Revised Draft

ENVIRONMENTAL IMPACT STATEMENT

FOR

DIVERT ACTIVITIES AND EXERCISES,

COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS

Headquarters, Pacific Air Forces
Joint Base Pearl Harbor-Hickam, Hawai'i

October 2015

Cover Sheet
Environmental Impact Statement for Divert Activities and Exercises, Commonwealth of the Northern Mariana Islands

Responsible Agencies:

Lead Agency	U.S. Air Force (USAF)
Cooperating Agencies	U.S. Navy, U.S. Marine Corps, Federal Aviation Administration.

Affected Location: Mariana Islands region.

Proposed Action: The USAF proposes to improve an existing airport or airports and associated infrastructure in the Mariana Islands in support of expanding mission requirements and to achieve divert capabilities in the western Pacific.

Designation: Revised Draft Environmental Impact Statement (EIS).

Abstract: Under this action, the USAF proposes to construct facilities and infrastructure at an existing airport or airports to support a combination of cargo, tanker, and similar aircraft and associated support personnel for divert operations, periodic exercises, and humanitarian assistance and disaster relief. The purpose of the Proposed Action is to establish additional divert capabilities to support and conduct current, emerging, and future training activities, while ensuring the capability to meet mission requirements in the event that access to Andersen Air Force Base or other western Pacific locations is limited or denied. The Proposed Action is needed because there is not an existing divert or contingency airfield on U.S. territory in the western Pacific that is designed and designated to provide strategic operational and exercise capabilities for U.S. forces when needed and humanitarian assistance and disaster relief in times of natural or man-made disasters.

This EIS was prepared pursuant to the Council on Environmental Quality regulations (40 Code of Federal Regulations Parts 1500–1508) for Implementing the Procedural Provisions of the National Environmental Policy Act and USAF Procedures for Implementing National Environmental Policy Act (32 Code of Federal Regulations Part 989). The USAF determined the policies and objectives of NEPA would be best served by preparing and releasing a Revised Draft EIS to seek additional comments on changes made as a result of comments received on the 2012 Draft EIS. To suitably address public, agency and CNMI officials' comments, the USAF developed modified versions of the alternatives presented in the 2012 Draft EIS that are described and analyzed in this Revised Draft EIS.

Public comments are requested on the Revised Draft EIS within 45-days from the date of the Notice of Availability publication in the Federal Register. Upon conclusion of the Revised Draft EIS public comment period, the USAF will consider comments received in preparation of the Final EIS. The Final EIS will be available to the public for a 30-day public review period calculated from the publication date of the Notice of Availability in the Federal Register.

Inquiries and comments regarding this document should be sent to HQ PACAF/PA, 25 E Street, Suite G-108, Joint Base Pearl Harbor-Hickam, HI 96853, ATTN: PACAF Divert Marianas EIS or via email to pacaf.paops@us.af.mil.

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REVISED DRAFT

ENVIRONMENTAL IMPACT STATEMENT

FOR

DIVERT ACTIVITIES AND EXERCISES

COMMONWEALTH OF THE NORTHERN MARIANA ISLANDS (CNMI)

HEADQUARTERS PACIFIC AIR FORCES (HQ PACAF)

JOINT BASE PEARL HARBOR-HICKAM, HAWAIʻI 96853-5233

OCTOBER 2015

Reader Introduction – Revised Draft Environmental Impact Statement (EIS)

This document is a Revised Draft EIS for the U.S. Air Force's Divert Activities and Exercises proposal. This Revised Draft EIS is a modification of the original Divert Activities and Exercises Draft EIS that was released for public review on June 9, 2012 ChST (June 8, 2012 EDT).

This Revised Draft EIS analyzes potential environmental impacts of modified versions of the alternatives originally presented in the June 2012 Draft EIS. The following paragraphs provide a summary of events leading to this Revised Draft EIS and the changes incorporated into this document.

RI 1. 2012 Draft EIS Publication

In June 2012, the U.S. Air Force (USAF) released a Draft EIS for Divert Activities and Exercises, available for download at www.pacafdivertmarianaseis.com. The 2012 Draft EIS described the Proposed Action as improving an existing airport or airports in the Mariana Islands region through the construction of facilities and infrastructure to support a combination of cargo, fighter, and tanker aircraft and support personnel for periodic divert operations, joint military exercises, and humanitarian assistance and disaster relief efforts. The 2012 Draft EIS analyzed two alternative locations in the Commonwealth of the Northern Mariana Islands (CNMI) for the Proposed Action: Francisco C. Ada/Saipan International Airport and the Port of Saipan on Saipan, and Tinian International Airport and the Port of Tinian on Tinian. The 2012 Draft EIS identified Saipan as the Preferred Alternative.

Each of the 2012 Draft EIS Alternatives (i.e., Alternative 1 – Saipan and Alternative 2 – Tinian) included a Construction Phase and the following construction elements: a runway extension; a parking apron(s); associated pavement markings, lighting, and navigational aids; munitions storage facilities; a hazardous cargo pad and arm/disarm pad; an aircraft hangar; a maintenance facility; jet fuel receiving, storage, and distribution infrastructure; and billeting (tent lodging). The 2012 Draft EIS Alternatives also included an Implementation Phase with the following elements: divert operations; humanitarian airlift staging; military exercises by fighter and tanker aircraft; jet fuel receiving, storage, and distribution; and lodging either in tents or local lodging.

RI 2. 2012 Draft EIS Public Review

The public comment period for the 2012 Draft EIS occurred for 45 days from June 9, 2012 ChST (June 8, 2012 EDT) until July 24 ChST (July 23, 2012 EDT). The USAF received over 200 individual comments from Federal, territory, and commonwealth agencies; political stakeholders; and the general public. Many comments received on the 2012 Draft EIS

recommended the USAF consider Tinian as the Preferred Alternative. Comments also expressed concern over potential impacts related to munitions storage and fighter jet aircraft operations.

RI 3. Revised Draft EIS – Summary of Changes

The USAF's purpose of and need for the divert activities and exercises Proposed Action have not changed since release of the Draft EIS in June 2012. However, the USAF determined the policies and objectives of NEPA would be best served by preparing and releasing a Revised Draft EIS to seek additional comments on changes made as a result of comments received on the 2012 Draft EIS. This Revised Draft EIS presents modified alternatives that represent a reduced capability from that analyzed in the 2012 Draft EIS. The modified alternatives meet USAF operational selection standards presented in the 2012 Draft EIS, while incorporating input received during the 2012 Draft EIS public review period.

RI 3.1 Modified Alternatives

This Revised Draft EIS presents three modified alternatives, which include a modified Saipan alternative, a modified Tinian alternative, and a hybrid modified alternative. The hybrid modified alternative would combine development on both Saipan and Tinian; however, it would focus most development and operations on Tinian. Both the modified Tinian alternative and the hybrid modified alternative analyze the potential for development on either the south or north side of Tinian International Airport.

Based on public and agency input into the 2012 Draft EIS, the USAF removed the following elements from each of the three modified alternatives in this Revised Draft EIS:

- Runway extension
- Navigational aids
- Aircraft hanger
- Munitions storage facilities
- Arm/disarm pad
- Tent billeting (lodging)
- Fighter aircraft operations.

The USAF also reduced the total number of proposed aircraft operations from 1,920 take-offs or landings to 720 take-offs or landings.

An "operation" is considered to be either one take-off or one landing. For example, a round-trip flight that includes a take-off and landing would be considered two operations. The Proposed Action includes a total of up to 720 operations per year.

Although the USAF removed many elements from the 2012 Draft EIS, some elements included in the modified alternatives were not previously included in the 2012 Draft EIS. These new elements are required due to revisions in the alternatives developed through continued coordination with the Federal and CNMI government agencies, and in consideration of public comments. For example, the Modified Tinian Alternative North Option was developed in response to feedback to consider construction on the north side of

Tinian International Airport. There is not an existing taxiway on the north side of the airport; therefore, the construction of a taxiway is proposed in the Modified Tinian Alternative North Option and analyzed in this document, although not previously included in the 2012 Draft EIS.

Section 2.1 and **Tables 2.4-1** and **2.4-2** provide a detailed description and comparison of the alternatives presented in the 2012 Draft EIS and the modified alternatives presented in this Revised Draft EIS.

RI 3.2 Affected Environment and Environmental Consequences

Some information in the description of the Affected Environment (**Chapter 3**) and the Environmental Consequences (**Chapter 4**) sections of the Revised Draft EIS has changed since the release of the 2012 Draft EIS. These changes are based on the modified alternatives presented in the Revised Draft EIS and may also provide a more thorough and in-depth analysis of impacts. These changes include updates on information presented in the 2012 Draft EIS and additional analysis beyond that done in the 2012 Draft EIS. The changed information relates to the assessment of impacts and a summary of any changed information is presented in **Chapter 3** of the document, as applicable.

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Revised Draft EIS Executive Summary

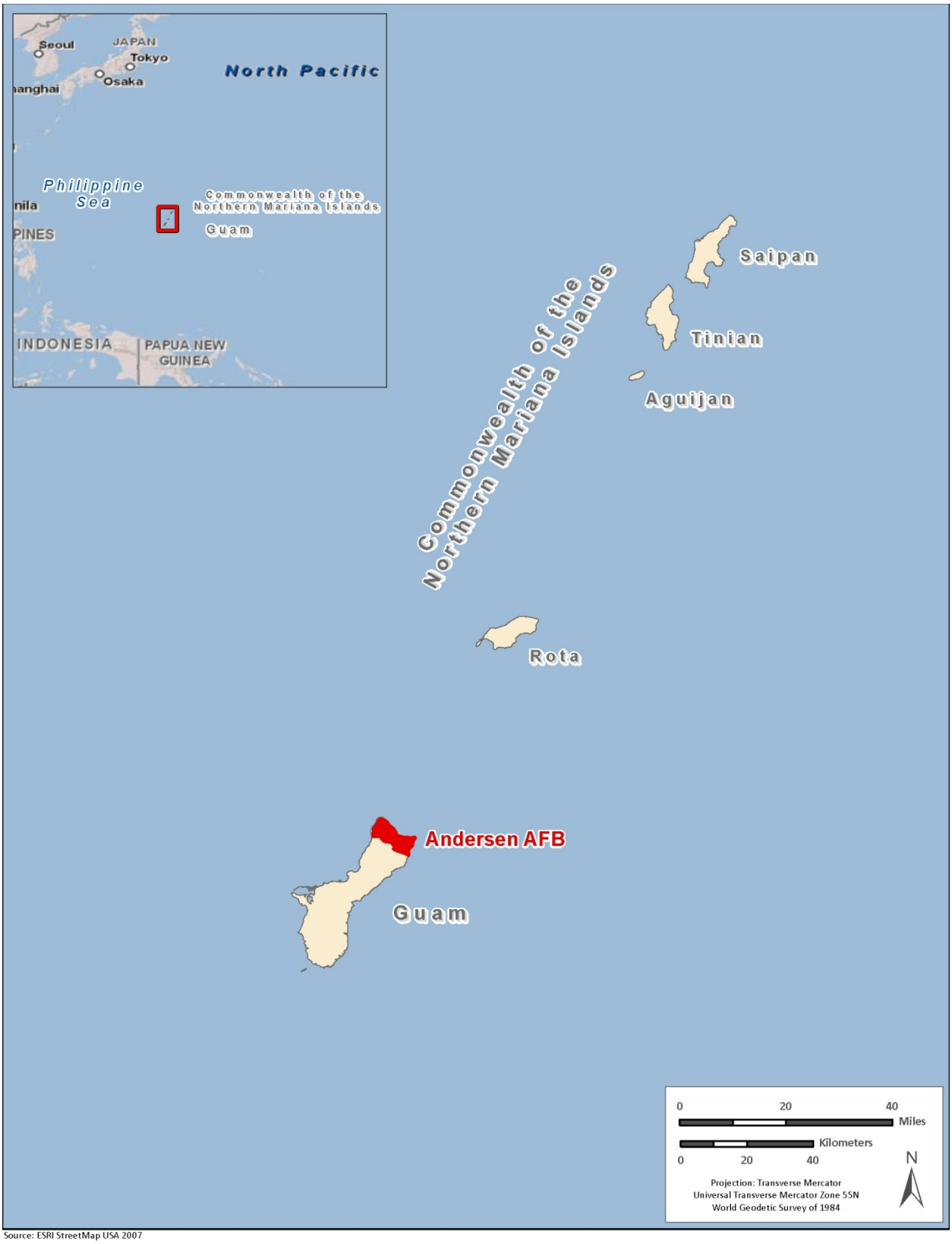
ES 1. Introduction

The U.S. Air Force (USAF) seeks to improve an existing airport or airports in the Mariana Islands region in support of expanding U.S. strategic interests and Department of Defense (DOD) mission requirements in the western Pacific. The U.S. territories of Guam and Commonwealth of the Northern Mariana Islands (CNMI) (including Saipan, Rota, and Tinian) are located to the east of the Philippine Sea (see **Figure ES-1**) and make up the southern portion of the Mariana Islands. The Philippine Sea is a section of the western North Pacific Ocean, located east and north of the Philippines. Pacific Air Forces (PACAF) is a USAF major command and is headquartered at Joint Base Pearl Harbor-Hickam, O'ahu, Hawai'i.

The lead agency for this Environmental Impact Statement (EIS) is the Department of the Air Force. PACAF was designated by the USAF to develop this EIS. The EIS was prepared in compliance with the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [U.S.C.] 4321 et seq.) and the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (Title 40 Code of Federal Regulations [CFR] Parts 1500–1508). Cooperating agencies include the U.S. Navy, U.S. Marine Corps, and the Federal Aviation Administration (FAA). As cooperating agencies, PACAF coordinates with the U.S. Navy, U.S. Marine Corps, and FAA throughout the EIS development process. Additionally, the FAA must approve the airport layout plan, following CNMI Commonwealth Ports Authority (CPA) approval, before the USAF-selected alternative can be implemented.

The 2012 DOD Strategic Guidance places increased emphasis on the Asia-Pacific region (DOD 2012). Relationships with Asian allies and key partners are critical to the future stability and growth of this region to maintain regional access and the ability to operate freely. PACAF's primary mission is to provide ready air and space power to promote U.S. interests in the Asia-Pacific region during peacetime, through crisis, and in war (PACAF undated b). PACAF maintains a forward presence to help ensure stability in the region (PACAF undated b). In order to fulfill its mission in the region successfully, PACAF must continually anticipate future needs and adapt to an ever-evolving geopolitical setting.

The area of focus for potential implementation of the Proposed Action is the Mariana Islands Archipelago (see **Figure ES-1**). For the purposes of this EIS, the Study Area includes existing airports in the Mariana Islands region, existing seaports, and surrounding areas including easements or routes needed to transport construction materials and petroleum products. The Mariana Islands Archipelago straddles the Pacific Ocean and the Philippine Sea and hosts the U.S. military's westernmost training complex on U.S. soil, the Mariana Islands Range Complex (MIRC). The MIRC consists of special use airspace, the Farallon de Medinilla live-fire bombing range, and other land training areas. These training areas include what are commonly called the CNMI military-leased areas, which are lands leased from the CNMI government for military purposes pursuant to Article VIII of The Covenant to Establish a Commonwealth of the Northern Mariana Islands in Political Union with the United States of America (Covenant) for 50 years (with an automatic 50-year renewal). The leases and the technical agreements that implement the Covenant provide for use of the Farallon de Medinilla and its nearshore waters for



Source: ESRI StreetMap USA 2007

Figure ES-1. Location of the Philippine Sea, Guam, and CNMI Region

military live-fire exercises and provide for portions of Saipan and Tinian to be used by the DOD for military purposes including training. To the north and east of the Study Area are portions of the Marianas Trench Marine National Monument, which was established in January 2009 by Presidential Proclamation under the authority of the Antiquities Act (16 U.S.C. 431).

