



# **T-X Recapitalization Environmental Impact Statement**



Joint Base San Antonio-Randolph

# WELCOME

to the

Public Scoping Meeting for the  
JBSA-Randolph T-X Recapitalization  
Environmental Impact Statement

Air Force Civil Engineer Center

# The National Environmental Policy Act

## Background

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

- Ensure analysis of proposed federal programs, projects, and actions before decisionmaking
- Inform the public of proposed federal activities that might affect environmental quality
- Encourage and facilitate public involvement in the decisionmaking process

## What is an EIS?

An Environmental Impact Statement (EIS) is the most detailed analysis prescribed by the regulations implementing NEPA.

An EIS is a detailed public document describing:

- A proposed action
- All action alternatives that were considered
- Environmental impacts of implementing the proposed action alternatives

We are here

## Steps in the EIS Process



# Public Scoping

## WHAT IS PUBLIC SCOPING?

Public scoping is:

- An early and open process, conducted in compliance with NEPA, for identifying issues and alternatives to be addressed in an EIS and determining who is interested in the proposed action.
- Conducted to help inform interested stakeholders, elicit valuable community input, and provide transparency through a mutual exchange of information.
- Initiated with publication of a Notice of Intent (NOI) in the Federal Register stating the agency's intent to prepare an EIS.

*The U.S. Air Force published an NOI in the Federal Register on February 6, 2019 to prepare an EIS for the proposed JBSA-Randolph T-X Recapitalization.*

## WHAT HAPPENS DURING PUBLIC SCOPING?

During public scoping, the U.S. Air Force:

- Provides information about the proposed action and alternatives being considered.
- Corresponds with local and federal stakeholders.
- Conducts public scoping meetings.
- Requests detailed comments regarding the proposed action, action alternatives, and resource considerations.

## WHAT ROLE DOES THE PUBLIC HAVE DURING PUBLIC SCOPING?

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

- Identify issues and concerns and provide new information, data, and suggestions.
- Request information.
- Attend a public scoping meeting.
- Submit comments.

## WHAT HAPPENS AFTER PUBLIC SCOPING HAS ENDED?

After the public scoping period has ended, the U.S. Air Force will incorporate public input into the proposal and develop the Draft EIS. The Draft EIS is expected to be completed in Summer 2019. The Draft EIS will be made available to the public for review for a minimum of 45 days. The U.S. Air Force will then incorporate applicable input into the development of the Final EIS. A Record of Decision may be signed no sooner than 30 days after the Final EIS is released.

# Proposed Action Overview

## Background of the U.S. Air Force JBSA-Randolph T-X Recapitalization Effort

- **February 2018:** The Secretary of the Air Force issued a Strategic Basing Decision designating Joint Base San Antonio (JBSA) as the preferred location for Advanced Pilot Training (T-X). Basing the T-X at JBSA-Randolph is an essential first step in establishing a T-X instructor pilot pipeline and sets the conditions to introduce the T-X training at other pilot training bases (e.g. establishing maintenance and core training facilities for T-X introduction).
- **September 2018:** U.S. Air Force selected the Boeing T-X aircraft.
- **November 2022:** Initial delivery of the new T-X aircraft is proposed to start.

## JBSA-Randolph T-X Recapitalization: Proposed Action

- **Proposed Action:** Introduce the new T-X aircraft at JBSA-Randolph for pilot training. Complete 5 facility construction projects and 14 facility renovations to support the T-X program at JBSA-Randolph.
- **Purpose:** Allow USAF to provide pilot training with more modern T-X aircraft capability to enable pilots to effectively train and fly 4<sup>th</sup> and 5<sup>th</sup> generation aircraft. Establish a T-X instructor pilot pipeline to allow for the introduction of T-X training at JBSA-Randolph.
- **Need:** There is a need to introduce the newer, advanced T-X aircraft to improve pilot proficiency as they prepare to fly 4<sup>th</sup> and 5<sup>th</sup> generation aircraft.



## CONSTRUCTION PROJECTS

- **MTS Facility:** A 30,000 SF Maintenance Training System is proposed to be constructed to train aircraft maintainers for T-X aircraft USAF-wide.
- **GBTS Facility:** A 28,000 SF Ground Based Training System would consist of 6 Weapon Systems Trainers, 2 Operational Flight Trainers, and 2 Unit Training Devices.
- **Hush House Pad:** A 10,000 SF pad with utilities would be provided to accommodate a new hush house for T-X engine testing and noise suppression.
- **Fuel Cell Facility:** A 35,000 SF Fuel Systems Maintenance Dock is proposed to have 2 bays to support simultaneous maintenance of 4 aircraft.
- **Sunshades:** 65 shelters would be installed on existing parking apron areas to protect the T-X aircraft.
- Minor construction and renovation projects for ancillary support of the T-X program.

