alternative since the 37th TFW does not train at supersonic airspeeds. Relative to current sonic boom conditions under the airspace (Plotkin 1989), the use of the airspace and the occurrence of sonic booms would be reduced to about 18% of present conditions. This would be equivalent to a 7.5 dB reduction of L_{cdn} sonic boom exposure under the airspace. This would be perceived by affected residents as a significant reduction in occurrences but with similar sonic boom levels per occurrence as currently experienced.

4.1.2.4 Airspace Management

Under this alternative no change in the existing ATC environment or terminal airspace structure is required. The action will result in a net decrease of aircraft and flight operations at Holloman AFB. As a result, there may be a beneficial impact on controlled airspace within the Holloman ROI. With the decrease in daytime military operations, there should be no adverse impact to aircraft transiting the Holloman approach control area. Aircraft operating within the traffic patterns of the Alamogordo-White Sands Regional Airport, or any of the other civil airports in the vicinity of Holloman AFB, would not be adversely affected. Projected airspace events data for the 37th TFW indicate that the use of Beak A, B, and C, and Talon MOAs would decrease under this alternative and no adverse airspace management impacts are predicted. Projected hourly range use data (see detailed analysis in Section 4.2.2.4.2) indicates that the projected activity would be less than the available capacity of the ranges. As a result, no significant adverse impact on Holloman AFB range facilities is predicted.

4.1.2.5 Socioeconomics

This section describes the net socioeconomic impacts to Otero County of the incoming 37th TFW and the inactivation of the 49th TFW. Baseline conditions for the analysis include populations and local expenditure losses related to the reduction of the 479th TFW. However, for comparative purposes the reduction of the 479th TFW is considered with the other two actions when making statements regarding the cumulative impact of all realignment activities at Holloman AFB. The impacts of \$69.7 million in construction related to the 37th TFW are not considered changes to the "long-term" economy of Otero County and are noted separately. Note that only 10% of new construction expenditures would be spent in the local economy (Otero County). Detailed estimates of the socioeconomic impacts of this alternative are found in Appendix B.

4.1.2.5.1 Population

The demographic impact of the action is summarized in Table 4.1-7. The number of military workers would increase by 149, assuming that a portion of the military workers reassigned would choose to remain in the County. The number of civilian workers would decline by 4. The number of school children would increase by 87, and the total population in the region would increase by 407 -- less than 1% of the estimated baseline population of 51,500 persons. The cumulative impact to population, including the

Table 4.1-7 Demographic Impacts of the 37th TFW/49th TFW Alternative on Otero County

	37th TFW	49th TFW	Net Impacts
Military households	1,976	-1,827	149
Civilian households	25	-29	-4
School Aged Children	1,203	-1,116	87
Total Population	5,600	-5,193	407

Note: Demographic impacts differ from changes to employment. Typically a percentage of both military and civilian workers elect to remain in an area even though losing their jobs. For example, the number of military manpower authorizations at Holloman AF was reduced by 2,149 with the inactivation of the 49th TFW, but 1,827 households will actually leave the area. Thus, the reduction in jobs for this alternative is less than the decrease in households.

reduction of the 479th TTW, would be a net decrease of 1,121 persons, or 2% of the pre-479th TTW reduction population.

4.1.2.5.2 Employment and Income

This alternative would reduce military and civilian employment. Table 4.1-8 indicates that uniformed military jobs would be reduced by 173, and civilian jobs would be reduced by 55 because of the action. The total employment impacts would be a loss of 257 positions, or roughly 1% of 23,672 total jobs in Otero County. Cumulative employment losses, including the reduction of the 479th TTW, would amount to a net reduction of 1,301 positions, or roughly 5% of the pre-479th TTW reduction employment. These estimates do not include the 168 local jobs associated with FY 91 construction for the 37th TFW.

Earnings in the region would decrease, largely due to the reduction in military positions. Table 4.1-9 indicates a decline in military payrolls of \$4.2 million, with a total reduction of \$5.4 million. This represents roughly a 1.3% decline in the baseline earnings of \$390 million in Otero County. The cumulative decline, including the reduction of the 479th TTW, is \$29.8 million or 7% of the pre-479th TTW reduction earnings in 1988. Construction related to the arrival of the 37th TFW would have a single-year impact of \$2 million direct and \$1.4 million indirect earnings.

4.1.2.5.3 Housing

The impact of the action would increase net housing demand above baseline by 145 units. The demand for owner-occupied homes would increase by approximately 36 units. This increase can easily be accommodated by the approximately 400 homes currently for sale and the anticipated additional 379 homes for sale when the 479th TTW reduction is complete. The local rental market would experience vacancy rates of an estimated 14% following the reduction of the 479th TTW, more than sufficient to meet the estimated demand for 72 units resulting from this alternative.

4.1.2.5.4 Community Facilities and Services

Education. The number of school-aged children in District 1 would increase by 87 with the two actions included in this alternative action. This would represent roughly a 1% percent increase to an estimated total baseline enrollment of 8,190. Cumulative impacts, including the reduction of the 479th TTW, would be a reduction of 264 students, or 3% in pre-479th TTW reduction enrollment.

Police and Fire Protection. The population impact of 407 persons would have little effect on the demand or provision of public safety services.

Health Services. Hospitals and related health care service providers are currently operating below capacity and would be able to meet any increased demand following the action.

Table 4.1-8 Employment Impacts of the 37th TFW/49th TFW Alternative on Otero County (from baseline, after the Reduction of the 479th TFW)

	37th TFW	49th TFW	Net Impacts
Military Manpower Authorizations	1,976	-2,149	-173
Civilian workers:			
Appropriated funds	71	-83	-12
NAF and others	184	-201	-17
Contractors	0	0	0
Indirect	568	-623	-55
Total military & civilian	2,799	-3,056	-257

Table 4.1-9 Earnings Impacts of the 37th TFW/49th TFW Alternative on Otero County (from baseline, after the Reduction of the 479th TFW)

	37th TFW	49th TFW	Net Impacts
Military Manpower Authorizations	\$46,996,211	-51,268,854	\$-4,272,643
Civilian workers:			
Appropriated funds	1,976,881	-2,307,219	-330,338
NAF and others	1,364,407	-1,487,717	-123,310
Contractors	0	0	0
Indirect	7,870,157	-8,633,360	-763,203
Total military & civilian	\$58,207,656	-63,697,150	\$-5,489,494

Utilities. Public utilities and services, including water supply, sewage systems, landfills, and power, are currently below capacity and would be capable of serving the slight increase in demand related to the action.

4.1.2.5.5 Public Finance

The slight population increase due to the action would lead to small increases in public revenues, including property taxes, and miscellaneous taxes specific to local jurisdictions. No capital improvements would be necessary, and public expenditures would be expected to increase in rough proportion with the population increase.

4.1.2.5.6 Transportation

With the relatively slight increase in area population due to this alternative no impact on the local air and rail transportation networks is expected. The increases in traffic volume are not considered sufficient to impact highway maintenance costs or warrant new transportation facilities, and no significant change in LOS or accident rate is projected.

4.1.2.6 Biological Resources

4.1.2.6.1 Vegetation

This alternative would not adversely affect the vegetation around the base or the vegetation on the lands underlying special use airspace to be used for training missions. Approximately 60 acres would be affected by construction at Holloman AFB. Most of this area is in portions of the base previously disturbed by human activity. Since the vegetation in such areas is dominated by cultivated species, no significant impact to plant resources is anticipated.

4.1.2.6.2 Animals

This alternative should not adversely affect the animals on and around the base or the land underlying special use airspace used for training missions. Although nighttime noise can disturb animals, the fact that all flights would be at medium to high altitudes should preclude any disturbance from the low noise levels projected at ground level. Since there have been few nighttime operations in the past, animal populations on or near Holloman AFB can be expected to experience minor impacts from increased noise levels due to nighttime operations of the 37th TFW. There would be a decrease in daytime operations coupled with the increase in nighttime operations at Holloman, which should more evenly distribute aircraft noise impacts to wildlife. Therefore, no significant noise-related impacts to wildlife are expected from this alternative.

As with the plant communities, construction would affect animal resources on the base. Most of the new construction would occur in areas that have already been disturbed; therefore, the construction associated with the action is not anticipated to

significantly affect animal communities on the base. No significant impacts to animal resources are expected from construction.

4.1.2.6.3 Endangered and Threatened Species

This alternative is not anticipated to adversely impact state- or federally listed species or federal species proposed to be listed under the Endangered Species Act. Most of the land involved in construction activities at Holloman has already been disturbed. Therefore, the presence of significant species in these areas is considered unlikely. Flight altitudes associated with this alternative would produce sound levels that are not anticipated to affect animal species.

4.1.2.7 Water Resources

4.1.2.7.1 Surface Water

The primary surface water features at Holloman AFB are the aeration/evaporation lagoons associated with the base wastewater treatment system. This alternative coupled with other actions being undertaken at Holloman AFB, would result in a net reduction in aircraft and a small increase in personnel. These changes are not expected to produce any adverse impact to surface water resources.

4.1.2.7.2 Groundwater

There are two primary sources of impact to the groundwater on and in the vicinity of Holloman AFB. They are generation and discharge of wastewater that may percolate and recharge the groundwater aquifer and withdrawal of water from the local groundwater reservoir. No adverse impacts to the quantity or quality of groundwater on or in the vicinity of Holloman AFB are expected.

4.1.2.8 Archaeological, Cultural, and Historical Resources

This alternative would result in new facility construction at Holloman AFB. Construction would occur in an open space surrounded by the current F-15 flightline. The New Mexico State Historic Preservation Office (SHPO) suggests that the potential for impact is low to nonexistent in this area, which almost certainly was previously disturbed by construction (Reilly 1990).

Potential impacts to archaeological and historical resources are unlikely but could occur at affected bombing ranges (Red Rio, Melrose, McGregor, Oscura, and Barry M Goldwater Bombing Ranges) as a result of ordnance delivery and decontamination (cleanup of spent ordnance). New Mexico SHPO has previously indicated that ground disturbance from using existing target areas are not expected to result in significant impacts to cultural resources (SHPO 1988). Target areas at Red Rio and Oscura Bombing Ranges have been surveyed for cultural resources, and archaeological sites considered potentially eligible for listing on the National Register of Historic Places exist

adjacent to currently used targets (Clifton 1985). Although the sites are fenced and indicated as "NO ORDNANCE" areas on airspace maps, bomb impacts have infrequently occurred (Hoppes 1990). Ground disturbance from ordnance delivery at these ranges is likely to increase under this alternative because more heavyweight inert ordnance would be dropped. The potential for archaeological impacts, though small, could increase as a result of ground disturbance from ordnance delivery and decontamination on Red Rio and McGregor Bombing Ranges. Impacts are not expected at other ranges due to low proposed use (Barry M Goldwater Bombing Range) or to the absence or near absence of significant resources (Melrose Bombing Range).

Vibration impacts could affect the structural integrity of the adobe museum-administration building and other similar structures at the White Sands National Monument (King et al. 1990). This building is one of a complex of buildings now listed as a historic structure in the National Register of Historic Places. A United States Geological Survey (USGS) vibration study of the structure indicates that most jet aircraft in the normal take-off pattern at Holloman AFB are not causing detrimental structural effects to the building (King et al. 1988). This alternative is expected to use the normal take-off pattern and therefore not impact this building.

Although this alternative would increase the number of night flights, overall noise impacts to traditional values of residents of the Mescalero Reservation should not be significant because of declining use of overlying MOAs.

4.1.2.9 Hazardous Materials and Wastes

Under this alternative, the handling of hazardous materials and hazardous waste generation would be reduced relative to the preferred action, and relative to existing conditions on base. Waste composition would generally be similar to current wastes generated. As a result no adverse impact with respect to hazardous materials and hazardous wastes at Holloman AFB.

4.1.3 Nellis AFB

Under this alternative 2,696 manpower authorizations associated with the 37th TFW would be relocated from Nellis AFB.

4.1.3.1 Land Use

Despite the proposed relocation, it is doubtful that this alternative would adversely impact land values around Nellis AFB. The Las Vegas Valley is one of the most rapidly growing areas in the United States.

4.1.3.2 Atmospheric Resources

Flight activity from Nellis AFB would be reduced due to the elimination of flights transporting personnel to and from TTR. This reduction would have a negligible positive

impact on air quality in Clark and Nye Counties. Reduced population and related traffic would also have a negligible impact.

4.1.3.3 Noise

Noise exposure conditions around Nellis AFB would be affected by the reduction of transport aircraft operations between Nellis AFB and TTR. This change would be a small reduction in L_{dn} of less than 1 dB. The net change in noise conditions would therefore be a small positive benefit at Nellis under this action. Similarly the relocation of 37th TFW operations from the Nellis Range Complex would result in only a small decrease in noise exposures on the overflowed land areas.

4.1.3.4 Airspace Management

Airspace management impacts associated with this alternative, at Nellis AFB are similar to those described for TTR (subsection 4.1.1.4). An additional beneficial impact Nellis AFB airspace arises from the elimination of transport aircraft operations between Nellis AFB and TTR.

4.1.3.5 Socioeconomics

This section examines the estimated impacts of the 37th/49th TFW alternative in Clark County. These estimates are based on a detailed accounting of 37th TFW-related employment and expenditures (see Appendix B).

4.1.3.5.1 Population

The relocation of the 37th TFW would relocate 2,696 military and civilian manpower authorizations from Nellis AFB and the reduction of 547 contractor jobs. These are contractors employed at TTR which commute from Clark County. The number of nonappropriated fund (NAF) and base-related business jobs at Nellis AFB would decline by an estimated 253 positions. An estimated 2,413 indirect jobs would be lost in the regional economy. It is assumed that no indirect workers would leave the area.

Table 4.1-10 summarizes the demographic impacts of the 37th/49th TFW alternative. An estimated 2,284 military workers and 191 civilians (appropriation funds workers and contractors) would leave Clark County. Note that some of those losing their jobs would elect to remain in the area. Departing workers would be accompanied by 1,507 school children. The total population reduction would be 6,920 persons or less than 1% of the 1990 Clark County population.

4.1.3.5.2 Employment and Income

This alternative would reduce employment in Clark County by 5,362 jobs, shown in Table 4.1-11. Military jobs would be reduced by 2,687 and civilian jobs by 2,675 -- including appropriated funds positions, NAF and on-base businesses, and indirect workers.

**Table 4.1-10 Demographic Impacts of the
37th/49th TFW Alternative on Clark County**

	Total ^(a)
Military households	-2,284
Civilian households ^(b)	-191
School children	-1,507
Total population	-6,920

Note: ^a Demographic impacts differ from changes to employment. Typically some percentage of both military and civilian workers elect to remain in the area even though losing their jobs.

^b Includes appropriated funds civilians and contractors.

**Table 4.1-11 Employment Impacts of the 37th/49th TFW Alternative
On Clark County**

	Total
Military Manpower Authorizations	-2,687
Civilian	
Appropriated Fund	-9
NAF and others	-253
Contract	
Indirect ^(a)	-2,413
Total military and civilian	-5,362

Note: (a) 547 contractors reside in Clark County but are employed in Nye County at TTR.

Five hundred and forty seven (547) contractors employed at TTR but residing in Clark County would also lose their jobs. The total job loss would be slightly greater than 1% of the total jobs in the County.

This alternative would lead to a \$113 million reduction in earnings, as shown in Table 4.1-12. Military pay and the indirect earnings make up much of this loss. The reduction in earnings represents slightly more than 1% of Clark County earnings.

4.1.3.5.3 Housing

This alternative will result in the relocation of 2,475 households (2,284 military and 195 civilian) currently occupying either MFH, or civilian sector housing. This is not expected to significantly effect the Clark County housing market.

4.1.3.5.4 Community Facilities and Services

Education. As a result of this alternative, an estimated 1,507 school children would leave the area. This loss represents about 1% of the total enrollment in the Clark County School District. The school district would also lose a small percent of its FEIA due to the loss of military-related children.

Police and Fire Protection. The decrease in the population due to this alternative would slightly increase the ratio of police officers and firemen to population, resulting in a small improvement in the LOS provided. Due to the rapid economic growth of the area, no impacts to police or fire protection budgets are expected.

Health Services. The smaller population in Clark County would slightly reduce demand for medical services. Impacts to hospital revenues and staffing are not expected because of the area's strong appreciable growth.

Utilities. Utility and public services are not expected to be appreciably affected by population losses related to this alternative.

- Water Supply. Water consumption in Clark County would decrease as a result of the realignment action. Average per capita water consumption is 150 gallons per day (gpd). Therefore, the departure of 6,920 persons would result in a water savings of 1,038,000 gpd, a small beneficial impact.
- Wastewater. The population in Clark County is expected to fall by about 1% due to this alternative. This decrease would have a minor positive impact on sewage disposal services in the area.
- Solid Waste. The smaller population would also reduce demand for solid waste disposal, extending the life of regional landfills. This alternative would have a slight positive impact on solid waste disposal in Clark County.

**Table 4.1-12 Earnings Impacts of the 37th/49th TFW Alternative
on Clark County**

	Total
Military Manpower Authorizations	-\$61,222,066
Civilian	
Appropriated Fund	-413,955
NAF and others	-1,719,848
Contract	
Indirect ^(a)	-50,040,326
Total military and civilian	-113,396,195

Note: (a) 547 contractors reside in Clark County but are employed in Nye County at TTR.

- *Power.* The decrease in population in Clark County would initially enable the Nevada Power Company to better satisfy peak demand. However, the decrease would not affect proposed construction of an additional generating station. No change in the LOS provided by Southwest Gas is expected.

4.1.3.5.5 Public Finance

This alternative may result in a small decrease in revenues and expenditures for the various jurisdictions and special districts of Clark County. However, because of the rapid economic and population growth of the area, any impacts to public finance are expected to be negligible.

4.1.3.5.6 Transportation

The projected loss of 6,920 people from the Las Vegas area due to this alternative would result in a decreased utilization of the local transportation systems, particularly with respect to the roadway network. Given the high volume of traffic in the area, this change is not expected to have a significant adverse impact on highway maintenance or conditions. A slightly beneficial effect in terms of improved driving conditions and reduced highway congestion may result. Other traffic generated, such as dependents traveling to shopping centers, schools, etc., would be less noticeable because of the robustness of the economy around the Las Vegas area and the fact that vacated off-base residences would likely be inhabited in a short period.

4.1.3.6 Biological Resources

This alternative would not result in land disturbance or in adverse changes in air quality or other environmental features that might affect biota. As a result, no impact to biological resources in the vicinity of Nellis AFB is predicted.

4.1.3.7 Water Resources

The proposed relocation of the 37th TFW, would result in a decrease in personnel and equipment at Nellis AFB. This decrease in personnel would have a slight positive impact upon the availability of water resources on and in the vicinity of Nellis AFB.

4.1.3.8 Archaeological, Cultural and Historical Resources

This alternative would not result in land disturbance due to construction or other actions in the Las Vegas area. As a result, no impact on archaeological, cultural, or historical resources is anticipated.

4.1.3.9 Hazardous Materials and Wastes

The proposed relocation is not expected to produce any appreciable change in the quantities of hazardous materials used or wastes generated. Therefore, no adverse impacts are expected at Nellis AFB from hazardous materials and wastes.

4.2 THE HOLLOMAN ALTERNATIVE

Under this alternative, the 37th TFW would be relocated from TTR to Holloman AFB, the 49th TFW would be inactivated at Holloman AFB, and three F-4 units would be relocated to Holloman AFB.

4.2.1 Tonopah Test Range

Under this alternative the resulting impacts at TTR would be the same as those presented in Section 4.1.1.

4.2.2 Holloman AFB

Under this alternative, the 37th TFW and three F-4 units would be relocated to Holloman AFB, while the 49th TFW would be inactivated. This would result in a net increase of 54 PAA aircraft (see Table 2.2-1) and 2,316 manpower authorizations. This is superimposed on a loss of 81 PAA aircraft and 832 personnel associated with the reduction of the 479th TTW, for a net loss of 27 PAA aircraft and a gain of 1,484 personnel. This action would also involve construction related disturbance of 70 acres at Holloman AFB, and 7 acres on the Melrose Bombing Range.

4.2.2.1 Land Use

4.2.2.1.1 On Base

Impacts from the relocation of the 37th TFW would be the same as under the 37th/49th TFW alternative. In addition, a portion of the operation and maintenance functions associated with this alternative would be located in existing facilities made available by the reduction of the 479th TTW.

While this alternative would increase personnel at Holloman AFB, land use is not expected to be adversely affected in the County around the base since these changes would offset personnel losses due to other recent actions at Holloman AFB (TAC 1990, g). Single family housing is not expected to increase. There would be an increase of approximately 400 rental units, but there is adequate space to construct new units and adequate infrastructure to support them. No additional road construction would be required to support the population increase.

Impact on the White Sands National Monument would be similar to those reported for the 37th/49th TFW alternative. Although the number of operations at Holloman AFB would be greater than under that alternative, the night operations of the F-117As would be the same, with the same potential for disturbing park personnel and evening programs in the summer.

4.2.2.1.2 Special Use Airspace

Figure 4.2-1 shows sensitive land uses, including wildlife refuges and wilderness areas, relative to special use airspace and MTRs affected by this alternative.

R-5107B, C, H, and J; R-5103A, B, and C; R-5104A; R-5111 A, B, and C; and R-2301 (shown in Figures 3.2-2 and 2.1-4) are located primarily over vacant land with limited agricultural activities, mainly cattle grazing. No significant impacts are projected to land use under these airspaces. R-5104 (the Melrose Bombing Range) would experience similar impacts as under the 37th/49th TFW alternative, with slightly higher noise levels due to the F-4 operations. The number of residents exposed to noise levels exceeding L_{dn} 65 dB would increase by 54.

The Beak MOAs cover a large portion of the Cloudcroft District of the Lincoln National Forest, several resort areas, the Mescalero Indian Reservation, several small towns, and small agricultural areas. The floor for the MOA is 12,500 feet above MSL, which is approximately 2,500 feet above the highest point under the MOA. No significant impacts should occur to the areas due to the flight floor. However, campers in the national forest should be informed about the possibility of nighttime flights. In addition, local newspapers and information pamphlets should inform residents and tourists that night flights may occur over the area. The Capitan Mountains Wilderness is under the Beak MOAs. The average noise level under this alternative is estimated to be within 1 dB of the baseline noise level. However, the MOAs will begin to be used at night, which has not been the case in the past and which may cause initial annoyance to residents.

The Talon MOA is located over two state parks, a portion of the Guadalupe District of the Lincoln National Forest, and several towns. The Talon MOA is not available for night operations. The floor of the MOA is 12,500 feet above MSL (approximately 7,500 feet AGL). Significant impacts to land use are not expected due to this alternative.

4.2.2.1.3 MTRs

Projected use of the various existing MTRs by F-4 aircraft would range from less than 100 to almost 2,500 annual sorties. The increase in flights along the MTRs in Texas, IR-144 and VR-196, would be slight (about two sorties per week) and not anticipated to have any impact on land use.

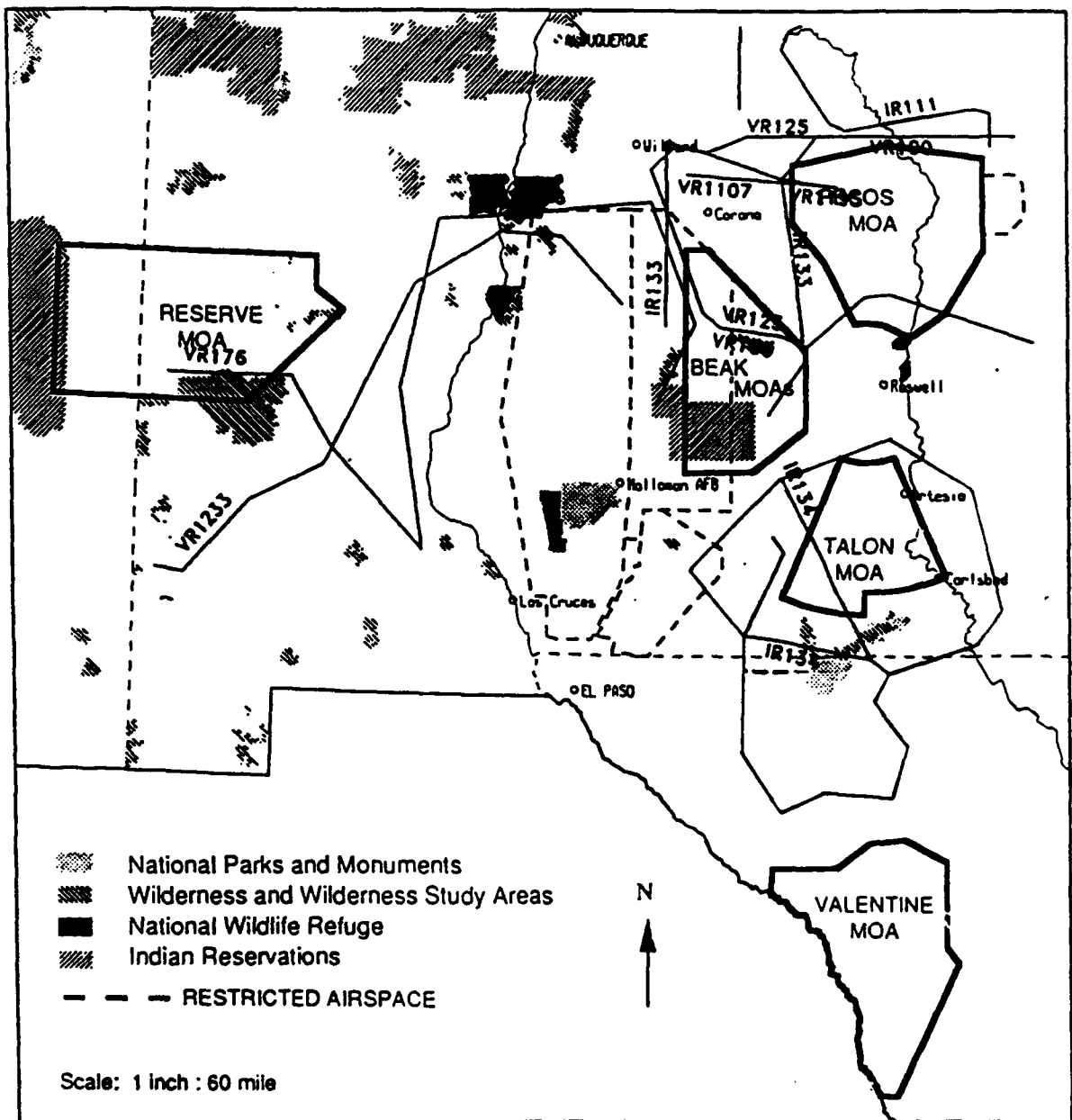


Figure 4.2-1 Land Uses Under Airspace Affected By Various Alternatives

VR-1233 currently has 392 annual sorties. Its use is projected to increase from the current two to three to about four overflights per day along the route. Portions of the MTR pass over the Aldo Leopold Wilderness. The increase in average noise exposure, in L_{dnmr} , is estimated to be 2 dB, which would not be significant. Current use of VR-176 is estimated at an average of six per day, which would increase by about 5 percent with this alternative. The average noise under this alternative, including F-4 aircraft operations, would not be noticeably different from current levels, and no impact on land use is predicted. The increased use of VRs-176 and 1233 is not anticipated to cause significant visual impacts to wilderness areas or the Gran Quivira National Monument. Because the MTRs are currently used, aircraft are a part of the existing visual environment. Visual impacts from aircraft overflights are temporary and incidental. Increasing the number of overflights may increase the probability that a viewer would see a passing aircraft, but the impact is not changed.

The MTRs projected for the highest use by the F-4s are IRs-133 and 111 and the proposed modification of IR-134. IR-133 net use would increase from two or three to eleven daily flights with this alternative plus the reduction of the 479th TTW and the inactivation of the 49th TFW. IR-111, which is not used by existing Holloman AFB units, would experience an increase from two to 13 sorties per day. Although the increases are significant on percentage terms, these areas are sparsely populated, and there are no highly sensitive land uses that would be significantly affected. IR-111 would experience an increase of 2 dB and IR-133 an increase of 4 dB in L_{dnmr} under the centerline. These changes would not generally be significant.

Similarly, new segments of IR-134 generally pass over grazing lands. The average projected noise level along the center line (L_{dnmr} 58 dB) would not significantly affect most land use. A segment of the existing route passes over the Brokeoff Mountain Wilderness study area, and the proposed new route would pass between Carlsbad Caverns National Park and Guadalupe Mountains National Park. The segment of IR-134 over the Brokeoff Mountains would typically be flown at 300 to 500 feet AGL. At these altitudes, single event noise levels would average 109 to 114 dB. The average noise level would increase by 8 dB, which is a substantial change and could result in a decrease in the serenity of the wilderness study area. There are wilderness areas in the region that are currently exposed to similar noise levels, including the Aldo Leopold Wilderness and the Capitan Mountains Wilderness. A proposed segment of the modified IR-134 also passes over a wilderness study area, however, the USAF operational safety requirements will keep aircraft traffic along this segment of the MTR above 9,800 feet MSL, which is approximately 3,000 feet above the plateaus. Average noise levels would be below 50 dB, and single events would be 92-93 dB, so noise impacts would be limited, and there should be little or no startle effect. However, the aircraft would present a new visual intrusion into an area that has not heretofore been subject to overflight at this altitude. This intrusion would occur an estimated 10 times a day, and it would be noticeable if the attention of a viewer were attracted to the noise of the passing aircraft. The impact would be incidental and temporary. Nevertheless, the introduction of aircraft activity and noise could temporarily interrupt the serenity of the area, although it is unlikely to affect its wilderness designation.

VR-100/125 passes over Lake Sumner State Park. Only about four aircraft per day would fly the route, which should not significantly affect the park. The location most affected by increased MTR use is the area around the community of Willard, where IR-133 and VR-100/125 intersect. If all the projected sorties for those MTRs used the intersecting segments, which is highly unlikely, this area could experience as many as 13 or 14 overflights per day at 300 to 500 feet AGL. Most of this area is uninhabited, encompassing the Mesa de los Jumanos and the Laguna del Perro salt beds. The town of Willard has a population of approximately 200. The average noise levels experienced by the inhabitants would increase by 2 dB to L_{dnmr} of 61 dB. The increase is not significant.

4.2.2.2 Atmospheric Resources

Air quality in the vicinity of Holloman AFB is believed to be generally good due to the lack of large centers of urban activity and industrial facilities. Monitoring of PM performed by the state of New Mexico in the vicinity of Alamogordo indicates occasional concentrations that surpass NAAQS (Tables 3.2-1 and 3.2-2). High concentrations of PM in this arid region are usually attributable to wind gusts with re-entrained dust. Other criteria pollutants have not been monitored in the vicinity of the Base.

The relocation of the 37th TFW to Holloman AFB would affect air quality in Otero County, New Mexico, in the special use airspace of the Oscura, Red Rio, McGregor, and Melrose Bombing Ranges, Beak and Talon MOAs in New Mexico, and the Barry M Goldwater Bombing Range in Arizona. The inactivation of the 49th TFW would reduce air pollution in the same areas. Further, the inactivation would reduce air pollution along military training routes currently used by 49th TFW. The addition of F-4 aircraft would have the effect of increasing air pollution at the Base and in training areas and MTRs.