ES 2. Purpose of and Need for the Proposed Action

The purpose of the Proposed Action is to establish additional divert capabilities to support and conduct current, emerging, and future exercises, while ensuring the capability to meet mission requirements in the event that access to Andersen Air Force Base (AFB) or other western Pacific locations is limited or denied. The Proposed Action would develop critical enhancements to an existing airport or airports and associated infrastructure in the Mariana Islands region to increase operational and divert capabilities needed by the USAF, especially in humanitarian assistance and disaster relief and joint military exercises. These enhancements are required for the USAF to maintain a state of military readiness commensurate with national defense and humanitarian relief missions.

The need for humanitarian assistance can arise suddenly. Disaster response to Japan during the 2011 earthquake and tsunami serves as an example. If this occurred during scheduled training exercises at Andersen AFB, then either training or response efforts might have been delayed or impeded. Furthermore, natural or man-made disasters could impact Andersen AFB's missions, requiring reliance on designed and designated divert airfield capabilities. Because of the proximity to forward-deployed forces in the western Pacific, the Mariana Islands provides the best alternative for forward-deployed U.S. forces to train on U.S. lands and develop the proposed additional divert capabilities.

The Proposed Action is driven by the USAF's need to achieve its mission mandated by Title 10 U.S.C. 8062 in the event of a disruption of operational capabilities at Andersen AFB or other western Pacific locations. The need for the Proposed Action is derived from the following operational requirements necessary to support the PACAF mission successfully:

- Ensure airfield accessibility if access to Andersen AFB or other western Pacific airfields is limited or denied.
- Provide for contingency operations to include humanitarian relief efforts.
- Accommodate future increases in operational tempo and associated training.
- Achieve and sustain readiness.

In summary, the Proposed Action is needed because there is not an existing divert or contingency airfield on U.S. territory in the western Pacific that is designed and designated to provide strategic operational and exercise capabilities for U.S. forces when needed and humanitarian airlift and disaster relief in times of natural or man-made disasters. Implementation of the Proposed Action would support the PACAF mission to provide ready air and space power to promote U.S. interests in the Asia-Pacific region during peacetime, through crisis, and in war.

ES 3. Scope and Content of the NEPA Process and EIS

ES 3.1 NEPA

This EIS provides an analysis of environmental effects associated with the Proposed Action and alternatives. The following text summarizes the formal NEPA process followed by the USAF for this proposal and the opportunities for public involvement and input into the EIS process.

- ***Pre-Notice of Intent Briefings.*** Prior to issuing the Notice of Intent (NOI) that formally started the EIS process, PACAF and U.S. Pacific Fleet, representing the cooperating agency the U.S. Navy, provided pre-NOI briefings to senior-level stakeholders in Guam and CNMI. Briefings included question-and-answer sessions to provide early information about the Proposed Action and alternatives to regional political leadership. Briefings were given to Guam legislature and Governor's office and to the office of the Guam Congressional Delegate. Briefings in Saipan, CNMI, were presented to the Military Integration Management Committee, which consists of the Governor; Lieutenant Governor; members of Legislature; and Mayors of Tinian, Rota and Saipan, and to the office of the CNMI Congressional Delegate. One briefing was presented in Honolulu, Hawai'i, to the USFWS.
- ***Scoping.*** Formal public scoping began with the issuance of an NOI in the *Federal Register* on September 27, 2011 EST. PACAF also issued notices in local media on September 28, October 3, October 10, October 11, October 12, October 14, October 17, and October 18, 2011 ChST, that announced schedules and locations for public scoping meetings. Comments were accepted at two public scoping meetings in Guam, one public scoping meeting in Saipan, one public scoping meeting in Tinian, and one public scoping meeting in Rota. Comments were also accepted via the project website (http://www.PACAFDivertMarianasEIS.com), postal service, and telephone recording system. Once the scoping period was completed, the scoping comments received were summarized in a scoping summary report, and comments were considered during the development of the 2012 Draft EIS.
- ***Post-NOI Briefings.*** During the public scoping period, PACAF provided post-NOI briefings to senior-level stakeholders in Guam and CNMI. The briefings were an updated and expanded version of the pre-NOI briefings, and were offered to a wider audience of stakeholders. The purpose of the briefings was to provide ongoing communication with local stakeholders, and to inform the stakeholders of up-to-date information regarding the Proposed Action and alternatives. The post-NOI briefings were conducted to coincide with public scoping meetings.
- ***2012 Draft EIS Public Review.*** The 2012 Draft EIS was the first public version of the EIS. It was distributed to selected Federal, state, territory, commonwealth, regional, and local agencies; private citizens; and organizations that requested copies. The 2012 Draft EIS was also made available at nine information repositories and is available on the project website (http://www.PACAFDivertMarianasEIS.com). The USAF provided a 45-day public review period for the 2012 Draft EIS (40 CFR Part 1506.10). The public review period was initiated through the publication of a Notice of Availability (NOA) in the *Federal Register* on June 8, 2012 EDT. PACAF also issued notices in local media on

June 9, June 11, June 22, June 23, June 24, June 25, and June 26, 2012 ChST, that announced schedules and locations for public hearings. Comments on the 2012 Draft EIS were accepted at the public hearings, on the project website (http://www.PACAFDivertMarianasEIS.com), via postal service, or via telephone recording system. Comments received on the 2012 Draft EIS during the 45-day public review period were considered in preparation of the Revised Draft EIS and responded to appropriately (see **Appendix G**).

- ***Post-NOA Briefings.*** During the public review period for the 2012 Draft EIS, PACAF provided post-NOA briefings to senior-level stakeholders in Guam and CNMI. The briefings were an updated version of the post-NOI briefings. The purpose of the briefings was to provide ongoing coordination and communication with local stakeholders, and to inform the stakeholders of up-to-date information regarding the Proposed Action and alternatives. The post-NOA briefings were conducted to coincide with public hearings.
- ***Revised Draft EIS Public Review.*** The Revised Draft EIS is the second public version of the EIS. It incorporates comments received on the 2012 Draft EIS and presents modified alternatives. The Revised Draft EIS public review period was initiated via the publication of an NOA in the *Federal Register* on October 16, 2015 EDT/October 17, 2015 ChST. The USAF is providing a 45-day public review period for the Revised Draft EIS. The Revised Draft EIS was made available at four different information repositories and on the project website (http://www.PACAFDivertMarianasEIS.com). PACAF also issued notices in local media that announced availability of the Revised Draft EIS. Comments on the Revised Draft EIS were accepted on the project website (http://www.PACAFDivertMarianasEIS.com) and via postal service. Substantive comments received during the public review of the Draft and Revised Draft EIS will be fully considered in USAF decision making.
- ***Final EIS and Record of Decision Public Review***. Prior to implementing any action described in the EIS, a Final EIS NOA will be issued in the *Federal Register* by the USEPA at the request of the USAF. The USAF will issue an ROD no sooner than 30 days after the NOA for the Final EIS has been released. Public outreach efforts will include the NOA *Federal Register* notice, advertising the notice in local newspapers, mailing a notice to individuals and groups that commented on the 2012 or Revised Draft EIS, and posting notification on the project website. The signed ROD will be posted on the project website. An NOA for the ROD will also be published in the *Federal Register* and local newspapers.

ES 3.2 Other Environmental Requirements Considered

The USAF reviews a variety of other Federal environmental requirements for applicability when completing the NEPA process. These include (among other applicable laws and regulations) the following:

- Marine Mammal Protection Act
- Endangered Species Act

- Migratory Bird Treaty Act
- Coastal Zone Management Act
- Clean Air Act
- Federal Water Pollution Control Act (Clean Water Act)
- National Historic Preservation Act
- Resource Conservation and Recovery Act
- Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- Department of Transportation Act Section 4(f)
- EO 13045, Environmental Health and Safety Risks to Children
- EO 13112, Invasive Species.

In addition, CNMI requirements that are applicable to military actions are identified and addressed in this EIS.

ES 4. Description of the Proposed Action and Alternatives

ES 4.1 Proposed Action

The Proposed Action is to improve an existing airport or airports and associated infrastructure in support of expanding mission requirements and to achieve divert capabilities in the western Pacific. Under this action, the USAF proposes to construct facilities and infrastructure at an existing airport or airports to support a combination of cargo, tanker, and similar aircraft and associated support personnel for divert operations, periodic exercises, and humanitarian assistance and disaster relief. Divert operations and humanitarian assistance and disaster relief would occur at the airport or airports proposed for improvements as required. Because the proposal does not include the construction of an entirely new airfield, or the full-time use of the facilities by USAF, the Proposed Action would use an existing airfield or airfields. By locating the facilities at an existing operating airfield or airfields, the location itself provides a level of physical security and maintenance not available at closed or abandoned facilities. Physical security describes measures that are designed to control access to unauthorized areas including control of access to a building, facility, resource, or equipment. Locating the military facilities on an existing commercial airfield provides the necessary physical security because of the Department of Homeland Security and Transportation Security Administration measures already in place at commercial airfields. In addition, the development of some of these facilities on an existing commercial airport provides for future joint use and ensures compliance with required maintenance standards through continuous use. The following is a summary of the Proposed Action.

1. ***Construction Phase.*** The KC-135 Stratotanker (KC-135) aircraft is indicative of tanker or cargo aircraft used by the USAF in the western Pacific. The KC-135 aircraft is being used as the design aircraft for the Construction Phase in the EIS. The USAF would

design and then construct or improve infrastructure as required at the selected airport or airports depending on existing airport capabilities to support divert activities and exercises. Potential infrastructure to be constructed could include the following:

- Parking apron
- Cargo pad
- Maintenance facility
- Jet fuel receiving, storage, and distribution
- Fencing and utilities
- Taxiway
- Road improvements or new access roads.

Construction would include the transport of construction materials to the airport.

2. ***Implementation Phase.*** It is assumed that any mix of joint cargo, tanker, or similar aircraft, not to exceed the design capabilities of the airport, could be diverted to or exercised from the airport or airports selected for improvements. KC-135s would remain the design aircraft for the Implementation Phase. The following activities could potentially occur at the selected airport or airports:

    a. *Divert operations* – Divert operations would occur at these airports if other locations in the western Pacific, for example Andersen AFB, are unavailable for standard operations, such as during emergencies or natural disasters. Although it is not possible to predict when such events might occur, under the Proposed Action the USAF would be better prepared to manage divert operations when or if they occur.

    b. *Humanitarian airlift staging* – Humanitarian airlift staging, including non-combatant evacuation operations, would also occur at the airport or airports proposed for improvements in the event of an emergency or disaster.

    c. *Military exercises* – A limited number of military training activities and exercises would occur, as described and analyzed in pending authorizations associated with the MIRC and in the MIRC EIS and the Mariana Islands Training and Testing (MITT) EIS, for which an ROD was issued on July 20, 2010 and July 29, 2015, respectively (DON 2010a, DON 2015b).. This Divert EIS addresses only the ground movements and immediate approaches and departures at the airport or airports selected for improvement (e.g., takeoffs and landings) during exercises. Actual air warfare and air logistics training (i.e., above 10,000 feet) are addressed by the MIRC EIS and the MITT EIS. Copies of the MIRC EIS can be reviewed on the “Documents” tab of the website http://www.PACAFDivertMarianasEIS.com. Copies of the MITT EIS can be reviewed at http://mitt-eis.com

    d. *Jet fuel receiving, storage, and distribution* – Fuel transfer from the receiving port to the selected airport would occur. Once fuel was available at the airport, it would be transferred via a fuel delivery system to the aircraft.

e. *Lodging and associated support* – Temporary lodging, including medical, transportation, and dining services, would be required for the personnel supporting aircraft operations.

ES 4.2 Evaluation and Selection of Alternatives

Considering alternatives helps avoid unnecessary impacts and allows for an analysis of reasonable ways to achieve the stated purpose. To warrant detailed evaluation, an alternative must be reasonable. To be considered reasonable, an alternative must be suitable for decisionmaking, capable of implementation, and satisfactory to meeting the purpose of and need for the action.

There are many potential divert airfield locations across the Pacific Rim, but they all fall too far outside USAF-established selection standards for consideration in this EIS. For this reason, the following Pacific locations with airfield assets were considered and dismissed from analysis during the development of the Proposed Action and will not be addressed in this EIS: Kwajalein Atoll, Midway, Hawai'i, Wake Island Airfield, and the Aleutian Islands.

In the 2012 Draft EIS, PACAF considered several locations, or combinations of locations, with existing FAA-regulated airports in the Mariana Islands region to meet the purpose of and need for the Proposed Action. The 2012 Draft EIS is available for download at www.pacafdivertmarianaseis.com. Existing islands and airports considered include Francisco C. Ada/Saipan International Airport (Saipan International Airport), Saipan; Tinian International Airport, Tinian; Rota International Airport, Rota, in CNMI; and A.B. Won Pat International Airport, Guam. As a result of comments received during the public comment period for the 2012 Draft EIS, PACAF considered several additional planning options to meet the purpose of and need for the Proposed Action. Additional options include evaluation of former World War II airfields and closed military airfields on Guam and in CNMI.

Only A.B. Won Pat International Airport, Saipan International Airport, and Rota International Airport are listed in the USAF 36th Wing Instruction 13-204*,* Airfield Operations Instructions*,* as locations for divert landings in the western Pacific. Although Tinian International Airport is not listed as an existing divert location, it has a concrete runway and some commercial airfield infrastructure. All other CNMI locations, including the former World War II airfields contained within the military-retained leased areas of the CNMI, were abandoned in 1947.

Certain facility, operational, and mission requirements must be present or reasonably attainable to meet the purpose of and need for the Proposed Action. Selection standards were developed based on USAF operational requirements for proposed airfield improvements, fuel storage, and flight operations. They were then applied to the possible site locations, or combinations of sites, identified during scoping and the 2012 Draft EIS comment period to select those considered reasonable for implementing the Proposed Action. Reasonable alternatives are carried forward for detailed analysis in this Revised Draft EIS. The site location selected for improvements must meet the following selection standards:

- Be located in a U.S. territory.

- Be located outside the average diameter of a typhoon from Andersen AFB (i.e., storm radius).
- Provide an airfield that has land available for development.
- Provide an airfield that has existing functional infrastructure available for improvement and expansion.
- Be located within the MIRC training area (i.e., 30-minute reserve fuel flight time).
- Provide a seaport that has existing fuel-receiving capabilities at the port of debarkation.

The evaluation of possible locations identified two alternative locations that individually or combined meet, or have the ability to meet, each selection standard. Accordingly, Tinian (Tinian International Airport and the Port of Tinian) and Saipan (Saipan International Airport and the Port of Saipan) are able to individually or jointly meet the purpose of and need for the Proposed Action and will be considered in the analysis as reasonable alternatives. Both Tinian International Airport and Saipan International Airport are located on Commonwealth Ports Authority property, not on current military leased lands, and would require real property agreements with the Commonwealth Ports Authority should they be selected for implementation of the Proposed Action.

Potential site alternatives that do not meet the selection standards, shown with red in **Table ES-1,** cannot meet the stated purpose and need, and will not be considered in detail in the EIS. **Table ES-1** provides a summary of each site alternative evaluated against the selection standards.