# Proposed Projects and Alternatives

## T-X Recapitalization Construction Project Locations



### T-X Recapitalization Proposed Military Construction Projects

Map Location	Project (FY)	Short Project Description (Alternative 1/Preferred Alternative for each Project)	Alternatives
1	MTS Facility* (2020)	Construct approximately 30,000-ft <sup>2</sup> T-X Maintenance Training System facility to include classrooms, administrative space, simulators, and operation support space. Parking for 51 vehicles in the proposed shared GBTS/MTS parking area will be provided. Displaced sports fields and tennis courts proposed for a new location.	Addition/Alteration to Hangar 13.
2	GBTS Facility (2020)	Construct a Ground-Based Training Simulator facility approximately 28,000-ft <sup>2</sup> to include classrooms, administrative space, simulators, and operation support space. Parking for 50 vehicles in the proposed shared GBTS/MTS parking area will be provided.	Addition/Alteration to B-745.
3	Hush House Pad (2020)	Demolish/construct in-place an approximately 10,000-ft <sup>2</sup> pad for Hush House including electrical power and communication (fiber and copper).	No reasonable alternatives identified.
4	Fuel Cell Facility (2021)	Build new approximately 35,000-ft <sup>2</sup> Fuel Cell facility. The facility would be a two-bay fuel cell to support simultaneous maintenance for up to four aircraft.	Convert Hangar 13 into a Fuel Cell facility.
5	Installation of 65 Sunshades (2021)	Install shelters on existing paved areas where existing training aircraft shelters would be replaced.	Alternative 2: 74 shelters. Alternative 3: 81 shelters.

\*The MTS Facility includes the relocation of a ball field and tennis courts. The following two actions describe the sports facilities relocation and alternatives.

Tennis Courts	Relocate/Construct (2) tennis courts behind RND Fitness Center as the preferred location.	Construct Sports Complex near Randolph Middle School, which would include the relocation of 2 tennis courts and 1 adult softball field.
Adult Softball Field	Relocate/Construct (1) adult softball field across from Heritage Park as the preferred location.	

# Proposed Minor Construction

## T-X Recapitalization Facilities Sustainment, Restoration, and Modernization Projects

These 14 FSRM projects are proposed to support the T-X Recapitalization at JBSA-Randolph.

Map Location	Project Name (FY)	Short Project Description
A	Add/alter Hangar 63 for 99FTS. (2020)	Renovate space in Hangar 63 for move in by 99FTS to collocate with 12FTW/MX PMEL.
B	Relocate Row 51 T-6 shelter and associated allied support. Relocate Rows 16 – 20 T-1 shelters and associated allied support. (2020)	Phase I: Relocate Row 51 T-6 shelter and allied support necessary to install electrical utilities, proper lighting, and tie-downs/grounding point and remove/repaint taxi lanes needed to move this shelter row to make room for the relocation of the T-1 shelters in Phase II. Phase II: Relocate Rows 16 – 20 T-1 shelters and allied support necessary to install electrical utilities, proper lighting, and tie-downs/grounding point and remove/repaint taxi lanes needed to move these shelter rows to make room for T-X shelters in Phases III and IV.
C	Modify Hangar 13 to accommodate the move in of the 12 MXG, 12 OG to include Life Support Trainers, 12 IOT&E contractors, pilots, and maintainers. (2020)	12 MXG/12 OG would move to Hangar 13. Personnel moves from Hangar 6 are required to accommodate T-X mission. IOT&E, T-X (APT) IFF would also move into Hangar 13. Provide mission communication service and data link to Hangar 13.
D	Add/alter Hangar 64. (2020)	Modification of lean-to for 99 FTS Virtual Reality Training Program.
E	Antenna Farm. (2020)	Construct 4 separate antenna mounting concrete pads and a generator concrete pad, trenching and running conduit for electrical power to the antenna's comm datalink cable. The antenna farm will link in to the GBTS facility and the comm datalink system.
F	Add/alter Hangar 72 for T-X. (2021)	Remove Security Forces vault and fencing to create necessary warehouse space and add pre-fabricated cold storage area to support T-X mission.
G	Modify Hangar 6 for 435 FTS. (2021)	Modify Hangar 6 for expansion of 435 FTS.
H	Remove/restripe A1 and A6 Hammerhead. (2021)	Remove A1 and A6 hammerhead taxi lane markings and restripe for T-X.
I	Move CE Plumbers and HVAC personnel. (2022)	Move CE Plumbers and HVAC personnel and equipment (16 civilians) from Building 2 to Buildings 891 and 878.
J	Renovate Hangar 12. (2022)	Renovate Hangar 12 for 560 FTS.
K	Addition to TYMX-38. (2022)	Construct a 5,000-ft <sup>2</sup> addition to TYMX-38, including munitions storage area add on.
L	Add/alter Building 2 and relocate J-85 engine shop. (2022)	Add/alter Building 2 as required and relocate J-85 engine shop, including six civilian personnel, engine stands, engine lifts, and other equipment.
M	Reconfigure Hangar 5. (2022)	Reconfigure Hangar 5 from the J85 engine shop and T-38 Training Facility to the APT (T-X) dedicated Phase Dock and MSU Repair Facility. Remove J85 engine shop and fencing. Reconfigure Hangar 5 to include new hangar space markings, towlines in and out of the hangar, electrical, air, tool room, and office space for T-X personnel.
N	Add new clean room for Composite Repair. (2022)	Hangar 7 new clean room necessary to perform composite repairs on T-X aircraft.