The Holloman Alternative would increase emissions of CO, THC, NO_x, SO₂ and PM within the study area due to the addition of the 37th TFW and F-4 operations and reduce air emissions from the inactivation of the 49th TFW. Maximum near field operations impacts at Holloman AFB were estimated to be within 5 km of the end of the runway. Maximum hourly concentrations of criteria pollutants are shown in Table 4.2-1. Neither the incremental nor net air quality impacts would be significant. In all cases, the resulting incremental concentration additions are five times less than the NAAQS. The net air quality change is beneficial to the air environment.

For range operations, maximum ground level short-term concentrations were estimated by using the area of special use airspace and minimal operational altitude and other worst case operational conditions (e.g. airspeed). Aircraft operations above 5,000 AGL were assumed to result in insignificant ground level air quality impacts. The projected changes in pollutant concentrations are a small percentage of the NAAQS. Overall, the net effect on the ranges, MOAs and MTRs is slightly beneficial, primarily because increases due to the addition of the F-4 units are offset by decreases from the loss of the F-15s, and the scheduled reduction of the 479th TFW. In the specific case of the modification of IR-134, a slight increase in pollutant concentrations is expected. In

**Table 4.2-1 Maximum Ground-level Air Pollutant Concentrations
at Holloman AFB ($\mu\text{g}/\text{m}^3$)**

Aircraft Type	CO	HC	NOx	SOx	PM
F-117A	6.4	2.4	2.9	0.2	0
AT-38	2.5	0.4	0.1	0.0	0
Subtotal (37th TFW)	8.9	2.8	3.0	0.2	0
F-15 *	-33.75	-4.9	-13.8	-3.1	-0.4
Subtotal * (49th + 37th)	-24.8	-2.1	-10.8	-2.9	-0.4
TRS (RF-4C)	4.1	0.7	1.1	0.2	0.3
SEAD (F-4)	4.8	0.8	2.3	0.4	0.2
GAF (F-4)	1.6	0.3	0.8	0.1	0.1
Subtotal	10.5	1.8	4.2	0.7	0.6
TOTAL *	-14.3	-0.4	-6.6	-2.2	+0.2

* Negative values indicate emission reduction.

general all air quality impacts, adverse or beneficial in these airspace units, are of negligible consequence. Air pollutant concentrations of criteria pollutants are shown in Table 4.2-2.

4.2.2.3 Noise

4.2.2.3.1 Holloman AFB

The Holloman Alternative would cause increases in land area around the Holloman AFB which would have noise exposures above L_{dn} 70 dB, relative to baseline conditions which include reduction of the 479th TFW. These land areas are shown in Table 4.2-3 for existing, baseline and the Holloman alternative flight operations at the base. The L_{dn} noise contours for this alternative case are illustrated in Figure 4.2-2. The changes in land area impacted by noise are relatively small compared with those existing before the reduction of the 479th TFW, and are the net result of removal of the 49th TFW F-117A and AT-38B aircraft, the reduction of the 479th AT-38B aircraft and the addition of the 37th TFW F-117A and AT-38B aircraft, and the proposed 72 F-4 aircraft at the base. There is no off-base resident population within the L_{dn} 65 dB contours for the existing, baseline or this alternative conditions at Holloman AFB.

These noise exposure estimations have been made by use of the Air Force NOISEMAP computer model using noise data for each of the aircraft models appropriate to this alternative. These include noise for an aircraft with engines similar to those of the F-117A but with an estimated noise level change to represent the engine configurations in the F-117A. The operations used for this alternative include take-off and landings (and closed pattern touch and go operations) that would occur as part of this action and are listed in Table 2.2-2.

While the Holloman alternative would result in a decrease of operations at Holloman AFB, to about 40% of current operations and 70% of the baseline operations after the reduction of the 479th TFW, the noise exposure increase would be due to the change in aircraft fleet composition using the base. In particular the F-4 is about 6 dB (A) louder than the F-15 and about 15 dB (A) louder than the AT-38B for take-off power conditions. A typical sound exposure level for an F-4 at 630 feet overhead altitude is about 124 dB with afterburner engine power and about 122 dB with non-afterburner power. Non-resident populations working in or travelling through the noise exposed areas around Holloman AFB would experience fewer overflights, relative to those currently experienced, but would also experience a higher noise level from the F-4 aircraft relative to those of the AT-38B and F-15 aircraft in current operation at the base.

4.2.2.3.2 Special Use Airspace

Noise exposures in other land areas within the region of influence of Holloman AFB would also be affected by this action. These are examined as follows:

**Table 4.2-2 Air Pollutant Concentrations from low altitude,
(less than 6,000 feet) Special Use Airspace operations ($\mu\text{g}/\text{m}^3$)
in the Vicinity of Holloman AFB for the Holloman Alternative**

Aircraft Type	CO	HC	NOx	SOx	PM
37th TFW					
Beak MOAs	0.36	0.01	0.45	0.03	0.006
Talon MOA	0.40	0.01	0.51	0.03	0.007
Oscura	3.27	0.11	4.11	0.25	0.05
Melrose	3.92	0.13	4.39	0.30	0.07
49th TFW *					
Beak MOAs	1.04	0.083	10.42	0.042	0.142
Talon MOA	1.18	0.094	11.77	0.047	0.160
Pecos MOA	1.62	0.130	16.22	0.065	0.221
R-5107	1.3	0.10	13.01	0.052	0.177
MTR	-6.8	-0.8	-205	-7.6	2.6
TRS					
Pecos MOA	0.3	0.03	1.4		0.3
MTR	0.2	0.02	0.8		0.2
SEAD					
Pecos MOA	0.6	0.01	1.1		0.1
Melrose Range	1.6	0.1	3.3		1.1
MTR	1.8	0.03	3.7		0.3
GAF					
Pecos MOA	1.8	0.03	3.6		0.3
Red Rio	0.2	0.0	0.3		0.03
MTR	0.5	0.01	1.0		0.1
F-4 TOTAL					
Pecos	2.7	0.07	6.1		0.7
Maximum Range	1.8	0.1	3.6		1.13
Maximum MTR	2.5	0.06	5.5		0.6

* = Emission reductions

MTR = most used military training route

**Table 4.2-3 Land Areas Within L_{dn} Noise Exposure Contours
at Holloman AFB for the Holloman Alternative**

L_{dn} Contour	<u>Land Area, Square Miles</u>				
	Current ⁽¹⁾	Baseline ⁽²⁾	Alternative	% Change from Current	% Change from Baseline
65	42.4	38.5	37.5	-11.6%	-2.6%
70	19.6	16.6	20.2	+3.1%	+21.7%
75	9.0	7.1	10.9	+21.1%	+53.5%
80	4.6	3.7	5.8	+26.1%	+56.6%

1. Current = Conditions including 479th TTW activity.
2. Baseline = Current conditions including the reduction of the 479th TTW.
3. Land areas computed using NOISEMAP 6.0 Noise Exposure Model.

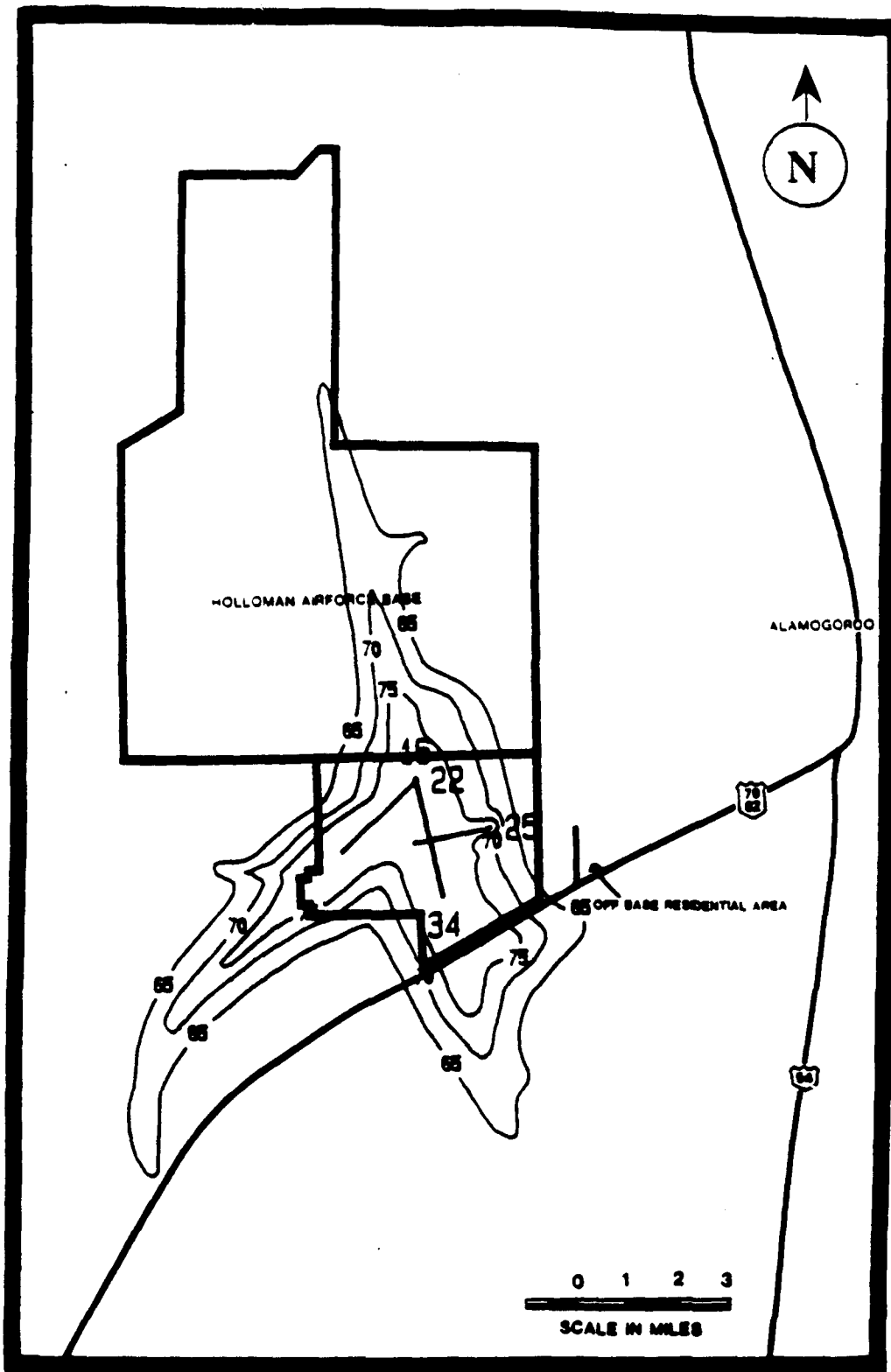


Figure 4.2-2 L_{dn} Contours for the Holloman AFB Area Under the Holloman Alternative (scale 1:200,000)

Beak A, B, C MOAs: Table 4.2-4 summarizes the analysis of noise exposure that would occur in the Beak MOAs under existing, baseline and future operations under the Holloman alternative action. It is evident that while the annual number of sorties in the MOA would differ for the three conditions, the average day-night noise exposure, L_{dn} , would change by less than 1 dB. This insignificant net change is caused by the difference in aircraft types using the MOA under the three conditions. The reduction in AT-38B operations has only a very small effect on L_{dn} values because of their relative lower single-event noise levels, while the inactivation of the 49th TFW and introduction of F-117A and F-4 aircraft are almost equal in noise exposure effect. This alternative would involve night operations in the Beak MOAs, which have not been part of past use. Although the proposed night use will not affect average noise levels, it could cause initial annoyance.

Talon MOA: Projected noise exposure, L_{dn} , under the Talon MOA is estimated to be about 8 dB lower than for existing or baseline conditions, as shown in Table 4.2-4. This reduction is primarily due to the inactivation of the 49th TFW aircraft. A net balance of noise exposure due to introduction of F-4 and F-117A aircraft does not occur, as in the Beak MOAs, because there are no night-time operations in the Talon MOA.

Oscura Bombing Range: Noise exposures under the lowest altitude portions of the Oscura Bombing Range flight paths would increase from an L_{dn} of 81 dB (existing) to 88 dB for this alternative action. This increase is due to the difference in aircraft types, annual sorties and the introduction of F-117A night-time operations at the Range.

Red Rio Bombing Range: The L_{dn} noise exposures at Red Rio would increase from an L_{dn} of 81 dB (existing) or 79 dB (baseline) to an L_{dn} of 90 dB under this alternative action. As for Oscura Bombing Range, this increase is primarily due to the introduction of F-117A night-time operations.

McGregor Bombing Range: Noise exposures at the McGregor Bombing Range would increase from an L_{dn} of 77 dB (existing) or 64 dB (baseline) to an L_{dn} of 80 dB under this alternative. There would be no night-time operations at McGregor and the increase would be caused by the aircraft type changes (F-4 and F-117A) implementation in the range activity.

Melrose Bombing Range: This alternative action would cause an increase in flight activity at Melrose Bombing Range by the addition of 1,440 annual sorties by F-117A aircraft and 2,808 annual sorties by F-4 aircraft. The F-117A aircraft would be the only user of the range during night-time (2200 hrs to 0700 hrs) period and would have 40% of its sorties during these periods. These would be additive to the current (1989 - 1990) activity of 5,930 sorties per year on the range and a long-term projected activity of 10,685 sorties per year on the range.

The noise environment in the vicinity of Melrose Bombing Range would be adversely impacted by the increased flight activity. L_{dn} noise exposures would increase by about 4 dB relative to current (1989 - 1990) conditions. The land area within the L_{dn}

Table 4.2-4 Flight Activity and L_{dn} Noise Exposure Levels Under Beak and Talon MOAs for the Holloman Alternative

	Beak A	Beak B	Beak C	Talon
Sorties per year				
Existing	3,387	7,858	7,433	7,376
Baseline	1,438	1,435	1,477	4,415
Holloman Alternative	3,306	3,284	3,277	5,524
L_{dn}, dB, Average				
Existing	46	48	47	49
Baseline	46	47	47	49
Holloman Alternative	47	48	47	41

65 dB noise exposure contour would increase from about 60 square miles (current) to about 104 square miles. The noise impacted resident population is estimated to increase from 74 persons to about 128 persons based on local rural population density. Single event noise levels would be similar to those typically experienced at present.

The addition of this action to the projected long-term cumulative noise environment would cause an increase of 2.7 dB to the long-term L_{dn} noise exposures. This would increase the land area within the L_{dn} 65 dB contour at the range to about 117 square miles. The noise impacted resident population within this area would increase to about 144 persons based on local rural population density. Without this alternative action the L_{dn} 65 dB contour land area for cumulative impacts would be 88 square miles containing about 108 residents.

Barry M Goldwater Bombing Range: Under this alternative a limited number of F-117A (fewer than 10 per month) sorties may be conducted at Barry M Goldwater Bombing Range. This is not considered to be a substantive change in range utilization, and no adverse noise impact is expected to result.

Low Level MTRs: Changes in noise exposures under low-level MTRs would be caused by the inactivation of the 49th TFW and reduction of AT-38B operations where in current use, and the addition of F-4 aircraft operations. The routes where operational changes would occur are listed in Table 4.2-5 together with the predicted L_{dnmr} noise exposure values under the routes for current and future cases based on this alternative at Holloman AFB. Of the nine MTRs, two (VR-100 and VR-196) would have negligible change in L_{dnmr} noise values, four (VR-176, VR-1233, IR-111 and IR-144) would have changes of 2 dB, and three (VR-125, IR-133 and IR-134) would have noise exposure increases of between 4 dB and 8 dB. These increases are caused by the F-4 proposed operations on these routes. The town of Willard, which is about 1.5 miles from Routes IR-133, VR-100, VR-125 and IR-113 is estimated to have a current L_{dnmr} of about 59 dB which would indicate that about 7% of the population would be highly annoyed. Under this alternative the L_{dnmr} value would increase to 61 dB, which would indicate that 8.5% of the population would be highly annoyed.

WSMR Supersonic Airspace: The use of this airspace is currently dominated by ACM training by the 49th TFW from Holloman AFB. Of a total of 4,600 ACM sorties in the airspace during a 6 month period, 3,330 sorties (72%) were by F-15 aircraft and 600 sorties (13%) were by AT-38 aircraft. The number of ground measured sonic booms resulting from this activity in the same period was 506 over the surveyed land area (Plotkin 1989).

The changes in use of this airspace due to the Holloman alternative would result in a substantial reduction of sonic boom occurrences in the land area below this airspace. Removal of F-15 activity from the airspace and reduction in use by AT-38 aircraft, combined with the introduction of 141 sorties per month by F-4 aircraft, would indicate a net reduction in sorties flown to about 36% of the current activity. If the ratio of sonic booms (at ground level) to the number of sorties flown in the airspace is similar to that

**Table 4.2-5 L_{dnmr} Noise Exposures Under Low Level
MTRs Near Holloman AFB (Baseline and Projected Conditions)**

MTR	Primary User Aircraft	L_{dnmr} , dB	
		Baseline	Projected
VR-100	F-111, F-4 and others	51-59	51-59
VR-125	F-111, F-4 and others	46-55	52-56
VR-176	A-7, AT-38 F-4 and others	54-58	54-56
VR-196	F-4	50	50
VR-1233	F-16, AV-8, A-7 A-10, A-4, F-4 and others	51	53
IR-111	F-111, F-4 and others	59	61
IR-133	F-4, AT-38B	54	58
IR-134	F-4, AT-38B	50	58
IR-144	F-4 and others	49-51	50-52

under current conditions, then the sonic boom occurrences would be decreased by the action by a similar amount, that is to about 36% of those occurring at present.

The change in use of the airspace would not significantly change the statistical pattern of sonic boom levels occurring at ground level. The reduction in number of occurrences would therefore be equivalent to a reduction in L_{cdn} levels of about 48 dB at the enter of the land area and a typical value over the entire area of between 40 dB and 45 dB L_{cdn} .

The resultant exposure to sonic booms over the land area under the WSMR supersonic airspace would therefore be a significant reduction in occurrences and no change in the magnitude of sonic boom levels.

4.2.2.4 Airspace Management

4.2.2.4.1 Holloman AFB Terminal Airspace

This alternative, relative to Holloman AFB, provides that the 37th TFW operate within the existing ATC environment and terminal airspace structure for flying missions. Additionally, the description of this alternative does not indicate that the beddown of the RF-4C/F-4 aircraft would require any changes to the existing terminal airspace structure. Since there would be no changes to the overall terminal airspace structure, the new flying unit's operational demands on the terminal airspace are the key factors for assessing the potential airspace impacts of this alternative.

Major factors in assessing the effects of the operational demand of the 37th TFW and the RF-4C/F-4 aircraft on the existing terminal airspace are the scheduled reduction of the 479th TTW and the proposed inactivation 49th TFW. The activity generated by these two flying units constitutes the major percentage of the total aircraft operations at Holloman AFB. Information obtained from Holloman indicates that the 479th TTW alone generates more than 50 percent of the total military operations.

The actions with respect to the 479th TTW, and the 49th TFW would result in the withdrawal of 153 aircraft from Holloman (72 F-15; 81 AT-38B). The beddown of the 37th TFW and the RF-4C/F-4 aircraft would result in the basing of 126 aircraft at Holloman (54 37th TFW; 72 RF-4C/F-4). Thus the cumulative effect of these two actions is a net decrease of 27 military aircraft based at Holloman AFB. The net decrease in total based aircraft will result in overall decrease in aircraft operations at Holloman AFB.

In summary, the Holloman alternative would not require changes to the existing terminal airspace or ATC environment, nor would the beddown of the F-117A and RF-4C/F-4 aircraft increase the number of aircraft operations at Holloman AFB. With this alternative, there may be a beneficial impact on controlled airspace in the Holloman ROI. With the decrease in daytime military operation, there should be no adverse impact to aircraft transiting the Holloman approach control area. Aircraft operating within the traffic

patterns of the Alamogordo-White Sands Regional Airport or any of the other civil airports in the vicinity of Holloman AFB would not be adversely affected by the Holloman alternative.

4.2.2.4.2 Holloman AFB/WSMR Special Use Airspace

Projected sorties data for the Holloman alternative indicate that the total number of sorties to be flown at the Red Rio Bombing Range in R-5107B and J and the Oscura Bombing Range in R-5107B would exceed the number of sorties currently flown in these areas. The data also indicate that the number of sorties at the McGregor Bombing Range in R-5103B and C would be less than the current sorties in that area. The existing available monthly capacity in hours for each range was determined from the current scheduled hours of operation. The average available hour capacities of each range are shown in Table 4.2-6 along with the projected monthly hours of use, by range, for the military aircraft. The data indicates that the projected activity would be less than the available capacities of the ranges. Due to the availability of several existing bombing ranges in the immediate area, the additional military aircraft range requirements associated with this alternative may be accommodated with no significant adverse impact.

Upon relocation to Holloman AFB, the 37th TFW aircraft would use the Melrose Bombing Range, located in the Cannon AFB associated R-5104A restricted area, and the Barry M Goldwater Bombing Range located in southwestern Arizona. The F-4G/E aircraft would also use the Melrose Bombing Range. No airspace changes are proposed to accommodate this activity. The increased use of these restricted areas should have no adverse effect on civil aviation since it would not create any new airspace restrictions, nor do the areas conflict with any federal airways, jet routes (high altitude airways), or airports in the local vicinity (Cannon AFB Realignment FEIS 1990).

The RF-4C and F-4G/E aircraft are projected to use the Pecos MOA which is also controlled by Cannon AFB. The Cannon AFB Realignment FEIS (1990) states that under the realignment action proposed for Cannon AFB, the Pecos MOA would be used at nearly full capacity. The decrease of sorties in the Pecos MOA from the F-15 drawdown will be offset by those generated by the relocation of the RF-4Cs and F-4G/Es to Holloman AFB.

The projected 37th TFW airspace events data indicate that its aircraft would use the Beak A, B, and C MOAs and the Talon MOA less than the current use of these areas by military aircraft. The RF-4C and F-4G/E aircraft are projected to fly 1,740 annual sorties in the Beak and Talon MOAs. As indicated in Table 3.2-10, aircraft of the 479th TFW, the 49th TFW, and others flew 19,540 airspace events in the Beak and Talon MOAs in a nine month period (26,053 airspace events extrapolated over a one year period). Most of these airspace events were flown by the 479th TFW and the 49th TFW. The cumulative impact upon the Beak and Talon MOAs of the reduction of the 479th TFW, the inactivation of 49th TFW, and the beddown of the 37th TFW and the RF-4C/F-4 aircraft would be to reduce military aircraft operations in those areas. The actions proposed by this alternative should have no significant adverse impacts on the Beak and Talon MOAs.

Table 4.2-6 Weapons Range Monthly Usage vs Capacity for Holloman Alternative Activity

Bombing Range	Current Available Capacity (Hrs.)	Projected Use (hours)
Oscura	168.4	121.9
Red Rio	141.4	109.8
McGregor	164.7	25.9
Melrose	237.7*	53.4*

* (Thomas 1991)

4.2.2.4.3 Military Training Routes

To determine the potential impacts of the modified MTR's, the vertical and lateral limits associated with the MTR's were examined relative to existing controlled airspace and civil airports. Figure 2.2-2 indicates that there are route segments of the proposed modified IR-134/XXX that interact with the lateral boundaries of several federal airways (the width of a federal airway is 4 NM either side of the airway centerline). Corridor widths of the new MTR segments are shown in Figure 4.2-3. A comparison of the vertical limits of the main portion of IR-134/XXX with the lowest published Minimum Enroute Altitudes (MEA) of these federal airways indicated that with one exception, military aircraft on the new MTR would remain below the lowest published MEAs of the affected airways. The exception is one segment of the main route with a minimum floor of 5,500 feet MSL that penetrates a segment of federal airway V-83 with an MEA of 5,300 feet MSL. Information obtained from the 833 AD/CSS at Holloman AFB indicates that this airspace overlap condition was coordinated with the FAA, and it was determined that adequate separation can be maintained between military aircraft on the MTR and IFR airway air traffic through the use of standard ATC procedures.

The proposed alternate exit from the south loop of IR-134 would also serve as a part of the alternate entry to IR-XXX. This route segment crosses a segment of the V-560 federal airway. A floor altitude of over 9,800 feet MSL has been established on this MTR segment for flight safety considerations over an area with rapid changes in ground elevation. This 9,800 foot floor altitude exceeds the existing MEA of 8,000 feet MSL for the segment of V-560 that crosses the MTR. During the planning for this alternate entry/exit segment, the 833 AD/CSS coordinated this airspace interaction with the FAA. An acceptable resolution was identified wherein ATC would raise the MEA of V-560 when the MTR segment is in use to an altitude that would ensure the separation of military and civil aircraft. It should be noted also that both IFR enroute traffic and military aircraft on the IR route would be under the control of an ATC facility. In summary, IR-134/XXX should have no significant adverse impacts upon the controlled airspace environment.

Neither of the proposed alternative exits from VR-100 to the Oscura or Red Rio Bombing Ranges interact with any controlled airspace.

Five civil, private use airports would underlie the proposed revised IR-134/XXX (see Figure 2.2-2). These are the Big Tank Ranch, Flying R Ranch, LWB Ranch, Mayfield Ranch, and Triangle Ranch. Four conditions preclude any significant adverse impacts upon these airports. Firstly, establishment of the MTR does not restrict access to any of these airports. Secondly, because flight operations at these airports are conducted only in visual meteorological conditions (VMC), both civil and military pilots can maintain visual separation between aircraft (Federal Air Regulations also require that all pilots "see and avoid" other aircraft when flying in VMC weather). Thirdly, MTR route information that military pilots review during flight planning includes information about all airports along the route. Finally, three of the airports, LWB Ranch, Mayfield Ranch, and Triangle Ranch, presently lie within existing MTR airspace. The proposed IR-134/XXX does not, therefore, establish a new airspace condition relative to these three airports.

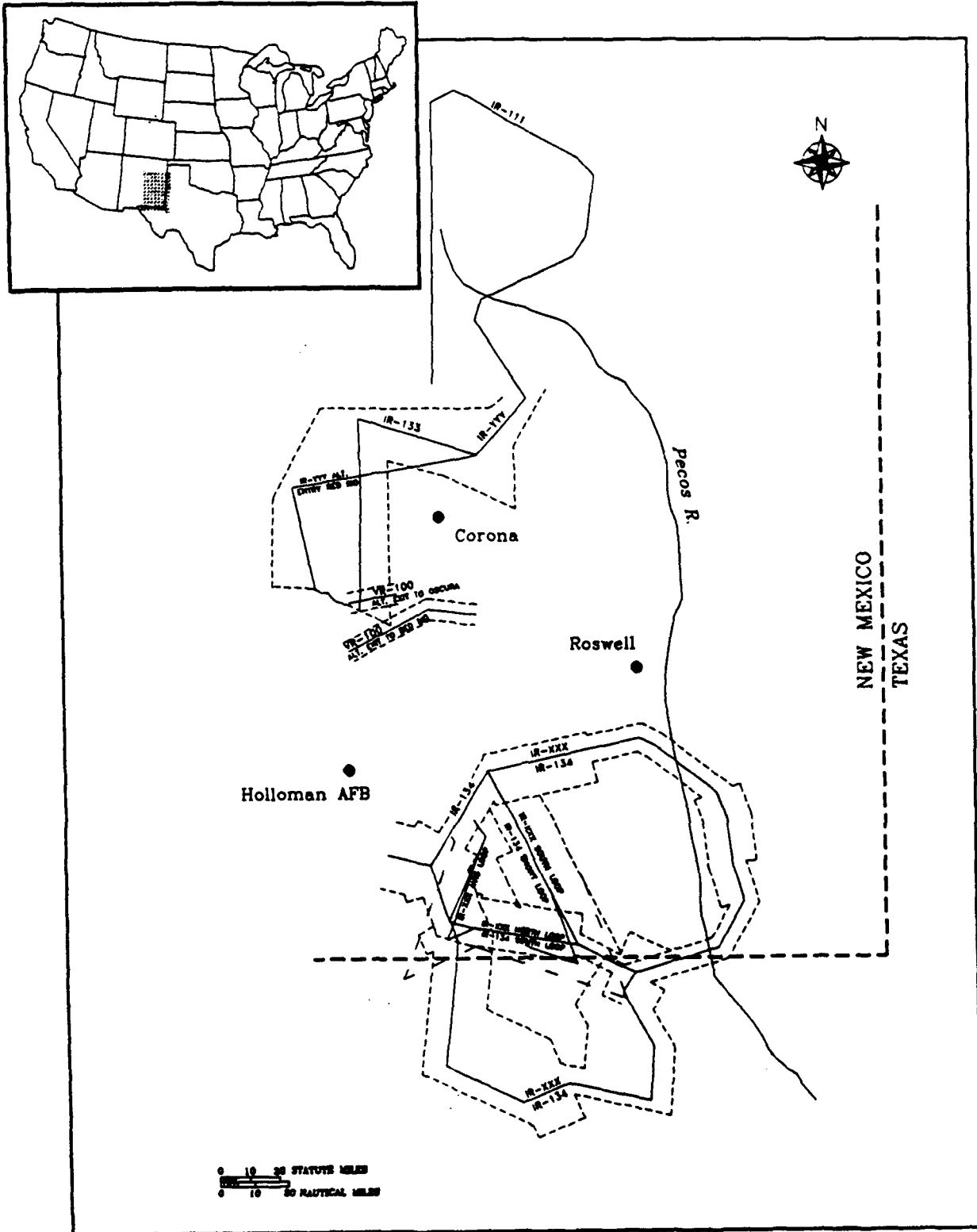


Figure 4.2-3 Corridor Widths for Segments of MTR Affected by Various Alternatives

The public-use Carrizozo Airport is located between the proposed VR-100 alternate exits to the Oscura and Red Rio Bombing Ranges. Aircraft arriving or departing from or to the north or south would traverse these route segments. However, operations at this airport are conducted only in VMC conditions wherein civil and military pilots can maintain visual separation between aircraft. The private-use Timberon Airport is located immediately adjacent to the exit segment of the proposed IR-134/YYY at the McGregor Bombing Range. The VFR traffic pattern for this airport would extend into the MTR. Because this is a VMC-only airport, civil and military pilots flying in the area would be able to maintain visual separation between aircraft.

Because IR-111 and IR-133 are existing MTRs, the only airspace consideration associated with the proposed concurrent use of the two routes is the new segment between the two MTRs (shown in Figure 2.2-3). This new segment would cross V-264. The proposed ceiling of 9,000 feet MSL on the new segment is 2,000 feet below the MEA of the airway. There are no civil or military airports underlying this new route segment. Given these factors, the new route segment connecting IR-111 and IR-133 should have no significant airspace impacts.