ES 4.3 Modified Alternatives

This Revised Draft EIS presents three modified alternatives that represent a reduced capability from that presented in the 2012 Draft EIS. The modified alternatives meet USAF operational selection standards presented in the 2012 Draft EIS, while incorporating input received during the 2012 Draft EIS public review period. However, the KC-135 remains the aircraft being used as the design aircraft for the Construction and Implementation Phases in the EIS because this aircraft is indicative of tanker or cargo aircraft used by the USAF in the western Pacific. The three modified alternatives include a modified Saipan alternative, a modified Tinian alternative, and a hybrid modified alternative. The hybrid modified alternative combines development on both Saipan and Tinian previously analyzed in the 2012 Draft EIS.

ES 4.3.1 Alternative 1 – Modified Saipan Alternative

Under Alternative 1, Saipan International Airport would be improved to an airfield design that ultimately could accommodate up to 12 KC-135 or similar aircraft to meet the purpose of and need for the Proposed Action. During the Construction Phase under Alternative 1, the USAF would build one parking apron, one cargo pad, one maintenance facility, fuel tanks and supporting infrastructure, and a fuel hydrant system including a hydrant fuel pipeline from the hydrant system to the parking apron. The parking apron would be able to accommodate six KC-135 and the cargo pad could accommodate up to three KC-135. During an emergency, three additional KC-135 could be accommodated at the existing commercial terminal in

Table ES-1. Evaluation of Alternative Site Locations Against Selection Standards

Selection Standard	Guam (A.B. Won Pat International Airport and Port of Guam)	Rota (Rota International Airport and Rota West Harbor)	Tinian (Tinian International Airport and Port of Tinian)	Tinian (Military Lease Area and Port of Tinian)	Saipan (Saipan International Airport and Port of Saipan)
U.S. Territory					
Storm radius					
Adequate land at airfield for development					
Existing infrastructure at airfield with improvement and expansion capabilities					
Within MIRC (average approximate 30-minute reserve fuel flight time)					
Seaport with access for fuel vessels					

Key:
Green = meets selection standard
Yellow = limited capability to meet selection standard, or can be brought to standard
Red = does not meet selection standard and cannot be brought or made to meet standard

accordance with FAA Airport Sponsor Assurance C. 27. However, the USAF would not utilize this capability during a standard divert exercise.

At the Port of Saipan, the USAF would construct fuel tanks. Construction would include the transport of construction materials to the airport. During the Implementation Phase at Saipan International Airport, the improved facilities and infrastructure would support a combination of cargo, tanker, and similar aircraft and associated support personnel for periodic exercises, divert operations, and humanitarian assistance and disaster relief in the western Pacific, as described under the Proposed Action. Approximately 720 operations (i.e., 360 take-offs and 360 landings) by KC-135 or similar aircraft during exercises would be completed over a maximum 8 weeks annually under Alternative 1. The Implementation Phase would include fuel transfer from the seaport to the airport and temporary lodging and associated support for up to 265 personnel.

The airfield design would also accommodate other military logistics aircraft for exercises. The airfield design assumes that the KC-135 aircraft represents large logistics aircraft that could be exercised from Saipan International Airport within the proposed airfield capacity.

ES 4.3.2 Alternative 2 – Modified Tinian Alternative

Under Alternative 2, construction could occur on either the south side or the north side of Tinian International Airport. Under either the North or South Options, Tinian International Airport would be improved to an airfield design that could accommodate 12 KC-135 or similar aircraft to meet the purpose of and need for the Proposed Action. During the Construction Phase under Alternative 2, the USAF would build one parking apron, one cargo pad, one maintenance facility, fuel tanks and supporting infrastructure, a fuel hydrant system, a fire suppression system, and an access road. For the North Option, the USAF would also build taxiways to connect the cargo and parking aprons to the runway and reroute 8th Avenue on the western side of the runway so that is avoids the proposed taxiway area. At the Port of Tinian, the USAF would construct fuel tanks. Construction would include the transport of construction materials to the airport.

During the Implementation Phase at Tinian International Airport, the improved facilities and infrastructure would support a combination of cargo and tanker aircraft and associated support personnel for periodic exercises, divert operations, and humanitarian assistance and disaster relief in the western Pacific, as described under the Proposed Action. Approximately 720 operations (i.e., 360 take-offs and 360 landings) by KC-135 or similar aircraft would be completed over a maximum 8 weeks annually under Alternative 2. The Implementation Phase would include fuel transfer from the seaport to the airport and temporary lodging and associated support for up to 265 personnel.

The airfield design would also accommodate other military logistics aircraft for exercises. The airfield design assumes that the KC-135 aircraft represents large logistics aircraft that could be exercised from Tinian International Airport within the proposed airfield capacity.

ES 4.3.3 Alternative 3 – Hybrid Modified Alternative

Under Alternative 3, the proposed Construction Phase and Implementation Phase would be conducted on both Saipan and Tinian. However, Alternative 3 would focus most development and operations on Tinian. The Hybrid Modified Alternative combines some, but not all, of the components presented in Alternative 1 and Alternative 2.

Under Alternative 3 on Tinian, construction could occur on either the south side or the north side of Tinian International Airport. Under both the North and South Options of Alternative 3, Tinian International Airport would be improved to an airfield design that could accommodate 10 KC-135 or similar aircraft to meet the purpose of and need for the Proposed Action. During the Construction Phase under Alternative 3, the USAF would build one parking apron, one cargo pad, one maintenance facility, fuel tanks and supporting infrastructure, a fuel hydrant system, a fire suppression system, and an access road. For the Tinian North Option, the USAF would also build taxiways to connect the cargo and parking aprons to the runway and reroute 8th Avenue on the western side of the runway so it avoids the proposed taxiway. At the Port of Tinian, the USAF would construct fuel tanks. Construction would include the transport of construction materials to Tinian International Airport.

Under Alternative 3 on Saipan, Saipan International Airport would be improved to an airfield design that could accommodate 3 KC-135 or similar aircraft to meet the purpose of and need for

the Proposed Action. During the Construction Phase under Alternative 3, the USAF would build one cargo pad, a maintenance facility, and fuel tanks and supporting fuel infrastructure. There would be no construction at the Port of Saipan. Construction would include the transport of construction materials to Saipan International Airport.

During the Implementation Phase at Saipan International Airport and Tinian International Airport, the improved facilities and infrastructure would support a combination of cargo and tanker aircraft and associated support personnel for periodic exercises, divert operations, and humanitarian assistance and disaster relief in the western Pacific, as described under the Proposed Action. Approximately 720 operations (i.e., 360 take-offs and 360 landings) by KC-135 or similar aircraft would be completed over a maximum of 8 weeks annually under Alternative 3. The total of 720 operations would likely be split between Saipan International Airport and Tinian International Airport; however, this document assumes that 720 annual operations could occur at either location because exercises could occur at either airport. The Implementation Phase would include fuel transfer under a commercial contract from the seaport to the airport and temporary lodging and associated support for up to 265 personnel at either airport. Actual personnel numbers would be split proportionately with planned exercise operations among the two locations. However, the analysis takes a conservative approach by considering all 265 personnel at either location.

The airfield design would also accommodate other military logistics aircraft. The airfield design assumes that the KC-135 aircraft represents large logistics (or heavy lift cargo) aircraft that could be diverted to or exercised from Saipan International Airport or Tinian International Airport for any element of the Proposed Action within the proposed airfield capacity.

ES 4.4 No Action Alternative

CEQ regulations require consideration of the No Action Alternative. The No Action Alternative serves as a baseline against which the impacts of the Proposed Action and other potential action alternatives can be evaluated. Under the No Action Alternative, the USAF would not develop or construct facilities and infrastructure at an existing airport or airports to support existing divert operations, a combination of cargo and tanker aircraft and associated support personnel for periodic exercises, or humanitarian assistance and disaster relief in the western Pacific.

Divert Landings and Operations. Currently, divert landings in the Mariana Islands region occur at A.B. Won Pat International Airport, Guam; Saipan International Airport, Saipan; and Rota International Airport, Rota, in accordance with 36th Wing Instruction 13-204, Airfield Operations Instructions. Under the No Action Alternative, divert landings would continue to occur at these locations. However, under the No Action Alternative, an additional designed and designated divert airfield for divert operations would not be developed.

Joint Military Exercises. Currently, planned joint military exercises occur within the MIRC and Mariana Islands. Under the No Action Alternative, these planned exercises would continue to take place using Andersen AFB and the surrounding airspace and range area. However, under the No Action Alternative, an additional designed and designated divert airfield would not be developed.

Humanitarian Airlift Staging. Currently, humanitarian airlift staging can occur at Andersen AFB or A.B. Won Pat International Airport, Guam, to support humanitarian assistance and disaster relief response in the western Pacific. However, humanitarian efforts from these locations are limited due to lack of infrastructure such as parking areas and refueling capabilities. Under the No Action Alternative, USAF humanitarian response in the western Pacific would likely continue to use existing fully functional airfields, such as Andersen AFB or A.B. Won Pat International Airport, Guam, as available.

As an airport sponsor, in accordance with FAA Airport Sponsor Assurance C. 27, Saipan International Airport and Tinian International Airport would continue to be available for use by Federal government agencies (e.g., DOD) without charge as long as the use of the airport is not considered substantial or all of the following apply:

- Fewer than five government aircraft are regularly based at the airport or on land adjacent thereto during each calendar month.
- The total number of movements (counting each landing as a movement) of government aircraft is less than 300 per calendar month.
- The gross accumulative weight of government aircraft using the airport (the total movement of government aircraft multiplied by gross weights of such aircraft) is less than 5 million pounds per calendar month (FAA 2012d).

Additionally, the USAF has a retained right for use of the Tinian International Airport per the 1999 *Partial Release of Leasehold Interest by and between the Commonwealth of the Northern Mariana Islands and the United States of America*. The agreement states that the U.S. has retained the right, "in common with others, for its military to land its aircraft, to load and unload cargo, to stage equipment and material, and to conduct other military aviation-related activities at West Tinian Airport," among other retained rights at the airport included in the document.

ES 5. Preferred Alternative

According to CEQ guidelines, an agency's preferred alternative is the alternative that the agency believes would fulfill its statutory mission and responsibilities, giving consideration to economic, environmental, technical, and other factors (CEQ 1981). CEQ regulations require the section of the EIS on alternatives to "identify the agency's preferred alternative or alternatives if one or more exists, in the draft statement, and identify such alternative in the final statement…" (CEQ 1981).

The USAF does not identify or determine a preferred alternative in this Revised Draft EIS.

ES 6. Summary of Environmental Impacts

Chapter 3 of this EIS describes existing environmental conditions and **Chapter 4** describes environmental consequences for resources potentially affected by the Proposed Action and alternatives described in **Chapter 2**. The affected environment and environmental consequences are described and analyzed according to categories of resources.

Environmental impacts that might result from the implementation of the USAF's Proposed Action alternatives and the No Action Alternative have been summarized in **Table ES-2**. A detailed analysis of effects is provided in **Chapter 4**.

ES 7. Cumulative Effects

The CEQ defines cumulative impacts as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time." Informed decisionmaking is served by consideration of cumulative impacts resulting from projects that are proposed, under construction, recently completed, or anticipated to be implemented in the reasonably foreseeable future.

CEQ guidance in considering cumulative effects states that the first steps in assessing cumulative effects define the scope of the other actions and their interrelationship with a proposed action. The scope must consider other projects that coincide with the location and timetable of a proposed action and other actions. Cumulative effects analyses must also evaluate the nature of interactions among these actions (CEQ 1997).

A cumulative project list was developed to identify projects on Saipan, Tinian, and in the region in general, based on readily available information. The most substantial projects from the cumulative projects list include the Establishment and Operation of an Intelligence, Surveillance, Reconnaissance, and Strike Capability Project on Andersen AFB; the MIRC improvements; the Guam and CNMI Military Relocation; the CNMI Joint Military Training; the Mariana Islands Training and Testing; improvements at Saipan International Airport, Tinian International Airport, and Tinian harbor; the Alter City resort development proposal, and other local development projects on each island. **Table ES-3** provides a summary of cumulative effects.

ES 8. Mitigation Measures

The Proposed Action, under Alternatives 1, 2, and 3, has the potential to result in adverse environmental impacts as described in **Section 4**. Mitigations to facilitate the implementation of the Proposed Action and minimize, avoid, or compensate for potential impacts on specific resource areas have been identified and would be implemented as required. Unavoidable impacts would be minimized or compensated to the extent practicable. In accordance with CEQ regulations, mitigation measures are considered for adverse environmental impacts Mitigations are described by alternative in **Section 4.16**.

Table ES-2. Summary of Environmental Impacts

Resource	Alternative	Summary of Environmental Impacts
Noise (Sections 3.1 and 4.1)	Alternative 1 - Modified Saipan	***Construction Phase.*** Short-term, direct, minor to moderate, adverse impacts from construction equipment and vehicles would be expected during peak activity.
		Implementation Phase. Direct, minor, adverse impacts from military exercises would be expected. Fuel truck trips would have short-term, minor to moderate, direct adverse impacts on receptors adjacent to the roadways.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Short-term, direct, minor to moderate, adverse impacts from North Option construction equipment and vehicles would be expected during peak activity. Short-term, direct, minor adverse impacts from South Option construction equipment and vehicles would be expected during peak activity.
		Implementation Phase. Direct, minor, adverse impacts from military exercises would be expected. Periodic, direct, minor to moderate, adverse impacts from fuel truck traffic noise would be expected.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** Direct, negligible, adverse impacts from construction equipment and vehicles on Saipan would be expected. Short-term, direct, minor to moderate, adverse impacts from North Option construction equipment and vehicles would be expected. Short-term, direct, minor, adverse impacts from South Option construction equipment and vehicles would be expected.
		Implementation Phase. Direct, minor, adverse impacts from aircraft operations on Saipan and Tinian would be expected. Direct, minor to moderate, adverse impacts from fuel truck traffic noise on Saipan and Tinian would be expected.
	No Action Alternative	No impacts on the ambient noise environment would be expected.
Air Quality (Sections 3.2 and 4.2)	Alternative 1 - Modified Saipan	***Construction Phase.*** Short-term, direct, minor, adverse impacts would be expected from construction emissions and land disturbance.
		Implementation Phase. Periodic, direct, minor, adverse impacts would be expected from aircraft, vehicle, and fuel transfer operations.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Short-term, minor, direct, adverse impacts would be expected from North and South Option construction emissions and land disturbance.
		Implementation Phase. Periodic, minor, direct, adverse impacts would be expected from aircraft, vehicle, and fuel transfer operations.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** Short-term, minor, direct, adverse impacts would be expected on Saipan and Tinian from construction emissions and land disturbance under the North and South Options.
		Implementation Phase. Periodic, minor, direct, adverse impacts would be expected on Saipan and Tinian from aircraft, vehicle, and fuel transfer operations.
	No Action Alternative	No impacts on air quality would be expected.