# Proposed Actions and Alternatives

## T-X Aircraft Operational Alternatives

- **Alternative 1.** *Conduct T-X Operations at Projected Level + Nighttime Operations.* Under this alternative, the T-X aircraft would be phased in while the T-38C training aircraft are phased out. The ultimate level of operations of the T-X would be similar to current T-38C levels, plus up to 600 annual nighttime operations.

Proposed Operations for Phased T-X Implementation under Alternative 1

Aircraft	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33 and Later
<b>Daytime Flight Operations</b>										
T-38C	20,000	16,990	15,670	11,276	8,070	6,380	4,109	0	0	0
T-X	1,574	6,729	10,842	15,259	17,942	19,782	20,315	19,745	21,994	21,299
<b>Total</b>	<b>21,574</b>	<b>23,719</b>	<b>26,512</b>	<b>26,535</b>	<b>26,012</b>	<b>26,162</b>	<b>24,424</b>	<b>19,745</b>	<b>21,994</b>	<b>21,299</b>
<b>Nighttime Flight Operations</b>										
T-X	44	171	246	346	414	454	500	600	600	600

- **Alternative 2.** *Conduct T-X Operations at 120% of Projected Level + Nighttime Operations.*

The T-38C aircraft operations would be phased out at the same pace as Alternative 1, but T-X operations could potentially surge to 120% of Alternative 1 daytime T-X operations. This alternative includes up to 720 annual nighttime operations.

Proposed Operations for Phased T-X Implementation under Alternative 2

Aircraft	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33 and Later
<b>Daytime Flight Operations</b>										
T-38C	20,000	16,990	15,670	11,276	8,070	6,380	4,109	0	0	0
T-X	1,889	8,075	13,011	18,311	21,531	23,739	24,378	23,694	26,393	25,559
<b>Total</b>	<b>21,889</b>	<b>25,065</b>	<b>28,681</b>	<b>29,587</b>	<b>29,601</b>	<b>30,119</b>	<b>28,487</b>	<b>23,694</b>	<b>26,393</b>	<b>25,559</b>
<b>Nighttime Flight Operations</b>										
T-X	63	232	327	446	524	568	617	720	720	720

- **Alternative 3.** *Conduct T-X Operations in Conjunction with a Reduced Level of T-38C Operations.*

This alternative would maintain the level of T-X operations detailed in Alternative 2, but would have a continued, sustained level of T-38C operations occurring at 10,000 per year starting in FY28 and going forward. This would allow for the more advanced pilot training to be implemented while sustaining legacy aircraft operations at a reduced level.