4.2.2.5 Socioeconomics

This section presents estimates of the socioeconomic impacts to Otero County of the three action -- relocation of the 37th TFW, inactivation of the 49th TFW and relocation of selected units of F-4s -- included in the Holloman alternative. The reduction of the 479th TTW is taken into consideration in baseline conditions. However, for comparative purposes, the reduction of the 479th TTW is considered with the other three actions when making statements regarding the cumulative impacts of all realignment activities at Holloman AFB. Construction impacts related to the arrival of the 37th TFW and the incoming F-4s are not considered impacts to the "steady state" economy of the County and are reported separately.

4.2.2.5.1 Population

This alternative would increase the population of Otero County. Table 4.2-7 indicates that the net number of military households would increase by 2,560 and the number of civilian households by 28. The number of school-age children would increase by an estimated 1,555 students, and the total population would increase by 7,242 persons - roughly a 14% increase over the baseline population of 51,500 persons. If the reduction of the 479th TTW is considered an impact rather than including it in baseline, the cumulative population increase would be an estimated 5,714 persons or 11% of the population prior to the reduction of the 479th TTW.

4.2.2.5.2 Employment and Income

This alternative would increase employment and earnings in Otero County from baseline. Total employment would increase by 3,170, including 2,238 military manpower authorizations and 932 direct and indirect civilian jobs. This would represent a 13 percent

Table 4.2-7 Demographic Impacts of the Holloman Alternative on Otero County (from baseline, after the Reduction of the 479th TFW)

	37th TFW	49th TFW	F-4s	Net Impacts
Military households	1,976	-1,827	2,411	2,560
Civilian households	25	-29	32	28
School Aged Children	1,203	-1,116	1,468	1,555
Total Population	5,600	-5,193	6,835	7,242

Note: Demographic impacts differ from changes to employment. Typically a percentage of both military and civilian workers elect to remain in an area even after losing their jobs. For example, inactivation of the 49th TFW reduces the number of military manpower authorizations at Holloman AFB by 2,149. Experience has demonstrated that a portion of the military workers would retire and enter the local civilian labor market. This results in fewer "military" households leaving the area. This table shows that a 1,827 reduction in households would result from the 2,149 reduction in jobs.

increase in jobs to baseline employment in the County. Some portion of these new jobs would be taken by an estimated 926 incoming spouses and dependents seeking work. Detailed employment impacts are shown in Table 4.2-8. If the reduction of the 479th TTW is considered an impact rather than included in baseline conditions, the cumulative employment increase would be 2,126 (3,170 minus 1,044 jobs), or 9%.

Net earnings in the County would increase by an estimated \$63.7 million, as shown in Table 4.2-9. This would be a 16% increase in earnings over the roughly \$390 million in earnings left after the reduction of the 479th TTW. If the reduction of the 479th TTW is considered an additional impact rather than included in baseline, cumulative earnings would increase by \$39.3 million or 9%. Construction related to the 37th TFW and scheduled for FY 91 would support 168 jobs (direct and indirect) and \$3.2 million in earnings. Construction in support of the F-4s in FY 92 would lead to 47 jobs and roughly \$900 thousand in earnings.

Construction of other on- and off-base facilities noted in Section 2.2.2.4 is not related to this alternative but would have employment and earnings impacts. These projects would total roughly \$8.0 million per year in FY 91 and FY 92. Those would lead to an additional 19 local jobs, and roughly an additional \$360 thousand in local earnings.

4.2.2.5.3 Housing

This alternative would increase the net demand for housing by an estimated 2,588 households. This demand would consist of roughly 665 single airmen, 1,060 families seeking rentals, and 863 families expected to purchase houses. These estimates are based on housing tenure patterns shown in a recent study of the Holloman housing market (SAIC 1990).

With a relatively high rate of current vacancies, and the reduction of the 479th TTW, it is likely that the demand of dormitory space and the demand for owned-houses would be met from the current inventory. There would be approximately 800 houses for sale in the area following the reduction of the 479th TTW, an inventory which would be fully used by the increased demand. The 679 rentals available off-base, however, would not fully meet the anticipated demand for 1,060 units. This short-fall would probably be met in the shortrun by renting houses taken off the sales market. In the long term new apartment units would be constructed - a large number of units have already planned by local developers. Few vacancies would be available in MFH on-base. Prices for rentals and houses for sale would be likely to increase, at least in the short-term, with the relatively large increase in demand.

4.2.2.5.4 Community Facilities and Services

Education. The number of school children would increase by 1,555 with the preferred alternative. The scheduled reduction of the 479th TTW, noted in baseline conditions, would reduce the number of school children by 351. Thus, local school officials would have to accommodate an effective increase of 1,204 students. Such an

**Table 4.2-8 Employment Impacts of the Holloman Alternative in Otero County
(from baseline, after Reduction of the 479th TFW)**

	37th TFW	49th TFW	F-4s	Net Impacts
Military Manpower Authorizations	1,976	-2,149	2,411	2,238
Civilian Workers:				
Appropriated funds	71	-83	90	78
NAF and others	184	-201	225	208
Contractors	0	0	0	0
Indirect	568	-623	701	646
Total Military and Civilian	2,799	-3,056	3,427	3,170

**Table 4.2-9 Earnings Impacts of the Holloman Alternative in Otero County
(from baseline after the Reduction of the 479th TTW)**

	37th TFW	49th TFW	F-4s	Net Impacts
Military Manpower Authorizations	\$46,996,211	-51,268,854	58,772,246	\$54,499,603
Civilian Workers:				
Appropriated funds	1,976,881	-2,307,219	2,481,300	2,150,962
NAF and others	1,364,407	-1,487,717	1,667,017	1,543,707
Contractors	0	0	0	0
Indirect	7,870,157	-8,633,360	6,272,989	5,509,786
Total Military & Civilian	\$58,207,656	-63,697,150	69,193,552	\$63,704,058

increase of 14.7% would require additional staff, possibly the expansion of facilities, and/or reevaluation of the plan for junior school assignments.

Police and Fire Protection. Following the reduction of the 479th TTW, this alternative would lead to an increased demand for protection services. Demand would rise in rough proportion with the population and would require a commensurate increase in personnel.

Health Services. Hospitals and related health care service providers are currently operating below capacity and should have facilities adequate for meeting the increase in demand expected with the additional population.

Utilities. Public utilities and services, including water supply, sewage systems, landfills, and power are currently below capacity and, based on preliminary estimates, would be able to meet the increased demand expected with the additional population.

4.2.2.5.5 Public Finance

This alternative would increase the demand for public services and require a commensurate rise in public expenditures. Public revenues would be expected to rise in rough proportion to demand, in the absence of any required capital investment. There would however, be a delay in meeting immediate expenditure requirements because of the lag effect of revenue collection.

4.2.2.5.6 Transportation

The estimated 14% increase in population due to this alternative would increase traffic in the local area road network and at Holloman AFB. The heaviest local traffic is along U.S. Highway 54, immediately south of Alamogordo, before intersecting U.S. 70/82. Current traffic on these roadways is light, and the increased traffic due to this alternative would generally be accommodated with no degradation of level of service. No additional road service maintenance or capital improvements would be required.

4.2.2.6 Biological Resources

4.2.2.6.1 Vegetation

Construction activity at Holloman AFB would have negligible impact on the area vegetation primarily because of the limited scope of construction (70 acres) and the fact that most of the construction (80%) would be on previously disturbed land. Location of the construction sites on Melrose Bombing Range has not been determined, approximately 7 acres would be disturbed. Given the small magnitude of construction activities, pre-site selection surveys to determine the location of sensitive habitats should be sufficient to permit avoidance of significant adverse impacts.

In general, flight operations would be expected to have no significant impact on the vegetation in the vicinity of Holloman AFB, the affected MTRs and MOAs, or the affected ranges. The use of magnesium flares dropped by aircraft during some training missions over Melrose Bombing Range could result in fires in woodlands and grasslands in range areas. The minimum altitude at which flares are authorized to be released is 600 feet AGL. The flares are designed to burnout within 300 feet after ejection from the aircraft. The potential for a live flare reaching the ground and initiating a brush fire is considered slight. Since past training activities on the range have included the use of flares, this activity does not represent a new source of impact. Given this, and the low probability of occurrence, impacts from this source are considered negligible.

4.2.2.6.2 Fauna

Given the relatively small scale of construction activities (cf. Section 4.2.2.6.1) at both Holloman AFB and on Melrose Bombing Range, impacts from this source to the area fauna are expected to be negligible. Operation impacts from aircraft flight activity are of greater concern than those arising from construction. Brush fires ignited by flares released from aircraft during range training activities, though considered rare events, could result in loss or displacement of fauna. Changes in plant species composition and the quantity and quality of plant growth following a fire are of greater potential consequence to the fauna of the area. These changes could benefit some species, and be detrimental to others. Since the use of flares is not a change over past training practices on Melrose Bombing Range, flare induced fires are not considered a significant source of impact.

Chaff ejected during activities over ranges, and aluminum chaff fragments resulting from physical degradation of chaff fibers, could be ingested or inhaled by animals. Chaff is composed of fiberglass fibers (nearly pure silica glass drawn to a fine thread). Aluminum composes about 39% of the chaff fiber. Neither fiberglass nor aluminum are considered toxic materials. Oral ingestion of chaff would not be expected to cause adverse impacts to livestock or wildlife. Exposure to fiberglass dust (from break up of chaff bundles) might result in irritation of skin, eyes, ears, nose or throat, through mechanical irritation. Available data on laboratory animals does not indicate chronic ill effects from inhalation of mass doses of glass fibers. No impacts to the fauna is therefore expected from this source.

Changes in the near base noise environment would be small in scale, with general improvement away from the runway approaches, and slight deterioration in the area immediately underlying the approaches. No significant impact, positive or negative, is anticipated for the fauna near Holloman AFB as a result of these changes. Changes in noise environment in areas underlying the MOAs are considered negligible, or slightly beneficial; no adverse noise related impact to the fauna is expected in these areas. With respect to MTR routes, L_{dnmr} levels would increase 4 to 8 dB on some routes, notably VR-125, IR-133, and IR-134. However in no case would the resultant noise levels exceed 61 dB, a level at which no impact to fauna would be expected. While a wide variety of potential disturbance effects from jet aircraft noise has been examined in the literature,

research in this area has proven inconclusive or provided no evidence for significant impacts (Manci et. al. 1988; ORNL 1988).

As discussed in Section 3.2.6.2, major riparian and wetland habitat in the Pecos River drainage basin support substantial winter populations of ducks, geese and wading birds. Because of the large water fowl population density in the area, low level F-4 training flights on the MTRs overlying the Pecos River valley may result in adverse impacts on the area avifauna through bird air strikes. A Bird Aircraft Strike Hazard (BASH) analysis indicated Sandhill cranes and American White pelicans to be species of particular concern in this regard (Barker 1990). Neither species is considered threatened or endangered; no significant impact to the avifauna is expected.

4.2.2.6.3 Endangered and Threatened Species

No adverse impact to threatened and endangered species is expected. Potential impacts to such species could arise through construction on Holloman AFB, and Melrose Bombing Range, through fires produced by unextinguished flares in Melrose impact area, and through increased noise levels.

In the case of construction on Holloman AFB, most of the affected area is on previously disturbed portions of the base, and in areas with little or no vegetation. Construction on Melrose Bombing Range is also expected to be in previously disturbed areas. Any impacts to threatened or endangered species in the areas affected by construction can be avoided by conducting preliminary ground surveys of construction sites to identify any threatened or endangered species present. Disturbance to any identified species can be avoided by protecting them during the construction activities (e.g., by re-positioning construction sites, if necessary). There is a small potential for impact to threatened and endangered plant species through fires produced by unextinguished flares released during training exercises above Melrose Bombing Range. Flares have been used on Melrose Bombing Range in the past, and their use under this alternative is not seen as a new or additional source of impact to threatened or endangered species of plants or animals.

In general, no significant impact on animal populations is expected from jet aircraft noise. An increase in noise level (L_{dnmr}) is expected along three MTRs: VR-125 and IR-133 north of Holloman AFB, and the proposed modification of IR-134. The maximum resulting sound levels involved are 61 dB. At these levels no significant impact to the threatened or endangered species in the area underlying the MTRs would be expected.

No impact to threatened and endangered bird species is expected through bird aircraft strikes. BASH results do not indicate any hazard to such species (Barker, 1990).

4.2.2.7 Water Resources

4.2.2.7.1 Surface Water

The primary surface water features at Holloman AFB are the aeration/evaporation lagoons associated with the Base wastewater treatment system (WWTS). Discharge to the WWTS is expected to increase by about 112,000 gpd, or 7% of the existing throughput. Given the relatively slight increase in throughput, and the absence of any significant change in wastewater quality, no adverse effect on wastewater discharge is expected and no impact on local surface water features is predicted.

4.2.2.7.2 Groundwater

There are two primary sources of impact to the groundwater on and in the vicinity of Holloman AFB. They are generation and discharge of wastewater that may percolate and recharge the groundwater aquifer and withdrawal of water from the local groundwater reservoir. The groundwater in the vicinity of Holloman is generally considered nonpotable and unfit for human consumption with TDS greater than 10,000 mg/L. Percolation of surface waters into the local groundwater is not expected to significantly increase as a result of this alternative.

Holloman AFB obtains potable water from two offsite sources, Bonito Lake and several deep well fields. During the peak water usage months of May through September Holloman AFB receives water from sixteen wells located in several well fields southeast of the base with a combined output capacity of 11 mgd. This alternative would result in an increase of 1,484 personnel at Holloman AFB. This would result in a total demand of 2.52 mgd (an increase of about 7% over the 1989 consumption). This is a small fraction of the 11 mgd capacity of the well fields and is expected to have no significant impact. The decrease in total aircraft caused by this alternative in conjunction with the reduction of the 479th TTW would decrease potable water demand by aircraft maintenance operations. No impacts are anticipated to the non-potable water supply as a result of the preferred alternative.

4.2.2.8 Archaeological, Cultural, and Historical Resources

Impacts under this alternative would be similar to those projected for the 37th/49th TFW alternative (cf. Section 4.1.2.8). Additional impacts could arise through construction of a target emitter site on Melrose Bombing Range, and by increased use of low-level MTRs. Construction or use related impacts are not expected at Melrose Bombing Range because of the absence or near absence of significant resources. Incremental use of low-level MTRs could impact archaeological, cultural or historical resources through vibration related damage. The increase in MTR use would be substantial for IR-134 and IR-133/111. Airspeed along MTRs would be subsonic and well over 90% of all low-level flights would be at 300 feet AGL or greater. Recent experiments involving vibro-acoustic monitoring of F-4 overflights at a fragile 1,000 year-old prehistoric structure near Kayenta,

Arizona, indicate that subsonic flights as low as 400 feet AGL are not likely to pose a significant danger to archaeological resources (Battis 1988).

Noise impacts could occur as a result of increased use of IR-YYY. This route crosses over traditional areas still occupied by the Eastern Pueblo Indians. Increased overflight could interfere with ceremonial and other culturally important activities, many of which occur out of doors in remote areas.

Use of IR-YYY could result in potential noise and vibration effects at the Gran Quivera National Monument. Increased noise could disturb visitors to the National Monument if flights came closer than 2,000 horizontal or vertical feet. Although unlikely, vibration effects could occur if planes flew over standing ruins at altitudes less than 400 feet AGL. Such potential impacts could be avoided by establishing a flight avoidance special operating procedure.

Impacts are not expected to be significant if the following mitigations are conducted:

- All F-117A and other aircraft shall be routed no closer than 3,000 feet from the Gran Quivera National Monument and the museum and associated adobe structures located on the White Sands National Monument.
- Coordinate with SHPO and continue to include consideration of cultural resources in the siting of base and range facilities.

4.2.2.9 Hazardous Materials and Wastes

The preferred alternative in conjunction with the reduction of the 479th TTW would result in a net reduction in aircraft on base. As a result, hazardous waste production on base associated with aircraft maintenance and operation should be generally reduced, and no significance hazardous waste related impacts would be expected. In general, since this alternative would result in a net reduction in aircraft at the base, hazardous material handling and waste production would be reduced. While the mix of aircraft would change significantly, hazardous material handling and waste generation activities should be similar to existing circumstances. As a result, no significant qualitative changes in hazardous waste generation are expected. The addition of a photo reconnaissance unit at Holloman AFB could provide an exception to this conclusion. Activities of this unit would result in the generation of a waste stream not previously present. For example, photo support can generate hazardous waste by use of fixers, developer, florescent penetrant (zyglo), and photographic waste, such as spent cartridges and film. A silver recovery system in conjunction with such operations should virtually eliminate hazardous discharge. These waste are characterized by silver and mercury compounds, chromates, and acids. While the waste stream involved with the photo reconnaissance unit is different from those currently generated, the disposal of these hazardous materials and waste are within the capability of the Defense Reutilization Marketing Office (DRMO) at

Holloman AFB. Therefore, this alternative is not anticipated to produce any significant adverse impacts with regards to hazardous materials and wastes.

4.2.3 Nellis AFB

Under this alternative the resulting impacts at Nellis AFB are identical to those presented in Section 4.1.3.

4.3 THE HOLLOMAN - NELLIS ALTERNATIVE

This alternative involves inactivation of the 49th TFW at Holloman AFB, the relocating of the GAF F-4E unit, a notional TRS unit and a SEAD unit to Holloman AFB, and the relocation of the 37th TFW to Nellis AFB.

4.3.1 Tonopah Test Range

The impacts resulting at TTR and surrounding area (except special use airspace) would be the same under this alternative as those presented in Section 4.1.1.

4.3.2 Holloman AFB

Under this alternative, Holloman AFB would gain 269 manpower authorizations. The total number of aircraft would remain unchanged from baseline. Approximately 10 acres of previously disturbed land would be affected by construction on the base, while 7 acres would be affected on Melrose Bombing Range. Taking into account the scheduled reduction of the 479th TTW, net manpower authorizations at Holloman AFB would be reduced by 35, and contractor positions by 528. The total number of aircraft would be reduced by 42 units.

4.3.2.1 Land Use

This alternative would result in facilities modifications and construction within the boundaries of Holloman AFB. A portion of the operation and maintenance functions associated with this alternative would be located in existing facilities made available by the reduction of the 479th TTW. A small increase in personnel at Holloman AFB may result if all components of the alternative are implemented. This increase is not expected to adversely affect land uses in the County around the base since these changes would offset personnel losses due to the scheduled reduction of the 479th TTW at Holloman AFB (TAC 1990g).

Aircraft operations at Holloman AFB would be about half of baseline under this alternative. There would be little or no flying between 10:00 pm and 7:00 am, so disturbance of surrounding land use from aircraft noise would be less than for the Holloman alternative.

R-5107B, C, H, and J; R-5103A, B, and C; R-5111 A, B, and C; and R-2301 are located primarily over vacant land with limited agricultural activities, mainly cattle grazing. Significant impacts to land use under these airspaces are not expected to occur. Use of R-5104 by F-4 aircraft would result in an additional 18 residents in the vicinity of the range being exposed to noise levels of L_{dn} 65 dB or greater. Use of the Beak and Talon MOAs by F-4s would roughly offset the inactivation of the 49th TFW, resulting in no impacts. Impacts to land uses along the MTRs would be the same as reported for the Holloman alternative (Section 4.2.2.1).

4.3.2.2 Atmospheric Resources

Maximum predicted near field air pollutant concentrations at Holloman AFB as a result of the inactivation of the 49th TFW and the relocation of the F-4 aircraft are shown in Table 4.3-1. Maximum air pollutant concentrations deviations from baseline in the potentially affected special use airspace and MTRs are shown in Table 4.3-2. Net air quality impacts of these actions would be slightly beneficial to CO, HC, NO_x and SO_x and slightly negative to PM. All impacts would be insignificant.

4.3.2.3 Noise

4.3.2.3.1 On Base

The Holloman-Nellis alternative action would cause L_{dn} noise exposure contours around Holloman AFB to be similar to those for existing conditions at L_{dn} levels of 75 dB and 70 dB levels. The respective land areas are shown in Table 4.3-3 for three conditions, including current, baseline (after reduction of the 479th TFW), and the Holloman-Nellis alternative in which the 37th TFW is relocated to Nellis AFB.

The L_{dn} noise contours for the Holloman-Nellis alternative are shown in Figure 4.3-1 for the Holloman AFB vicinity. These noise contours are based on flight operations of AT-38B aircraft from the Top-Off training and the F-4 aircraft from the relocation to Holloman AFB.

4.3.2.3.2 Special Use Airspace

The sonic boom environment under the WSMR supersonic airspace would be identical to that predicted for the Holloman alternative in Section 4.2.2.3.2.

4.3.2.3.3 MOAs

Noise exposures in other land areas within the region of influence of Holloman AFB would be affected by the alternative action as follows:

Beak A, B, and C MOAs: Table 4.3-4 summarizes the analysis of noise exposures that would occur under the Beak MOAs for existing, baseline and future operations of the Holloman-Nellis alternative. The inactivation of the 49th TFW aircraft would cause a major reduction in noise exposures. Introduction of F-4 aircraft operations will result in

Table 4.3-1 Maximum Ground Level Air pollutant concentrations ($\mu\text{g}/\text{m}^3$) at Holloman AFB from the 49th TFW inactivation and F-4 relocation

Aircraft Type	CO	HC	NOx	SOx	PM
49th TFW *	-33.75	-4.9	-13.8	-3.1	-0.4
F-4s					
TRS	4.1	0.7	1.1	0.2	0.3
SEAD	4.8	0.8	2.3	0.4	0.2
GAF	1.6	0.3	0.8	0.1	0.1
Subtotal	10.5	1.8	4.2	0.7	0.6
Net Total	-23.25	-3.1	-9.6	-2.4	+ .2

* Negative values indicate emission reduction.

**Table 4.3-2 Air Pollutant Concentrations from low altitude,
(less than 6,000 feet) Special Use Airspace Operations ($\mu\text{g}/\text{m}^3$)
in the vicinity of Holloman AFB for the Holloman-Nellis Alternative**

Aircraft Type	CO	HC	NOx	SOx	PM
49th TFW					
Beak MOA	1.042	0.083	10.42	0.042	0.142
Talon MOA	1.18	0.094	11.77	0.047	0.168
Pecos MOA	1.627	0.130	16.22	0.065	0.22
R-5107	1.3	0.104	13.01	0.052	0.177
MTR	6.8	0.8	205	7.6	2.6
TRS					
Pecos MOA	0.3	0.03	1.4		0.3
Melrose Range		No range operations			
MTR	0.2	0.02	0.8		0.2
SEAD					
Pecos MOA	0.6	0.01	1.1		0.1
Melrose Range	1.6	0.1	3.3		1.1
MTR	1.8	0.03	3.7		0.3
GAF					
Pecos MOA	1.8	0.03	3.6		0.3
Red Rio	0.2	0.0	0.3		0.03
MTR	0.5	0.01	1.0		0.1
F-4 TOTAL					
Pecos	2.7	0.07	6.1		0.7
Maximum Range	1.8	0.1	3.6		1.13
Maximum MTR	2.5	0.06	5.5		0.6

MTR = most used military training route

Table 4.3-3 Land Areas Within L_{dn} Noise Exposure Contours at Holloman AFB for the Holloman-Nellis Alternative Action

L _{dn} Contour	<u>Land Area, Square Miles</u>			% Change from Current	% Change from Baseline
	Current ⁽¹⁾	Baseline ⁽²⁾	Alternative		
65	42.4	38.5	30.5	-28.1%	-20.8%
70	19.6	16.6	17.0	-13.3%	+2.4%
75	9.0	7.1	9.1	+1.1%	+28.2%
80	4.6	3.7	4.9	+6.5%	+32.4%

1. Current = Conditions including 479th TTW activity

2. Baseline = Current conditions including the Reduction of the 479th TTW

3. Land areas computed using NOISEMAP 6.0 Noise Exposure Model

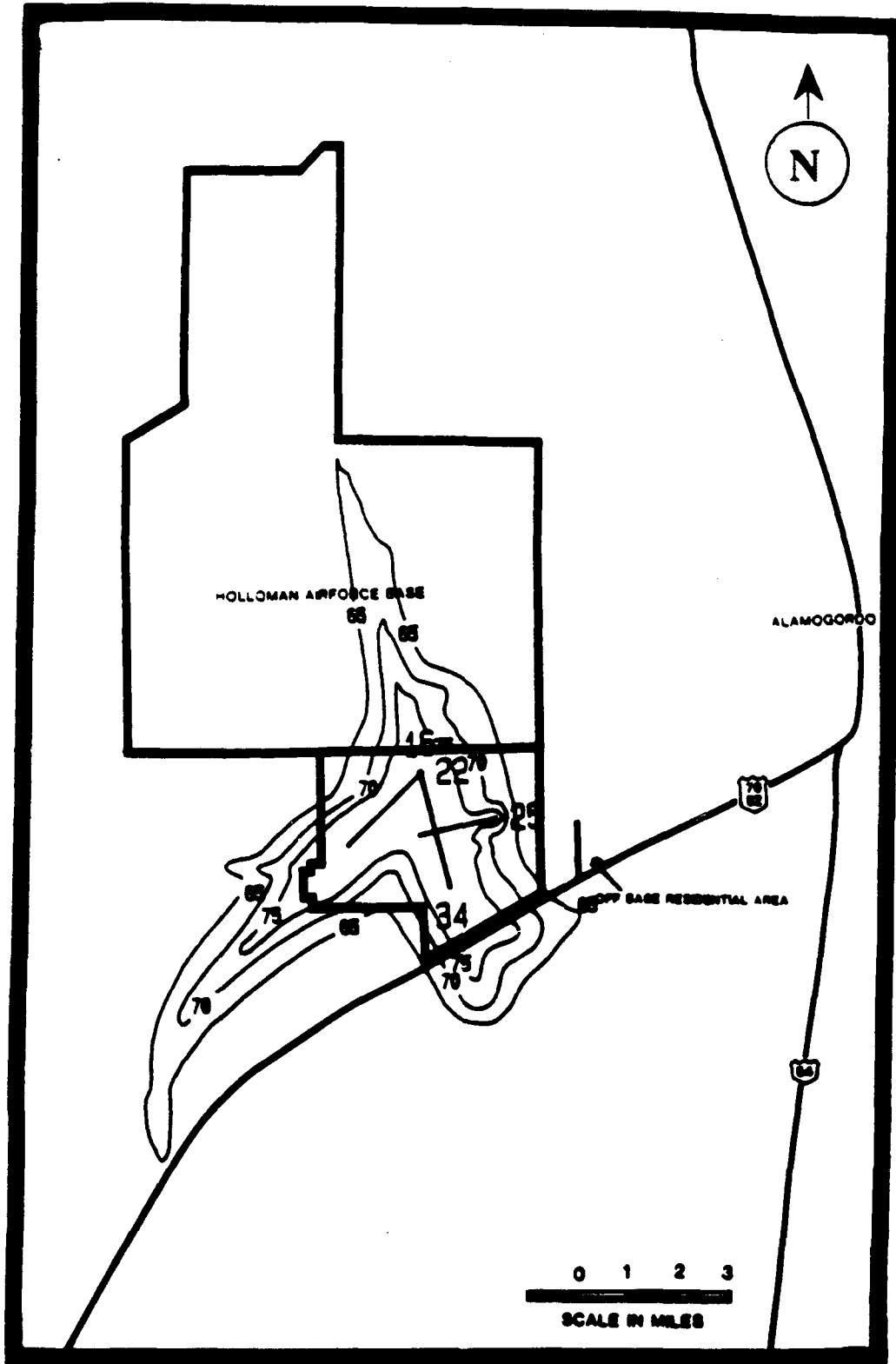


Figure 4.3-1 Ldn Contours for Holloman AFB with Holloman-Nellis Alternative (scale 1:200,000)

**Table 4.3-4 Flight Activity and L_{dn} Noise Exposure Levels
Under Beak and Talon MOAs for the Holloman-Nellis Alternative**

	Beak A	Beak B	Beak C	Talon
Sorties per year				
Existing	3,387	7,858	7,433	7,376
Baseline	1,438	1,435	1,477	4,415
Holloman/Nellis	1,510	1,488	1,481	4,435
L_{dn}, dB, Average*				
Existing	46	48	47	49
Baseline	46	47	47	49
Holloman/Nellis	38	38	37	38

* Assuming all aircraft operations at an average height of 5,000 ft. AGL and distributed equally across the MOA.

negligible noise impacts. Single event noise levels from F-4 aircraft at 5,000 feet AGL would be about 87 dB SEL.

Talon MOA: The L_{dn} noise exposure under the Talon MOA is also shown in Table 4.3-4 for the various conditions. In the Talon MOA case, the noise exposures would be reduced to about L_{dn} 38 dB for the Holloman/Nellis alternative, with single event levels similar to those discussed for Beak MOAs. These noise exposures are insignificant in terms of community relations.

Oscura Bombing Range: Noise exposure under the lowest altitude portions of the Oscura Bombing Range flight paths would be almost identical in L_{dn} level to those existing (L_{dn} 83 dB) and slightly greater than baseline conditions (L_{dn} 81 dB).

Red Rio Bombing Range: The L_{dn} noise exposures at Red Rio would be similar (L_{dn} 80 dB) to those of existing (L_{dn} 81 dB) or baseline (L_{dn} 79 dB), with similar single event levels.

McGregor Bombing Range: L_{dn} noise exposures at McGregor Bombing Range would be L_{dn} 79 dB due to this alternative action. This is similar to existing (L_{dn} 77 dB) conditions, much greater than baseline (L_{dn} 64 dB) conditions and similar to the Holloman alternative (L_{dn} 80 dB). There would be no night-time operations at this range.

Melrose Bombing Range: This alternative would cause an increase in flight activity at Melrose Bombing Range by the addition of 2,808 annual sorties by F-4 aircraft. All current and proposed flight activity at the range would be conducted during daytime hours (0700 hrs to 2200 hrs), although some would be during hours of darkness before 2200 hrs. These would be additive to the current (1989 - 1990) activity of 5,930 sorties per year on the range and a long-term projected 10,685 sorties per year inclusive of other TAC and SAC activities.

The noise environment in the vicinity of Melrose Bombing Range would be adversely impacted by the increased flight activity. L_{dn} noise exposures would increase by about 1.7 dB relative to current conditions. The land area within the L_{dn} 65 dB contour would increase from about 60 square miles (current) to about 75 square miles. The resident population within this contour would increase from 74 persons to about 92 persons, based on local rural population density. Single event noise levels of the F-4 aircraft would be about 7 dB higher than those of the most prevalent current aircraft using the range. The typical change in noise environment would therefore be perceived as about a 50% increase in operations by louder F-4 aircraft.

The long-term projected noise environment at the range would also be increased by the addition of F-4 aircraft operations. The additional 2,808 annual sorties would add a further 2 dB to the cumulative L_{dn} noise exposures. The land area within the L_{dn} 65 dB noise contour would increase from a projected 88 square miles for the long-term case to about 94 square miles after inclusion of the F-4 aircraft activity. The resident population within the contour would increase from a projected 108 persons in the long-term case to about 116 after inclusion of the F-4 aircraft activity.

4.3.2.3.4 MTRs

Low Level MTRs: Noise exposures under the low level MTRs in the Holloman region of influence would be identical to those listed in Table 4.2-5 for the Holloman alternative.