Resource	Alternative	Summary of Environmental Impacts
Airspace and Airfield Environment (Sections 3.3 and 4.3)	Alternative 1 - Modified Saipan	***Construction Phase.*** Short-term , minor, direct, adverse impacts would be expected from construction of the cargo pad, parking apron, and jet fuel systems.
		Implementation Phase. Short-term, periodic, moderate, direct, adverse impacts would be expected due to joint military exercises. Long-term, direct, moderate, beneficial impacts would be expected because the fueling system would provide a more efficient fueling operation.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Under the North Option, short-term, minor to moderate, direct, impacts would be expected due to construction of the proposed jet fuel receiving, storage, and distribution system, taxiway, and reroute of 8th Avenue. Under the South Option, short-term, minor, direct, adverse impacts would be expected due to construction of the parking apron and jet fuel receiving, storage, and distribution system.
		Implementation Phase. Short-term, periodic, moderate, direct, adverse impacts would be expected during joint military exercises. Major, direct, beneficial impacts could be expected during operation of the mobile ATCT due to the positive control and safety factors.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** Short-term, negligible, adverse impacts on Saipan would be expected from construction of the cargo pad. Short-term, minor to moderate impacts on Tinian under the North Option would be expected from construction of the jet fuel receiving, storage, and distribution system, taxiway, and reroute of 8th Avenue. Short-term, minor impacts under the South Option would be expected from construction of the parking apron and jet fuel receiving, storage, and distribution system.
		Implementation Phase. Short-term, periodic, moderate, direct, adverse impacts would be expected on Saipan and Tinian during joint military exercises.
	No Action Alternative	Short-term, direct, moderate, adverse, impacts could be expected on Saipan because, without airport improvements, divert operations could interrupt and impact commercial operations and cause damage to airport infrastructure.
Geological Resources and Soils (Sections 3.4 and 4.4)	Alternative 1 - Modified Saipan	***Construction Phase.*** Short-term, direct, minor, adverse impacts would be expected from site preparation and construction. Long-term, direct, minor, adverse impacts would be expected from compaction of soils under the weight of vehicles and other construction equipment, buildings, and other structures.
		Implementation Phase. Long-term, direct, minor, and adverse impacts would expected from the compaction of soil, degradation in soil productivity, alteration of storm water drainage and the percolation of rainwater.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Under the North Option, short- and long-term, direct, minor to moderate, adverse impacts would be anticipated due to soil disturbance, compaction, erosion and sedimentation during construction. Under the South Option, short- and long-term, direct, minor, adverse impacts would be expected due to soil disturbance, compaction, erosion and sedimentation during construction
		Implementation Phase. Long-term, direct, minor, adverse impacts would be anticipated from the compaction of soil, degradation in soil productivity, alteration of storm water drainage and the percolation of rainwater.

Resource	Alternative	Summary of Environmental Impacts
	Alternative 3 - Hybrid Modified	***Construction Phase.*** Short-term, direct, negligible to minor, adverse impacts would be expected on Saipan due to site preparation and construction. Under the North and South Options, short-term, direct, minor, adverse impacts would be expected due to construction on Tinian.
		Implementation Phase. Long-term, direct, minor, adverse impacts would be expected on Saipan and Tinian from the compaction of soil, degradation in soil productivity, alteration of storm water drainage and the percolation of rainwater.
	No Action Alternative	No impacts on geological resources and soils would be expected.
Water Resources (Sections 3.5 and 4.5)	Alternative 1 - Modified Saipan	***Construction Phase.*** Short-term, direct, minor, adverse impacts could occur from a reduction in water quality, increased stormwater runoff, and altered hydrologic conditions during construction. Short- and long-term, minor to moderate adverse impacts on groundwater resources could occur from a reduction in groundwater recharge and possible contamination to the groundwater lens. Indirect impacts could result from an increase in impervious areas and the potential for contaminated stormwater runoff to infiltrate the groundwater.
		Implementation Phase. Long-term, direct and indirect, minor, adverse impacts on groundwater would be expected as a result of sheet runoff or petroleum spills from fuel storage and aircraft-refueling activities.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Under the North and South Options, short-term to long-term, direct, minor, adverse impacts on surface waters rom a reduction in water quality, increased stormwater runoff, and altered hydrologic conditions during construction. Under the North and South Options, short- and long-term, minor to moderate, adverse impacts on groundwater resources could occur from a reduction in groundwater recharge and possible contamination to the groundwater lens.
		Implementation Phase. Long-term, indirect and direct, minor, adverse impacts on groundwater quality would be expected as a result of sheet runoff or petroleum spills from fuel storage and aircraft-refueling activities.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** Short-term, direct, negligible, adverse impacts on surface water and groundwater resources would be expected on Saipan due to construction. Under the North and South Options, short-term, direct, minor, adverse impacts on surface water and groundwater resources would be expected on Tinian due to construction.
		Implementation Phase. Long-term, indirect and direct, minor, adverse impacts on groundwater supply and quality on Saipan and Tinian would be expected as a result of sheet runoff or petroleum spills from fuel storage and aircraft-refueling activities.
	No Action Alternative	No impacts on water resources would be expected.

Resource	Alternative	Summary of Environmental Impacts
Terrestrial Biological Resources (Sections 3.6 and 4.6)	Alternative 1 - Modified Saipan	***Construction Phase.*** Long-term, minor, direct, adverse impacts on vegetation would be expected due to vegetation clearing and disturbance. Short-term, minor, direct and indirect, adverse impacts on wildlife would be expected from habitat loss and increase in noise during construction activities. Long-term, moderate, direct, adverse impacts on the nightingale reed-warbler would be expected due to habitat loss and displacement. To mitigate for the loss of that habitat, the USAF would pay for one credit in the Saipan Upland Mitigation Bank.
		Implementation Phase. Short-term, periodic, direct, minor, adverse impacts on vegetation would be expected due to potential distribution of nonnative invasive plants. Short-term, periodic, direct, minor, adverse impacts on wildlife would be expected from potential migratory bird airstrikes during exercises. Long-term and periodic, negligible, adverse impacts on terrestrial threatened and endangered species would be expected from increased aircraft activity and noise.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Under the North and South Options, long-term, minor, direct, adverse impacts on vegetation would be expected from clearance and disturbance. Short-term, minor, direct, adverse impacts on wildlife under the North and South Options would be expected due to construction; however, permanent impacts on populations of wildlife would not likely result. Terrestrial threatened and endangered species would not be affected by construction.
		Implementation Phase. Short-term, periodic, minor, direct, adverse impacts on vegetation would be expected due to potential distribution of nonnative invasive plants. Short-term, periodic, direct, minor, adverse impacts on wildlife would be expected from the noise during exercises. There would be no or negligible adverse impacts on terrestrial threatened and endangered species.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** Long-term, minor, direct, adverse impacts on vegetation would be expected on Saipan and Tinian from vegetation disturbance and clearing. Short-term, minor, direct, adverse impacts on wildlife would be expected from a small loss of habitat for terrestrial birds and other wildlife on Saipan and Tinian. Long-term, moderate, direct, adverse impacts on the nightingale reed-warbler would be expected due to habitat loss and displacement. To mitigate for the loss of that habitat, the USAF would pay for one credit in the Saipan Upland Mitigation Bank.
		Implementation Phase. Short-term, periodic, direct, minor, adverse impacts on vegetation would be expected due to potential distribution of nonnative invasive plants. Long-term, direct, minor, adverse impacts would be expected on wildlife from the noise generated by operations There would be no or negligible adverse impacts on terrestrial threatened and endangered species for aircraft activity.
	No Action Alternative	No impacts on terrestrial biological resources would be expected
Marine Biological Resources (Sections 3.7 and 4.7)	Alternative 1 - Modified Saipan	***Construction Phase.*** No impacts on marine biological resources would be expected.
		Implementation Phase. Short-term, periodic, minor, direct, adverse impacts on sea turtles and marine mammals could be expected due to noise from take-offs and landings.

Resource	Alternative	Summary of Environmental Impacts
	Alternative 2 - Modified Tinian	***Construction Phase.*** No impacts on marine biological resources would be expected under the North or South Options.
		Implementation Phase. Short-term, periodic, minor, direct, adverse impacts on sea turtles and marine mammals could be expected due to noise from take-offs and landings.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** No impacts on marine biological resources would be expected on Saipan or Tinian
		Implementation Phase. Short-term, periodic, minor, direct, adverse impacts on sea turtles and marine mammals could be expected on Saipan and Tinian due to noise from take-offs and landings.
	No Action Alternative	No new impacts on marine biological resources would be expected.
Cultural Resources (Sections 3.8 and 4.8)	Alternative 1 - Modified Saipan	***Construction Phase.*** Minor indirect impacts on contributing elements of the Aslito/Isley Field National Historic Landmark District (NHLD) would be expected due to introducing new facilities that alter the viewshed of nearby historic structures.
		Implementation Phase. No impacts on cultural resources would be expected.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Under the North and South Options, direct, major, and indirect, minor adverse impacts could occur due to ground disturbing activities within the boundaries of the archaeological site associated with the intact remains of West Field. Construction at Tinian International Airport would introduce new elements to the landscape that could indirectly diminish integrity of setting, design, and feeling, and thus NRHP eligibility, of West Field.
		Implementation Phase. No impacts on cultural resources would be expected.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** No direct impacts on Saipan would be expected. Minor, indirect impacts on Saipan would be expected on the Aslito/Isley Field NHLD due to new facilities that would alter the viewshed of nearby historic structures, potentially affecting integrity of setting and feeling of those structures and the NHLD as a whole. Under the North and South Options, direct, major, and indirect, minor adverse impacts could occur on Tinian due to ground disturbing activities within the boundaries of the archaeological site associated with the intact remains of West Field.
		Implementation Phase. No impacts on Saipan or Tinian would be expected.
	No Action Alternative	No impacts on cultural resources would be expected.
Recreation (Sections 3.9 and 4.9)	Alternative 1 - Modified Saipan	***Construction Phase.*** Short-term, indirect, negligible, and adverse impacts would be expected due to an increase in number of vehicles on roads, increasing travel times to available resources.
		Implementation Phase. Long-term, periodic, direct, minor, and adverse impacts would be expected on the southern tip of the island due to an increase in noise levels from proposed exercises and traffic congestion from fuel vehicles.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Under the North and South Options, short-term, direct, negligible to minor, adverse impacts would be expected due to an increase in number of vehicles on roads, increasing travel times to available resources.

Resource	Alternative	Summary of Environmental Impacts
		Implementation Phase. Long-term, periodic, direct, negligible to minor, adverse impacts would be expected due to noise generated during exercises, vehicle use, and a temporary shortfall of hotel rooms available to tourists.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** Short-term, indirect, negligible, and adverse impacts on Saipan would be expected from construction traffic. Under the Tinian North and South Options, short-term, direct, negligible to minor, adverse impacts would be expected due to an increase in number of vehicles on roads, increasing travel times to available resources.
		Implementation Phase. On Saipan, long-term, periodic, direct, minor, and adverse impacts would be expected on the southern tip of the island due to an increase in noise levels from proposed exercises. On Tinian, long-term, periodic, direct, negligible to minor, adverse impacts would be expected due to noise generated during exercises, vehicle use, and a temporary shortfall of hotel rooms available to tourists.
	No Action Alternative	No impacts on recreation would be expected.
Land Use (Sections 3.10 and 4.10)	Alternative 1 - Modified Saipan	***Construction Phase.*** Negligible, adverse impacts on Areas of Potential Concern (APCs) would be expected at the Port of Saipan, pending completion of the Coastal Resources Management (CRM) permit and implementation of any potential best management practices (BMPs).
		Implementation Phase. Long-term, direct, negligible, adverse impacts would be expected due to increased noise levels during aircraft operations.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Minor, direct, adverse impacts would be expected from the North or South Option at the Port of Tinian. No impacts would be expected at the Tinian International Airport. Pending completion of the CRM permit and implementation of any potential BMPs, minor, adverse impacts on APCs on Tinian would be anticipated.
		Implementation Phase. Long-term, direct, negligible, adverse impacts would be expected due to increased noise levels during aircraft operations.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** No impacts on Saipan would be expected. Under the Tinian North and South Options, minor, direct, adverse impacts on land use or land ownership would be expected. Pending completion of the CRM permit, minor, adverse impacts on APCs on Tinian would be expected.
		Implementation Phase. Long-term, direct, negligible, adverse impacts on Saipan and Tinian would be expected due to increased noise levels during aircraft operations.
	No Action Alternative	No impacts on land use would be expected.
Transportation (Sections 3.11 and 4.11)	Alternative 1 - Modified Saipan	***Construction Phase.*** Short-term, direct, minor, adverse impacts would be expected due to construction-related traffic.
		Implementation Phase. Minor, direct, adverse impacts would be expected due to fuel truck traffic and daily transport of personnel.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Short-term, minor, direct, adverse impacts would be expected due to construction-related traffic under the North or South Options.

Resource	Alternative	Summary of Environmental Impacts
		Implementation Phase. Minor, direct, adverse impacts would be expected due to fuel truck traffic and daily transport of personnel.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** Short-term, direct, negligible, adverse impacts would be expected on Saipan from construction traffic. Under the North and South Options, short-term, minor, direct, adverse impacts would be expected on Tinian due to construction-related traffic.
		Implementation Phase. Minor, direct, adverse impacts would be expected on Saipan and Tinian due to fuel truck traffic and daily transport of personnel.
	No Action Alternative	No impacts on traffic or transportation would be expected.
Hazardous Materials and Wastes (Sections 3.12 and 4.12)	Alternative 1 - Modified Saipan	***Construction Phase.*** Short-term, direct, minor, adverse impacts would be expected from the use and storage of hazardous materials and petroleum products; from existing contamination areas; and asbestos-containing materials (ACMs), lead based paint (LBP), and polychlorinated biphenyls (PCBs) that could be encountered during construction. Long-term, minor, beneficial impacts would be expected from the removal of any ACMs, LBP, and PCBs.
		Implementation Phase. Long-term, direct, minor to moderate, adverse impacts would be expected from the use of petroleum products. Long-term, direct, negligible to minor, adverse impacts could occur from post construction radon intrusion.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Under the North and South Options, short-term, direct, minor, adverse impacts would be expected from the use and storage of hazardous materials and petroleum products, and from existing contamination areas, ACMs, LBP, and PCBs that could be encountered during construction. Long-term, minor, beneficial impacts would be expected from the removal of any ACMs, LBP, and PCBs.
		Implementation Phase. Long-term, direct, minor to moderate, adverse impacts would be expected from the use of petroleum products. Long-term, direct, negligible to minor, adverse impacts could occur from post construction radon intrusion.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** On Saipan and Tinian, short-term, direct, minor, adverse impacts would be expected from the use and storage of hazardous materials and petroleum products, and from existing contamination areas, ACMs, LBP, and PCBs that could be encountered during construction. Long-term, minor, beneficial impacts would be expected from the removal of any ACMs, LBP, and PCBs.
		Implementation Phase. On Saipan and Tinian, long-term, direct, minor to moderate, adverse impacts would be expected from the use of petroleum products. Long-term, direct, negligible to minor, adverse impacts could occur from post construction radon intrusion.
	No Action Alternative	No impacts associated with hazardous materials and wastes would be expected.
Infrastructure and Utilities (Sections 3.13 and 4.13)	Alternative 1 - Modified Saipan	***Construction Phase.*** Short-term, direct, minor, adverse impacts on the airfield would be expected from disruption to aircraft operations during construction. Short-term, direct, negligible, adverse impacts on the liquid fuel supply would be expected from the petroleum required for construction equipment and vehicles. Short-term, direct, negligible, adverse impacts on the liquid fuel supply lines at the seaport and the port, the electrical system, and the communications systems would be expected during connection of the new infrastructure. Short-term, direct, negligible to minor, adverse impacts on the sewer system would

Resource	Alternative	Summary of Environmental Impacts
		be expected from the temporary shutoff of sewer lines during the connection of a 6-inch sewer line from the maintenance facility to the sewer main line. Short-term, direct, minor, adverse impacts on the storm water management system on solid waste management would be expected from an increase in both during construction. Short-term, direct, negligible, adverse and long-term, direct, moderate, beneficial impacts on the water supply would be expected from the temporary relocation and upgrade of water lines. Long-term, direct, minor, beneficial impacts on the port would be expected because of additional fuel storage capacity. Long-term, direct, major, beneficial impacts on fuel storage at Saipan International Airport would be expected.
		Implementation Phase. Long-term, direct, negligible, adverse impacts on the airfield and on solid waste would be expected from the increased use. Long-term, direct, minor, adverse impacts on jet fuel water supply, storm water, and communications would be expected the increase in use. Long-term, indirect, minor, adverse impacts on sanitary sewer and wastewater treatment and electrical supply would be expected due to increased use. Long-term, direct, minor to moderate, beneficial impacts would be expected from the increased liquid fuel supply at the airport and seaport. Long-term, direct, minor, beneficial impacts on the airfield would be expected due to the increased aircraft parking capacity at the airfield.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Under the North and South Options: Short-term, direct, moderate, adverse impacts on the airfield and on solid waste management would be expected from construction. Short-term, direct, negligible, adverse impacts on the existing electrical system, liquid fuel supply, communications system, and port would be expected from the extension, upgrade, or connection of associated infrastructure at the airport and seaport. Long-term, minor, adverse impacts on jet and diesel fuel would be expected due to the increase in fuel delivery requirements. Short-term, direct, minor, adverse impacts on the water supply and the storm water management system would be expected from water use during construction. Short-term, direct, negligible, adverse and long-term, direct, moderate, beneficial impacts on the water supply would be expected from the temporary relocation and upgrade of the water lines. Long-term, direct, moderate, beneficial impacts on the airfield would be expected from the proposed improvements. Long-term, direct, minor, beneficial impacts on the port would be expected because of additional fuel storage capacity. Long-term, direct, major, beneficial impacts on fuel storage would be expected at the airport.
		Implementation Phase. Long-term, direct, negligible, adverse impacts on the airfield would be expected from the increased use of the runway and taxiways. Long-term, indirect, minor, adverse impacts on electrical supply would be expected from increased use. Long-term, direct, minor, adverse impacts on the water supply, communications, and solid waste would be expected from increased use. Long-term, direct, moderate, adverse impacts on storm water would be expected from an increase in runoff and a reduction of groundwater recharge. Long-term, direct, moderate, beneficial impacts on the airfield would be expected due to the increased aircraft parking capacity. Long-term, direct, minor to moderate, beneficial impacts would be expected from the increased liquid fuel supply and installation of a hydrant fuel system.