# Environmental Topics

The following topics will be addressed in the EIS:



## Air Resources

- Air quality (mobile and stationary sources)
- Current and future controls

## Noise

- Model aircraft noise of future T-X Operations
- Noise impacts associated with construction

## Cultural Resources

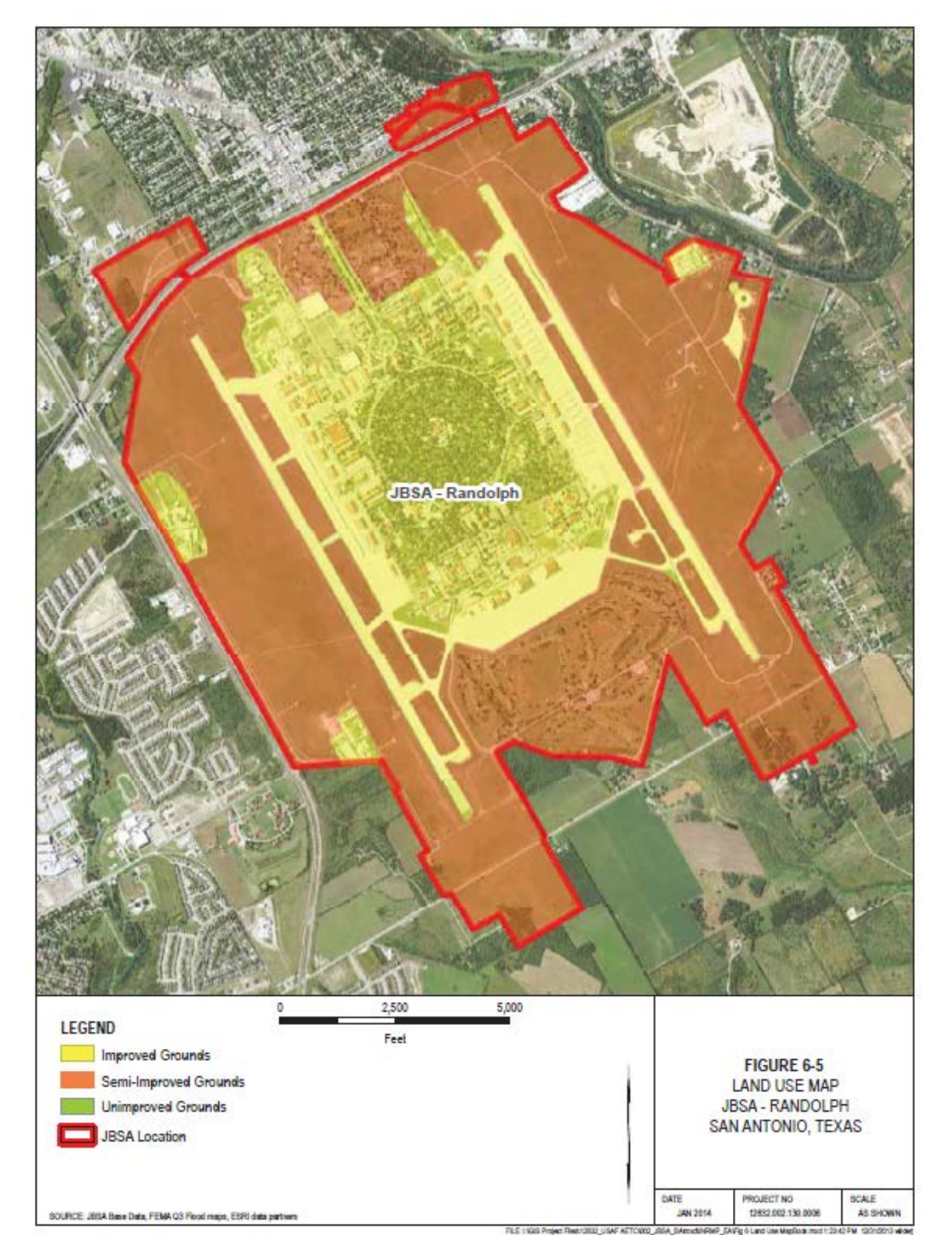
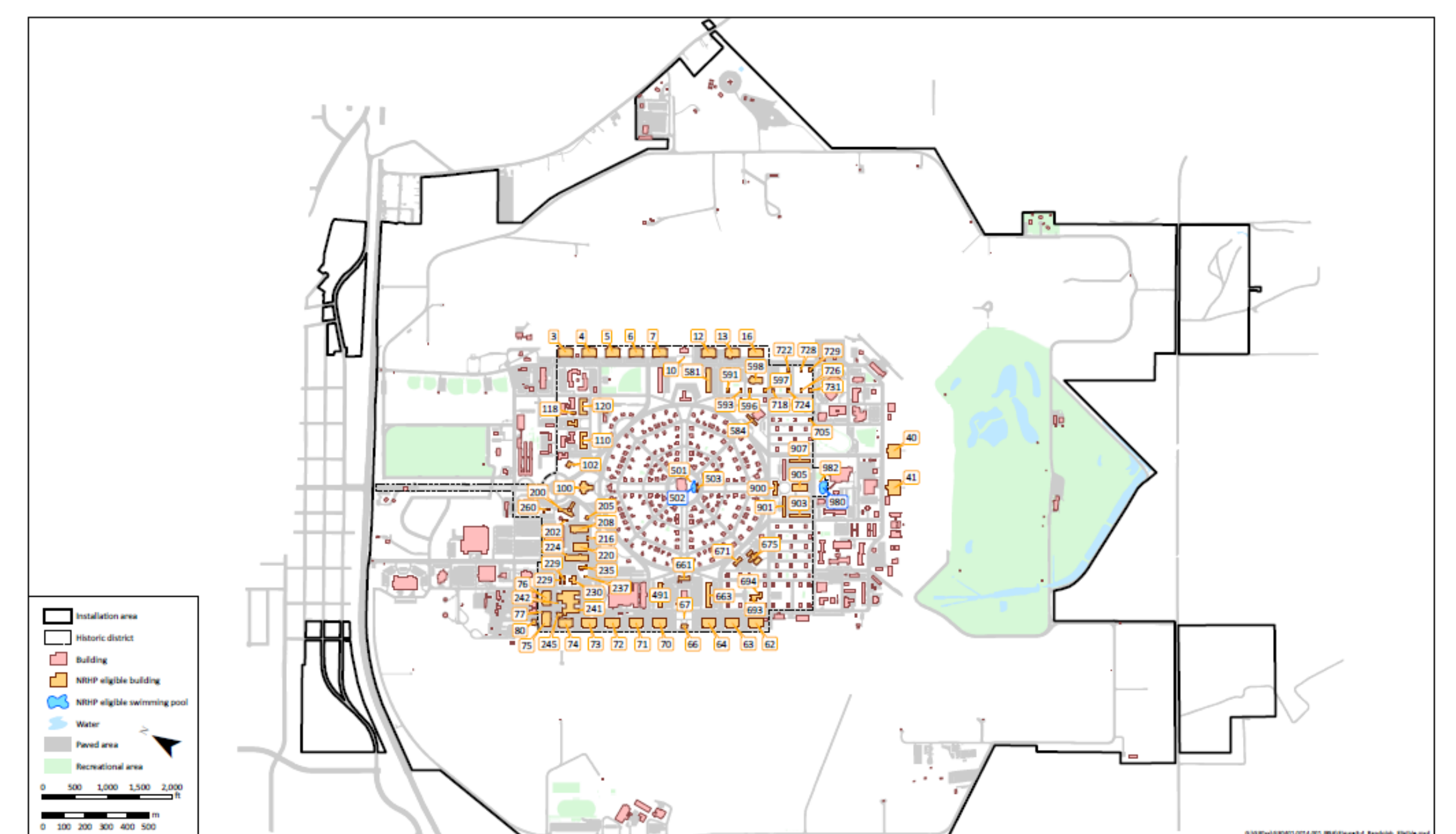
- Archaeological resources (prehistoric and historic)
- Historic architectural resources
- Traditional resources