4.3.2.4 Airspace Management

Airspace management impacts under this alternative would be similar to those discussed under the Holloman alternative (Section 4.2.2.4). The only variance would be the reduction in aircraft operations in the controlled airspace and special use airspace resulting from the absence of the F-117A at Holloman. Relative to Holloman AFB the airspace area actions associated with the Holloman-Nellis alternative are the same as those delineated for the Holloman alternative. The modified MTRs main routes and alternate entry and exits to existing routes would still be established to support the RF-4C and F-4G/E aircraft. Oscura, Red Rio, McGregor and Melrose Bombing Ranges would be used by the RF-4Cs and F-4G/Es. Both RF-4C and F-4G/E would use Beak A, B, and C MOA, Talon MOA, and Pecos MOAs.

The analysis of potential airspace impacts associated with this alternative indicated there would be no significant adverse impacts to the airspace environment. This alternative involves fewer aircraft than the Holloman alternative because the 37th TFW would not transfer to Holloman, resulting in less impact.

4.3.2.5 Socioeconomics

This section presents the net socioeconomics impacts of the inactivation of the 49th TFW and the relocation of the three F-4 units at Holloman AFB. Baseline conditions for the analysis include the population and local expenditure losses related to the reduction of the 479th TTW. However, for comparative purposes the reduction of the 479th TTW is considered with the other two actions when making statements regarding the cumulative impact of all realignment activities at Holloman AFB.

The impacts of \$19.5 million in peak year construction related to the F-4 units are not considered changes to the "steady-state" economy of Otero County and are noted separately. The detailed estimates of impacts of inactivation of the 49th TFW and the relocation of the F-4 units at Holloman AFB are shown in Appendix B.

4.3.2.5.1 Population

The demographic impacts of the action for Otero County are summarized in Table 4.3-5. The number of military households would increase by 584, while civilian households would increase by 3. The number of school-aged children would increase by 352, and the total population would increase by 1,642, a 3 percent increase to the baseline population of roughly 51,500 persons. The cumulative change would be a net increase of less than 120 persons, or less than 1%.

Table 4.3-5 Demographic Impacts of the Holloman-Nellis Alternative on Otero County (from baseline, after the Reduction of the 479th TFW)

	49th TFW	F-4s	Net Impacts
Military households	-1,827	2,411	584
Civilian households	-29	32	3
School Aged Children	-1,116	1,468	352
Total Population	-5,193	6,835	1,642

Note: Demographic impacts differ from changes to employment. Typically a portion of both military and civilian workers elect to remain in an area despite losing their jobs.

4.3.2.5.2 Employment and Income

This alternative would lead to a relatively small increase in employment and earnings in Otero County. Table 4.3-6 indicates that uniformed military positions would increase by 262 positions, and civilian jobs would increase by 109. The total employment impact would be a net increase of 371 jobs or 1.5% of County employment (23,672). The cumulative impact including the reduction of the 479th TTW, would be a reduction in 673 jobs or 2.8%. New construction in FY 91 related to the relocation of the F-4 units would create 47 direct and indirect jobs.

As shown in Table 4.3-7, earnings in the County would increase by \$5.4 million or roughly 1.3% over \$390 million in earnings after the reduction of the 479th TTW. The cumulative impact including the reduction of the 479th TTW, would be a reduction of \$19 million or 4.5%. Construction earnings related to this alternative would be an estimated \$898 thousand.

Construction of other on- and off-base facilities noted in Section 2.3.2.4 is not related to the alternative but would have employment and earnings impacts. These projects would total roughly \$8.0 million per year in FY 91 and FY 92. These would create an additional 19 local jobs and roughly \$360 thousand in earnings.

4.3.2.5.3 Housing

This alternative would increase the demand for housing by 587 units. This increased demand would be met with the approximately 800 homes for sale and 679 vacant rental units expected to be available in the area following the reduction of the 479th TTW.

4.3.2.5.4 Community Facilities and Services

Education. The number of school-aged children would increase by 136 students, or a 1.6 percent change over the total enrollment of 8,190 in Alamogordo. The cumulative impacts represented a decrease of 215 students or 2.6%.

Police and Fire Protection. The population increase of 1,642 persons related to this alternative may lead to a slight increase in the demand for protection services. Cumulative effects would be negligible.

Health Services. Hospitals and related health care service providers are currently operating below capacity and would be capable of meeting the small increase in demand which might follow from this alternative. Cumulative effects would be negligible.

Utilities. Public utilities and services, including water supply, sewage systems, landfills, and power, are currently below capacity and would be capable of meeting the increased demand related to the alternative.

Table 4.3-6 Employment Impacts of the Holloman-Nellis Alternative on Otero County (from baseline, after the Reduction of the 479th TTW)

	49th TFW	F-4s	Net Impacts
Military Manpower Authorizations	-2,149	2,411	262
Civilian Workers:			
Appropriated funds	-83	90	7
NAF and others	-201	225	24
Contractors	0	0	0
Indirect	-623	701	78
Total Military and Civilian	-3,056	3,427	371

**Table 4.3-7 Earning Impacts of the Holloman-Nellis Alternative
on Otero County (from baseline, after the Reduction of the 479th TFW)**

	49th TFW	F-4s	Net Impacts
Military Personnel	\$-51,268,854	58,772,246	\$7,503,392
Civilian Workers:			
Appropriated funds	-2,307,219	2,481,300	174,081
NAF and others	-1,487,717	1,667,017	179,300
Contractors	0	0	0
Indirect	-8,633,360	6,272,989	-2,360,371
Total Military and Civilian	\$-63,697,150	69,193,552	\$5,496,402

4.3.2.5.5 Public Finance

The small population increase related to this alternative would lead to small increases in public revenues through various taxes and subventions. Cumulative effects would be negligible. No capital improvements would be necessary and public expenditure would be expected to increase in rough proportion with the increase in population.

4.3.2.5.6 Transportation

The relatively slight increase in area population due to this alternative would have little or no impact on the local air and rail transportation networks. Cumulative effects would have no increase in traffic volume.

4.3.2.6 Biological Resources

4.3.2.6.1 Vegetation

Under this alternative impacts to vegetation would be similar to that described for the Holloman alternative. Since the area of land affected by base construction (10 acres) would be smaller, net impacts to vegetation would be somewhat less than under the Holloman alternative. In both cases impacts to vegetation are considered to be negligible.

4.3.2.6.2 Animals

Impacts to the fauna on and around the base are expected to be less than for the Holloman alternative because of the substantial reduction in construction activity under this alternative. In both cases construction related impacts on the base are considered to be negligible. Impacts to the fauna on the ranges, MTRs and special use airspace under this alternative would be similar to those incurred under the Holloman alternative.

4.3.2.6.3 Endangered and Threatened Species

Impacts to threatened or endangered species under this alternative would be similar to those described for the Holloman alternative.

4.3.2.7 Water Resources

4.3.2.7.1 Surface Water

This alternative, coupled with other actions being undertaken at Holloman AFB, would result in a net reduction in aircraft and a negligible change in personnel. These changes would not produce any adverse impact to surface water resources.

4.3.2.7.2 Groundwater

This alternative is not expected to produce any adverse impacts to the quantity or quality of groundwater on or in the vicinity of Holloman AFB.

4.3.2.8 Archaeological, Cultural, and Historical Resources

This alternative would result in impacts to archaeological cultural and historical resources similar to, but lower than those described for the Holloman alternative (see Section 4.2.2.8) This alternative would result in fewer potential impacts to archaeological sites at the various ranges because of reduced range utilization compared to the Holloman alternative.

4.3.2.9 Hazardous Materials and Wastes

Under this alternative the number of aircraft based at Holloman would be the same as under baseline conditions. As a result generation and handling of hazardous wastes would be about the same. However, given the scheduled reduction of the 479th, the total number of aircraft under this alternative will be less than the number currently based at Holloman AFB.

4.3.3 **Nellis Air Force Base**

4.3.3.1 Land Use

The relocation of the 37th TFW to Nellis AFB would not result in significant land-use impacts in the area. Approximately 65 acres on the east side of Nellis AFB would be required to accommodate the relocation. The east side of the base is primarily vacant land and not extensively developed.

4.3.3.2 Atmospheric Resources

The relocation of the 37th TFW to Nellis AFB would affect air quality in Clark County, Nevada. It would not affect the special use airspace R-4809 or the Nellis Range since the 37th TFW already operates in these areas. Worst case air pollutant concentrations at Nellis AFB as a result of 37th TFW operations are shown in Table 4.3-8 This contribution would be approximately 22% of the NAAQS for CO and less than 1% for all other pollutants. The maximum concentration would occur approximately 5 kilometers from the end of the runway and would rapidly decrease with distance from that location. As a result, it is unlikely that they would significantly contribute to CO hot spots within the metropolitan area of Las Vegas.

4.3.3.3 Noise

The Holloman-Nellis alternative action would result in increases in noise exposure around Nellis AFB due to the additional operations of the F-117A and AT-38B aircraft.

**Table 4.3-8 Maximum Ground-Level Air Pollutant Concentrations
($\mu\text{g}/\text{m}^3$) at Nellis AFB From 37th TFW Operations**

Aircraft Type	CO	HC	NO _x	SO _x	PM
F-117A	6.4	2.4	2.9	0.2	0.0
AT-38B	<u>2.5</u>	<u>0.4</u>	<u>0.1</u>	<u>0.0</u>	<u>0.0</u>
TOTAL	8.9	2.8	3.0	0.2	0.0

The elimination of the Nellis-TTR transport aircraft activity would provide negligible positive impacts (less than 1 dB) in the L_{dn} noise exposures.

Table 4.3-9 shows the land areas that would be within the various L_{dn} noise contours under baseline and projected conditions. The L_{dn} noise contours for this Holloman-Nellis alternative are illustrated in Figure 4.3-2. Increases in L_{dn} values would be caused on land areas below the departure and approach paths to Nellis AFB. Due to conflict of traffic on departure paths northeast of Nellis (from Runways 03L and 03R) with traffic into McCarran International Airport, the 37th TFW operations would depart mainly to the southwest (from Runways 21L and 21R). This route is towards residential areas and would cause increases in residential noise exposure. While the L_{dn} noise contours for the Holloman/Nellis alternative enclose a larger land area around Nellis AFB than those for baseline conditions, by about 4 square miles of land at the L_{dn} 65 dB level, the increase in population impacted is estimated to be about 2%. This population is in community areas south of the base and in North Las Vegas. Table 4.3-10 summarizes the additional noise impact in terms of resident populations within the L_{dn} noise contours and the number of persons expected to "highly annoyed" by noise for baseline and alternative action aircraft operations.

4.3.3.4 Airspace Management

The relocation of the 37th TFW to Nellis AFB would result in increased flight operations in the local ATC airspace environment but generally in no change in the TFWC Range airspace use. The basing of 54 additional aircraft at Nellis AFB would increase the number of flight operations, both at the airfield (takeoffs, landings, etc.) and within the approach and en route control airspace areas. The extent of this increase is not known; however, it would not be expected to exceed previous operational levels prior to the 474th TFW inactivation at Nellis AFB. No changes to the ATC airspace structure would be needed since the F-117As do not require any unusual operational procedures while operating in the terminal Nellis environment.

The majority of aircraft operations at Nellis AFB occur during daylight hours. Because the mission of the F-117A is to conduct low-visibility operations at night, 70% of the 37th TFW flight activity is conducted after dark. It is not expected that the number of daytime operations of the 37th TFW (30% of the total F-117A operations) would exceed operational levels of the 474th TFW prior to that unit's inactivation. Therefore, the relocation of the 37th TFW to Nellis AFB should have no significant adverse effects upon the Nellis air traffic operations.

4.3.3.5 Socioeconomics

This section describes the socioeconomics impacts of relocating the 37th TFW to Nellis AFB. According to this alternative military manpower authorizations at Nellis AFB would be reduced by 649. These authorizations are currently used to facilitate the transport of personnel and equipment between Tonopah and Nellis AFB. The reduction in contractors living in Clark County (but working at TTR) would be the same as the 37th/49th TFW alternative. Nellis has sufficient base facilities for aircraft maintenance in

**Table 4.3-9 Land Areas Within L_{dn} Noise Contours
at Nellis AFB for Holloman-Nellis Alternative**

L_{dn} Contour	<u>Land Area, Square Miles</u>		
	Baseline	Alternative	% Change from Baseline
65	42.5	46.1	+8.5%
70	21.1	23.1	+9.4%
75	10.7	11.3	+5.6%
80	5.3	5.6	+5.6%

1. Land areas computed using NOISEMAP 6.0 Noise Exposure Model

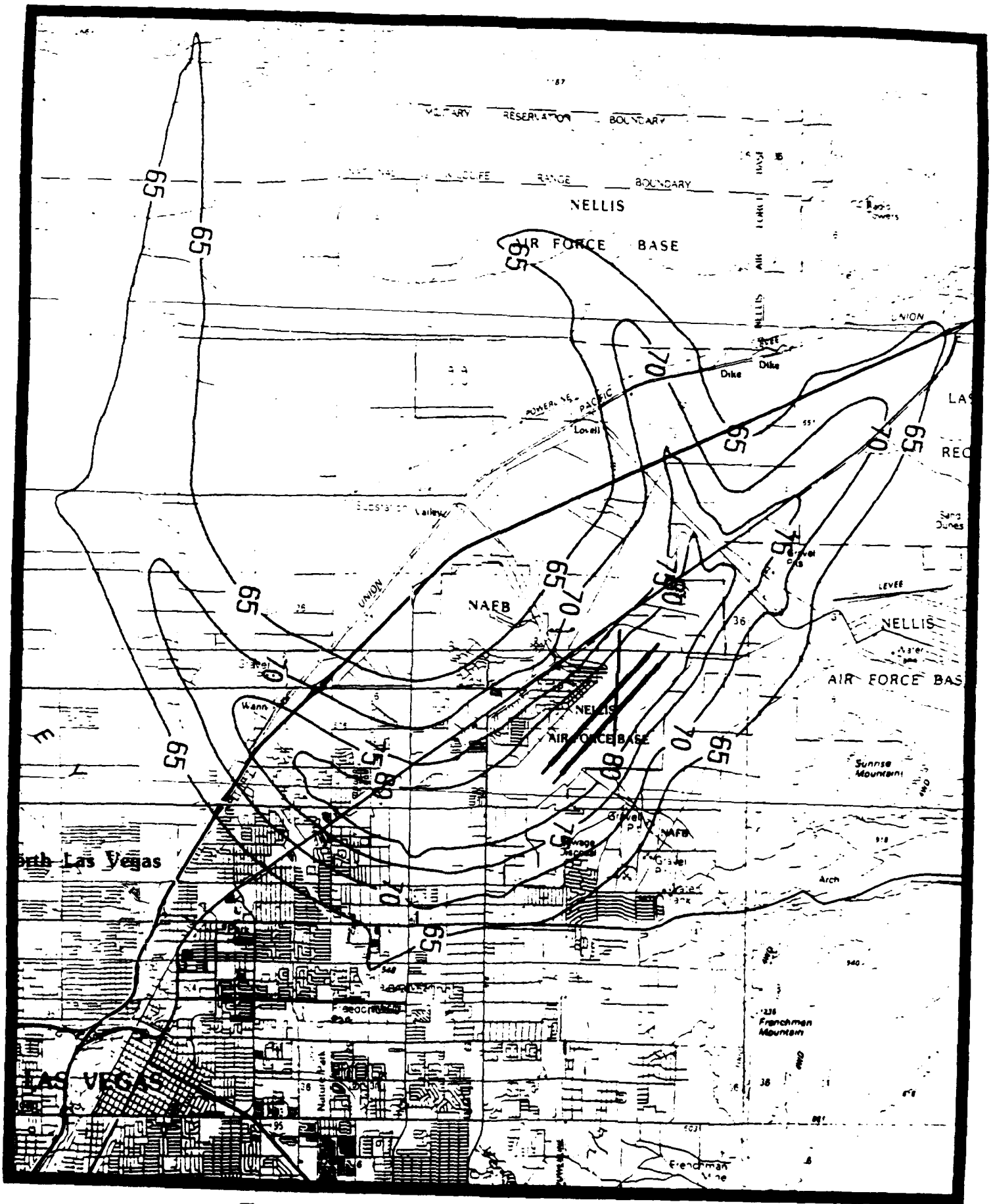


Figure 4.3-2 L_{50} Noise Contours for Nellis AFB with Holloman-Nellis Alternative (scale 1:100,000)

**Table 4.3-10 Populations Within Nellis AFB L_{dn}
Contours for Baseline and Holloman-Nellis Alternative**

L_{dn} Contour	Number of <u>Residents</u>		Number Expected to be <u>Highly Annoyed</u>	
	Baseline	Alternative	Baseline	Alternative
65	23,200	23,700	7,880	8,025
70	13,600	13,900	6,160	6,265
75	6,600	6,700	4,080	4,130
80	1,800	1,810	1,100	1,110

place, and additional contractors would not be needed. Transport aircraft operations between Nellis and TTR, by transport aircraft operations, with an estimated valued of \$21 million, would end. Construction costs at Nellis to accommodate the 37th TFW would be \$159 million beginning in FY 93. Detailed estimates of impacts for the 37th TFW at Nellis are presented in Appendix B.

4.3.3.5.1 Population

The demographic impacts of this alternative are summarized in Table 4.3-11. Households (uniformed and civilian) would be reduced by 542 (calculated by 604-62). The number of civilian contractor households in Clark County would be reduced by 191. Note that all of the 547 contractors living in Clark County and losing their jobs would not relocate. The net change in school children would be a reduction of 453. The total population would be reduced by 2,035 persons, a negligible proportion of the populations of Las Vegas and Clark County.

4.3.3.5.2 Employment and Income

Relocation of the 37th TFW to Nellis AFB would reduce employment in Clark County. Employment impacts are summarized in Table 4.3-12. Appropriated fund positions would be reduced by 649. The number of contractor positions at TTR would be reduced by 1,130 -- 547 of these workers live in Clark County. The number of NAF and base-related jobs at Nellis AFB would decline by 62 positions. Indirect jobs, supported by expenditures in Clark County, would be reduced by 1,166. The total job loss in Clark County would be 1,880. Part of this job loss would be attenuated by the estimated 281 working spouses and dependents leaving Clark County. The \$159 million in construction expenditures related to the 37th TFW would create a temporary demand for 3,943 construction and indirect workers. The net reduction of earnings related to this alternative would be \$61.9 million. These are substantial reductions, but are relatively small compared to the total \$6.2 billion in Clark County earnings reported in 1988. New construction would temporarily increase earnings by \$91.7 million. Earnings impacts are shown in Table 4.3-13.

4.3.3.5.3 Housing

Additional units placed on the Las Vegas real estate market because of this departure of 542 households would probably have little or no appreciable effect on the overall availability of rentals or houses for sale. Currently there are approximately 290,000 permanent housing units in Clark County.

4.3.3.5.4 Community Facilities and Services

Education - The number of school-aged children in Clark County would be reduced by 453 students.

Police and Fire Protection - Impacts to the demand for local protection services would be negligible.

**Table 4.3-11 Demographic Impacts of the Holloman-Nellis
Alternative on Clark County**

Military Households	-604
Civilian Households	+62
Contract Households ^(a)	-191
School-aged Children ^(b)	-453
Total Population	-2,035

Note that demographic impacts usually differ from changes in employment. Typically a portion of workers elect to remain in an area despite losing their jobs.

(a) Civilian workers leaving Clark County are contractors living in Clark County, but working at TTR in Nye County.

(b) Net change in school children.

**Table 4.3-12 Employment Impacts of the Holloman-Nellis
Alternative on Clark County**

Military Manpower Authorizations	-711
Civilian Workers:	
Appropriated funds	+62
NAF and others	-65
Contractors ^(a)	
Indirect	-1,166
Military and Civilian ^(b)	-1,880

(a) Employment is usually reported by place of work. The 547 contract workers would formally be counted by BLS as workers in Nye County.

(b) Does not include new construction impacts.

**Table 4.3-13 Earnings Impacts of the
Holloman-Nellis Alternative on Clark County**

	\$
Military	-16,488,506
Civilian workers:	
Appropriated funds	1,806,870
NAF and others	-441,858
Contractors(a)	-21,941,819
Indirect	-24,907,096
 Net military and Civilian(b)	 -61,972,409

(a) The direct payrolls of the 547 contractors are reported by place of work, Nye County.

(b) Does not include new construction impacts.

Health Services - Impacts to the demand for local health services would be negligible.

Utilities - Impacts to Public utilities and services would be negligible.

Public Finance - Impacts to public finance would be negligible.

4.3.3.5.6 Transportation

Currently, about 550 personnel commute weekly to TTR from Nellis AFB in Clark County, using ground transportation. Under the Nellis realignment alternative, these individuals would be added to the pool of people commuting to and from Nellis AFB on a daily basis. Adding these commuters would increase traffic volumes, especially during the peak commuting hours. Traffic flow in the area is considered good; and because these commuters would presumably be spread throughout the different access routes, no significant impacts are expected from this source.

4.3.3.6 Biological Resources

4.3.3.6.1 Vegetation

Approximately 130 acres would be permanently or temporarily disturbed by construction activity. The locations of specific facilities and construction sites are uncertain at this time. If this alternative is implemented, surveys would be performed prior to construction to locate areas with sensitive plant species or populations.

4.3.3.6.2 Animals

Construction would be the only activity to affect animal resources on the base. The locations of specific facilities and construction sites are uncertain at this time; surveys would be performed prior to construction to locate areas with sensitive animal species or populations.

4.3.3.6.3 Endangered and Threatened Species

The FWS has identified one threatened animal species (desert tortoise, Gopherus agassizii) and one candidate plant species (desert poppy, Arctemecon californica) that may be present at Nellis AFB (Harlow 1990). Due to the uncertainty as to specific locations of construction activity, it is not known whether these species would be affected by this alternative action. However, should this alternative be implemented, issues relevant to the Endangered Species Act would be resolved with the FWS prior to construction.

4.3.3.7 Water Resources

The water demand at Nellis AFB is met using a combination of surface water from Lake Mead and groundwater. The large demand for water at Nellis AFB during the

summer depletes the available supply to the point that water volumes stored on base become extremely low. During this period, there is usually enough water for regular consumption; but this situation jeopardizes on-base fire protection. The relocation of the operations of the 37th TFW from TTR to Nellis AFB would increase the number of planes at Nellis AFB. This increase is expected to increase the demand for water to support normal operations. This additional demand would further reduce the available stored water during the summer season, having an adverse impact upon the base water-supply system. However, the number of planes involved is small compared to the level of activity at Nellis AFB, and no significant adverse impact is predicted.

4.3.3.8 Archaeological, Cultural, and Historical Resources

Under this alternative, the 37th TFW would operate out of Nellis AFB instead of TTR. Range operations would otherwise be the same as in the current situation. This alternative would require construction of new facilities at Nellis AFB. Impacts are unlikely because of the area's low sensitivity (Rafferty 1988), which is due in part to a lack of permanent water and a scarcity of resources that could have been utilized by prehistoric groups. A cultural-resource site records and literature search by the Environmental Research Center, University of Nevada at Las Vegas, revealed that large amounts of land around the base have been surveyed (Rafferty 1988). Only two sites have been located within 2 or 3 miles of Nellis: one is a small lithic scatter and the other is a heavily vandalized turn-of-the-century Union Pacific Railroad Station. Areas proposed for new construction are located immediately adjacent to existing facilities and probably have been at least partially disturbed by earlier construction. These factors indicate that this alternative would not result in significant impacts to cultural resources. If this alternative is selected, the Air Force would consult with the SHPO to determine if any additional actions are required.

4.3.3.9 Hazardous Materials and Wastes

The operational activities of the 37th TFW utilize hazardous materials and produce hazardous wastes. The activities associated with hazardous materials include maintenance of aircraft, aircraft corrosion control, vehicle maintenance, fuel handling and storage, munitions storage, and ground support equipment maintenance. Waste-generating activities include grounds maintenance, munitions storage and disposal, medical service, and laboratory operations (including nondestructive inspection, and fuels analysis). Wastes generated in maintenance activities include spent solvents, waste oils, contaminated fuels, and greases removed from the equipment. Wastes from corrosion control operations include paint chips, paint, spent solvents, and spent strippers. Soap, detergent and small amounts of PD-680 wastes are generated by aircraft washing activities. Transfer of the 37th TFW to Nellis AFB would result in an increase in the amount of hazardous materials used and hazardous wastes produced. However, the increase is not anticipated to produce any significant adverse effects.

4.4 THE NO ACTION ALTERNATIVE

Under the no-action alternative, the 37th TFW would continue to operate from TTR, and would continue to operate with TDY personnel stationed at Nellis AFB. No construction activities would be initiated at TTR and no changes to the biophysical or socioeconomic environment is projected under this alternative.

No construction, changes in personnel, or new activities would occur at either Holloman or Nellis AFB. As a result, selection of this alternative would not result in any changes to the biophysical or socioeconomic environment.

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Place, Barbara	Tonopah NV
Ragar, Robert	Tonopah NV
Rippie, Trish	Tonopah NV

Roman, Anthony
Schwartzwalter, Merl
Shepard, Fred
Smith, Twilla J.
Stine, Robert B.
Walker, John B.
Ware, Charles E.
Wharff, Zelinda
Williams, Nicholas M.
Roy, Dela Rosa
Hudspeth, Commander

Tonopah NV
Tonopah NV
Tonopah NV
Tonopah NV
Tonopah NV
Tonopah NV
Tonopah NV
Tonopah NV
Tonopah NV
Tonopah NV
El Paso TX
Virginia Beach VA

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APPENDIX A
THREATENED AND ENDANGERED SPECIES

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**Table A-1. U.S. Fish and Wildlife Service,
Endangered Species Act.
Threatened and Endangered Species of
Nellis Air Force Range and Tonopah Testing Range, Nevada**

Status	Scientific Name		Common Name
		Birds	
E	<u>Haliaeetus leucocephalus</u>		Bald eagle
E	<u>Falco peregrinus anatum</u>		American peregrine falcon
		Fish	
E	<u>Empetrichthys latos</u>		Pahrump killifish
E	<u>Gila robusta seminuda</u>		Virgin River roundtail chub
E	<u>Moapa coriacea</u>		Moapa dace
E	<u>Plagopterus argentissimus</u>		Woundfin
E	<u>Ptychocheilus lucius</u>		Colorado squawfish
E	<u>Gila elegans</u>		Bonytail chub
E	<u>Cyprinodon diabolis</u>		Devils Hole pupfish
E	<u>Cyprinodon nevadensis mionectes</u>		Ash Meadows Amargosa pupfish
E	<u>Cyprinodon nevadensis pectoralis</u>		Warm Springs pupfish
E	<u>Lepidomeda albivallis</u>		White River spinedace
E	<u>Rhinichthys osculus nevadensis</u>		Ash Meadows speckled dace
E	<u>Crenichthys baileyi baileyi</u>		White River springfish
E	<u>Crenichthys baileyi grandis</u>		Hiko White River springfish
E	<u>Gila robusta jordani</u>		Pahrnagat roundtail chub
T	<u>Crenichthys nevadae</u>		Railroad Valley springfish
T	<u>Lepidomeda mollispinis pratensis</u>		Big Spring spinedace
T	<u>Oncorhynchus clarki henshawi</u>		Lahontan cutthroat trout
		Reptiles	
T	<u>Gopherus agassizii</u>		Desert tortoise
		Invertebrates	
T	<u>Ambrysus amargosus</u>		Ash Meadows naucorid bug
		Plants	
T	<u>Astragalus phoenix</u>		Ash Meadows milk-vetch
T	<u>Centaurium namophilum</u>		Spring-loving centaury
T	<u>Enceliopsis nudicaulis var. currugata</u>		Ash Meadows sunray
T	<u>Grindelia fraxino-pratensis</u>		Ash Meadows gumplant
T	<u>Ivesia eremica</u>		Ash Meadows ivesia
T	<u>Mentzelia leucophylla</u>		Ash Meadows blazing star
E	<u>Nitrophila mohavensis</u>		Amargosa niterwort

Notes:

T = Threatened

E = Endangered

Source: U.S. Fish and Wildlife Service 1990b.

**Table A-2. State of Nevada
Rare, Endangered, Protected and Sensitive Wildlife Species of
Nellis Air Force Range and Tonopah Testing Range, Nevada**

Status	Scientific Name	Common Name
Mammals		
R,S	<u>Euderma maculatum</u>	Spotted bat
P	<u>Aplodontia rufa</u>	Mountain beaver
P	<u>Ochotona princeps</u>	Pika
P	<u>Tamiasciurus</u> spp.	Douglas squirrel
P	<u>Glaucomys</u> spp.	Flying squirrel
P	<u>Sciurus</u> spp.	Grey squirrel
S	<u>Ovis canadensis canadensis</u>	Bighorn sheep
S	<u>O. c. nelsoni</u>	Bighorn sheep
S	<u>O. c. californiana</u>	Bighorn sheep
Birds		
E,S	<u>Haliaeetus leucocephalus</u>	Southern bald eagle
E,S	<u>Falco peregrinus</u>	Peregrine falcon
P	<u>Aquila chrysaetos</u>	Golden eagle
P	<u>Falco columbarius</u>	Pigeon hawk
P	<u>Falco mexicanus</u>	Prairie falcon
P	<u>Falco sparverius</u>	Sparrow hawk
P	<u>Accipiter cooperii</u>	Cooper's hawk
P	<u>Buteo regalis</u>	Ferruginous hawk
P	<u>Accipiter gentilia</u>	Goshawk
P	<u>Parabuteo unicinctus</u>	Harris hawk
P	<u>Circus cyaneus</u>	Marsh hawk
P	<u>Buteo jamaicensis</u>	Red-tailed hawk
P	<u>Buteo lagopus</u>	Rough-legged hawk
P	<u>Accipiter striatus</u>	Sharp-shinned hawk
P	<u>Buteo swainsoni</u>	Swainson's hawk
P	<u>Megasceryle alcyon</u>	Kingfisher
P	<u>Chordeiles</u> spp.	Nighthawk
P	<u>Pandion haliaetus</u>	Osprey
P	<u>Tyto alba</u>	Barn owl
P	<u>Speotyto cunicularia</u>	Burrowing owl
P	<u>Bubo virginianus</u>	Great horned owl
P	<u>Asio otus</u>	Long-eared owl
P	<u>Asio flammeus</u>	Short-eared owl
P	<u>Geococcyx californianus</u>	Roadrunner
P	<u>Cathartes aura</u>	Turkey vulture
Fish		
E,S	<u>Gila robusta jordani</u>	Pahrnagat bonytail
E,S	<u>Empetrichythus latos</u>	Pahrump killifish
E,S	<u>Cyprinodon diabolis</u>	Devils hole pupfish
E,S	<u>Ptychocheilus lucius</u>	Colorado squawfish
R,S	<u>Gila robusta elegans</u>	Colorado bonytail
R,S	<u>Moapa coriacea</u>	Moapa dace

**Table A-2. State of Nevada
Rare, Endangered, Protected and Sensitive Wildlife Species of
Nellis Air Force Range and Tonopah Testing Range, Nevada (continued)**

Status	Scientific Name	Common Name
Fish (Continued)		
R,S	<u>Cyprinodon nevadensis</u>	Nevada pupfish
R,S	<u>Lepidomeda mollispinis mollispinis</u>	Virgin River spinedace
R,S	<u>Lepidomeda albivallis</u>	White River spinedace
R,S	<u>Crenichthys nevadae</u>	Railroad Valley springfish
R,S	<u>Crenichthys bailevi</u>	White River springfish
R,S	<u>Xyrauchen texanus</u>	Humpback sucker
R	<u>Pantosteus intermedis</u>	White River sucker
R,S	<u>Plagopterus argentissimus</u>	Woundfin
P,S	<u>Lepidomeda mollispinis pratensis</u>	Big Spring spinedace
Reptiles		
R,S	<u>Heloderma suspectum</u>	Gila monster
R,S	<u>Gopherus agassizi</u>	Desert tortoise
Plants		
CE	<u>Astragalus beatleyae</u>	Beatley's milk-vetch
CY	<u>Coryphantha vivipara</u> var. <u>rosea</u>	Clokey's pincushion

Notes:

ENDANGERED (E) – An endangered species or subspecies is one whose prospects of survival and reproduction are in immediate jeopardy. Its peril may result from one or many causes: loss of habitat or change in habitat, over-exploitation, predation, competition, disease. An endangered species must have help, or extinction will probably follow.