Resource	Alternative	Summary of Environmental Impacts
	Alternative 3 - Hybrid Modified	***Construction Phase.*** On Saipan: Short-term, direct, minor, adverse impacts on the airfield would be expected from disruption to aircraft operations during. Short-term, direct, negligible, adverse impacts on the liquid fuel supply would be expected from the petroleum required for construction equipment and vehicles. Short-term, direct, negligible, adverse impacts on the liquid fuel supply lines at the seaport and the port, the electrical system, and the communications systems would be expected during connection of the new infrastructure. Short-term, direct, negligible to minor, adverse impacts on the sewer system would be expected from the temporary shutoff of sewer lines during the connection of a 6-inch sewer line from the maintenance facility to the sewer main line. Short-term, direct, minor, adverse impacts on the storm water management system on solid waste management would be expected from an increase in both during construction. Short-term, direct, negligible, adverse and long-term, direct, moderate, beneficial impacts on the water supply would be expected from the temporary relocation and upgrade of water lines. Long-term, direct, minor, beneficial impacts on the port would be expected because of additional fuel storage capacity. Long-term, direct, major, beneficial impacts on fuel storage at Saipan International Airport would be expected. On Tinian under the North and South Options: Short-term, direct, moderate, adverse impacts on the airfield and on solid waste management would be expected from construction. Short-term, direct, negligible, adverse impacts on the existing electrical system, liquid fuel supply, communications system, and port would be expected from the extension, upgrade, or connection of associated infrastructure at the airport and seaport. Long-term, minor, adverse impacts on jet and diesel fuel would be expected due to the increase in fuel delivery requirements. Short-term, direct, minor, adverse impacts on the water supply and the storm water management system would be expected from water use during construction. Short-term, direct, negligible, adverse and long-term, direct, moderate, beneficial impacts on the water supply would be expected from the temporary relocation and upgrade of the water lines. Long-term, direct, moderate, beneficial impacts on the airfield would be expected from the proposed improvements. Long-term, direct, minor, beneficial impacts on the port would be expected because of additional fuel storage capacity. Long-term, direct, major, beneficial impacts on fuel storage would be expected at the airport.
		Implementation Phase. On Saipan: Long-term, direct, negligible, adverse impacts on the airfield and on solid waste would be expected from the increased use. Long-term, direct, minor, adverse impacts on jet fuel water supply, storm water, and communications would be expected the increase in use. Long-term, indirect, minor, adverse impacts on electrical supply would be expected due to increased use. Long-term, direct, minor to moderate, beneficial impacts would be expected from the increased liquid fuel supply at the airport and seaport. Long-term, direct, minor, beneficial impacts on the airfield would be expected due to the increased aircraft parking capacity at the airfield. On Tinian: Long-term, direct, negligible, adverse impacts on the airfield would be expected from the increased use of the runway and taxiways. Long-

Resource	Alternative	Summary of Environmental Impacts
		term, indirect, minor, adverse impacts on electrical supply would be expected from increased use. Long-term, direct, minor, adverse impacts on the water supply, communications, and solid waste would be expected from increased use. Long-term, direct, moderate, adverse impacts on storm water would be expected from an increase in runoff and a reduction of groundwater recharge. Long-term, direct, moderate, beneficial impacts on the airfield would be expected due to the increased aircraft parking capacity. Long-term, direct, minor to moderate, beneficial impacts would be expected from the increased liquid fuel supply and installation of a hydrant fuel system.
	No Action Alternative	Long-term, direct and indirect, minor to moderate and adverse would be expected because the existing infrastructure would continue to degrade in quality over time.
Socioeconomics and Environmental Justice (Sections 3.14 and 4.14)	Alternative 1 - Modified Saipan	***Construction Phase.*** Short-term, negligible to minor, adverse impacts on the population of Saipan would be expected from the increase in foreign construction workers. Short-term, minor, adverse impact on housing and public services could occur due to the influx of construction workers. Short-term, minor, direct and indirect, adverse and short-term, negligible to moderate, direct and indirect, beneficial impacts on the Saipan economy would occur due to temporary disruption of services and from increased employment and spending due to construction. Short-term, negligible, adverse sociocultural issues could occur. Disproportionately high and adverse environmental justice impacts would not be expected
		Implementation Phase. Long-term, negligible, adverse impacts on Saipan's population would be expected from the temporary increase in population during exercises. Long-term, negligible to minor, adverse impacts on housing and public services could occur from the temporary increase in population during exercises. Both long-term, negligible to minor, direct, adverse and long-term, negligible to minor, direct and indirect, beneficial impacts on the CNMI and Saipan economy would occur due to temporary disruption of services and from increased spending. Long-term, minor, adverse sociocultural issues and disproportionately high and adverse impacts on minority and low income populations could occur.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Under the North and South Options: Short-term, moderate, adverse impacts on the population, housing, and public services could be expected from the temporary increase in population during construction. Short-term, minor to moderate, direct and indirect, adverse and short-term, moderate, direct and indirect, beneficial impacts on economies of Tinian and the CNMI would occur due to temporary disruption of services and from increased employment and spending due to construction. Short-term, minor, adverse sociocultural issues could occur. Disproportionately high and adverse environmental justice impacts would not be expected.
		Implementation Phase. Long-term, minor, adverse impacts on the population and housing could occur from the temporary increase in population during exercises. Long-term, negligible, direct, adverse impacts and long-term, negligible to minor, direct and indirect, beneficial impacts on the CNMI and Tinian economy would occur due to temporary disruption of services and from increased spending during exercises. Long-term, negligible, adverse impacts on public services, sociocultural issues, and disproportionately high and adverse impacts on minority and low income populations could occur.

Resource	Alternative	Summary of Environmental Impacts
	Alternative 3 - Hybrid Modified	***Construction Phase.*** On Saipan: Short-term, negligible, adverse impacts on the population of Saipan would be expected from the increase in foreign construction workers. Short-term, negligible, adverse impact on housing and public services could occur due to the influx of construction workers. Short-term, minor, direct and indirect, adverse and short-term, negligible to minor, direct and indirect, beneficial impacts on the Saipan economy would occur due to temporary disruption of services and from increased employment and spending due to construction. Short-term, negligible, adverse sociocultural issues could occur. Disproportionately high and adverse environmental justice impacts would not be expected. On Tinian under the North and South Options: Short-term, moderate, adverse impacts on the population, housing, and public services could be expected from the temporary increase in population during construction. Short-term, minor to moderate, direct and indirect, adverse and short-term, moderate, direct and indirect, beneficial impacts on economies of Tinian and the CNMI would occur due to temporary disruption of services and from increased employment and spending due to construction. Short-term, negligible, adverse sociocultural issues could occur. Disproportionately high and adverse environmental justice impacts would not be expected.
		Implementation Phase. On Saipan: Long-term, negligible, adverse impacts on Saipan's population would be expected from the temporary increase in population during exercises. Long-term, negligible to minor, adverse impacts on housing and public services could occur from the temporary increase in population during exercises. Both long-term, negligible to minor, direct, adverse and long-term, negligible to minor, direct and indirect, beneficial impacts on the CNMI and Saipan economy would occur due to temporary disruption of services and from increased spending. Long-term, minor, adverse sociocultural issues and disproportionately high and adverse impacts on minority and low income populations could occur. On Tinian: Long-term, minor, adverse impacts on the population and housing could occur from the temporary increase in population during exercises. Long-term, negligible, direct, adverse impacts and long-term, negligible to minor, direct and indirect, beneficial impacts on the CNMI and Tinian economy would occur due to temporary disruption of services and from increased spending during exercises. Long-term, negligible, adverse impacts on public services, sociocultural issues, and disproportionately high and adverse impacts on minority and low income populations could occur.
	No Action Alternative	No impacts on socioeconomics or environmental justice would be expected.
Human Health and Safety (Sections 3.15 and 4.15)	Alternative 1 - Modified Saipan	***Construction Phase.*** Short-term, negligible to minor, adverse impacts on contractor health and safety could occur during construction. Short-term, minor, adverse impacts on airfield safety could occur during construction.
		Implementation Phase. Long-term, negligible, adverse impacts on contractor health and safety could occur from jet fuel operations. Long-term, minor, beneficial impacts on military health and safety

Resource	Alternative	Summary of Environmental Impacts
		would be expected due to improved airfield facilities. Long-term, negligible, adverse impacts on public health and safety would be expected due to increase in air operations. Long-term, minor, beneficial impacts on airfield safety would be expected due to improved airport facilities.
	Alternative 2 - Modified Tinian	***Construction Phase.*** Under the North and South Options: Short-term, negligible to minor, adverse impacts on contractor health and safety could occur during construction. Short-term, minor, adverse impacts on airfield safety could occur during construction.
		Implementation Phase. Long-term, negligible, adverse impacts on contractor health and safety could occur from jet fuel operations. Long-term, minor, beneficial impacts on military health and safety and airfield safety would be expected due to improved airfield facilities. Long-term, minor, adverse impacts on public health and safety would be expected due to the increase in air operations. Long-term, minor, beneficial impacts on airfield safety would be expected due to improved airport facilities.
	Alternative 3 - Hybrid Modified	***Construction Phase.*** On Saipan: Short-term, negligible to minor, adverse impacts on contractor health and safety could occur during construction. Short-term, minor, adverse impacts on airfield safety could occur during construction. On Tinian under the North Option Short-term, negligible to minor, adverse impacts on contractor health and safety could occur during construction. Short-term, minor, adverse impacts on airfield safety could occur during construction. On Tinian under the South Option: Short-term, negligible, adverse impacts on contractor health and safety could occur during construction. Short-term, negligible to minor, adverse impacts on airfield safety could occur during construction.
		Implementation Phase. On Saipan and Tinian: Long-term, negligible, adverse impacts on contractor health and safety could occur from jet fuel operations. Long-term, minor, beneficial impacts on military health and safety and airfield safety would be expected due to improved airfield facilities. Long-term, minor, adverse impacts on public health and safety would be expected due to the increase in air operations. Long-term, minor, beneficial impacts on airfield safety would be expected due to improved airport facilities.
	No Action Alternative	No impacts on the existing health and safety environment would be expected.

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Table ES-3. Summary of Cumulative Impacts

Resource	Alternative	Summary of Cumulative Impacts
Noise	Alternative 1 – Modified Saipan	• Short- and long-term, minor to moderate, adverse cumulative impacts on the noise environment would be expected
	Alternative 2 – Modified Tinian	• Short- and long-term, minor to moderate, adverse cumulative impacts on the noise environment would be expected.
	Alternative 3 – Hybrid Modified	• Short-term, minor to moderate, adverse cumulative impacts; and • Long-term, moderate, adverse cumulative impacts on the noise environment would be expected on Saipan and Tinian.
Air Quality	Alternative 1 – Modified Saipan	• Short-term, minor, adverse cumulative impacts would be expected from construction and other land disturbance. • Periodic, minor, adverse cumulative impacts on local and regional air quality would be expected from operational activities.
	Alternative 2 – Modified Tinian	• Short-term, minor, adverse cumulative impacts would be expected from construction and other land disturbance. • Periodic, minor, adverse cumulative impacts on local and regional air quality would be expected from operational activities.
	Alternative 3 – Hybrid Modified	• Short-term, minor, adverse cumulative impacts would be expected from construction and other land disturbance on Saipan and Tinian. • Periodic, minor, adverse cumulative impacts on local and regional air quality would be expected from operational activities on Saipan and Tinian.
Airspace Management and Airport Operations	Alternative 1 – Modified Saipan	• Short term, minor, adverse cumulative impacts on airport use are expected. • Long-term, negligible, adverse and minor, beneficial cumulative impacts would occur.
	Alternative 2 – Modified Tinian	• Short term, minor to moderate, adverse cumulative impacts on airport use are expected. • Long-term, moderate, adverse and minor, beneficial cumulative impacts would occur.
	Alternative 3 – Hybrid Modified	On Saipan: • Short term, minor, adverse cumulative impacts on airport use are expected. • Long-term, negligible, adverse and minor, beneficial cumulative impacts would occur. On Tinian: • Short term, minor to moderate, adverse cumulative impacts on airport use are expected. • Long-term, moderate, adverse and minor, beneficial cumulative impacts would occur.

Resource	Alternative	Summary of Cumulative Impacts
Geological Resources and Soils	Alternative 1 – Modified Saipan	• Short- and long-term, minor, adverse cumulative impacts on geological resources and soils would be expected.
	Alternative 2 – Modified Tinian	• Short-term, minor to moderate, adverse and long-term minor adverse cumulative impacts on geological resources and soils would be expected.
	Alternative 3 – Hybrid Modified	• On Saipan and Tinian, short-term, minor to moderate, adverse and long-term minor adverse cumulative impacts on geological resources and soils would be expected.
Water Resources	Alternative 1 – Modified Saipan	• Short- and long-term, minor, adverse cumulative impacts on water resources would be expected.
	Alternative 2 – Modified Tinian	• Short- and long-term, minor to moderate, adverse cumulative impacts on water resources would be expected.
	Alternative 3 – Hybrid Modified	• On Saipan, short-term, negligible and long-term, minor adverse cumulative impacts on water resources would be expected. • On Tinian, short-term, minor to moderate, and long-term minor to moderate adverse cumulative impacts on water resources would be expected.
Terrestrial Biological Resources	Alternative 1 – Modified Saipan	• Short- and long-term, minor, adverse cumulative impacts on wildlife, and threatened and endangered species, are expected to occur.
	Alternative 2 – Modified Tinian	• Long-term, minor to moderate, adverse cumulative impacts on vegetation would be expected. • Short- and long-term, minor to moderate, adverse cumulative impacts on wildlife are expected to occur. • No or negligible cumulative impacts on terrestrial threatened and endangered species would be expected.
	Alternative 3 – Hybrid Modified	On Saipan: • Short- and long-term, minor, adverse cumulative on wildlife and threatened and endangered species, are expected to occur. On Tinian: • Long-term, minor to moderate, adverse cumulative impacts on vegetation would be expected. Short- and long-term, moderate, adverse cumulative impacts on wildlife are expected to occur. No or negligible cumulative impacts on terrestrial threatened and endangered species would be expected.
Marine Biological Resources	Alternative 1 – Modified Saipan	• Short-term, periodic, minor, adverse cumulative impacts on sea turtles and marine mammals would be expected.
	Alternative 2 – Modified Tinian	• Short-term, periodic, minor, adverse cumulative impacts on sea turtles and marine mammals would be expected.
	Alternative 3 – Hybrid Modified	• On Saipan and Tinian, short-term, periodic, minor, adverse cumulative impacts on sea turtles and marine mammals would be expected.