## Social Resources

- Land use
- Socioeconomics and environmental justice
- Health and safety

## Other Considerations

- Geology and soils
- Infrastructure and utilities
- Biological resources
- Airspace control
- Airfield management and aircraft safety
- Transportation
- Hazardous materials and waste





# Submit Comments

Comments, suggestions, and relevant information are welcomed on the U.S. Air Force Joint Base San Antonio-Randolph T-X Recapitalization proposal. Please submit comments in English using one of the following methods:

- ✓ **Public Meetings:** Submit written comments at this public meeting; a Spanish interpreter is available to assist with translation of comments into English. ***Un intérprete de español está disponible para ayudar con la traducción de los comentarios al inglés.***
- ✓ **Mail:** Mr. Christopher Moore, AFCEC/CZN  
Attn: T-X Recapitalization EIS  
2261 Hughes Ave, Suite 155; JBSA Lackland, TX 78236-9853
- ✓ **Project Website:** [www.TXRecapitalizationEIS.com](http://www.TXRecapitalizationEIS.com)



The U.S. Air Force also welcomes comments under Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations 800) regarding the identification of or effects on historic properties, and requests to become a consulting party in the Section 106 process.

***To ensure the U.S. Air Force has sufficient time to consider public input, please submit all comments by April 5, 2019.***

Thank you for your participation in the  
public scoping process for the  
T-X Recapitalization Environmental Impact Statement!