RARE (R) – A rare species or subspecies is one that, although not presently threatened with extinction, is in such small numbers throughout its range that it may be endangered if its environment worsens. Close watch of its status is necessary.

PROTECTED (P) – A protected species is one not classified as a game animal, fur-bearing animal, or endangered or rare species for which there is no open hunting season.

SENSITIVE (S) – A sensitive species is one whose population levels are used as an indicator species used by the Nevada Department of Fish and Game and the Nevada Bureau of Land Management (BLM) to determine the health of a habitat area.

CRITICALLY ENDANGERED (CE) - Species declared to be threatened with extinction; special permit required for removal or destruction (NRS 527.270).

CACTUS AND YUCCA LAW (CY) - Protected under provisions of the Cactus and Yucca law.

Source: Donaldson 1990.
Kolar 1990.

**Table A-3. U.S. Fish and Wildlife Service,
Candidate Species of Endangered Species Act.
Nellis Air Force Range and Tonopah Test Range, Nevada**

Category	Scientific Name	Common Name
	Mammals	
2	<u>Eutamias palmeri</u>	Palmer's (Charleston Mt.) chipmunk
2	<u>Eutamias umbrinus nevadensis</u>	Hidden Forest chipmunk
2	<u>Vulpes vulpes necator</u>	Sierra Nevada red fox
2	<u>Euderma maculatum</u>	Spotted bat
2	<u>Microdipodops megacephalus albiventor</u>	Desert Valley kangaroo mouse
2	<u>Microtus montanus fucosus</u>	Pahranagat Valley montane vole
2	<u>Thomomys umbrinus abstrusus</u>	Fish Spring pocket gopher
2	<u>Thomomys umbrinus curtatus</u>	San Antonio pocket gopher
2	<u>Microtus montanus nevadensis</u>	Ash Meadows montane vole
	Birds	
2	<u>Buteo regalis</u>	Ferruginous hawk
2	<u>Charadrius alexandrinus nivosus</u>	Snowy plover
2	<u>Charadrius montanus</u>	Mountain plover
2	<u>Plegadis chihi</u>	White-faced ibis
2	<u>Numenius americanus</u>	Long-billed curlew
	Fish	
1	<u>Xyrauchen texanus</u>	Razorback sucker
2	<u>Catostomus clarki intermedius</u>	White River desert sucker
2	<u>Gila bicolor</u> ssp.	Hot Creek Valley tui chub
2	<u>Gila bicolor</u> ssp.	Big Smoky Valley tui chub
2	<u>Gila bicolor</u> ssp.	Railroad Valley tui chub
2	<u>Rhinichthys osculus</u> ssp.	White River speckled dace
2	<u>Rhinichthys osculus</u> ssp.	Monitor Valley speckled dace
2	<u>Rhinichthys osculus</u> ssp.	Oasis Valley speckled dace
2	<u>Crenichthys baileyi moapae</u>	Moapa White River springfish
2	<u>Gila robusta</u> ssp.	Moapa roundtail chub
2	<u>Lepidomeda mollispinis mollispinis</u>	Virgin spinedace
2	<u>Rhinichthys osculus moapae</u>	Moapa speckled dace
2	<u>Rhinichthys osculus</u> ssp.	Meadow Valley Wash speckled dace
2	<u>Catostomus clarki</u> ssp.	Meadow Valley Wash desert sucker
2	<u>Rhinichthys osculus velifer</u>	Pahranagat speckled dace
	Amphibians	
2	<u>Bufo microscaphus microscaphus</u>	Arizona southwestern toad
2	<u>Bufo nelsoni</u>	Amargosa toad
	Invertebrates	
2	<u>Pelocoris shoshone</u>	Amargosa naucorid bug
2	<u>Agabus rumpffi</u>	Death Valley agabus diving beetle
2	<u>Stenelmis calida calida</u>	Devils Hole warm spring riffle beetle
2	<u>Aegialia magnifica</u>	Large aegialian scarab beetle
2	<u>Aphodius</u> sp.	Big Dune aphodius scarab beetle

**Table A-3. U.S. Fish and Wildlife Service
Candidate Species of Endangered Species Act
Nellis Air Force Range and Tonopah Test Range, Nevada**

Category	Scientific Name	Common Name
Invertebrates (continued)		
2	<u>Aegialia crescenta</u>	Crescent Dune aegialian scarab beetle
2	<u>Aphodius</u> sp.	Crescent Dune aphodius scarab beetle
2	<u>Serica</u> sp.	Crescent Dune serican scarab beetle
2	<u>Pseudocotalpa giulianii</u>	Giuliani Dune scarab beetle
2	<u>Psychomastax deserticola</u>	Desert monkey grasshopper
2	<u>Pseudocopaodes eunus eunus</u>	Wandering skipper
2	<u>Miloderes rulleni</u>	Rullen's miloderes weevil
1	<u>Pyrquopsis cristalis</u>	Crystal Spring springsnail
1	<u>Flumicola erythopoma</u>	Ash Meadows pebblesnail
1	<u>Pyrquopsis fairbanksensis</u>	Fairbanks springsnail
1	<u>Pyrquopsis isolatus</u>	Elongate-gland springsnail
1	<u>Pyrquopsis nanus</u>	Distal-gland springsnail
1	<u>Pyrquopsis pisteri</u>	Median-gland Nevada springsnail
2	<u>Pyrquopsis micrococcus</u>	Oasis Valley springsnail
1	<u>Tryonia angulata</u>	Sportinggoods tryonia snail
2	<u>Tryonia clathrata</u>	Grated tryonia
1	<u>Tryonia elata</u>	Point of Rocks tryonia snail
1	<u>Tryonia ericae</u>	Minute tryonia snail
2	<u>Tryonia variegata</u>	Amargosa tryonia snail
1	(undescribed)	Virile Amargosa snail
2	<u>Flumicola avernalis</u>	Moapa pebblesnail
2	<u>Plelebus shasta charlestonensis</u>	Spring Mountain blue butterfly
2	<u>Euphydryas anicia morandi</u>	Morand's checkerspot butterfly
2	<u>Speyeria zerene carolae</u>	Carole's silverspot butterfly
2	<u>Hesperopsis graciellae</u>	MacNeill sooty wing skipper
2	<u>Stenelmis calida moapa</u>	Moapa warm spring riffle beetle
2	<u>Flumicola merriami</u>	Pahrnagat pebblesnail
Plants		
2	<u>Angelica scabrida</u>	
2	<u>Antennaria soliceps</u>	
2	<u>Arctomecon californica</u>	Desert poppy
2	<u>Arenaria kingii</u> spp. <u>rosea</u>	
2	<u>Astragalus aequalis</u>	
2	<u>Astragalus mohavensis</u> var. <u>hemigyris</u>	Curve podded Mojave milk-vetch
2	<u>Astragalus musimonum</u>	Sheep Mountain milk-vetch
1	<u>Astragalus oophorus</u> var. <u>clokeyanus</u>	
2	<u>Astragalus remotus</u>	Spring Mountain milk-vetch
2	<u>Astragalus triquetrus</u> (or <u>A. geyeri</u> var. <u>triquetrus</u>)	
2	<u>Arabis ophira</u>	
2	<u>Arctomecon merriamii</u>	White bear desert poppy
2	<u>Asclepias eastwoodiana</u>	Eastwood's milkweed
1	<u>Astragalus beatleyae</u>	Beatley milk-vetch

**Table A-3. U.S. Fish and Wildlife Service
Candidate Species of Endangered Species Act
Nellis Air Force Range and Tonopah Test Range, Nevada**

Category	Scientific Name	Common Name
Plants (continued)		
2	<u>Astragalus eurylobus</u> (or <u>A. tephrodes</u> var. <u>eurylobus</u>)	
2	<u>Astragalus funereus</u>	Black wooly-pod
1	<u>Astragalus lentiginosus</u> <u>sesquimetalis</u>	Sodaville milk-vetch
2	<u>Astragalus uncialis</u>	
2	<u>Calochortus striatus</u>	Alkali mariposa
2	<u>Camissonia megalantha</u>	Intermountain evening primrose
2	<u>Cordylanthus tecopensis</u>	Tecopa bird's beak
2	<u>Cryptantha hoffmannii</u>	Hoffmann's cryptantha
2	<u>Cryptantha welshii</u>	Welsh's cryptantha
2	<u>Cymopterus ripleyi</u> var. <u>saniculoides</u>	Ripley's bisquitroot
2	<u>Draba arida</u>	
2	<u>Eriogonum bifurcatum</u>	Forked buckwheat
2	<u>Frasera gypsicola</u>	
2	<u>Frasera pahutensis</u>	Pahute green-gentian
2	<u>Galium hilendiae</u> var. <u>kingstonense</u>	Kingston bedstraw
2	<u>Haplopappus alpinus</u>	
2	<u>Lewisia maquirei</u>	
2	<u>Penstemon arenarius</u>	
2	<u>Penstemon fructiciformis</u> ssp. <u>amargosae</u>	Amargosa penstemon
2	<u>Penstemon pahutensis</u>	Pahute Mesa beardtongue
2	<u>Penstemon pudicus</u>	
2	<u>Phacelia beatleyae</u>	Beatley's scorpion meed
2	<u>Phacelia monoensis</u>	Mono phacelia
2	<u>Phacelia nevadensis</u>	
2	<u>Primula nevadensis</u>	
2	<u>Sclerocactus blainei</u>	Blaine's fishhook cactus
2	<u>Silene nachtingerae</u>	Jan's catchfly
2	<u>Sphaeralcea caespitosa</u>	Jone's globemallow
1	<u>Spiranthes infernalis</u>	Ash Meadows lady tresses
2	<u>Townsendia jonesii</u> <u>tumulosa</u>	
2	<u>Astragalus oophorus</u> var. <u>lonchocalyx</u>	
2	<u>Chrysothamnus eremobius</u>	Remote rabbitbrush
2	<u>Epilobium nevadense</u>	Nevada willowherb
2	<u>Erigeron ovinus</u>	Sheep fleabane
2	<u>Sclerocactus schleseri</u>	Schleser's fishhook cactus
2	<u>Cryptantha insolita</u>	Catseye
2	<u>Draba jaegeri</u>	
2	<u>Draba paucifruita</u>	
2	<u>Eriogonum viscidulum</u>	
2	<u>Forsellesia clokeyi</u>	Clokey's forsellesia
2	<u>Forsellesia pungens</u> var. <u>glabra</u>	Smooth pungent forsellesia
2	<u>Ivesia cryptocaulis</u>	
2	<u>Ivesia jaegeri</u>	

**Table A-3. U.S. Fish and Wildlife Service,
Candidate Species of Endangered Species Act.
Nellis Air Force Range and Tonopah Test Range, Nevada**

Category	Scientific Name	Common Name
Plants (continued)		
1	<u>Opuntia whipplei</u> var. <u>multigeniculata</u>	
2	<u>Penstemon bicolor</u> var. <u>bicolor</u>	
2	<u>Penstemon bicolor</u> var. <u>roseus</u>	
2	<u>Salvia dorrii</u> var. <u>clokeyi</u>	
2	<u>Selaginella utahensis</u>	
2	<u>Silene clokeyi</u>	
1	<u>Sphaeromeria compacta</u>	
1	<u>Synthyris ranunculina</u>	Kittentails

Notes:

Category 1: Taxa for which the service currently has on file substantial information on biological vulnerability and threat(s) to support the appropriateness of proposing to list them as endangered or threatened species.

Category 2: Taxa for which information now in possession of the service indicates that proposing to list them as endangered or threatened species is possibly appropriate, but for which substantial data on biological vulnerability and threat(s) are not currently known or on file to support the immediate preparation of rules.

Source: U.S. Fish and Wildlife Service 1990a.

**Table A-4. New Mexico State Endangered Plant Species
Known to Occur Within Area of Alternative Actions**

Scientific Name	Common Name
<u>Allium gooddingii</u>	Gooding's onion
<u>Aquilegia chaplinei</u>	Chaplin's columbine
<u>Argemone pleicantha</u> spp. <u>pinnatisecta</u>	Sacramento prickly poppy
<u>Astragalus gypsodes</u>	Gypsum milk-vetch
<u>Cereus greggii</u>	Night-blooming cereus
<u>Chaetopappa elegans</u>	Sierra Blanca cliff daisy
<u>Chaetopappa hersheyi</u>	Hershey's cliff daisy
<u>Cirsium vinaceum</u>	Mescalero thistle
<u>Cleome multicaulis</u>	Slender spiderflower
<u>Coryphantha duncanii</u>	Duncan's pincushion cactus
<u>Coryphantha organensis</u>	Organ Mountain pincushion cactus
<u>Coryphantha scheeri</u>	Scheer's pincushion cactus
<u>Coryphantha sneedii</u> var. <u>leei</u>	Lee's pincushion cactus
<u>Coryphantha sneedii</u> var. <u>sneedii</u>	Sneed's pincushion cactus
<u>Cypripedium calceolus</u> var. <u>pubescens</u>	Golden lady's slipper
<u>Echinocereus kuenzleri</u>	Kuenzler's hedgehog cactus
<u>Echinocereus lloydii</u>	Lloyd's hedgehog cactus
<u>Epithelantha micromeris</u>	Button cactus
<u>Erigeron densum</u>	Woolly buckwheat
<u>Erigeron gypsophilum</u>	Gypsum buckwheat
<u>Escobaria sandbergii</u>	Sandberg's pincushion cactus
<u>Escobaria villardii</u>	Villards' pincushion cactus
<u>Euphorbia antisiphilitica</u>	Candillia
<u>Hedeoma apiculatum</u>	McKittrick pennyroyal
<u>Hedeoma todsenii</u>	Todsen's pennyroyal
<u>Hexalectris nitida</u>	Crested coralroot
<u>Hexalectris spicata</u>	Crested coralroot
<u>Lepidospartum burgesii</u>	Gypsum scalebroom
<u>Lycopodium annotinum</u>	Clubmoss
<u>Mammillaria viridiflora</u>	Green-flowered fish-hook cactus
<u>Mammillaria wrightii</u>	Wright's fish-hook cactus
<u>Neoloydia intertextus</u>	White-flowered visnagita
<u>Opuntia arenaria</u>	Sand prickly pear
<u>Penstemon alamosensis</u>	Alamo penstemon
<u>Perityle cernua</u>	Nodding cliff daisy
<u>Polygala rimulicola</u>	Guadalupe milkwort
<u>Potentilla sierrae-blancae</u>	White Mountain cinquefoil
<u>Proboscidea sabulosa</u>	Dune unicorn plant

**Table A-4. New Mexico State Endangered Plant Species
Known to Occur Within Area of Alternative Actions (continued)**

Scientific Name	Common Name
<u>Sclerocactus parviflora</u>	Small-flowered devil's claw barrel cactus
<u>Sclerocactus whipplei</u>	Whipple's devil's claw barrel cactus
<u>Scrophularia macrantha</u>	Mimbres figwort
<u>Senecio quaerens</u>	Gilia groundsel
<u>Sibara grisea</u>	Gray sibara
<u>Sophora gypsophila</u> var. <u>guadalupensis</u>	Guadalupe Mountain mescal bean
<u>Sphaeralcea procera</u>	Porter's globemallow
<u>Spiranthes parasitica</u>	Lady tresses
<u>Talinum humile</u>	Pinos Altos flame flower
<u>Talinum longipes</u>	Long-stemmed flame flower
<u>Toumeyia papyracantha</u>	Grama grass cactus

Source: New Mexico Natural Resources Department 1985

**Table A-5. New Mexico State Endangered Animal Species
Known to Occur Within Area of Alternative Actions**

Scientific Name	Common Name
<u>Gammarus desperatus</u>	Noel's amphipod
<u>Lymnaea caperata</u>	Say's pond snail
<u>Assiminea pecosensis</u>	Pecos assiminea
<u>Fontlicella pecosensis</u>	Pecos spring snail
<u>Fontlicella roswellensis</u>	Roswell spring snail
<u>Thermosphaeroma thermophilum</u>	Socorro isopod
<u>Cyprinodon tularosa</u>	White Sands pupfish
<u>Gila intermedia</u>	Gila chub
<u>Gila nigrescens</u>	Chihuahua chub
<u>Salmo gilae</u>	Gila trout
<u>Aneides hardii</u>	Sacramento Mountain salamander
<u>Sceloporus scalaris</u>	Bunch grass lizard
<u>Sceloporus graciosus arenicolous</u>	Sagebrush lizard
<u>Ictinia mississippiensis</u>	Mississippi kite
<u>Haliaeetus leucocephalus</u>	Bald eagle
<u>Buteogallus anthracinus</u>	Common black-hawk
<u>Falco peregrinus</u>	Peregrine falcon
<u>Grus americana</u>	Whooping crane
<u>Sterna antillarum</u>	Least tern
<u>Columbina passerina</u>	Common ground-dove
<u>Trogon elegans</u>	Elegant trogon
<u>Vireo bellii</u>	Bell's vireo
<u>Vireo vinvini</u>	Gray vireo
<u>Passerina versicolor</u>	Varied bunting
<u>Pipilo aberti</u>	Abert's towhee
<u>Phalacrocorax olivaceus</u>	Olivaceous cormorant
<u>Meleagris gallopavo mexicana</u>	Wild turkey
<u>Ammodramus bairdii</u>	Baird's sparrow
<u>Cryptotis parva</u>	Least shrew
<u>Euderma maculatum</u>	Spotted bat
<u>Eutamias minimus atristriatus</u>	Least chipmunk
<u>Eutamias quadrivittatus australis</u>	Colorado chipmunk
<u>Zapus hudsonius</u>	Meadow jumping mouse
<u>Ovis canadensis mexicana</u>	Desert bighorn sheep
<u>Mustela nigripes</u> *	Black-footed ferret

Source: New Mexico Department of Game & Fish 1988

* TAC, 1985

**Table A-6. Texas State Endangered and Threatened Animal Species
Known to Occur Within Area of Alternative Actions**

Scientific Name	Common Name
Threatened:	
<u>Euderma maculatus</u>	Spotted bat
<u>Buteogallus anthracinus</u>	Common black-hawk
<u>Phrynosoma cornutum</u>	Texas horned lizard
<u>Phrynosoma douglassii hernandesii</u>	Mountain short-horned lizard
<u>Trimorphodon biscutatus wilkinsonii</u>	Texas lyre snake
<u>Gila pandora</u>	Rio Grande chub
<u>Cyprinodon pecosensis</u>	Pecos pupfish
Endangered:	
<u>Ursus americanus</u>	Black bear
<u>Haliaeetus leucocephalus</u>	Bald eagle
<u>Falco peregrinus anatum</u>	American peregrine falcon
<u>Cyprinodon elegans</u>	Comanche Springs pupfish

Source: Texas Parks and Wildlife 1988, 1989

**Table A-7. Texas State Endangered and Threatened Plant Species
Known to Occur Within Area of Alternative Actions**

Scientific Name	Common Name
Threatened:	
<u>Hedeoma apiculatum</u>	McKittrick pennyroyal
<u>Quercus hinckleyi</u>	Hinckley's oak
Endangered:	
<u>Echinocereus lloydii</u>	Lloyd's hedgehog cactus
<u>Coryphantha sneedii</u> var. <u>sneedii</u>	Sneed's pincushion cactus

Source: Texas Parks and Wildlife 1989

Table A-8. Arizona Special Status Species for
Maricopa, Pima, and Yuma Counties

Scientific Name	Common Name	State Status
<u>Cyprinodon macularius eremus</u>	Quitobaquito desert pupfish	Endangered
<u>Xyrauchen texanus</u>	Razorback sucker	Endangered
<u>Gila intermedia</u>	Gila chub	Threatened
<u>Poeciliopsis occidentalis occidentalis</u>	Gila topminnow	Threatened
<u>Pternohyla fodiens</u>	Northern casque-headed frog	Candidate
<u>Phrynosoma mcallii</u>	Flat-tailed horned lizard	Threatened
<u>Uma notata</u>	Colorado desert fringe-toed lizard	Candidate
<u>Uma scoparia</u>	Mojave fringe-toed lizard	Candidate
<u>Eumeces gilberti</u>	Gilbert skink	Candidate
<u>Xerobates agassizii</u>	Desert tortoise	Candidate
<u>Thamnophis eques</u>	Mexican garter snake	Candidate
<u>Empidonax fulvifrons</u>	Buff-breasted flycatcher	Endangered
<u>Tyrannus melancholicus</u>	Tropical kingbird	Candidate
<u>Tyrannus crassirostris</u>	Thick-billed kingbird	Candidate
<u>Pachyrhamphus aglaiae</u>	Rose-throated becard	Candidate
<u>Laterallus jamaicensis coturniculus</u>	California black rail	Endangered
<u>Falco peregrinus</u>	Peregrine falcon	Candidate
<u>Rallus longirostris yumanensis</u>	Yuma clapper rail	Threatened
<u>Coccyzus americanus occidentalis</u>	Western yellow-billed cuckoo	Threatened
<u>Strix occidentalis</u>	Spotted owl	Threatened
<u>Dendrocygna autumnalis</u>	Black-bellied whistling-duck	Candidate
<u>Pandion haliaetus</u>	Osprey	Threatened
<u>Ictinia mississippiensis</u>	Mississippi kite	Candidate
<u>Haliaeetus leucocephalus</u>	Bald eagle	Endangered
<u>Buteo callurus</u>	Common black-hawk	Candidate
<u>Buteo nitidus</u>	Gray hawk	Threatened
<u>Polyborus plancus</u>	Crested caracara	Candidate
<u>Falco peregrinus</u>	Peregrine falcon	Candidate
<u>Colinus virginianus ridgwayi</u>	Masked bobwhite	Endangered
<u>Sorex arizonae</u>	Arizona shrew	Candidate
<u>Leptonycteris sanborni</u>	Sanborn's long-nosed bat	Endangered
<u>Euderma maculatum</u>	Spotted bat	Candidate
<u>Antilocapra americana mexicana</u>	Chihuahuan pronghorn	Threatened

Source: Walker 1990.

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APPENDIX B
SOCIOECONOMIC ANALYSIS

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B.1 ECONOMIC IMPACTS OF THE HOLLOMAN ALTERNATIVE ON CLARK COUNTY

This appendix outlines the methodology used to determine economic impacts, both direct and indirect, of the Holloman alternative on Clark County. Estimation of the economic impacts of the relocation of the 37th TFW was done in a three-stage process.

- **Definition of direct impacts.** These are payrolls and expenditures related to this alternative and spent within Clark County.
- **Estimation of indirect impacts.** The spending and respending of direct impact monies create a secondary or indirect impact. Indirect impacts are calculated with output, earnings, and employment multipliers generated by the Regional Impact Modeling System (RIMS II). This methodology is described in detail in Appendix C.
- **Calculation of demographic impacts.** This part of the process translates direct and indirect impacts into potential demographic changes. The change in employment related to actions will lead to an estimated out-migration, expressed in terms of households, school children, and population.

The supporting assumptions and calculations for these steps are presented in the following sections.

Direct Payrolls and Expenditures

The direct impacts used in this analysis are summarized in Tables B.1-1 and B.1-2. According to Table B.1-1, payrolls related to this alternative total \$87.4 million in Clark County. The amount estimated to be spent within the county is \$60.7 million. Service and procurement contracts related to this alternative are shown in Table B.1-2. Total Nellis AFB contract expenditures are \$157.7 million in Clark County, of which \$60.7 million is attributable to the 37th TFW. Direct payrolls and expenditures total over \$120 million in Clark County.

**Table B.1-1 Direct Employment and Payrolls Related to the
Holloman Alternative at Clark County**

Employment	Number	Gross Salaries ^a	Adjustments ^b	Local Payroll Expenditures
AF uniformed	2,687	\$63,487,717.00	.73	\$46,343,843.00
AF civilian	9	\$264,222.00	.60	\$158,533.00
NAF & misc. services	253	\$1,783,328.00	.60	\$1,069,997.00
Resident Contractors	547	\$21,941,819.00	.60	\$13,165,091.00
Total	3,496	\$87,477,086.00		\$60,737,465.00

Notes: ^a Gross salaries were provided by the contractors. Gross salaries were estimated for military personnel and AF civilians using composite rates (without retirement) reported in Table A-19-1, AFR 173.13, October 1989.

^b Adjustment factors were provided by Nellis AFB Economic Resource Impact Statement, FY89.

**Table B.1-2 Services and Procurement Expenditures
Related to the Holloman Alternative Clark County**

Contracts	Total Local Expenditures ^a \$	37th TFW Share ^b \$
Maintenance & operations	19,642,084	4,910,521
Buildings & grounds	2,387,571	596,893
Computers/telecommunications	9,337,030	2,334,258
Other services	47,293,744	11,823,436
Commissary/BX	4,516,571	1,129,143
Education	4,081,121	1,020,280
Health	12,261,079	3,433,102
TDY	4,955,067	1,238,767
Other materials/equipment	24,972,867	6,243,217
Contractor materials/equipment	7,305,420	7,305,420
Key airlines	21,000,000	21,000,000
Total	157,752,554	61,035,037

Notes: ^a Local expenditures are contract amounts spent within the county; figures are based on discussions with contractors and base finance and contracting offices.

^b Share is the part of contracts attributable to 37th TFW, determined by the proportion of 37th TFW appropriated fund personnel to total base appropriated fund personnel.

Estimation of Indirect Impacts

Direct impacts are allocated to industrial sectors and, with the appropriate multiplier, used to estimate the indirect (and induced) output, earnings, and employment impacts. Table B.1-3 summarizes the impact calculations. The total output (value of goods and services) generated by the payrolls and expenditures under the Holloman alternative is \$134.3 million in Clark County. Those expenditures also generated \$50 million in earnings in Clark County. An estimated 2,437 indirect jobs are supported by 37th TFW expenditures in Clark County.

Demographics Impacts

Table B.1-4 summarizes the demographic impacts of the Holloman alternative. Total military and civilian jobs lost in Clark County will be 5,932. However, the number of civilian jobs lost to the county will be mitigated by the working spouses and dependents also leaving the area. In Clark County, an estimated 307 working spouses and dependents of relocating personnel would leave the county, increasing the availability of employment.

An estimated 2,479 households of the military and contractor personnel losing their jobs will leave the area. Because of the growing economy of Clark County and the Las Vegas area, federal civilian and indirect employees are not expected to relocate. The out-migrating families will be accompanied by approximately 1,507 school children. Total population loss to Clark County will be about 6,920 persons.

Table B.1-3 Output, Earnings, and Employment Related to the Holloman Alternative at Clark County

Industrial Sector	MULTIPLIERS				IMPACTS			
	Expenditures ^a	Output ^b	Earning ^c	Employment ^d	Output	Earnings	Employment	
7. Maintenance & repair construction	4,910,524	1.6255	.6686	28.2044	7,982,052	3,283,174	138.50	
25. Transportation	21,246,937	1.6220	.6566	28.1424	34,462,532	13,950,739	597.94	
26. Communication	2,334,258	1.4496	.4096	17.3059	3,383,740	956,112	40.40	
28. Wholesale trade	6,108,987	1.6448	.6035	27.0512	10,048,062	3,686,774	165.26	
33. Hotels, lodging, and amusements	1,238,767	1.7163	.5768	31.2135	2,126,095	714,521	38.60	
35. Business services	11,823,436	1.6969	.7414	36.1444	20,063,189	8,765,895	427.30	
37. Health services	3,433,102	1.7746	.8546	31.9149	6,092,383	2,933,929	109.57	
38. Misc. services	1,020,280	1.6027	.5399	27.7889	1,635,203	550,849	28.35	
39. Households ^e	60,737,465	.7989	.2570	14.6623	48,523,161	15,609,528	890.55	
TOTAL	\$112,853,752				\$134,316,416	\$50,451,522	2,437.00	

Notes:

- ^a Local procurements and payrolls attributable to the 37th TFW.
- ^b Each entry in this column represents the total dollar change in output that occurs for each dollar that is not spent in the local economy on the 37th TFW.
- ^c Each entry in this column represents the total dollar change in earnings for each dollar that is not spent in the local economy on the 37th TFW.
- ^d Each entry in this column represents the total change in the number of jobs for each million dollars that is not spent in the local economy on the 37th TFW.
- ^e Represents local personal consumption expenditures, including 37th TFW payroll adjusted for taxes, savings, and percentage of nonlocal purchases.

Sources: U.S. Department of Commerce, Bureau of Economic Analysis 1990.

Table B.1-4 Demographic Impacts Related to the Holloman Alternative at Clark County

	Lost Jobs	Workers	Relocating School Children	Population
Direct military jobs	2,687	2,284	1,370	6,395
Direct federal civilian jobs(b)	262	3	2	8
Direct contractor jobs(c)	547	191	134	517
Indirect jobs	2,437	0	0	0
Subtotal(c)	5,932	2,479	1,507	6,920
Total civilian jobs lost(c)	3,245			

- Notes:
- a Assures .85 military personnel will relocate and .35 civilians.
 - b Includes appropriated funds civilians and NAF employees.
 - c Contract workers residing in Clark County but are employed at TTR in Nye County. They are not counted in employment reports to Clark County.

B.2 ECONOMIC IMPACTS OF THE HOLLOMAN ALTERNATIVE ON NYE COUNTY

This appendix outlines the methodology used to determine economic impacts, both direct and indirect, of the Holloman alternative on Nye County. Estimation of the economic impacts of the relocation of the 37th TFW was done in a three-stage process.

- **Definition of direct impacts.** These are payrolls and expenditures related to this alternative and spent within Nye County.
- **Estimation of indirect impacts.** The spending and respending of direct impact monies create a secondary or indirect impact. Indirect impacts are calculated with output, earnings, and employment multipliers generated by the Regional Impact Modeling System (RIMS II). This methodology is described in detail in Appendix C.
- **Calculation of demographic impacts.** This part of the process translates direct and indirect impacts into potential demographic changes. The change in employment related to actions will lead to an estimated out-migration, expressed in terms of households, school children, and population.