Resource	Alternative	Summary of Cumulative Impacts
Cultural Resources	Alternative 1 – Modified Saipan	• Minor, adverse cumulative impacts on contributing elements of the Aslito/Isley Field NHLD could occur.
	Alternative 2 – Modified Tinian	• Major, adverse cumulative impacts could occur on the West Field archaeological site at Tinian International Airport.
	Alternative 3 – Hybrid Modified	• On Saipan, minor, adverse cumulative impacts on contributing elements of the Aslito/Isley Field NHLD could occur. • On Tinian, major, adverse cumulative impacts could occur within the West Field archaeological site.
Recreation	Alternative 1 – Modified Saipan	• Short-term, minor to moderate, adverse cumulative impacts and long-term, periodic, minor, adverse cumulative impacts are expected.
	Alternative 2 – Modified Tinian	• Short-term, moderate, adverse cumulative impacts and long-term, periodic, minor, adverse cumulative impacts are expected.
	Alternative 3 – Hybrid Modified	• On Saipan and Tinian, short-term, moderate, adverse cumulative impacts and long-term, periodic, minor, adverse cumulative impacts are expected.
Land Use	Alternative 1 – Modified Saipan	• No short-term cumulative impacts on land use are expected; however, long-term, negligible, adverse cumulative impacts would occur.
	Alternative 2 – Modified Tinian	• No short-term cumulative impacts on land use are expected; however, long-term, minor, adverse cumulative impacts would occur.
	Alternative 3 – Hybrid Modified	• On Saipan and Tinian, no short-term cumulative impacts on land use are expected. • On Saipan, long-term, negligible, adverse cumulative impacts would occur. • On Tinian, long-term, minor, adverse cumulative impacts would occur.
Transportation	Alternative 1 – Modified Saipan	• Short-term, minor to moderate, adverse and long-term, periodic, minor, adverse cumulative impacts on local roadway transportation would be expected.
	Alternative 2 – Modified Tinian	• Short-term, moderate, adverse and long-term, periodic, minor to moderate, adverse cumulative impacts on local roadway transportation would be expected.
	Alternative 3 – Hybrid Modified	• On Saipan, short-term, minor to moderate, adverse and long-term, periodic, minor, adverse cumulative impacts on local roadway transportation would be expected. • On Tinian, short-term, moderate, adverse and long-term, periodic, minor to moderate, adverse cumulative impacts on local roadway transportation would be expected.
Hazardous Materials and Wastes	Alternative 1 – Modified Saipan	• Short- and long-term, minor, adverse cumulative impacts associated with hazardous materials and waste would be expected
	Alternative 2 – Modified Tinian	• Short- and long-term, minor, adverse cumulative impacts associated with hazardous materials and waste would be expected.

Resource	Alternative	Summary of Cumulative Impacts
	Alternative 3 – Hybrid Modified	• On Saipan and Tinian, short- and long-term, minor, adverse cumulative impacts associated with hazardous materials and waste would be expected.
Infrastructure and Utilities	Alternative 1 – Modified Saipan	• Short-term, negligible to minor, adverse cumulative impacts on airport and seaport operations, and on utilities, would be expected during construction. • Long-term, minor, beneficial cumulative impacts would occur from increased aircraft parking and increased liquid fuel supplies at the airport and seaport during operations. • Long-term, negligible to minor, adverse cumulative impacts on utilities would occur.
	Alternative 2 – Modified Tinian	• Short-term, negligible to minor, adverse cumulative impacts on airport and seaport operations would be expected during construction. • Short-term, negligible to minor, adverse cumulative impacts would occur for utilities during construction, except for potable water, which would be short-term, moderate, and adverse. • Long-term, minor to moderate, adverse cumulative impacts on airport operations due to increased military flights, but long-term, minor, beneficial cumulative impacts from increased aircraft parking. • Minor, beneficial cumulative impacts would be expected from increased liquid fuel supplies at the airport and seaport. • Long-term, negligible to minor, adverse cumulative impacts on utilities would occur.
	Alternative 3 – Hybrid Modified	On Saipan: • Short-term, negligible to minor, adverse cumulative impacts on airport and seaport operations, and on utilities, would be expected during construction. • Long-term, minor, beneficial cumulative impacts would occur from increased aircraft parking and increased liquid fuel supplies at the airport and seaport during operations. • Long-term, negligible to minor, adverse cumulative impacts on utilities would occur. On Tinian: • Short-term, negligible to minor, adverse cumulative impacts on airport and seaport operations would be expected during construction. • Short-term, negligible to minor, adverse cumulative impacts would occur for utilities during construction, except for potable water, which would be short-term, moderate, and adverse. • Long-term, minor to moderate, adverse cumulative impacts on airport operations due to increased military flights, but long-term, minor, beneficial cumulative impacts from increased aircraft parking. • Minor, beneficial cumulative impacts would be expected from increased liquid fuel supplies at the airport and seaport. • Long-term, negligible to minor, adverse cumulative impacts on utilities would occur.

Resource	Alternative	Summary of Cumulative Impacts
Socioeconomics and Environmental Justice	Alternative 1 – Modified Saipan	• Short-term, adverse cumulative impacts on population and public services would be expected. • Short-term, adverse and long-term beneficial cumulative impacts on housing could occur. • Short-term and long-term beneficial cumulative impacts on economics could occur. • Short-term, negligible to minor, adverse and long-term, minor adverse cumulative impacts could occur on sociocultural issues. • Short-term and long-term, disproportionately high and adverse cumulative impacts could occur on minority populations due to noise.
	Alternative 2 – Modified Tinian	• Short-term, adverse cumulative impacts on population and public services would be expected. • Short-term, adverse and long-term beneficial cumulative impacts on housing could occur. • Short-term and long-term beneficial cumulative impacts on economics could occur. • Short-term, negligible to minor, adverse and long-term, adverse cumulative impacts could occur on sociocultural issues. • Short-term and long-term, disproportionately high and adverse cumulative impacts could occur on minority populations due to noise.
	Alternative 3 – Hybrid Modified	On Saipan and Tinian: • Short-term, adverse cumulative impacts on population and public services would be expected. • Short-term, adverse and long-term beneficial cumulative impacts on housing could occur. • Short-term and long-term beneficial cumulative impacts on economics could occur. • Short-term, negligible to minor, adverse and long-term, adverse minor cumulative impacts could occur on sociocultural issues. • Short-term and long-term, disproportionately high and adverse cumulative impacts could occur on minority populations due to noise.
Human Health and Safety	Alternative 1 – Modified Saipan	• Short- and long-term, minor, adverse cumulative impacts on health and safety would be expected.
	Alternative 2 – Modified Tinian	• Short- and long-term, minor, adverse cumulative impacts on health and safety would be expected.
	Alternative 3 – Hybrid Modified	• On Saipan and Tinian, short- and long-term, minor, adverse cumulative impacts on health and safety would be expected.

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Appendices

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1. Purpose of and Need for the Proposed Action

This Environmental Impact Statement (EIS) has been prepared to describe the U.S. Air Force's (USAF) proposal to improve an existing airport or airports, in support of expanding mission requirements and to achieve divert capabilities in the western Pacific. This section presents an introduction to important issues relevant to the project, the purpose of and need for the Proposed Action, the project locations, a summary of key environmental compliance requirements and public and stakeholder outreach, and an overview of the organization of the EIS.

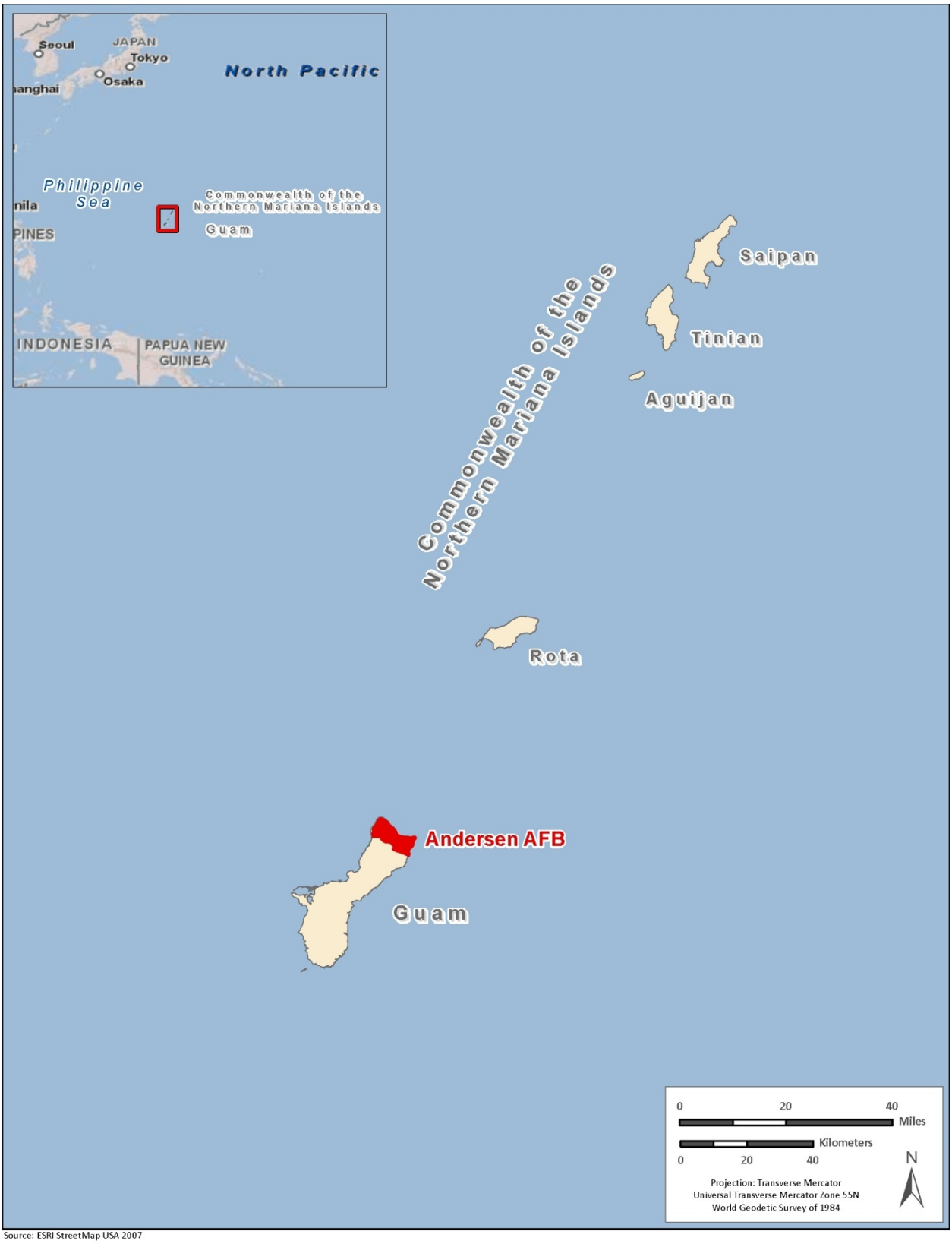
1.1 Introduction

The USAF seeks to improve an existing airport or airports in the Mariana Islands region in the western Pacific in support of expanding U.S. strategic interests and Department of Defense (DOD) mission requirements in the region. The U.S. territories of Guam and Commonwealth of the Northern Mariana Islands (CNMI) (including the islands of Saipan, Rota, and Tinian) are located to the east of the Philippine Sea (see **Figure 1.1-1**) and make up the southern portion of the Mariana Islands. The Philippine Sea is a section of the western Pacific Ocean, located east and north of the Philippines. Pacific Air Forces (PACAF) is a USAF component major command (MAJCOM) and is headquartered at Joint Base Pearl Harbor-Hickam, Oʻahu, Hawaiʻi.

1.2 Background

The lead agency for this EIS is the U.S. Department of the Air Force. PACAF is designated by the USAF as the executive agent to develop this EIS, which was prepared in compliance with the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [U.S.C.] 4321 et seq.) and the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (Title 40 Code of Federal Regulations [CFR] Parts 1500–1508). Cooperating agencies include the U.S. Navy, U.S. Marine Corps (USMC), and the Federal Aviation Administration (FAA). As cooperating agencies, PACAF coordinates with the U.S. Navy, USMC, and FAA throughout the EIS development process. The Commonwealth Ports Authority (CPA), the owner of the CNMI commercial airports, considers PACAF's proposed airport development plans and would show these on the official airport layout plan (ALP) that must be submitted for FAA review. Additionally, the FAA must comply with NEPA prior to making a decision regarding the changes to the ALP submitted by CPA before the Proposed Action can be implemented.

Throughout its history, the Mariana Islands have helped PACAF play a vital role in world events. In addition to their key combat roles in World War II and the Korean and Vietnam Wars, PACAF units fought in Desert Storm in 1991, and they continue to deploy to Afghanistan, Saudi Arabia, Turkey, and Italy for operations. PACAF provided its expertise, aircraft, personnel, and equipment to facilitate the new Expeditionary Air Force. A portion of PACAF forces transited through and were trained in the Mariana Islands en route to these world events. Following the



Source: ESRI StreetMap USA 2007

Figure 1.1-1. Location of the Philippine Sea, Guam, and CNMI Region

September 11, 2001, terror attacks on the United States, PACAF also used and transited through the Mariana Islands when deploying units in support of operations Noble Eagle and Enduring Freedom (PACAF undated a).

Since 1944, PACAF has participated in more than 140 humanitarian operations within its area of responsibility and beyond. In these operations, PACAF personnel quickly and efficiently airlifted food, medicine, and supplies to areas devastated by storms, floods, earthquakes, volcanic eruptions, and other natural disasters. Additionally, the command supported three of the largest evacuations ever undertaken by the USAF: the Newlife evacuation of Vietnamese in 1975; the Fiery Vigil evacuation of Clark Air Base and Subic Bay Naval Base, Philippines, after the 1991 volcanic eruption of Mount Pinatubo; and the Pacific Haven operation to support and resettle Kurdish evacuees in 1997. Recent efforts include support of tsunami relief efforts during Operation Unified Assistance in 2006 and support of earthquake and tsunami relief efforts in Japan during Operation Tomodachi in 2011 (CRS 2011). PACAF established a 24/7 air operations center to organize rescue and relief flight efforts by the USAF, U.S. Navy, USMC, U.S. Coast Guard, and support services of the international community during Operation Tomodachi. In 2008, PACAF delivered supplies and food to China to help victims of China's worst winter storms in more than 50 years. PACAF also delivered 2 million pounds of relief supplies after China was hit by a devastating earthquake and assisted with Myanmar cyclone relief by preparing C-17s to transport personnel and supplies (PACAF undated a). PACAF continually prepares to bring air power quickly and decisively to the far reaches of the Pacific (PACAF undated a).

1.2.1 PACAF Mission

PACAF's primary mission is to provide ready air and space power to promote U.S. interests in the Asia-Pacific region during peacetime, through crisis, and in war (PACAF undated b). PACAF's vision is to be the most respected air warrior team employing the full spectrum of air and space power, with Asia-Pacific partners, to ensure peace and advance freedom. PACAF maintains a forward presence to ensure stability in the region (PACAF undated b). In order to fulfill its mission in the region successfully, PACAF must anticipate future needs and adapt to an ever-evolving geopolitical setting.

To support the mission to provide ready air and space power to promote U.S. interests in the Asia-Pacific region, PACAF oversees approximately 43,000 military and civilian personnel serving in nine strategic locations and numerous smaller facilities, primarily in Hawai'i, Alaska, Japan, Guam, and South Korea. Approximately 340 fighter and attack aircraft are assigned to the command with about 100 deployed aircraft rotating on Guam (PACAF undated a).

1.2.2 Proposed Project Region

The area of focus for potential implementation of the Proposed Action is the Mariana Islands Archipelago (see **Figure 1.1-1**). For the purposes of this EIS, the Study Area includes existing airports in the Marianas region, existing seaports, and surrounding areas including easements or routes needed to transport construction materials and petroleum products. The Mariana Islands Archipelago straddles the Pacific Ocean and the Philippine Sea and hosts the U.S. military's westernmost training complex on U.S. soil, the Mariana Islands Range Complex

(MIRC), consisting of special use airspace (SUA), Farallon de Medinilla (FDM) live-fire bombing range, and other land training areas. The MIRC includes land ranges and training area/facilities on Guam, Rota, Tinian, and Saipan. SUA consists of Warning Area 517 (W-517), restricted airspace over FDM (R-7201), and Air Traffic Control Assigned Airspace (ATCAA). These training areas are also partially composed of what are commonly called the CNMI military leased areas. The military leased areas are lands leased from the CNMI government for military purposes pursuant to Article VIII of The Covenant to Establish a Commonwealth of the Northern Mariana Islands in Political Union with the United States of America (Covenant) for 50 years (with an automatic 50-year renewal). The leases and technical agreements that implement the Covenant provide for use of FDM and its nearshore waters for military live-fire exercises and provide for portions of Saipan and Tinian to be used by the DOD for military purposes including training. Not within, but to the north and east of the Divert EIS Study Area, are portions of the Marianas Trench Marine National Monument, which was established in January 2009 by Presidential Proclamation under the authority of the Antiquities Act (16 U.S.C. 431).

1.2.3 PACAF Operations and Support in the Proposed Project Region

General Operations. Within the proposed project area, PACAF currently operates at Andersen Air Force Base (AFB) on the Island of Guam, as part of the Joint Region Marianas (JRM). Andersen AFB is located on the north end of Guam in the village of Yigo, approximately 15 miles from the capital, Hågatña. Andersen AFB is home to the 36th Wing, Air Mobility Command's (AMC) 734th Air Mobility Support Squadron, and several other tenant organizations (PACAF 2007). Andersen AFB is one of four of the USAF's Bomber Forward Operating Locations that provide forward support to bomber crews deploying to Europe, Southwest Asia, and in the Pacific. The mission of Andersen AFB and its host unit, the 36th Wing, is to provide the President of the United States sovereign options to decisively employ airpower across the entire spectrum of engagement. With its huge fuel and munitions storage facilities and dual runways, Andersen AFB is an important forward-based logistics support center for contingency forces deploying throughout the southwest Pacific and Indian oceans. Andersen AFB's ideal flying conditions, relatively unlimited airspace, and nearby air-to-ground range make the project area an ideal training area for the U.S. military and militaries of nearby countries (PACAF 2007).

Humanitarian Support. On December 8, 2002, Typhoon Pongsona, a super-typhoon with sustained winds of 150 miles per hour (mph), struck Guam and left the island without power and water and only limited telephone service. Damage to Andersen AFB included loss of power and water, and major damage to structures. Several hangars on the installation sustained damage to their walls and roofs, and Hangars 2, 3, and 4 suffered extensive damage. PACAF provided support relief efforts in Guam 10 days after Typhoon Pongsona hit the island, which included the deployment of civil engineers, services personnel, medical experts, aircraft maintenance personnel, and security forces members. More than 30 PACAF and AMC missions flew support personnel and more than 1,000 tons of supplies to Guam and Andersen AFB (GlobalSecurity 2011).

PACAF also provided assistance and relief efforts to Guam following Typhoon Paka in 1997. Typhoon Paka made landfall on Guam on December 16, 1997, with peak wind gust speeds of 240 mph. The center of the eye of the typhoon passed through Rota Channel and over the

northern portion of the island where Andersen AFB is located. A.B. Won Pat International Airport in Guam was closed for several days due to the typhoon, with airport infrastructure and facilities sustaining damage. More than 11,500 homes were damaged or destroyed by the storm, leaving approximately 5,000 people homeless on Guam. At Andersen AFB, nearly all bay doors on facilities and hangars were damaged or destroyed and building ceilings were ripped open (EQE International 1998).

1.3 Purpose and Need Background

The 2012 DOD Strategic Guidance places increased emphasis on the Asia-Pacific region (DOD 2012). Relationships with Asian allies and key partners are critical to the future stability and growth of the western Pacific region to maintain regional access and the ability to operate freely. PACAF's primary mission is to provide ready air and space power to promote U.S. interests in the Asia-Pacific region during peacetime, through crisis, and in war (PACAF undated b). PACAF maintains a forward presence to help ensure stability in the region (PACAF undated b). To successfully fulfill its mission in the region, PACAF must anticipate future needs and adapt to an ever-evolving geopolitical setting.

The vital economic, political, and military interests of the United States are global in nature and scope. In many respects these interests are located across broad oceans, and to a great extent they intersect those of current and emergent regional powers. The western Pacific serves as the location where the USAF can train and operate from installations on U.S. territory and have the most influence in support of U.S. interests in Asia. Forward-deployed forces in the western Pacific are particularly well-suited to the entire range of military operations in support of national strategy. Forward-deployed forces continue the historic role of military engagement in preventative diplomacy, support U.S. policies overseas, and play a significant role in demonstrating both the intention and the capability to join allies and other friendly powers in defending shared interests, providing humanitarian relief, and ensuring stability in the region.

To meet its mission successfully, the USAF must respond quickly and successfully in support of theater commanders. The potential for escalation dictates that forces must be shaped and trained for missions they might encounter, but logistical planning must also be in place for follow-on personnel and materials, and for evacuation of non-combatants or humanitarian refugees out of theater. This pre-planning provides theater commanders with credible crisis-response capabilities. Building on the normally deployed forces, the USAF must plan for the follow-on forces and for the evacuation of non-combatants or humanitarian refugees during a contingency crisis.

The USAF, operating from U.S. territories, is free of the political encumbrances that sometimes inhibit and can limit the scope of land-based operations in foreign territories and countries. These considerations are a unique characteristic and advantage of the Mariana Islands, which provide flexible options including the ability to develop contingency plans rapidly, unencumbered by foreign geo-politics. The operational flexibility and responsiveness of forward installations in the Mariana Islands is a matter of record; whether humanitarian relief for Kurdish refugees, humanitarian relief for tsunami victims in Indonesia or Japan, or the ability to flow forces forward to the Middle East, the value of the Mariana Islands as U.S. territory in Asia is unmatched.

As the United States seeks to sustain and strengthen Asia-Pacific alliances and partnerships, the USAF must augment and adapt its forward presence to reassure U.S. allies of our commitment to their security, and provide an immediate reaction to disasters in the region. Through development of additional divert capabilities and capacity, the USAF intends to meet the challenges in Asia. The vast distances of the Pacific and the low density of U.S. basing and infrastructure in the Pacific places a premium on forward-deployed U.S. forces in the Mariana Islands. Increased capability and U.S. presence in the Mariana Islands region would build trust, increase transparency, reduce the risks of crisis or conflict, and encourage U.S. allies and partners to enhance their roles in humanitarian relief and multilateral security cooperation by augmenting regional rapid-response abilities and increasing the capacity of Asian partners to respond more effectively to contingencies, including humanitarian crises and natural disasters. Finally, in alignment with direction provided in the 2010 and 2014 Quadrennial Defense Review (QDR) Reports, the USAF seeks to develop additional opportunities for exercises in the western Pacific that respond to the need for constant readiness of U.S. forces to carry out joint operations, particularly in the areas of humanitarian assistance and disaster relief (DOD 2010a).

The range of potential future challenges is significant. USAF requirements to deal with such challenges include the following: supporting a national response to attacks on, or natural disasters in, the United States, its territories, and other nations; defeating aggression by adversary states; supporting and stabilizing fragile states facing threats from terrorist and insurgent groups; protecting American citizens abroad in harm's way; and preventing human suffering due to mass atrocities or large-scale natural disasters abroad.

These challenges are not necessarily distinct. The USAF future operational environment is likely to entail complex combinations of multiple challenges at the same time, necessitating multiple venues to execute the mission. USAF forces in Asia must be shaped and trained to provide the maximum possible versatility for the broadest potential range of national contingencies as mandated by Title 10 U.S.C. 8062. Readiness requires specialized locations where military personnel can learn and practice the skills necessary to protect the United States successfully and keep its territories safe. The location and environments of the Mariana Islands are important to the USAF because of Andersen AFB and opportunities for realistic training. The sea space and airspace designated for military use in the Mariana Islands region provide safe environments to train airmen on existing equipment in environments similar to those encountered during real-world missions.

1.3.1 Purpose

The purpose of the Proposed Action is to establish additional divert capabilities to support and conduct current, emerging, and future USAF exercises, while ensuring the capability to meet mission requirements in the event that access to Andersen AFB or other western Pacific locations is limited or denied. Divert capabilities are needed to maintain current operations when existing operational locations are not available, such as during contingencies including typhoons or other natural disasters. To ensure a comprehensive and orderly flow of personnel and materials during normal and contingency operations, the USAF must develop and train personnel at divert locations to provide a comprehensive force capable of meeting national contingency requirements.

The need for humanitarian assistance can arise suddenly. Disaster response in Japan during the 2011 earthquake and tsunami serves as an example. If this occurred during scheduled training exercises at Andersen AFB, then either training or response efforts might have been delayed or impeded. Furthermore, natural or man-made disasters could impact Andersen AFB's missions, requiring reliance on designed and designated divert airfield capabilities. Because of the proximity to forward-deployed forces in the western Pacific, the Mariana Islands region provides the best economic alternative for forward-deployed U.S. forces to train on U.S.-owned lands and develop the proposed additional divert capabilities.

1.3.2 Need

The USAF must achieve its mission mandated by Title 10 U.S.C. 8062 in the event of a disruption of operational capabilities at Andersen AFB or other western Pacific locations. To achieve this mission, the USAF must ensure that another location within the Mariana Islands has the capabilities to sustain its mission on a temporary basis. This location will not replace the capabilities at Andersen AFB, but will be an additional location on U.S. territory in the western Pacific that can ensure continued military readiness should access to Andersen AFB or other western Pacific locations be limited or denied for reasons such as a training event, humanitarian relief efforts, or natural or man-made disasters. In accordance with 36th Wing Instruction 13-204, Airfield Operations Instructions, the USAF can currently conduct emergency divert landings on an as-needed basis either when an aircraft has malfunctioned or needs to land immediately in the Mariana Islands region at A.B. Won Pat International Airport, Guam; Saipan International Airport, Saipan; and Rota International Airport, Rota. Therefore, the Proposed Action is not needed to provide an emergency landing location but is derived from the following operational requirements necessary to successfully support the PACAF mission:

- Ensure airfield accessibility if access to Andersen AFB or other western Pacific airfields is limited or denied.
- Provide for contingency operations including humanitarian relief efforts.
- Accommodate future increases in operational tempo and associated training.
- Achieve and sustain readiness.

Consistent with DOD Strategic Guidance, which calls for mission priorities to shift to the Asia-Pacific region (DOD 2012), the Proposed Action would develop critical enhancements to an existing airport or airports and associated infrastructure in the Mariana Islands region to increase operational and divert capabilities needed by the USAF, especially in humanitarian assistance and disaster relief and joint military exercises. These enhancements are required if the USAF is to maintain a state of military readiness commensurate with the national defense and humanitarian relief missions. The Proposed Action focuses on the development and improvement of existing divert or contingency airfield capabilities and does not include the permanent deployment or "beddown" of forces in the Mariana Islands, nor does it include the development of a new airfield (e.g., new runway, new parking area) in a location that does not have existing capabilities within the Mariana Islands region. Hence, any military construction would be focused on improvements at an existing airfield needed to increase USAF capabilities

to respond to emergent needs and ensure forces diverted from Andersen AFB or other western Pacific locations can continue operating and training to these capabilities.

In summary, the Proposed Action is needed because there is no existing divert or contingency airfield on U.S. territory in the western Pacific that is designed and designated to provide strategic operational and exercise capabilities for U.S. forces when needed and humanitarian assistance and disaster relief in times of natural or man-made disasters. Implementation of the Proposed Action would support the PACAF mission to provide ready air and space power to promote U.S. interests in the Asia-Pacific region during peacetime, through crisis, and in war.

1.4 Scope of Analysis

This EIS examines the potential effects of the Proposed Action and alternatives, including impacts related to or upon the following areas:

- Noise
- Air Quality
- Airspace Management and Airfield Environment, and Bird/Wildlife Aircraft Strike Hazard
- Geological Resources and Soils
- Water Resources
- Terrestrial Biological Resources
- Marine Biological Resources
- Cultural Resources
- Recreation
- Land Use
- Transportation
- Hazardous Materials and Waste Management
- Infrastructure and Utilities
- Socioeconomics and Environmental Justice
- Human Health and Safety.

These topics were identified through the scoping process as being potentially relevant to the Proposed Action and alternatives, and include applicable critical elements of the human environment whose review is mandated by statute, Executive Order (EO), regulations, or policy.

1.5 Summary of Key Environmental Compliance Requirements

1.5.1 NEPA Compliance

NEPA (42 U.S.C. 4321–4347) is a Federal statute requiring the identification and analysis of potential environmental impacts associated with proposed Federal actions before those actions are taken. The intent of NEPA is to support decisionmakers in making well-informed decisions based on an understanding of the potential environmental consequences, and taking actions to protect, restore, or enhance the environment. The CEQ was established under NEPA and was

charged with the development and implementation of regulations and ensuring Federal agency compliance with NEPA.

The process for implementing NEPA is codified in Title 40 CFR Parts 1500–1508, *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act*. CEQ regulations specify that an EIS be prepared when a Federal agency proposes a major action with the potential to significantly affect the quality of the human environment.

Air Force Policy Directive (AFPD) 32-70, *Environmental Quality*, states that the USAF will comply with applicable Federal, state, and local environmental laws and regulations, including NEPA. The USAF's implementing regulation for NEPA is its *Environmental Impact Analysis Process (EIAP)*, 32 CFR Part 989, as amended. See **Table 1.5-1** for a summary of environmental compliance for the Proposed Action, including NEPA compliance.