The supporting assumptions and calculations for these steps are presented in the following sections.

Direct Payrolls and Expenditures

The direct impacts used in this analysis are summarized in Tables B.2-1 and B.2-2. According to Table B.2-1, payrolls related to this alternative total \$21.5 million in Nye County. The amount estimated to be spent within the county is \$12.9 million. Service and procurement contracts related to this alternative are shown in Table B.2-2. These contracts total \$1.8 million in Nye County; direct payrolls and expenditures total \$14.7 million.

Table B.2-1 Direct Employment and Payrolls Related to the Holloman Alternative at Nye County

Employment	Number	Gross Salaries ^a	Adjustments ^b	Local Payroll Expenditures
AF uniformed	0			
AF civilian	0			
NAF & misc. services	0			
Resident Contractors ^c	511	\$21,575,448.00	.60	\$12,945,268.00
Total	511	\$21,575,448.00		\$12,945,268.00

Notes: ^a Gross salaries were provided by the contractors.

^b Adjustment factors were provided by Nellis AFB Economic Resource Impact Statement, FY89.

^c Contractors employed at TTR but residing in Clark County.

**Table B.2-2 Services and Procurement Expenditures
Related to the Holloman Alternative at Nye County**

Contracts	Total Local Expenditures ^a \$
Maintenance & supplies TDY Expenditures	310,000 1,493,960
Total	1,803,960

Notes: ^a Local expenditures are contract amounts spent within the county; figures are based on discussions with contractors and base finance and contracting offices.

Estimation of Indirect Impacts

Direct impacts are allocated to industrial sectors and, with the appropriate multiplier, used to estimate the indirect (and induced) output, earnings, and employment impacts. Table B.2-3 summarizes the impact calculations. The total output (value of goods and services) generated by the payrolls and expenditures by this alternative is \$5.0 million in Nye County. Those expenditures also generated \$545,470 in earnings and supported 40 indirect jobs.

Demographics Impacts

Table B.2-4 summarizes the demographic impacts of the Holloman alternative. A total of 551 civilian jobs will be lost to residents of Nye County. However, the number of civilian jobs lost to the county will be somewhat mitigated by the working spouses and dependents also leaving the area. In Nye County, an estimated 307 working spouses and dependents of relocating personnel would leave the county, increasing local employment opportunities.

All of the 511 affected contractor employees in Nye County are assumed to relocate, as a worst-case. The indirect employees (primarily in the retail trade and services industries) are not assumed to relocate, but instead will try to find other positions in the local economy. An estimated 358 school children will leave with the relocating families. Total population loss to Nye County will be about 1,380 persons.

Table B.2-3 Output, Earnings, and Employment Related to the Holloman Alternative at Nye County

Industrial Sector	MULTIPLIERS				IMPACTS			
	Expenditures ^a	Output ^b	Earning ^c	Employment ^d	Output	Earnings	Employment	
25. Transportation	\$ 4,030	1.1816	.2521	9.7808	\$4,762	\$1,016	0.04	
29. Retail Trade	108,500	1.1778	.2410	14.9884	127,791	26,149	1.63	
33. Hotels, lodging, amusement	636,480	1.2038	.1800	9.8519	766,195	114,566	6.27	
36. Eating & drinking places	857,480	1.1095	.1523	15.6059	951,374	130,594	13.38	
39. Households ^e	12,945,268	.2496	.0211	1.4541	3,231,139	273,145	18.82	
TOTAL	\$14,551,758				\$5,081,261	\$545,470	40	

Notes:

- ^a Local procurements and payrolls attributable to the 37th TFW.
- ^b Each entry in this column represents the total dollar change in output that occurs for each dollar that is not spent in the local economy on the 37th TFW.
- ^c Each entry in this column represents the total dollar change in earnings for each dollar that is not spent in the local economy on the 37th TFW.
- ^d Each entry in this column represents the total change in the number of jobs for each million dollars that is not spent in the local economy on the 37th TFW.
- ^e Represents local personal consumption expenditures, including 37th TFW payroll adjusted for taxes, savings, and percentage of nonlocal purchases.

Sources: U.S. Department of Commerce, Bureau of Economic Analysis 1990.

**Table B.2-4 Demographic Impacts Related to the
Holloman Alternative at Nye County**

	Lost Jobs	Workers	Relocating School Children	Population
<u>Nye County</u>				
Direct contractor jobs	511	511	358	1,380
Indirect jobs	40	0	0	0
Total civilian jobs lost	551	511	358	1,380

Notes: a Assumes all contract personnel will relocate.

B.3 ECONOMIC IMPACTS OF THE HOLLOMAN ALTERNATIVE ON OTERO COUNTY

This appendix sets out the methodology and key assumptions used to determine the economic impacts, of the Holloman alternative on Otero County, specifically the relocation of the 37th TFW, inactivation of the 49th TFW, and relocation of 72 F-4 aircraft. Estimation of the economic impacts was done in a three step process:

- **Definition of direct impacts.** These are payrolls and expenditures related to this alternative and spent within Otero County.
- **Estimation of indirect impacts.** The spending and respending of direct impact monies create a secondary or indirect impact. Indirect impacts are calculated with output, earnings, and employment multipliers generated by the Regional Impact Modeling System (RIMS II). This methodology is described in detail in Appendix C.
- **Calculation of demographic impacts.** This part of the process translates direct and indirect impacts into potential demographic changes.

Any change in employment related to the actions may lead to an estimated in- and out-migration, experienced in terms of households, school children, and population. The supporting assumptions and calculations for these steps are presented below.

Direct Payrolls and Expenditures

The direct impacts used in this analysis are summarized in Tables B.3-1 and B.3-2. According to Table B.3-1, payrolls would increase by \$50.3 million with the arrival of the 37th TFW, decrease by \$55 million with the inactivation of the 49th TFW, and increase by \$62.9 million with the F-4s. Gross payrolls would increase by \$58.2 million. Not all earnings are spent in Otero County. The net increase in total payroll expenditures would be \$35.7 million.

Service and procurement expenditures relative to the three actions are shown in Table B.3-2. These expenditures would increase by an estimated \$13.1 million with the 37th TFW, decline by \$6.8 million with the departure of 49th TFW; and increase by \$9.3 million with the arrival of F-4s. Net service and procurement expenditures would increase by \$15.7 million, largely because of local construction expenditures related to the 37th TFW (\$6.9 million) and F-4s (\$1.9 million). New construction expenditures are a one time benefit to Otero County and are reported separately in the body of the EIS.

**Table B.3.1 Direct Employment and Payrolls Related to the
Holloman Alternative at Otero County**

Employment(2)	Number	Gross Salaries*	Local % Spent (1)	Local Payroll Expenditures
<u>37 TFW</u>				
Air Force, uniform	1976	46,996,211	.61	28,667,689
Air Force, Civilian	71	1,976,881	.68	1,346,256
NAF and Msc srvcs	184	1,364,407	.68	927,797
Contractors	0	0	.80	0
Total	2231	50,337,499		30,941,742
<u>49th TFW</u>				
Air Force, uniform	2149	51,268,844	.61	31,274,001
Air Force, Civilian	83	2,307,219	.68	1,571,216
NAF and misc srvcs	201	1,487,717	.68	1,011,648
Contractors	0	0	.80	0
Total	2433	55,063,791		33,856,865
<u>F-4s</u>				
Air Force, uniform	2411	58,772,246	.61	35,851,070
Air Force, civilian	90	2,481,300	.68	1,689,765
NAF and misc srvcs	225	1,667,017	.68	1,133,571
Contractors	0	0	.80	0
Total	2726	62,920,563		38,674,406

(1) Percentage of salaries spent in the local area was taken from the Holloman AFB Economic Resource Impact Statement, FY 1989.

(2) Military payrolls were estimated using composite rates from AFR 173-13, October 1989.

Table B.3.2 Services and Procurement Expenditures Related to the Holloman Alternative at Otero County

Contracts	Total(\$)	Local Expenditures(\$)	Unit Share (1)
<u>37 TFW :</u>			
New construction	69,700,000	6,970,000	6,970,000
O&M construction	10,949,910	1,204,490	454,093
Business services	15,154,143	1,666,956	628,442
Misc services	10,018,085	1,101,989	415,450
Material and supplies	19,506,210	2,145,683	808,923
Commissary and BX	14,649,408	872,495	328,931
Education impacts	2,187,683	2,187,683	824,756
Health services	2,100,064	2,100,064	774,924
Local TDY expend	5,222,420	5,222,420	1,968,852
Total	149,487,923	23,471,780	13,174,371
<u>49th TFW</u>			
O&M construction	10,949,910	1,204,490	502,031
Business services	15,154,143	1,666,956	694,787
Misc services	10,018,085	1,101,989	459,309
Material and supplies	19,506,210	2,145,683	894,321
Commissary and BX	14,649,408	872,495	349,870
Education impacts	2,187,683	2,187,683	911,826
Health services	2,100,064	2,100,064	842,126
Local TDY expend	5,222,420	5,222,420	2,176,705
Total	79,787,923	16,501,780	6,830,975
<u>F-4s</u>			
New construction	19,570,000	1,957,000	1,957,000
O&M construction	10,949,910	1,204,490	554,065
Business services	15,154,143	1,666,956	750,130
Misc services	10,018,085	1,101,989	495,895
Material and supplies	19,506,210	2,145,683	965,557
Commissary and BX	14,649,408	872,495	392,623
Education impacts	2,187,683	2,187,683	984,457
Health services	2,100,064	2,100,064	945,029
Local TDY expend	5,222,420	5,222,420	2,350,089
Total	99,357,923	18,458,780	9,934,845

(1) Unit share based on proportional extrapolation from current Holloman AFB expenditure and personnel.

Estimation of Indirect Impacts

Direct impacts are allocated to sectors and, with the appropriate multipliers, used to estimate the indirect (and induced) output, earnings, and employment impacts. Table B.3-3 summarizes the impact calculations for each of the actions. Output (value of goods and services) in Otero County would increase by \$25.5 million with the 37th TFW, decrease by \$27.9 million with the departure of the 49th TFW, and increase by \$34.4 million with the F-4s. The net value of output in the county would increase by \$32 million.

Indirect earnings would increase \$7.9 million with the 37th TFW, decrease by \$8.6 million with the 49th TFW, and increase by \$10.6 million with the F-4s. The net increase in earnings would be \$9.9 million.

Indirect employment would increase by 568 jobs with the 37th TFW, decrease by 623 with the 49th TFW, and increase by 701 with the F-4s. The net increase in permanent indirect employment would be 646 jobs.

Construction impacts are not included in the impacts described above. Construction related to the 37th TFW will result in a short-term increase of \$3.2 million in earnings and 168 jobs. Construction related to the F-4s will have an additional short-term effect (in FY 92) of \$2.9 million in earnings and 47 jobs.

Demographics Impacts

Table B.3-4 summarizes the demographic impacts of the three actions. Note that some portion of workers (.15 military and .85 civilians) losing their jobs do not leave the area, electing instead to retire or find other employment. The number of households in Otero County would increase by 2,001 with the 37th TFW, decrease by 1,856 with the 49th TFW, an increase by 2,443 with the F-4s. The net increase in households would be 2,588, accompanied by a increase of 1,555 school age children, and lead to a total population increase of 7,242.

Table B.3.3 Output, Earnings and Employment Related to the Holleman Alternative at Otero County

Industrial Sector	---Multipliers---				---Impacts---			
	Expenditures*	Output*	Earnings*	Employment*	Output	Earnings	Employment	
<u>37.FW</u>								
6. New construction	6,970,000	1.4069	.4589	24.18	10,363,693	3,198,533	168.55	
7. Maint and repair const	454,093	1.4059	.5305	27.83	638,409	240,896	12.64	
25. Transportation	20,246	1.4222	.5972	26.52	28,794	12,091	.54	
28. Wholesale trade	390,165	1.4048	.4686	23.60	548,104	182,831	9.21	
33. Hotels, lodging, & amusemnt	1,968,852	1.4404	.4376	44.34	2,835,934	861,570	87.30	
35. Business services	1,043,892	1.4550	.6026	30.71	1,518,963	629,049	32.05	
37. Health services	774,924	1.4635	.6553	31.95	1,134,101	507,808	24.76	
38. Misc services	824,756	1.4703	.5058	32.36	1,212,639	417,162	26.69	
39. Households(5)	30,941,742	.5687	.1622	12.12	17,596,568	5,018,750	375.04	
Total(6)	36,418,670				25,513,413	7,070,157	568	
<u>49th.FW</u>								
7. Maint and repair const	502,031	1.4059	.5305	27.83	705,805	266,327	13.97	
25. Transportation	31,377	1.4222	.5972	26.52	44,624	18,738	.83	
28. Wholesale trade	417,583	1.4048	.4686	23.60	586,621	195,679	9.85	
33. Hotels, lodging, & amusemnt	2,176,705	1.4404	.4376	44.34	3,135,326	952,526	96.52	
35. Business services	1,154,096	1.4550	.6026	30.71	1,679,210	695,458	35.44	
37. Health services	842,126	1.4635	.6553	31.95	1,232,451	551,845	26.91	
38. Misc services	911,826	1.4703	.5058	32.36	1,340,658	461,202	29.51	
39. Households(5)	33,856,865	.5687	.1622	12.12	19,254,399	5,491,584	410.38	
Total(6)	39,892,609				27,979,094	8,633,360	623	
<u>F-45</u>								
6. New construction	1,957,000	1.4869	.4589	24.18	2,909,863	898,067	47.32	
7. Maint and repair const	554,093	1.4059	.5305	27.83	778,960	293,931	15.42	
25. Transportation	35,203	1.4222	.5972	26.52	50,066	21,023	.93	
28. Wholesale trade	468,507	1.4048	.4686	23.60	658,159	219,542	11.06	
33. Hotels, lodging, & amusemnt	2,350,089	1.4404	.4376	44.34	3,385,068	1,028,399	104.20	
35. Business services	1,246,025	1.4550	.6026	30.71	1,812,966	750,855	38.26	
37. Health services	945,029	1.4635	.6553	31.95	1,383,050	619,277	30.19	
38. Misc services	984,457	1.4703	.5058	32.36	1,447,447	497,938	31.86	
39. Households(5)	38,674,407	.5687	.1622	12.12	21,994,135	6,272,989	468.73	
Total(6)	45,257,782				34,419,714	9,703,954	701	

Notes: 1. Local procurements and payrolls attributable.
 2. Each entry in this column represents the total dollar change in output that occurs for each dollar that is not spent in the local economy.
 3. Each entry in this column represents the total dollar change in earnings for each dollar that is not spent in the local economy.
 4. Each entry in this column represents the total change in the number of jobs for each million dollars that is not spent in the local economy.
 5. Represents local personal consumption expenditures, including payroll adjusted for taxes, savings, and percentage of nonlocal purchases.
 6. New construction not included in total impacts.

Sources: U.S. Department of Commerce, Bureau of Economic Analysis 1990.

Table B.3.4 Demographic Impacts Related to the Holloman Alternative at Otero County

	Lost Jobs	Workers	Relocating*	
			School Children	Population
<u>37 TFW :</u>				
Direct military jobs	1,976	1,976	1,186	5,533
Dirct federal civilian jobs(1)	255	25	17	67
Direct contractor jobs	0	0	0	0
Indirect jobs	568	0	0	0
Subtotal	2,799	2,001	1,203	5,600
Total Civilian jobs avail.	823			
in migr approp. fund civ.	25			
Working mil spouses and depends	790			
Working approp. fund civ spouse/ dep	43			
<u>49th TFW</u>				
Direct military jobs	2,149	1,827	1,096	5,115
Dirct federal civilian jobs(1)	284	29	20	78
Direct contractor jobs	0	0	0	0
Indirect jobs	623	0	0	0
Subtotal	3,056	1,856	1,116	5,193
Total Civilian job loss	907			
Working mil spouses and depends	731			
Approp. civ spouse and depends	50			
<u>F-4s</u>				
Direct military jobs	2,411	2,411	1,446	6,750
Dirct federal civilian jobs(1)	315	32	22	85
Direct contractor jobs	0	0	0	0
Indirect jobs	701	0	0	0
Subtotal	3,427	2,443	1,468	6,835
Total Civilian job loss	1,016			
Working mil spouses and depends	964			
Approp. civ spouse and depends	54			

B.4 ECONOMIC IMPACTS OF THE HOLLOMAN-NELLIS ALTERNATIVE AT OTERO COUNTY

This appendix sets out the methodology and key assumptions used to determine the economic impacts on Otero County of the inactivation of the 49th TFW, and relocation of 72 F-4s. Estimation of the economic impacts was done in a three step process:

- **Definition of direct impacts.** These are payrolls and expenditures related to this alternative and spent within Otero County.
- **Estimation of indirect impacts.** The spending and respending of direct impact monies create a secondary or indirect impact. Indirect impacts are calculated with output, earnings, and employment multipliers generated by the Regional Impact Modeling System (RIMS II). This methodology is described in detail in Appendix C.
- **Calculation of demographic impacts.** This part of the process translates direct and indirect impacts into potential demographic changes.

Any change in employment related to the actions may lead to an estimated in- and out-migration, experienced in terms of households, school children, and population. The supporting assumptions and calculations for these steps are presented below.

Direct Payrolls and Expenditures

The direct impacts used in this analysis are summarized in Tables B.4-1 and B.4-2. According to Table B.4-1, payrolls would decrease by \$55 million with the inactivation of the 49th TFW, and increase by \$62.9 million with the F-4s. Net payrolls would increase by \$7.9 million.

Service and procurement expenditures relative to the three actions are shown in Table B.4-2. These expenditures would decline by \$6.8 million with the 49th TFW increase by \$9.3 million with the arrival of F-4s. Net service and procurement expenditures would increase by \$2.5 million, largely become of local construction expenditures related to the F-4s (\$1.9 million). New construction expenditures are a one time benefit to Otero County and are reported separately in the text of the EIS.

**Table B.4.1 Direct Employment and Payrolls Related to the
Holloman-Nellis Alternative at Otero County**

Employment(2)	Number	Gross Salaries*	Local % Spent (1)	Local Payroll Expenditures
<u>49th TFW</u>				
Air Force, uniform.	2149	51,268,854	.61	31,274,001
Air Force, Civilian	83	2,307,219	.68	1,517,216
NAF and Msc srvc	201	1,487,717	.68	1,011,648
Contractors	0	0	.80	0
Total	2433	55,063,791		33,856,865
<u>F-4s</u>				
Air Force, uniform	2411	58,772,246	.61	35,851,070
Air Force, Civilian	90	2,481,300	.68	1,689,765
NAF and misc srvc	225	1,667,017	.68	1,133,571
Contractors	0	0	.800	0
Total	2726	62,920,563		38,674,406

- (1) Percentage of salaries spent in the local area was taken from the Holloman AFB Economic Resource Impact Statement, FY 1989.
- (2) Military payrolls were estimated using composite rates from AFR 173-13, October 1989.

Table B.4.2 Services and Procurement Expenditures Related to the Holloman-Nellis Alternative at Otero County

Contracts	Total(\$)	Local Expenditures(\$)	Unit Share (1)
<u>49th TFW</u>			
O&M construction	10,949,910	1,204,490	502,031
Business services	15,154,143	1,666,956	694,787
Misc services	10,018,085	1,101,989	459,309
Material and supplies	19,506,210	2,145,683	894,321
Commissary and BX	14,649,408	872,495	349,870
Education impacts	2,187,683	2,187,683	911,826
Health services	2,100,064	2,100,064	842,126
Local TDY expend	5,222,420	5,222,420	2,176,705
Total	79,787,923	16,501,780	6,830,975
<u>F-4s</u>			
New construction	19,570,000	1,957,000	1,957,000
O&M construction	10,949,910	1,204,490	554,065
Business services	15,154,143	1,666,956	750,130
Misc services	10,018,085	1,101,989	495,895
Material and supplies	19,506,210	2,145,683	965,557
Commissary and BX	14,649,408	872,495	392,623
Education impacts	2,187,683	2,187,683	984,457
Health services	2,100,064	2,100,064	945,029
Local TDY expend	5,222,420	5,222,420	2,350,089
Total	99,357,923	18,458,780	9,934,845

(1) Unit share based on proportional extrapolation from current Holloman AFB expenditure and personnel.

Estimation of Indirect Impacts

Direct impacts are allocated to sectors and, with the appropriate multipliers, used to estimate the indirect (and induced) output, earnings, and employment impacts. Table B.4-3 summarizes the impact calculations for each of the actions. Output (value of goods and services) in Otero County would decrease by \$27.9 million with the 37th TFW, increase by \$34.4 million with the F-4s. The net value of output in the county would increase by \$6.5 million.

Indirect earnings would decrease by \$8.6 million with the departure of the 49th TFW, and increase by \$10.6 million with the F-4s. The net increase earnings would be \$2.0 million.

Indirect employment would decrease by 623 with the 49th TFW, and increase by 701 with the F-4s. The net increase in indirect employment would be 78 jobs.

Construction impacts are not included in the impacts described above. Construction related to the F-4s will have local short-term effect (in FY 92) of \$2.9 million in additional earnings and 47 jobs.

Demographics Impacts

Table B.4-4 summarizes the demographic impacts of the three actions. Note that some portion of workers (.15 military and .85 civilians) losing their jobs do not leave the area, electing instead to retire or find other employment. The number of households in Otero County would decrease by 1,856 with the departure of the 49th TFW, and increase by 2,443 with the F-4s. The net increase in households would be 587, accompanied by a increase of 352 school age children, and lead to a total population increase of 1,642.

Table B.4.3 Output, Earnings and Employment Related to the Holloman-Neffis Alternative at Otero County

Industrial Sector	-----Multipliers-----			-----Impacts-----			
	Expenditures*	Output*	Earnings*	Employment*	Output	Earnings	Employment
7. Maint and repair const	502,031	1.4059	.5305	27.83	705,805	266,327	13.97
25. Transportation	31,377	1.4222	.5972	26.52	44,624	18,738	.83
28. Wholesale trade	417,583	1.4048	.4686	23.60	586,621	195,679	9.85
33. Hotels, lodging, & amusemnt	2,176,705	1.4404	.4376	44.34	3,135,326	952,526	96.52
35. Business services	1,154,096	1.4550	.6026	30.71	1,679,210	695,458	35.44
37. Health services	842,126	1.4635	.6553	31.95	1,232,451	551,845	26.91
38. Misc services	911,826	1.4703	.5058	32.36	1,340,658	461,202	29.51
39. Households(5)	33,856,865	.5687	.1622	12.12	19,254,399	5,491,584	410.38
Total(6)	39,892,609				27,979,094	8,633,360	623
6. New construction	1,957,000	1.4869	.4589	24.18	2,909,863	898,067	47.32
7. Maint and repair const	554,093	1.4059	.5305	27.83	778,960	293,931	15.42
25. Transportation	35,203	1.4222	.5972	26.52	50,066	21,023	.93
28. Wholesale trade	468,507	1.4048	.4686	23.60	658,159	219,542	11.06
33. Hotels, lodging, & amusemnt	2,350,089	1.4404	.4376	44.34	3,385,068	1,028,399	104.20
35. Business services	1,246,025	1.4550	.6026	30.71	1,812,966	750,855	38.26
37. Health services	945,029	1.4635	.6553	31.95	1,383,050	619,277	30.19
38. Misc services	984,457	1.4703	.5058	32.36	1,447,447	497,938	31.86
39. Households(5)	38,674,407	.5687	.1622	12.12	21,994,135	6,272,989	468.73
Total(6)	45,257,782				34,419,714	10,602,021	748

Notes: 1. Local procurements and payrolls attributable.

2. Each entry in this column represents the total dollar change in output that occurs for each dollar that is not spent in the local economy.

3. Each entry in this column represents the total dollar change in earnings for each dollar that is not spent in the local economy.

4. Each entry in this column represents the total change in the number of jobs for each million dollars that is not spent in the local economy.

5. Represents local personal consumption expenditures, including payroll adjusted for taxes, savings, and percentage of nonlocal purchases.

6. New construction not included in total impacts.

Sources: U.S. Department of Commerce, Bureau of Economic Analysis 1990.

**Table B.4.4 Demographic Impacts Related to the Holloman-Nellis
Alternative at Otero County**

	Lost Jobs	Workers	Relocating*	
			School Children	Population
49th TFW				
Direct military jobs	2,149	1,827	1,096	5,115
Dirct federal civilian jobs(1)	284	29	20	78
Direct contractor jobs	0	0	0	0
Indirect jobs	623	0	0	0
Subtotal	3,056	1,856	1,116	5,193
Total Civilian job loss	907			
Working mil spouses and depends	731			
Approp. civ spouse and depends	50			
F-4s				
Direct military jobs	2,411	2,411	1,446	6,750
Dirct federal civilian jobs(1)	315	32	22	85
Direct contractor jobs	0	0	0	0
Indirect jobs	701	0	0	0
Subtotal	3,427	2,443	1,468	6,835
Total Civilian job loss	1,016			
Working mil spouses and depends	964			
Approp. civ spouse and depends	54			

B.5 ECONOMIC IMPACT OF THE HOLLOMAN-NELLIS ALTERNATIVE TO CLARK COUNTY

(This appendix outlines the methodology used to determine economic impacts, both direct and indirect, of the 37th TFW to Clark County. Estimation of the economic impacts was done in a three-stage process:

- **Definition of direct impacts.** These are payrolls and expenditures related to this alternative and spent within Clark County.
- **Estimation of indirect impacts.** The spending and respending of direct impact monies create a secondary or indirect impact. Indirect impacts are calculated with output, earnings, and employment multipliers generated by the Regional Impact Modeling System (RIMS II). This methodology is described in detail in Appendix C.
- **Calculation of demographic impacts.** This part of the process translates direct and indirect impacts into potential demographic changes. The change in employment related to actions will lead to an estimated out-migration, expressed in terms of households, school children, and population.

The supporting assumptions and calculations for these steps are presented in the following sections.

Direct Payroll and Expenditures

The impacts used in this analysis are summarized in Table B.5-1 and B.5-2. Total military and contractor payrolls were \$37.2 million, with \$24.4 million spent in Clark County, as shown in Table B.5-1. Local service and procurement expenditures are shown in Table B.5-2. These total \$195 million, including \$159 million in new construction and \$21 million to local airline services.

Table B.5-1 Employment and Payroll Impacts in Clark County

Employment	Number	Gross Salary (\$)	Adjustments	Local Payroll (\$) Expenditures
Air Force, Uniform				
Officers	41	1,955,536	.73	1,427,541
Enlisted	670	14,532,536	.73	10,609,068
Air Force, Civilian	-62	(1,820,198)	.6	(1,092,118)
NAF and Misc. servs	65	629,980	.6	377,988
Contractors	547	21,941,819	.6	13,165,091
TOTAL	1,261			24,487,571

Note: Signs have been reversed for computation convenience.

Table B.5-2 Service and Procurement Expenditures in Clark County

Contracts	Total Local Expenditures (\$)	37th TFW Share
New Construction	159,000,000	159,000,000
Maintenance and Ops	19,642,084	1,178,529
Buildings and Grounds	2,387,571	143,254
Computer/Telecom	9,337,030	560,222
Other Services	47,293,744	2,837,625
Commissary/BX	4,516,571	270,994
Educaiton	4,081,121	244,867
Health	12,261,079	858,276
TDY	4,955,067	297,304
Other material/Equipment	24,972,867	1,498,372
Contractor M&E	7,305,420	7,305,420
Key Airlines	21,000,000	21,000,000
TOTAL	316,752,554	195,194,859

ESTIMATION OF IMPACTS

The total reduction in output (value of goods and services) generated by the payrolls and expenditures related to the Holloman-Nellis alternative is \$67 million. Indirect earnings would be reduced by \$25.4 million and indirect employment is 784. The impacts of new construction would be \$91.7 million in earnings and 3,943 jobs. The estimation of impacts is shown in Table B.5-3.

DEMOGRAPHICS IMPACTS

Table B.5-4 summarizes the demographic impacts of the action. The number of households in Clark County would be reduced by 733, accompanied by 453 school-aged children. Total population reduction would be 2,035 persons.

Table B.5-3 Output, Earnings, and Employment Impacts in Clark County

	---Multipliers---				---Impacts---		
	Expenditures	Output	Earn'g	Emplm't	Output	Earnings	Emplm't
New Constr.	159,000,000	1.6663	.5768	24.8014	264,941,700	91,711,200	3,943.42
Maint. & Rpr.	1,321,779	1.6255	.6668	28.2044	2,148,552	883,742	37.28
Transportation	21,122,577	1.6220	.6566	28.1424	34,260,820	13,869,084	594.44
Communication	560,222	1.4496	.4096	17,3059	812,098	229,467	9.70
Wholesale trd	3,170,748	1.6448	.6035	27.0512	5,215,246	1,913,546	85.77
Hotel etc.	297,304	1.7163	.5768	31.2135	510,263	171,485	9.28
Business svcs	2,837,625	1.6969	.7414	36.1444	4,815,165	2,103,815	102.56
Health svcs	858,276	1.7746	.8546	31.9149	1,523,096	733,482	27.39
Misc. svcs	244,867	1.6027	.5399	27.7889	392,449	132,204	6.80
Households	24,487,571	.7989	.2570	14.6623	19,563,121	6,293,306	359.04
TOTAL^a	213,900,969				67,092,257	25,446,389	1,195

^(a) New construction is not included in totals.

Table B.5-4 Demographic Impacts

	-----Relocating-----			
	Jobs	Households	School-aged	Population
Direct military jobs	711	604	363	1,692
App. NAF	3	-62	-43	-174
Dir. Contractor	547	191	134	517
Indirect	1,195	0	0	0
Subtotal	2,456	733	453	2,035
Tot. Civ. job loss	1,745			
Work. mil. sps/deps	242			
Ap Fund Civ. sps/deps	-37			
Contract sps/deps	115			

Note: Signs have been reversed for computational convenience.

B.6 ECONOMIC IMPACTS OF 37th/49th TFW ALTERNATIVE ON OTERO COUNTY

This appendix outlines the methodology used to determine economic impacts, both direct and indirect, of the relocation of the 37th TFW and inactivation of the 49th TFW on Otero County. Estimation of the economic impacts was done in a three-stage process:

- **Definition of direct impacts.** These are payrolls and expenditures related to this alternative and spent within Otero County.
- **Estimation of indirect impacts.** The spending and respending of direct impact monies create a secondary or indirect impact. Indirect impacts are calculated with output, earnings, and employment multipliers generated by the Regional Impact Modeling System (RIMS II). This methodology is described in detail in Appendix C.
- **Calculation of demographic impacts.** This part of the process translates direct and indirect impacts into potential demographic changes. The change in employment related to actions will lead to an estimated out-migration, expressed in terms of households, school children, and population.

The supporting assumptions and calculations for these steps are presented below.

Direct Payrolls and Expenditures

The direct impact used in this analysis are summarized in Tables B.6-1 and B.6-2. According to Table B.6-1, direct payrolls would increase by \$50.3 million with arrival of the 37th TFW, and would decrease by \$55 million with the inactivation of the 49th TFW. Actual payroll expenditures in Otero County would increase by \$30.9 million with the 39 TFW and decrease by \$33.8 million with inactivation. The net change in payroll expenditures would be a \$2.9 million decline.

Service and procurement expenditures relative to the actions are shown in Table B.6-2. These expenditures would increase an estimated \$13.1 million with 37th TFW and decline by \$6.8 million with the inactivation of the 49th TFW. Net service and procurement expenditures would increase by \$6.6 million, largely because of \$6.9 million in construction related to the 37th TFW. Note that this is a one-time benefit to Otero County and is not reported as a long-term impact in Section 4.3.2.5 of the EIS.

**Table B.6.1 Direct Employment and Payrolls Related to
the 37th/49th TFW Alternative at Otero County**

Employment(2)	Number	Gross Salaries*	Local % Spent (1)	Local Payroll Expenditures
<u>37th TFW</u>				
Air Force, uniform	1976	46,996,211	.61	28,667,689
Air Force, Civilian	71	1,976,881	.68	1,346,256
NAF and misc svcs	184	1,364,407	.68	927,797
Contractors	0	0	.80	0
Total	2231	50,337,499		30,941,742
<u>49th TFW</u>				
Air Force, uniform	2149	51,268,844	.61	31,274,001
Air Force, Civilian	83	2,307,219	.68	1,571,216
NAF and misc svcs	201	1,487,717	.68	1,011,648
Contractors	0	0	.80	0
Total	2433	55,063,780		33,856,865

(1) Percentage of salaries spent in the local area was taken from the Holloman AFB Economic Resource Impact Statement, FY 1989.

(2) Military payrolls were estimated using composite rates from AFR 173-13, October 1989.

Table B.6.2 Services and Procurement Expenditures Related to the Holloman Alternative at Otero County

Contracts	Total(\$)	Local Expenditures(\$)	Unit Share (1)
<u>37 TFW :</u>			
New construction	69,700,000	6,970,000	6,970,000
O&M construction	10,949,910	1,204,490	454,093
Business services	15,154,143	1,666,956	628,442
Misc services	10,018,085	1,101,989	415,450
Material and supplies	19,506,210	2,145,683	808,923
Commissary and BX	14,649,408	872,495	328,931
Education impacts	2,187,683	2,187,683	824,756
Health services	2,100,064	2,100,064	774,924
Local TDY expend	5,222,420	5,222,420	1,968,852
Total	149,487,923	23,471,780	13,174,371
<u>49th TFW</u>			
O&M construction	10,949,910	1,204,490	502,031
Business services	15,154,143	1,666,956	694,787
Misc services	10,018,085	1,101,989	459,309
Material and supplies	19,506,210	2,145,683	894,321
Commissary and BX	14,649,408	872,495	349,870
Education impacts	2,187,683	2,187,683	911,826
Health services	2,100,064	2,100,064	842,126
Local TDY expend	5,222,420	5,222,420	2,176,705
Total	79,787,923	16,501,780	6,830,975

(1) Unit Share is based on proportional extrapolation from current Holloman AFB expenditures and personnel.

Estimation of Indirect Impacts

Direct impacts are allocated to industrial sectors and, with the appropriate multiplier, used to estimate the indirect (and induced) output, earnings, and employment impacts. Table B.6-3 summarizes the impact calculations. The total economic output (value of goods and services) generated by the payrolls and procurements of the 37th TFW would be \$25.5 million (\$10.3 million in new construction), while output related to the inactivation of the 49th TFW would decline by \$27.9 million. Indirect earnings would increase \$7.8 million (and \$3.1 million because of new construction) with the 37th TFW, and decrease by \$8.6 million because of the inactivation. Estimated indirect jobs in Otero County would increase by 568 (and 168 because of new construction) with the 37th TFW and decrease by 623 with the inactivation.

Demographic Impacts

Table B.6-4 summarizes the demographic impacts of the two actions. The net number of households in the area would increase by 145, accompanied by 87 school-aged children. Total population would increase by 407 persons.

Table B.6-3 Output, Earnings, and Employment Related to the 37th/49th TFW Alternative at Otero County

Industrial Sector	MULTIPLIERS				IMPACTS			
	Expenditures ¹	Output ²	Earning ³	Employment ⁴	Output	Earnings	Employment	
37th TFW								
6. New Construction	\$6,970,000	1.4869	.4589	24.1800	\$10,363,693	\$3,198,533	158.55	
7. Maint. & repair constr.	454,093	1.4059	.5305	27.83	638,409	240,896	12.64	
25. Transportation	20,246	1.4222	.5972	26.52	28,794	12,091	.54	
28. Wholesale trade	390,165	1.4048	.4686	23.60	548,104	182,831	9.21	
33. Hotels, lodging, amusem't	1,968,852	1.4404	.4376	44.34	2,835,934	861,570	87.30	
35. Business services	1,043,892	1.4550	.6026	30.71	1,518,863	629,049	32.05	
37. Health Services	774,924	1.4635	.6553	31.95	1,134,101	507,808	24.76	
38. Miscellaneous services	824,756	1.4703	.5058	32.36	1,212,639	417,162	26.69	
39. Households ⁵	30,941,742	.5687	.1622	12.12	17,596,568	5,018,750	375.04	
TOTAL	\$43,388,670				25,513,413	7,870,157	568	
49th TFW								
7. Maint. & repair constr	502,031	1.4059	.5305	27.83	705,805	266,327	13.97	
25. Transportation	417,583	1.4222	.5972	26.52	44,624	18,738	.83	
28. Wholesale trade	417,583	1.4048	.4686	23.60	586,621	195,679	9.85	
33. Hotels, lodging, amusem't	2,176,705	1.4404	.4376	44.34	3,135,326	952,526	96.52	
35. Business services	1,154,096	1.4550	.6026	30.71	1,679,210	695,458	35.44	
37. Health services	842,126	1.4635	.6553	31.95	1,232,451	551,845	26.91	
38. Misc. services	911,826	1.4703	.5058	32.36	1,340,658	461,202	26.51	
39. Households ⁵	33,856,865	.5687	.1622	12.12	19,254,399	5,491,584	410.38	
TOTAL	\$39,892,609				27,979,094	8,633,360	623	

Notes:

- 1 Local procurements and payrolls.
- 2 Each entry in this column represents the total dollar change in output that occurs for each dollar that is not spent in the local economy.
- 3 Each entry in this column represents the total dollar change in earnings for each dollar that is not spent in the local economy.
- 4 Each entry in this column represents the total change in the number of jobs for each million dollars that is not spent in the local economy.
- 5 Represents local personal consumption expenditures, including payroll adjusted for taxes, savings, and percentage of nonlocal purchases.

Sources: U.S. Department of Commerce, Bureau of Economic Analysis 1990.

Table B.6.4 Demographic Impacts Related to the 37th/49th TFW Alternative at Otero County

	Lost Jobs	Workers	Relocating*	
			School Children	Population
<u>37 TFW :</u>				
Direct military jobs	1,976	1,976	1,186	5,533
Dirct federal civilian jobs(1)	255	25	17	67
Direct contractor jobs	0	0	0	0
Indirect jobs	568	0	0	0
Subtotal	2,799	2,001	1,203	5,600
Total Civilian jobs avail.	823			
in migr approp. fund civ.	25			
Working mil spouses and depends	790			
Working approp. fund civ spouse/ dep	43			
<u>49th TFW</u>				
Direct military jobs	2,149	1,827	1,096	5,115
Dirct federal civilian jobs(1)	284	29	20	78
Direct contractor jobs	0	0	0	0
Indirect jobs	623	0	0	0
Subtotal	3,056	1,856	1,116	5,193
Total Civilian job loss	907			
Working mil spouses and depends	731			
Approp. civ spouse and depends	50			

APPENDIX C
SOCIOECONOMIC METHODOLOGY

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REGIONAL INPUT-OUTPUT MODELING SYSTEM

C.1 RIMS

An input/output (I/O) model describes the flow of goods and services to markets and between industries in a region. Each industry in the economy has a particular set of production input requirements that generally differ from those of other industries. Taking the form of a large mathematical matrix that relates each service and industrial sector to every other service and industrial sector, the I/O model describes the structure of the economy and may be used to analyze the implications of the changes in one portion of the economy set off by a final-demand change. Implicit in this process is a multiplier that relates the total change to a specific initial change. The Regional I/O Modeling System (RIMS) takes the set of inter-sectional relationships present at the national level and regionalizes them, using location quotients that reflect the relationship of a local economy (sector by sector) to the national economy. RIMS was designed by the U. S. Department of Commerce, Bureau of Economic Analysis (BEA).

RIMS was developed to overcome costs and small-area data limitations of traditional approaches and to provide both geographical and industrial flexibility. It is a system of interrelated data files and computer programs designed to estimate I/O regional multipliers for any of the industries specified in the BEA's national I/O model and for any region, which can be defined as one or more counties in the United States. The system combines several advantages of the economic base and I/O approaches to regional impact analysis to produce multipliers that are conceptually similar to I/O multipliers. RIMS relies on secondary data sources, is sensitive to differences between industries, operates at a detailed industrial level, and is relatively inexpensive to apply.

The regional multiplier estimates the portion of succeeding cycles of expenditures that occur within a defined region, thus providing a measure of the increased economic activity within the region. RIMS estimates project-specific multipliers needed to estimate changes in regional gross output, regional employment, and regional earnings by first computing a given industry's dependence on other regional industries.

The relationship between one industry and others is used to estimate the multiplier effect of an increase in final demand for gross regional output. Earnings-to-gross-output ratios are then used to translate the output increase into increases in earnings. For any given region, the ratio of employment to earnings is used to obtain an estimate of the total increased employment within the region.

Each industry requires inputs that are converted to an output, which, in turn, serves as input to other industries. For example, the manufacturer of iron ore pellets requires, among other inputs, copper, electricity, labor, and transportation. When the ore is processed (becomes an output), it is purchased by (becomes inputs to) the steel manufacturing industry. Some of these suppliers and some of the consumers are located in the county, but some are not. An I/O model ordinarily requires the development of an entire I/O matrix to account for this interdependence. Although retaining many of the analytical opportunities of the I/O framework, RIMS avoids the need for this costly process by viewing the gross output multiplier as comprising four elements: the initial change, the direct effect, the indirect effect, and the induced effect.

The initial change component represents project expenditures that will occur in the study region. Since this initial change is exactly equal to project expenditures, it is always represented in the multiplier by unity (1.000). The remaining components, the secondary economic effects, are added to the initial economic effect to provide the total economic effect.

The direct effect component includes the industry input requirements and the ability of the area to meet them. The former is obtained from the national I/O model; the latter is derived from data relating to the study region (U.S. Bureau of the Census, County Business Patterns Program). Inputs required by the study industry but not produced in the region (or produced in insufficient quantity) must be imported by the region, thus reducing the direct effect component of the regional multiplier.

The input requirements are identified in the BEA national I/O model. The first step in regionalization is evaluating this set of input requirements for the particular project or specific industry. The suitability of the national model industry is assessed, and project-specific adjustments are made in the national model input requirements on the basis of available project descriptions or engineering information.

The input requirements that result from this first step represent the national level industry technical requirements that are indicative of the specific regional economy. The second step in regionalization reconciles the technical requirements of these industries with the capacity of the region to supply the required inputs. The national technical requirements are replaced by regional direct coefficients reflecting the actual purchases of input from suppliers within the study region. This step is accomplished with the use of the location quotient, which is a double ratio of the form:

$$\frac{\text{industry } i \text{ employment in study region} / \text{total employment in study region}}{\text{industry } i \text{ employment in the nation} / \text{total employment in the nation}}$$

County Business Patterns data are used to estimate these location quotients. If the location quotient for a given input is zero, no production is carried on in the region. Thus, all the required input must be imported and the regional direct effect is zero. If the

location quotient is equal to or greater than one, production in the region is assumed to be sufficient to supply the study industry, and the regional direct effect is equal to the national direct requirement. In cases where the location quotient is greater than zero but less than one, the region is assumed to supply some of the input requirement, the proportion being equal to the value of the location quotient.

The location quotient test is applied to each regional industry that potentially supplies inputs to the study industry. The column sum of all the resulting regionalized coefficients is the direct component of the regional multiplier.

The indirect component and the induced component are computed as a single combined value in RIMS. Indirect-induced effects are those resulting from expansion of supplier and service industries to meet the needs of the directly affected industry, as well as changes in local consumption expenditures. The indirect interactions measure additional rounds of expenditures and production that result from the initial stimulus. Incomes of local consumers are increased by direct and indirect effects, and some part of the income increases will be spent in the region, stimulating additional economic activity. This effect of increased incomes to local consumers is the induced effect and is an extension of the indirect component. In an I/O model, under empirically common conditions, the indirect-induced component can be estimated as a linear homogeneous function of the direct component.

C.2 UPDATED RIMS PROGRAM (RIMS II)

The Regional Input-Output Modeling System II (RIMS II) is a major revision of RIMS (discussion adapted from Bureau of Economic Analysis, May 1984). The basic differences between RIMS II and RIMS are the use of more recent national I/O tables (1972 and 1977), availability of more detailed and more current data for regionalizing the national I/O tables, and greater flexibility in the derivation of regional impact estimates using a matrix inversion technique that provides industrially disaggregated impacts. RIMS II developmental research is currently focused on estimating regional transactions tables and comparing RIMS II estimates of state-specific imports and exports with survey-based estimates from the Census Bureau's Commodity Transportation Survey. RIMS II is also being adapted to analyze the regional and industrial impacts of defense procurement. This overview briefly describes RIMS II multipliers, the multiplier-estimation procedures, and some of the advantages and uses of RIMS II.

C.2.1 RIMS II Multipliers

RIMS II multipliers are intended to show the total regional effects on industrial output and personal earnings for any county or group of counties in the United States and for any of the 500 industrial sectors in the 1972 and 1977 BEA national I/O tables. More specifically, RIMS II multipliers can be used to estimate changes in total regional output and earnings resulting from changes in regional final demand for the output of

specific industries. Regional output in the I/O context is similar to sales and includes sales to industries in the region and to final demand. In RIMS II, final demand includes sales to government, other regions, and capital formation.

For example, based on RIMS II multipliers, \$1 million of new warehouse construction in the Denver-Boulder, Colorado, metropolitan statistical area (MSA) would increase personal earnings in the MSA by \$700,000; the same expenditure in the Wilmington, North Carolina, MSA would increase earnings there by \$500,000. The difference between the earnings impacts in the two MSAs occurs because the Denver-Boulder local economy provides more of the total input requirements for constructing warehouses than does the Wilmington economy. In general, multipliers are smaller in smaller regional economies. However, multipliers and estimated regional impacts also depend on which industry is initially affected. For example, if the initial \$1 million were spent on the maintenance and repair of streets in Wilmington, the earnings effect there would be \$700,000, which is the same as the effect of a \$1 million expenditure for warehouse construction in the larger Denver-Boulder MSA.

C.2.2 RIMS II Methodology

In order to estimate impacts such as those presented above, RIMS II uses the BEA national I/O tables, which show the input and output structure of 500 industries. Since firms in all national industries are not found in each region, some direct requirements in a particular region typically cannot be supplied by that region's industries. Therefore, input requirements that are not produced in a study region are identified, using BEA four-digit Standard Industrial Classification (SIC) county earnings data. (Currently, data for 1979 through 1983 can be used.) The earnings data are used as proxies for the industry-specific input and output data, which are seldom available at the small-area level. Using the same earnings data, the resulting regional I/O table can be aggregated to the level of industrial detail appropriate for the impact study.

More specifically, the RIMS II approach can be viewed as a three-step process. In the first step, the national I/O matrix is made region-specific by using corresponding four-digit SIC location quotients (LQs). The LQs are used to estimate the extent to which requirements are supplied by firms within the region. For this purpose, RIMS II employs LQs based on two types of data. According to this mixed-LQ approach, BEA county personal income data by place of residence are used to calculate LQs in the service sectors, and BEA earnings data by place of work are used for the LQs in the non-service sectors.

The second step involves estimating the household row and the household column of the matrix. The household-row coefficients are estimated based on value-added gross-output ratios from the national I/O table and are introduced into each industry's coefficient column. A household column is constructed, based on national consumption and savings rate data and national and regional tax rate data.

The last step in the RIMS II estimating procedure is to calculate the multipliers. It is often necessary to trace the impact of changes in final demand on numerous directly and indirectly affected industries. RIMS II applications employ the Leontief inversion approach for obtaining multipliers. This inversion process produces output and earnings multipliers for all additionally affected industries.

C.2.3 Accuracy Of RIMS II

Empirical tests of the accuracy of RIMS II multipliers indicate that RIMS II yields estimates that are not substantially different from those generated by regional I/O models based on the costly gathering of survey data. For example, a comparison of 224 industry-specific multipliers from survey-based tables for Texas, Washington, and West Virginia indicate that the RIMS II average multipliers overestimate the average multipliers from the survey-based tables by approximately 5%, and, for the majority of individual industry-specific multipliers, the difference between RIMS II and survey-based multipliers is less than 10%. In addition, RIMS II and survey multipliers show a statistically similar distribution of affected industries.

C.2.4 Advantages of RIMS II

There are numerous advantages to RIMS II. First, it is possible to provide estimates of economic impact without building a complete survey I/O model for each region under study. RIMS II produces multipliers that are derived from secondary data sources, thus eliminating the costs associated with the compilation of data from a wide variety of these sources. Second, because RIMS II employs a disaggregated sectoring plan, analysis may be performed at a detailed industrial level, thereby avoiding aggregation errors that often occur when different industries are combined. Third, the RIMS II multipliers are based on a consistent set of procedures across areas, making comparisons among areas more meaningful than if the results were obtained from incompatible impact models designed only for individual areas. Fourth, the multipliers can be updated to reflect the most recent local area earnings and personal income data.

The industrial output and personal earnings impacts estimated by RIMS II can be crucial for estimating effects not directly specified by RIMS II itself. For example, the estimation of regional fiscal, labor migration, and environmental effects often depend on the estimation of the regional output and earnings impacts of the initial stimulus. Since many of these important effects are often best analyzed on a case-by-case basis, one of the major advantages of using RIMS II is that valuable research resources can be spent on the analysis of these effects, rather than on the construction of an impact model. Therefore, when using RIMS II, a cost-effective impact study can devote most of its research budget to specifying initial impacts in industry-specific detail, and analyzing the implications of RIMS II estimated impacts on other regional economic activities.

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APPENDIX D
AIRCRAFT INFORMATION

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United States Air Force

Secretary of the Air Force, Office of Public Affairs, Washington, D.C. 20330-1000

F-117A Stealth Fighter

The F-117A Stealth Fighter is the world's first operational aircraft designed to exploit low observable stealth technology. Flown by pilots of the Tactical Air Command's 37th Tactical Fighter Wing at Tonopah Test Range Airfield, Nev., this single-seat fighter is designed to penetrate dense threat environments and attack high value targets with pinpoint accuracy.

The unique design of the F-117A provides exceptional combat capabilities. About the size of an F-15 Eagle, the twin engine aircraft is powered by two General Electric F-404 turbofan engines and has quadruple redundant fly-by-wire flight controls. Air refuelable, it supports worldwide commitments and adds to the deterrent strength of the U.S. military forces.

The F-117A can employ a variety of weapons and is equipped with sophisticated navigation and attack systems integrated into a state-of-the-art digital avionics suite that increases mission effectiveness and reduces pilot workload. Detailed planning for missions into highly defended target areas is accomplished by an automated mission planning system developed specifically to optimize the unique capabilities of the F-117A.

A total of 59 F-117A aircraft have been procured. The first TAC aircraft were delivered in 1982, and the last delivery will be in the fall of 1990. Streamlined management by Aeronautical Systems Division, Wright-Patterson AFB, Ohio, combined breakthrough stealth technology with concurrent development and production to rapidly field the aircraft. The F-117A production decision was made in 1978 with a contract awarded to Lockheed Advanced Development Projects, the "Skunk Works," in Burbank, Calif. The first flight was in 1981, only 31 months after the full scale development decision. TAC's only F-117A unit, the 4450th Tactical Group (redesignated 37 TFW in October 1989), achieved initial operational capability in October 1983.

The F-117A program has demonstrated that a stealth aircraft can be designed for reliability and maintainability. The aircraft maintenance statistics are comparable to other tactical fighters of similar size and complexity. Logistically supported by Sacramento Air Logistics Center, McClellan AFB, Calif., the F-117A is kept at the forefront of technology through a planned weapon system improvement program located at USAF Plant 42 at Palmdale, Calif.

Specifications

Function: fighter, attack
Prime contractor: Lockheed Aeronautical Systems Company
Power plant/manufacturer: two General Electric F-404 engines
Dimensions: wingspan 43 ft. 4 in., length 65 ft. 11 in., height 12 ft. 5 in.

Max Gross Weight: 52,500
Speed: high subsonic
Range: unlimited with air refueling
Crew: one
Armament: internal weapons carriage
Status: operational

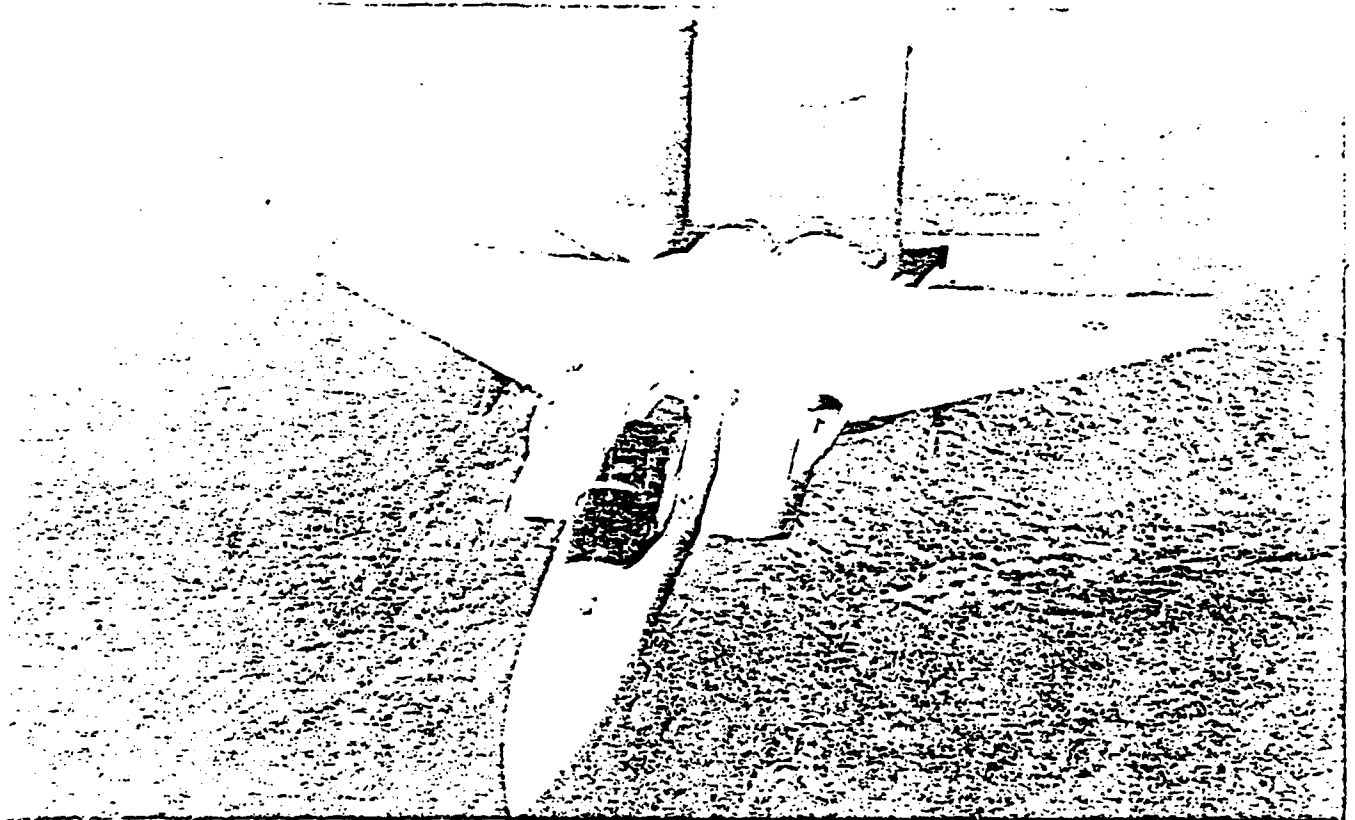
Current as of April 3, 1990



United States Air Force

Secretary of the Air Force, Office of Public Affairs, Washington, D.C. 20330-1000

89-14



F-15 Eagle

The F-15 Eagle is an all-weather, extremely maneuverable, tactical fighter designed to gain and maintain air superiority in aerial combat. It can outperform and outfight any current or projected enemy aircraft and penetrate enemy defenses.

The Eagle's air superiority is achieved through a mixture of unprecedented maneuverability and acceleration, range, weapons and avionics. The F-15 has electronic systems and weaponry to detect, acquire, track and attack enemy aircraft while operating in friendly or enemy-controlled airspace. Its weapons and flight control systems are designed so one man can safely and effectively perform air-to-air combat.

The F-15's superior maneuverability and acceleration are achieved through high engine thrust-to-weight ratio

and low wing loading. It is the first U.S. operational aircraft whose engines' thrust exceeds the plane's loaded weight, permitting it to accelerate even in a vertical climb. Low wing loading (the ratio of aircraft weight to its wing area) is a vital factor in maneuverability and, combined with the high thrust-to-weight ratio, enables the aircraft to turn tightly without losing airspeed.

The multimission avionics system sets the F-15 apart from other fighter aircraft. It includes a head-up display, advanced radar, inertial navigation system, flight instruments, UHF communications, tactical navigation system and instrument landing system. It also has an internally mounted, tactical electronic-warfare system, "identification friend or foe" system, electronic countermeasures set and a central digital computer.

The head-up display projects on the windscreen all essential flight information gathered by the integrated avionics system. This display, visible in any light condition, provides the pilot information necessary to track and destroy an enemy aircraft without having to look down at cockpit instruments.

The F-15's versatile pulse-Doppler radar system can look up at high-flying targets and down at low-flying targets without being confused by ground clutter. It can detect and track aircraft and small high-speed targets at distances beyond visual range down to close range, and at altitudes down to tree-top level. The radar feeds target information into the central computer for effective weapons delivery. For close-in dog fights, the radar automatically acquires enemy aircraft, and this information is projected on the head-up display.

The inertial navigation system enables the Eagle to navigate anywhere in the world. It gives the position of the aircraft at all times as well as pitch, roll, heading, acceleration and speed information.

The F-15's tactical electronic warfare system provides both threat warning and automatic countermeasures against selected threats.

The "identification friend or foe" system informs the pilot if an aircraft seen visually or on radar is friendly. It also informs U.S. or allied ground stations and other suitably equipped aircraft that the F-15 is a friendly aircraft.

Weaponry

A variety of air-to-air weaponry can be carried by the F-15. An automated weapon system enables the pilot to perform aerial combat safely and effectively, using the head-up display and the avionics and weapons controls located on the engine throttles or control stick. When the pilot changes from one weapon system to another, visual guidance for the required weapon automatically appears on the head-up display.

The Eagle can be armed with three different air-to-air weapons: four AIM-7F/M Sparrow missiles on its lower fuselage corners, four AIM-9L/M Sidewinder missiles on two pylons under its wings and an internal 20mm Gatling gun (with 940 rounds of ammunition) in the right wing root.

Low-drag, conformal fuel tanks were especially developed for the F-15C and D models. Conformal fuel tanks can be attached to the sides of the engine air intake trunks under each wing and are designed to the same load factors and airspeed limits as the basic aircraft. Each conformal fuel tank contains about 114 cubic feet of usable space. These tanks reduce the need for in-flight refueling on global missions and increase time in the combat area. All external stations for munitions remain available with the tanks in use. AIM-7F/M Sparrow

missiles, moreover, can be attached to the corners of the conformal fuel tanks.

History

The first flight of the F-15A was made in July 1972, and the first flight of the two-seat F-15B (formerly TF-15A) trainer was made in July 1973. The first Eagle (F-15B) was delivered in November 1974 to the 58th Tactical Training Wing, Luke Air Force Base, Ariz., where pilot training is accomplished in both F-15A and B aircraft. In January 1976, the first Eagle destined for a combat squadron was delivered to the 1st Tactical Fighter Wing, Langley Air Force Base, Va.

Other units equipped with F-15s include the 36th Tactical Fighter Wing, Bitburg Air Base, West Germany; 49th Tactical Fighter Wing, Holloman Air Force Base, N.M.; 32nd Tactical Fighter Squadron, at Soesterberg, Netherlands; and the Alaskan Air Command, at Elmendorf Air Force Base. In January 1982, the 48th Fighter-Interceptor Squadron at Langley Air Force Base became the first Air Force air defense squadron to transition to the F-15.

The single-seat F-15C and two-seat F-15D models entered the Air Force inventory beginning in 1979. Kadena Air Base, Japan, received the first F-15C in September 1979. These new models have Production Eagle Package (PEP 2000) improvements, including 2,000 pounds of additional internal fuel, provision for carrying exterior conformal fuel tanks and increased maximum takeoff weight of up to 68,000 pounds.

Six of the eight world time-to-height records set in 1975 by the F-15A, Project Streak Eagle, remain unbeaten. These include a climb to 65,616 feet in 2 minutes, 2.94 seconds.

Specifications (F-15C)

Primary function: air superiority tactical fighter

Prime contractor: McDonnell Douglas Corp.

Power plant/manufacturer: two Pratt & Whitney

F 100-PW-100 turbofan engines with afterburners

Thrust: 25,000 lb. each engine

Dimensions: wingspan 42 ft. 9 3/4 in., length 63 ft.

9 in., height 18 ft. 7 1/2 in.

Speed: Mach 2.5 plus

Combat ceiling: 65,000 ft.

Range: 3,450 miles ferry range with conformal fuel tanks and three external fuel tanks

Crew: one

Armament: one M-61A1 20mm multibarrel gun mount internally with 940 rounds of ammunition, four AIM-9L/M Sidewinder and four AIM-7F/M Sparrow missiles

Maximum takeoff weight: 68,000 lb.

Status: operational

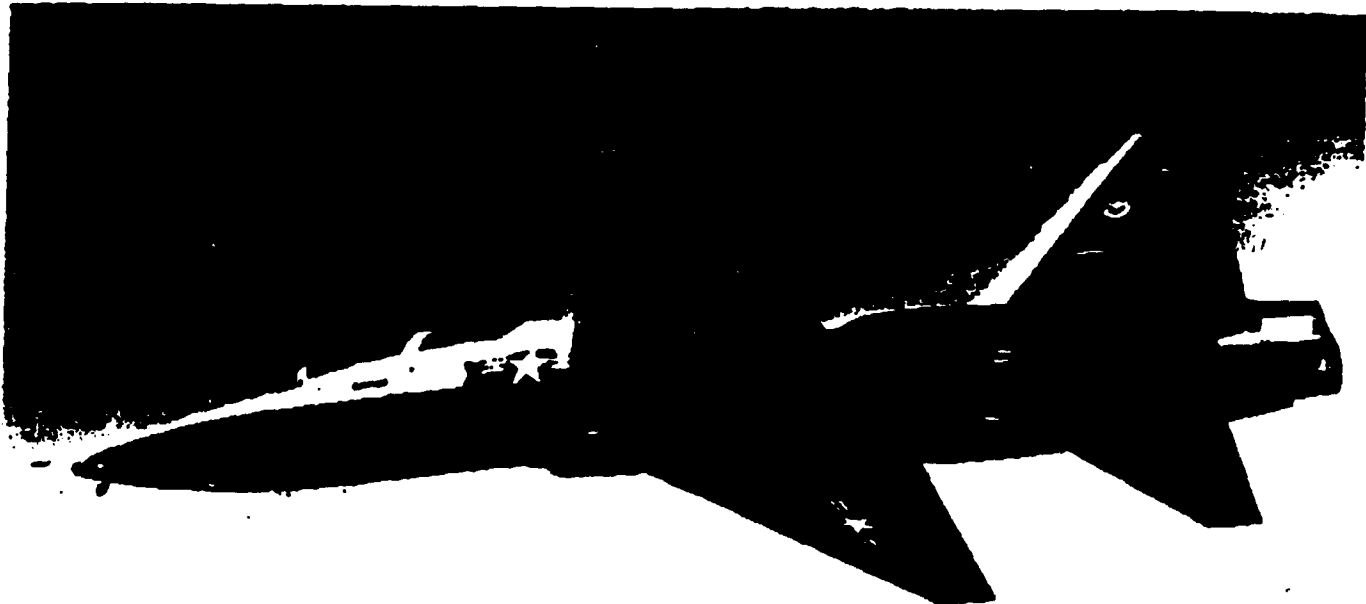


Fact Sheet

United States Air Force

Secretary of the Air Force, Office of Public Affairs, Washington, D.C. 20330

86-21



T-38 TALON

The T-38 Talon is a twin-engine, high-altitude, supersonic jet trainer. It is used in a variety of roles because of its design, economy of operations, ease of maintenance, high performance and exceptional safety record. The aircraft is used primarily by the Air Training Command for undergraduate pilot and instructor pilot training. Tactical Air Command, Strategic Air Command, Air Force Systems Command, Air Force Logistics Command and the National Aeronautics and Space Administration also use the T-38 in various roles.

The T-38 has swept-back wings, a streamlined fuselage and tricycle landing gear with a steerable nosewheel. Two independent hydraulic systems power the ailerons, flaps, rudder and other flight control surfaces.

The instructor and student sit in tandem on rocket-powered ejection seats in a pressurized air-conditioned cockpit.

Critical components are waist high and can be easily reached by maintenance crews. Refueling and preflight inspections may also be performed readily.

The T-38 needs as little as 2,300 feet of runway to take off and can climb from sea level to nearly 30,000 feet in one minute.

Students fly the T-38A in pilot training to learn supersonic techniques; aerobatics; formation, night and instrument flying; and cross-country navigation. More than 50,000 pilots have earned their wings in the T-38A.

Test pilots and flight test engineers are trained in T-38A's at the U.S. Air Force Test Pilot School.

Tactical Air Command uses a specially modified aircraft, the AT-38B, to prepare pilots and weapon systems officers for fighter aircraft such as the F-4, F-15, F-16, A-10 and F-111. This model carries external armament and associated weapons delivery equipment for training purposes only.

Strategic Air Command uses the T-38A for its Accelerated Co-pilot Enrichment Program. This program gives younger, less experienced co-pilots a chance to develop the self-confidence and decision-making skills needed to become an aircraft commander.

The National Aeronautics and Space Administration uses the T-38A as a trainer for astronauts and as an observer/chase plane on

such programs as the space shuttle. Air Force Systems Command and Air Force Logistics Command use the T-38A to test experimental equipment such as electrical and weapon systems.

Pilots from most North Atlantic Treaty Organization countries are trained in the T-38A at Sheppard Air Force Base, Texas, through the Euro-NATO Joint Jet Pilot Training Program.

The Talon first flew in 1959. More than 1,100 were delivered to the Air Force between 1961 and 1972, when production ended. Approximately 800 remain in service throughout the Air Force.

Specifications

Primary functions: advanced jet pilot trainer
Power plant/manufacturers: two General Electric J85-GE-5 turbojet engines with afterburners
Prime contractor: Northrop Corp.
Thrust: 3,850 lb with afterburning
Speeds: 812 mph

Dimensions: wingspan 25 ft 3 in, length 46 ft 4 1/2 in, height 12 ft 10 1/2 in
Ceilings: above 55,000 ft
Range: beyond 1,000 miles
Crew: two (student and instructor)
Status: operational



Fact Sheet

United States Air Force

Secretary of the Air Force, Office of Public Affairs, Washington, D.C. 20330

86-7



F-4 PHANTOM II

The F-4 Phantom II is a twin-engine, all-weather, tactical fighter-bomber. All F-4 models have folding wings for easy aircraft storage and ground handling. The aircraft can perform three tactical air roles -- air superiority, interdiction and close-air support -- as it did in Southeast Asia during the Vietnam conflict.

The F-4 can operate at speeds of more than 1,600 miles per hour and can be flown to altitudes close to 60,000 feet. Flight speeds from 150 to 165 miles per hour, necessary for short landing field operations, are made possible by the use of high-lift flaps and boundary layer control techniques.

Currently more than 1,000 F-4s are in the Air Force inventory. They are assigned to the Tactical Air Command, United States Air Forces in Europe, Pacific Air Forces, Air National Guard and Air Force Reserve.

The Air Force flew its first F-4 model -- the F-4C -- in May 1963. It is the Navy's F-4B model modified to meet Air Force requirements. These modifications include wider-tread, low-pressure tires; larger wheels and brakes; cartridge starters; dual controls; boom in-flight refueling; and an inertial navigation system. This model has a pod-mounted 20mm multibarrel gun and outer mountings for a large weapon load. The Air

National Guard began flying the F-4C in January 1972. The Air Force Reserve received its first Phantom II in June 1978.

The F-4D model has major changes that increase accuracy in weapons delivery. The Air Force received its first F-4D in March 1966; the Air National Guard received its first in 1977; and the Air Force Reserve received its first in 1980.

The first F-4E was delivered in October 1967. This model has an additional fuselage fuel tank, leading-edge slats for increased maneuverability, an improved engine and an internally mounted 20mm multibarrel gun with improved fire-control system. In 1985 the Air National Guard received its first F-4E.

Starting in 1973, F-4E's were fitted with target-identification systems for long-range visual identification of airborne or ground targets. Each system is essentially a television camera with a zoom lens to aid positive identification. Current updating modifications being made on this model include the Pave Tack system that provides a day/night all-weather capability to acquire, track and designate ground targets for laser,

infrared and electro-optically guided weapons. Another change is a digital intercept computer that includes launch computations for all AIM-9 Sidewinder and AIM-7 Sparrow air-to-air missiles.

The F-4G Wild Weasel models increase the survivability of tactical strike forces by seeking out and suppressing or destroying enemy radar-directed anti-aircraft artillery batteries and surface-to-air missile sites. They are E models modified with sophisticated electronic warfare equipment in place of the internally mounted 20mm gun of the F-4E. The F-4G also can carry more weapons than previous Wild Weasel aircraft. It can carry a greater variety of missiles as well as conventional bombs. Primary weapons include Rockeye cluster bombs and air-to-surface missiles such as Shrike, HARM (high-speed anti-radiation missile), Maverick and air-to-air missiles. The F-4G has replaced the F-105G and F-4C Wild Weasel aircraft in the active Air Force inventory. The first F-4G Wild Weasel was delivered to George Air Force Base, Calif., in 1978.

Specifications

Primary function: all-weather tactical fighter-bomber

Prime contractor: McDonnell Aircraft Co., McDonnell Douglas Corp.

Power plant/manufacturer: two General Electric turbojet engines with afterburners, F-4C/D -- J79-GE-15, F-4E/G -- J79-GE-17

Thrust: each engine with afterburner, F-4C/D -- 17,000 lb; F-4E/G -- 17,900 lb

Dimensions: wingspan 38 ft 11 in; length F-4C/D -- 58 ft 3 in, F-4E/G -- 62 ft 11 in; height 16 ft 5 in

Speed: more than Mach 2 at 40,000 ft

Ceiling: above 60,000 ft

Range: beyond 1,300 miles with typical tactical load

Crew: two -- pilot and weapon systems operator

Maximum takeoff weight: 58,000 lb

Armament: F-4C/D -- four AIM-7E Sparrow and four AIM-9 Sidewinder missiles, provisions for 20mm gun pods at fuselage centerline station or outboard pylons, and one fuselage centerline bomb rack and four pylon bomb racks capable of carrying up to 12,500 pounds of general purpose bombs; nuclear weapon capability; F-4E -- one 20mm M61A-1 multibarrel gun, four AIM-7 Sparrow and four AIM-9 Sidewinder missiles, and one fuselage centerline bomb rack and four pylon bomb racks capable of carrying 12,500 pounds of general purpose bombs; F-4G -- same as F-4E except gun removed and Shrike, and HARM capability added

Status: operational

Supersedes USAF Fact Sheet 82-48
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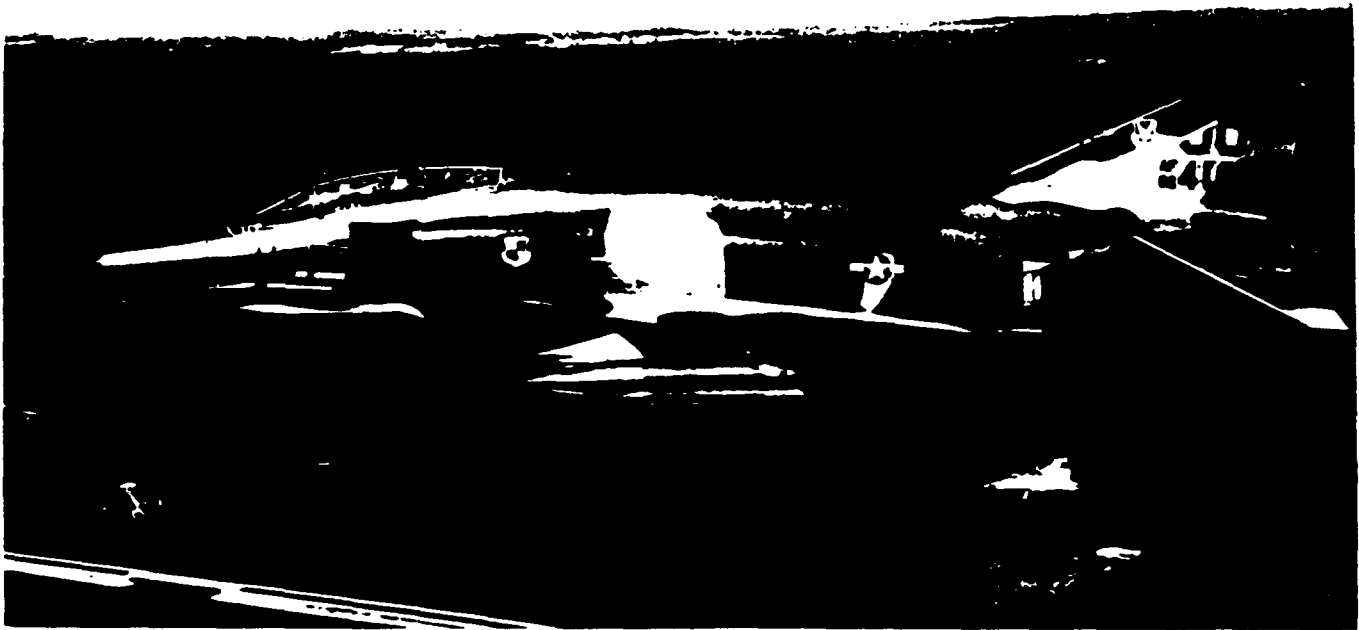


Fact Sheet

United States Air Force

Secretary of the Air Force, Office of Public Affairs, Washington, D.C. 20330-1000

88-14



RF-4C Phantom II

The RF-4C Phantom II is a long-range multisensor aircraft capable of all-weather day and night reconnaissance in a high- or low-threat environment. The RF-4C specifications and design are similar to the F-4 Phantom II. Two crew members sit in tandem on ejection seats under individual rear-hinged canopies. The plane's cantilever wings are swept back 45 degrees. Its tricycle landing gear hydraulically retracts into the wings and fuselage.

Normal combat missions in the RF-4C are flown at altitudes ranging from 100 feet to 45,000 feet at speeds often exceeding 600 miles per hour. For extended missions, one external fuel tank under the fuselage and two under the wings can be added. The RF-4C can also be refueled in flight. Equipment for boom refueling with retractable receptacle is installed in the top side of the fuselage, behind the rear canopy.

Optical, infrared, and tactical electronic reconnaissance systems make the RF-4C one of the most versatile reconnaissance aircraft in the world. All of these reconnaissance systems are operated primarily from the rear seat.

The optical cameras are used generally for day, low-altitude photography but also produce high-quality imagery at higher altitudes. These cameras can generate forward-looking and side-looking oblique photography, vertical and mapping photography, and horizon-to-horizon panoramic photography. Special long-range optical photographic systems with focal lengths from 36 inches to 66 inches provide detailed prints from extended stand-off ranges.

The infrared sensor locates targets under cover or at night by detecting heat sources and heat differentials and is especially suited for night reconnaissance tasks

in high-threat areas. Unlike optical cameras, which need a source of light, the infrared system forms an image from infrared (heat) energy radiated by objects within the sensor's field of view. The result is a continuous map of the area beneath the flight path of the aircraft.

Tactical electronic reconnaissance is also a day, night, all-weather system that records on tape the identity and location of electronic emitters. The system has data-link equipment which gives it the capability to provide near-real-time information to ground sites.

Associated reconnaissance capabilities include film data annotation; HF and UHF communications sets; and vertical stabilized camera mounts. Special films such as

camouflage detecting and color also are used.

Several RF-4C's were modified with the ARN-101 digital modular avionics system, which includes an inertial measurement unit.

The first production model of the RF-4C flew in 1963 and became operational in 1964. When production ended in 1973, 509 had been built. Most of these are operated by Tactical Air Command, Pacific Air Forces and United States Air Forces in Europe. In 1972 Air National Guard reconnaissance squadrons began flying the RF-4C in training missions and now provide 50 percent of the combat-ready tactical reconnaissance squadrons.

Specifications

Prime function: reconnaissance

Prime contractor: McDonnell Douglas Corp.

Power plant/manufacturer: two General Electric J79-GE-15 turbojet engines with afterburners or J79-GE-15E low smoke engines

Thrust: 17,000 lb. each engine

Dimensions: wingspan 38 ft. 5 in., length 63 ft., height 16 ft. 5 in.

Speed: 1,600 mph

Ceiling: 50,000 ft.

Range: beyond 1,400 miles

Maximum takeoff weight: 58,000 lb.

Special equipment: KA-56 low-altitude panoramic camera (horizon-to-horizon scan); KA-91 high-altitude panoramic camera (60 to 90 degree scan); KS-87 optical camera (3-, 6-, 12- or 18-inch focal length); T-11 high-altitude mapping camera; AAD-5 infrared line sensor; AN/ALQ-125 tactical electronic reconnaissance system

Crew: two (pilot and weapon systems officer) in tandem

Status: operational

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APPENDIX E
FACILITY REQUIREMENTS

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TABLE E-1. FACILITIES REQUIRED AT HOLLOMAN AFB

37th TFW

<i>PROJECT</i>	<i>SCOPE</i>	<i>EXISTING FACILITY</i>
FISCAL YEAR 1991:		
West Side		
Maintenance Docks/Hangars (40)	296,000 SF	
Apron	25,000 SY	
Fuel Distribution		
Squadron Operations	26,400 SF	
Alter Intel/Academics	14,700 SF	Bldg 898
Intel Domes, Storage	4,800 SF	
Alter Parts Store	30,000 SF	Bldg 824
Utilities		
Electrical		
Natural Gas		
Water		
Communications		
Main Base		
Simulator Addition	2,000 SF	Bldg 316
Data Processing Addition	1,300 SF	
FISCAL YEAR 1992:		
West Side		
Alter Fuel Cell Docks	30,000 SF	Bldg 868
Alter Corrosion Control	8,600 SF	Bldg 830
Alter Central Security Control		
Precision Measurement		
Equipment Laboratory Addition	200 SF	Bldg 839
Alter Component Repair Squadron	23,600 SF	Bldg 823
Alter Maintenance Docks (ventilation)		Bldg 877, 898
Alter Engine Shop	29,100 SF	Bldg 800, 806
Alter Dining Hall	500 PN	Bldg 802

HOLLOMAN AFB

37th TFW

<i>PROJECT</i>	<i>SCOPE</i>	<i>EXISTING FACILITY</i>
Utilities		
Airfield Lighting Repair		
Perimeter Fence		
Munitions Storage Area		
Munitions Storage	28,000 SF	
Munitions Pads, Roads	14,000 SY	
Bomb Assembly Facility	6,000 SF	
Conventional Munitions Unit	10,000 SF	
Combat Support Unit	10,000 SF	
Munitions Storage Area Loading Dock	1	
Satellite Child Care Center	10,500 SF	

LEGEND

PN persons
SF square feet
SY square yards

TABLE E-2. FACILITIES REQUIRED AT HOLLOMAN AIR FORCE BASE

F-4 UNITS

<i>PROJECT</i>	<i>SCOPE</i>	<i>EXISTING FACILITY</i>
Fiscal Year 1991:		
Alter/Relocate Aircraft Maintenance Shops	Internal	Bldgs. 301, 500
Alter Squadron Operations and Administration Bldg.	Internal	Bldg. 318
Improve fire protection	Internal	Hangar 500
Improve fire protection	Internal	Hangar 291
Improve ventilation	Internal	Hangar 315
Alter Radar Calibration	Internal	Hangar 281
Expand Parts Store	10,000 SF	Bldg. 280
Expand End of Runway Pavement	1,200 SY	
Construct Fuel Tank Storage Area	4,000 SY	
Alter Engine Run-Up Pad	Internal	
Alter Offices for EMS/DCM Staff	Internal	Bldg. 302
Construct Weapons & Release Shop	7,000 SF	
Construct Flight Simulator Facility	1,000 SF	
Construct A/C Maintenance Unit	8,000 SF	
Alter Photo Processing Trailer Pad	100 SY	
Alter Flight Simulator Facility	Internal	Bldg. 316
Add Apron	8,000 SY	
Construct Structural Shop	14,000 SF	
Construct Avionics Shop	27,000 SF	
Add Shop Service Center	8,000 SF	
Add to Engine Shop	9,000 SF	Bldg. 300

TABLE E-3. FACILITIES REQUIRED AT NELLIS AFB

37th TFW

<i>PROJECT</i>	<i>SCOPE</i>	<i>EXISTING FACILITY</i>
FISCAL YEAR 1991:		
Maintenance Docks/Hangars (40)	296,000 SF	
Apron	200,000 SY	
Squadron Operations	26,400 SF	
Fuel Cell Docks	2 Bays	
Intel (w/SCIF)	8,000 SF	
Intel Domes, Storage	4,800 SF	
Corrosion Control	1 Bay	
Simulator	15,000 SF	
Aircraft Loading Revetments	24	
Utilities		
Electrical		
Natural Gas		
Water		
Communications		
Sewage		
Petroleum/Oil/Lubricants (including hydrants)		
FISCAL YEAR 1992:		
Large Maintenance Hangar	14 Bays	
Taxiway (1,000 Linear Feet)	8,300 SY	
Parts Store/POL Operations (with storage yard)	47,000 SF	
Central Security Control		
Component Repair Squadron	27,000 SF	
Truck Fill Stands	4	
Training/Test Operations	10,000 SF	
Aircraft Maintenance Unit	8,000 SF	
Maintenance Training	6,000 SF	
Equipment Maintenance Squadron	27,000 SF	
Operating Fuel Storage	200,000 Gal	
Refueler Parking	6,000 SY	
Wing Headquarters	50,000 SF	
Fire Station	8,000 SF	
Liquid Oxygen Storage	4,000 Gal	

NELLIS AFB

37th TFW

<i>PROJECT</i>	<i>SCOPE</i>	<i>EXISTING FACILITY</i>
Aerospace Ground Equipment		
Maintenance/Storage	30,000 SF	
Flightline Kitchen	2,500 SF	
Precision Measurement		
Equipment Laboratory Addition	200 SF	Bldg 425
Data Processing Addition	1,300 SF	Bldg 589
Munitions Storage Area		
Munitions Storage	12,800 SF	
Munitions Pad, Roads	4,500 SF	
Bomb Assembly Facility	7,800 SF	
Conventional Munitions Unit	10,000 SF	
Inert Storage	12,000 SF	
Munitions Trailer Maintenance	1,600 SF	Bldg 10108
Utilities		
Airfield Lighting		
Security Fence & Lighting		

LEGEND

Gal gallons
 SF square feet
 SY square yards

TABLE E-4. Threat Emitter Characteristics

Unit	Equipment	Land Rqmts.	Cost*	Road	Mobility
AN-MPS-T1	3 pedestals control van maintenance van	3 concrete pads 20X30' spaced 150' apart Vans are size of semi-trailer truck	\$8-\$9 Million	Asphalt or well- prepared dirt	Mobile, but not easily trans- portable
AN-MPS-T10	Semi-trailer van Maintenance van	Concrete pad for large tractor- trailer	\$2.23 Million	Semi-prepared dirt	Transportable
AN-MSQ-T13	Same as T-10	100'X200' area	\$2.69 Million	Semi-prepared dirt	Reasonably transportable
AN-MSQ-T32	Radar disk on flat-bed with control van and maintenance van	100'X200' area	\$350,000	Semi-prepared dirt	Transportable but not easily mobile
AN-VPQ-1	3/4 ton pick- up + towed generator	None	\$750,000	Suitable for pick-up	Very mobile
AN-MPQ-T3	Semi-trailer rig plus maintenance van	100'X200' area	\$800,000	Semi-prepared dirt	Transportable, fairly mobile

* Assumes availability from existing inventory

APPENDIX F
AIR QUALITY METHODOLOGY

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METHOD OF ANALYSIS FOR AIR QUALITY IMPACTS

Emissions associated with aircraft operations were calculated for each base, and the special-use airspace that would be used for 37th TFW training operations under each alternative. To derive cumulative impacts, emission reductions were also calculated for 49th TFW operations. Table F-1 provides aircraft emission rates for F-117A aircraft. All other aircraft emission rates were taken from Seitchek (1985). Baseline 49th TFW and projected 37th TFW sorties were divided into a series of activities, and durations and power setting were estimated for each activity to derive estimated hourly emissions per sortie.

To estimate site-specific impacts on ambient pollutant levels, a closed-box modeling technique was used for all special use airspace and MTR's and the Air Quality Assessment Model (AQAM) (Seitchek, 1985) for air quality impacts near bases. The closed-box model technique assumes that aircraft emissions (measured in $\mu\text{g}/\text{m}^3$) are homogeneously dispersed and contained within a given volume of air in which an aircraft operates. As a result, the pollutant concentration calculated within the box is assumed equal to the maximum ground-level impact. The closed box technique is expected to estimate higher ground-level impacts than an analysis utilizing a computerized dispersion model, due to the conservative assumptions used in this approach. For example, the aircraft emissions are assumed to remain confined within the limited airspace of the closed box instead of being allowed to disperse downwind throughout a much larger volume of air, as would occur naturally.

The AQAM was used to evaluate maximum impacts resulting from flight operations at the base (Seitchek 1985). The AQAM is a gaussian dispersion model that estimates ground-level pollutant impacts from aircraft landing and take-off (full cycle) and approach/departure pattern activities.

Modeled one-hour impacts were compared to NAAQS with averaging periods longer than one hour by converting the one-hour impacts to longer averaging periods with the use of power laws. This technique is consistent with that recommended by the Environmental Protection Agency (EPA)(EPA 1977). The factors used to convert one-hour impacts to longer averaging periods are as follows: 0.90 for three-hour impacts, 0.70 for eight-hour impacts, 0.40 for 24-hour impacts, and 0.10 for annual impacts.

A rigorous photochemical analysis to determine the effects on ambient ozone was not considered necessary. The conservative impact analysis presented for the proposed aircraft activities determined that the one-hour ground-level concentrations of ozone precursors (NO_x and photochemically reactive hydrocarbons, which, for aircraft, is approximately 95 percent of the THC) will increase only marginally. Under favorable conditions, a few hours are required to convert ozone precursors to ozone in the atmosphere. Given that the emissions of ozone precursors generated by the proposed action are intermittent and that an extended residence time in the atmosphere is required to convert these emissions to ozone, ground-level increases in ambient ozone from the proposed action will be small, if not unmeasurable.

Table F-1 Aircraft Emission Rates for F-117A

	CO	THC	NOx	SO2	PM(a)		
Aircraft Emissions (lbs/hr)							
Idle	216.0	84.0	2.4	1.2	0.1		
Approach	246.3	1105.4	18.8	9.4	2.5		
Intermediate	66.7	33.4	200.2	11.1	5.2		
Military	40.8	3.3	407.5	16.3	5.5		
Engine Emissions (lbs/1000 lbs fuel)							
Idle	180	70	2	1.0	0.12		
Approach (Scaled from F-15 data)	26.2	117.6	2	1.0	0.27		
Intermediate	6	3	18	1.0	0.47		
Military	2.5	0.2	25	1.0	0.34		
(a) - PM based on F-15 emission factor							
Mode	Setting	Time (Hr)	Emissions (lbs/hr)		NOx	SO2	PM(a)
			CO	THC			
Startup	Idle	0.105	22.7	8.8	0.3	0.1	0.0
Taxi Out	Idle	0.092	19.8	7.7	0.2	0.1	0.0
Eng Chk	Mili	0.018	0.7	0.1	7.5	0.3	0.1
Roll	Mili	0.007	0.3	0.0	2.7	0.1	0.0
Climb I	Mili	0.007	0.3	0.0	2.7	0.1	0.0
Climb II	Mili	0.005	0.2	0.0	2.0	0.1	0.0
App I	Idle	0.032	6.8	2.7	0.1	0.0	0.0
App II	Idle	0.012	2.5	1.0	0.0	0.0	0.0
Landg	Idle	0.018	4.0	1.5	0.0	0.0	0.0
In Taxi	Idle	0.092	19.8	7.7	0.2	0.1	0.0
Shut dwn	Idle	0.013	2.9	1.1	0.0	0.0	0.0
Total		0.401	80.0	30.6	15.7	0.9	0.1
MTons/ Full Cycle			1.5E-02	5.6E-03	2.9E-03	1.9E-04	4.6E-05
MTons/ Touch & Go		0.080	5.1E-04	1.9E-04	2.8E-04	1.4E-05	4.0E-06

APPENDIX G
ISSUES IDENTIFIED AT SCOPING

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LIST AND TALLY OF ISSUES RAISED DURING SCOPING PROCESS

Issue	----- AFFECTED AREA -----			Total
	Tonopah	Las Vegas	Alamogordo	
1. Impact on employment	33	3	16	52
2. Impact on housing	15	1	12	28
3. Impact on schools (negative)	11	-	3	14
4. Impact on schools (positive)	-	-	1	1
5. Impact on utilities (water)	2	-	3	5
6. Impact on regional landfill	-	-	1	1
7. Impact on medical services	4	-	-	4
8. Need better interaction between Tonopah TTR and town	1	-	-	1
9. Loss of secondary income to community	2	-	-	2
10. Impact on pride of community	7	-	-	7
11. Impact on quality of life (negative)	10	-	4	14
12. Impact on quality of life (positive)	2	-	1	3
13. Impact on local economy (Tonopah)	28	-	1	29
14. Impact on local economy (Nellis AFB)	-	3	1	4
15. Impact of 479th inactivation on local economy (Alamogordo; negative)	-	-	8	8
16. Impact on local economy (Alamogordo; positive)	-	-	10	10
17. Impact on county tax base	1	-	4	5
18. Impact on state tax base	-	1	5	6
19. Use of federal funds	51	3	1	55
20. Impact on national security	17	-	-	17
21. Use of Social Security funds	1	1	-	2
22. Impact on social services	-	-	1	1
23. Impact on environment	-	-	3	3
24. Impact on noise levels	2	-	5	7
25. Impact on air quality	-	-	2	2
26. Impact on recreation areas	1	-	3	4
27. Concern about amount of people, planes, dollars affected	-	-	2	2
28. Impact of time lag between missions	-	-	8	8
29. Federal subsidizing between missions	2	-	1	3
30. Continuance of maintenance contract	1	-	5	6
31. Providing cross-training for civilian work-force	-	-	10	10
32. Future of Tonopah (other: closures, missions)	14	-	-	14
33. Future of the 479th	-	1	11	12
34. Impact at Holloman AFB if 479th and 37th both based there	-	-	1	1
35. Impact at Holloman AFB if 479th and 37th both based elsewhere	-	1	2	3
36. Costs associated with moving the 37th	-	1	7	8
37. Costs associated with moving the 49th	-	-	2	2
38. Costs associated with moving the 479th	-	-	5	5
39. Costs associated with moving the 37th to Nellis AFB	1	4	2	7
40. Costs associated with moving the 37th to Indian Springs	2	-	-	2
41. Costs associated with moving the 37th to Holloman AFB	-	1	1	2
42. Potential for cost reductions via REECO, unions, private contractors	6	-	-	6
43. Potential for cost reductions via number of flights for aircrew from Nellis AFB	8	1	-	9
44. Potential for cost reductions via construction of homes in Tonopah	12	1	-	13
45. Potential for cost reductions via discontinuing maid service	2	-	-	2
46. Retribution due to refusing nuclear waste repository	14	3	-	17
47. Return Nevada to mining interests	1	-	-	1

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Summary of Source Terms

Alternative Location	Aircraft	Construction (\$000)	Manpower Authorizations	Contractor Employees	Land Disturbance on base	off base
37th TFW/49th TFW						
<u>21</u>						
Tonopah Test Range	-46 F-117A -8 AT-38B			-1,130		
Holloman AFB	+46 F-117A +8 AT-38B -72 F-15	86,000	-185/-489 *	0/-528 *	58	2
Nellis AFB			-2,696			
HOLLOMAN						
<u>22</u>						
Tonopah Test Range	-46 F-117A -8 AT-38B			-1,130		
Holloman AFB	+46 F-117A +8 AT-38B +72 F-4 -72 F-15	106,000	+2,316/2,012 *	0/-528 *	70	7
Nellis AFB			-2,696			
HOLLOMAN-NELLIS						
<u>23</u>						
Tonopah Test Range	-46 F-117A -8 AT-38B			-1,130		
Holloman AFB	+72 F-4 -72 F-15	20,000	+269/-35 *	0/-528 *	10	7
Nellis AFB	+46 F-117A +8 AT-38B	159,000	-649		130	

* Due to alternative / Cumulative including Reduction of the 479th TTW