1.5.2 Integration of Other Relevant Environmental Compliance Requirements

To comply with NEPA, the planning and decisionmaking process for Federal agencies involves a study of other relevant environmental statutes and regulations. The NEPA process, however, does not replace procedural or substantive requirements of other environmental statutes and regulations. It addresses them collectively in the form of an environmental assessment (EA) or EIS, which enables the decisionmaker to have a comprehensive view of relevant environmental issues and requirements associated with a proposed action and its alternatives. According to CEQ regulations, the requirements of NEPA must be integrated "with other planning and environmental review procedures required by law or by agency so that all such procedures run concurrently rather than consecutively." The environmental regulations and rules for Federal agencies are mandated and followed. See **Table 1.5-1** for a summary of environmental compliance for the Proposed Action. Environmental compliance requiring agency coordination and consultation is discussed in **Section 1.7.2**.

Table 1.5-1. Summary of Environmental Compliance for the Proposed Action

Plans, Policies, and Controls	Responsible Agency	Status of Compliance
Clean Water Act (CWA) (33 U.S.C. 1344, et seq.) and implementing regulations as required	U.S. Environmental Protection Agency (USEPA)	No permit under the CWA, whether under Section 401, 402, or 404 (b) (1), is required. A storm water general permit for construction that disturbs greater than 1 acre of land would be required.
Coastal Zone Management Act (CZMA) (16 CFR Parts 1451, et seq.) and implementing regulations as required	Coastal Resources Management Office – CNMI	The USAF determined that the Proposed Action is consistent to the maximum extent practicable with the CNMI Coastal Management Plan. The Negative Determination (ND) for CNMI was submitted after release of the 2012 Draft EIS. Pursuant to 15 CFR Part 930.35(c), because the CNMI Coastal Resources Management Office (CRMO) did not respond to the ND within 60 days, CNMI CRMO concurrence with the ND was presumed. The USAF has initiated additional correspondence regarding this Revised Draft EIS with CNMI CRMO to ensure compliance with the CZMA.

Plans, Policies, and Controls	Responsible Agency	Status of Compliance
Endangered Species Act (ESA) (16 U.S.C. 1531, et seq.) and implementing regulations as required	U.S. Fish and Wildlife Service (USFWS)	The EIS analyzes the potential effects on species listed under the ESA. The USAF completed consultation under Section 7 of the ESA with the USFWS on the potential that the Proposed Action on Saipan could affect listed species. As a result of consultation, the USFWS issued the *Biological Opinion for Divert Activities and Exercises at Saipan International Airport, CNMI*. The USAF continues to consult under Section 7 of the ESA with the USFWS and is seeking concurrence on a no effect determination for listed species on Tinian.
Marine Mammal Protection Act (MMPA) (16 U.S.C. 1431, et seq.) and implementing regulations as required	National Marine Fisheries Service (NMFS)	This EIS analyzes the potential effects on marine mammals, some of which are species-listed under the ESA. The Proposed Action is not expected to result in Level A or Level B harassment as defined by the MMPA, as no actions are proposed in water. A permit under the MMPA for unavoidable takes is not required.
National Historic Preservation Act (NHPA) (16 U.S.C. 470, et seq.) and implementing regulations as required	CNMI Historic Preservation Office (HPO)	The USAF is consulting with the CNMI HPO and National Park Service under Section 106 of the NHPA. The Advisory Council on Historic Preservation (ACHP) was also invited to consult based on the determination of potential adverse effects on the National Historic Landmark (NHL) under Alternative 1 and Alternative 3. The USAF will complete Section 106 consultation that culminates in an agreement document signed by the consulting parties. This process will be completed prior to implementing any actions proposed in the Final EIS. Section 106 consultation for this undertaking is ongoing and not considered complete until all consulting parties agree to and sign the agreement document.
EO 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations	USAF	Potentially high and adverse impacts on low-income or minority communities were identified from elements of the Proposed Action in the 2012 Draft EIS. The USAF conducted outreach to the potentially impacted communities to ensure they are engaged in the NEPA process. Based on public input and outreach, fighter aircraft have been removed from the Proposed Action. High and adverse impacts on low-income or minority communities are no longer expected.
EO 13045, Protection of Children from Environmental Health Risks and Safety Risks	USAF	The Proposed Action would not result in disproportionate risks to children from environmental health risks or safety risks.
EO 13112, Invasive Species	USAF	EO 13112 requires agencies to identify actions that might affect the status of invasive species and take measures to avoid introduction and spread of those species. This EIS satisfies the requirement of EO 13112 with respect to the Proposed Action because it identifies the status of invasive species and measures to avoid introduction and spread of the species.

Plans, Policies, and Controls	Responsible Agency	Status of Compliance
EO 11990, Protection of Wetlands	USAF	The Proposed Action would not have a significant impact on wetlands.
Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703–712) and implementing regulations as required	USFWS	The Proposed Action would not have a significant impact on migratory birds and therefore, per 50 CFR 21.15 *Authorization of take incidental to military readiness activities*, an incidental take permit would not be required.
The Sikes Act of 1960 (16 U.S.C. 670a–670o, as amended by the Sikes Act Improvement Act of 1997, Public Law [P.L.] No. 105-85) requires military installations with significant natural resources to prepare and implement Integrated Natural Resources Management Plans (INRMPs).	USAF	An INRMP is not required until after the USAF acquires an interest in and administers land that contains significant natural resources. The decision whether or not to prepare an INRMP will be made after acquiring interests in lands necessary to implement the selected alternative.
The Antiquities Act (34 Stat. 225, 16 U.S.C. 431) and implementing regulations as required	National Oceanic and Atmospheric Administration (NOAA) USFWS	The Study Area does not include any portion of the Marianas Trench Marine National Monument.

1.5.3 Documents Incorporated by Reference

According to CEQ regulations for implementing NEPA, "material relevant to an EIS may be incorporated by reference with the intent of reducing the size of the document." Some of the programs and projects within the geographical scope of this EIS have previously undergone environmental review and NEPA documentation. These projects are described in this section and also available for review at http://www.PACAFDivertMarianasEIS.com:

Final Environmental Impact Statement, Establishment and Operation of an Intelligence, Surveillance, and Reconnaissance and Strike (ISR/Strike) Capability, Andersen Air Force Base, Guam, November 2006 (USAF 2006). The proposed action would establish an ISR/Strike operational capability in the western Pacific over an approximate 16-year period beginning in fiscal year 2007. The ISR/Strike capability would consist of fighter, aerial refueling, bomber, unmanned aerial vehicle aircraft, and support personnel. The EIS for ISR/Strike capability proposed to establish 12 KC-135 Stratotanker (KC-135) aircraft in the region.

Andersen AFB was identified as the installation best suited to host the ISR/Strike capability. The ISR/Strike EIS was finalized in 2006 and a Record of Decision (ROD) was issued in January 2007 (USAF 2006). The USAF was able to address the cumulative impacts of establishing an ISR/Strike Capability in their EIS relative to a host of other cumulative projects

identified (USAF 2006). The ISR/Strike EIS is incorporated by reference into this document to account for the basing of 12 KC-135s at Andersen AFB.

MIRC EIS/Overseas Environmental Impact Statement (OEIS), May 2010 (DON 2010a). The MIRC EIS/OEIS proposes military training and research, development, test, and evaluation (RDT&E) activities within the MIRC (DON 2010a). The MIRC consists of the ranges, airspace, and ocean areas surrounding the ranges that make up the MIRC EIS Study Area. The MIRC and the MIRC EIS Study Area are the same geographical areas. The study area described in the MIRC EIS/OEIS does not include the sovereign territory (including waters out to 12 nautical miles [NM]) of Yap within the Federated States of Micronesia.

The proposed action in the MIRC EIS/OEIS resulted in critical enhancements to increase training capabilities (especially in the undersea and air warfare areas) that are necessary if the military services are to maintain a state of military readiness commensurate with the national defense mission. The proposed action primarily focuses on the development and improvement of existing training capabilities in the MIRC, and would not include any military construction projects. However, the proposed action does not involve extensive changes to the MIRC facilities, activities, or training capabilities, nor does it involve an expansion of the existing MIRC property or airspace requirements.

Commander Navy Region Marianas Instruction 3500.4 (Marianas Training Handbook) includes governing procedures for the use of training areas, ranges, and airspace operated and controlled by the Commander U.S. Naval Forces, Marianas, such as instructions and procedures for the use of Guam, Saipan, Tinian, Rota, and FDM. This guidance identifies specific land use constraints to enable protection of environmental resources during military training in the MIRC. These procedures would continue to be followed. Modification and augmentations of these procedures are being discussed among stakeholders. No new types of training would be required that would warrant new procedures in the MIRC EIS/OEIS (DON 2010a).

The MIRC EIS/OEIS is incorporated into this document to account for aircraft operations proposed under divert activities and exercises within the MIRC. This Revised Draft EIS analyzes landings and take-offs at the airport or airports proposed for improvements. Aircraft operations that occur beyond landings and take-offs within the MIRC are analyzed MIRC EIS/OEIS.

Mariana Islands Testing and Training (MITT) (DON 2015b). The MITT EIS proposed U.S. military readiness training and research, development, testing, and evaluation activities conducted in the MITT land, sea, and air study area. As part of the analysis, the MITT Final EIS/OEIS reassesses the continued military training activities that occur on Guam, Rota, Tinian, Saipan, and Farallon de Medina that have been previously assessed in the MIRC EIS/OEIS. The training is needed to meet the U.S. Navy's statutory responsibilities described in Title 10 U.S.C. to achieve and maintain military readiness.

The MITT EIS/OEIS is incorporated into this document to account for aircraft operations proposed under divert activities and exercises within the MIRC. This Revised Draft EIS analyzes landings and take-offs at the airport or airports proposed for improvements. Aircraft

operations that occur beyond landings and take-offs within the MIRC are analyzed in the MITT EIS/OEIS.

1.6 Decisions to be Made

At the EIS process conclusion, the USAF will make a decision on whether and how to support identified divert activities and exercises based on the discussion and analyses contained in this EIS. The USAF decision will be based on the EIS and will be reflected in a ROD.

The USAF is required to work with the CPA in development of proposed amendments to the existing ALPs for the selected alternative airport location. Once CPA submits the ALPs to the FAA for approval, the FAA will be required to make a decision regarding the ALP amendment request pursuant to 49 U.S.C. 40103(b) and 47107(a)(16). As a cooperating agency, the FAA will review and adopt this EIS, as appropriate, to support its decision regarding the ALP amendment request. The USAF may not implement decisions in the USAF ROD contained in the ALP until the FAA issues a separate ROD approving the ALP amendment request. See **Section 1.7.1** for additional details about the FAA's involvement as a cooperating agency.

1.7 Interagency and Public Involvement

The Intergovernmental Coordination Act and EO 12372, Intergovernmental Review of Federal Programs, require Federal agencies to cooperate with and consider state and local views in implementing a Federal proposal. Air Force Instruction (AFI) 32-7060, which was rescinded after the initiation of this project, required the USAF to implement a process known as Interagency and Intergovernmental Coordination for Environmental Planning (IICEP), which is used for the purpose of agency coordination and implements scoping requirements (i.e., to determine the scope of issues to be addressed in detail in a NEPA document). PACAF initiated the IICEP process by notifying relevant Federal and regional agencies, elected officials, and other key stakeholders, of the Proposed Action and alternatives considered during the scoping process, as discussed in **Section 1.7.3**. Public notification and involvement are also discussed in **Section 1.7.3**. In addition, during review of the 2012 Draft EIS, agencies and other stakeholders had 45 days to provide comments on information specific to the Proposed Action.

1.7.1 Cooperating Agencies

A cooperating agency is any Federal agency other than a lead agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed action. According to CEQ regulations for implementing NEPA, upon request of the lead agency, any other Federal agency that has jurisdiction by law shall be a cooperating agency. In addition, any Federal agency that has special expertise with respect to any environmental issue addressed in the EIS could be a cooperating agency upon request of the lead agency. An agency may request the lead agency to designate it a cooperating agency.

The lead agency for this EIS is the Department of the Air Force. The EIS was prepared in compliance with NEPA of 1969 (42 U.S.C. 4321 et seq.) and the CEQ Regulations for Implementing the Procedural Provisions of NEPA (Title 40 CFR Parts 1500–1508). Cooperating

agencies include the U.S. Navy, USMC, and the FAA. **Appendix A** contains cooperating agency requests and acceptance letters.

The FAA's role as a cooperating agency in this EIS stems from the FAA's responsibilities pursuant to 49 U.S.C. 40101 et seq. for civil aviation and regulation of air commerce in the interests of aviation safety and efficiency. The FAA is a cooperating agency on this EIS because it has special expertise and jurisdiction by law to approve proposed development at civilian airports.

The CPA owns and manages the civilian airports in CNMI, and the USAF has worked with CPA regarding the proposed airport development. The CPA shows the proposed USAF airport changes on their official ALP, which must undergo FAA review, because the FAA has statutory authority for review and approval of proposed civilian airport development. The FAA must also comply with NEPA prior to making a decision regarding the changes to the ALP. As a cooperating agency, the FAA may use the EIS documentation to comply with its own requirements under NEPA for FAA Federal actions. Once the FAA determines that the EIS adequately addresses the proposed airport development, it may adopt the EIS for its own NEPA compliance purposes pursuant to 40 CFR Part 1506.3. This EIS has been prepared to include information that addresses airport and environmental requirements per FAA Order 1050.1E, Environmental Impacts: Polices and Procedure (FAA 2006a), and FAA Order 5050.4B, National Environmental Policy Act Implementing Instructions for Airport Actions (FAA 2006b). The FAA may also decide to supplement the EIS with additional information that may be needed to address FAA requirements. In order to facilitate FAA review and adoption of this EIS, **Table 1.7-1** cross references USAF impact categories analyzed in this EIS (see **Section 1.4**) with FAA impact topics listed in Appendix A of FAA Order 1050.1E.

Table 1.7-1. FAA Impact Topics

FAA Impact Categories	EIS Section
Air Quality	Air Quality (3.2 and 4.2)
Coastal Resources	Land Use (3.10 and 4.10)
Compatible Land Use	Noise (3.1 and 4.1), Land Use (3.10 and 4.10)
Construction Impacts	Throughout Section 4, Construction Phase
Department of Transportation Act: Sec. 4(f)	Section 1.7.2
Farmlands	Geological Resources and Soils (3.4 and 4.4)
Fish, Wildlife, and Plants	Terrestrial Biological Resources (3.6 and 4.6), Marine Biological Resources (3.7 and 4.7)
Floodplains	Water Resources (3.5 and 4.5)
Hazardous Materials, Pollution Prevention, and Solid Waste	Hazardous Materials and Wastes (3.12 and 4.12)
Historical, Architectural, Archaeological, and Cultural Resources	Cultural Resources (3.8 and 4.8)
Light Emissions and Visual Impacts	Light Emissions – Airspace and Airfield Environment (4.3) Visual Impacts – Not Applicable
Natural Resources and Energy Supply	Infrastructure and Utilities (4.13)

FAA Impact Categories	EIS Section
Noise	Noise (3.1 and 4.1)
Secondary (Induced) Impacts	Secondary impacts are analyzed in Chapter 4 under the impacts analysis. These types of impacts are identified as "indirect" impacts in this EIS.
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	Socioeconomics and Environmental Justice (3.14 and 4.14)
Water Quality	Water Resources (3.5 and 4.5)
Wetlands	Water Resources (3.5 and 4.5), Terrestrial Biological Resources (3.6 and 4.6), and Land Use (3.10 and 4.10)
Wild and Scenic Rivers	Not Applicable

1.7.2 Interagency Coordination and Consultation

The USAF has maintained communication with interested stakeholders and the public throughout the EIS development process. Stakeholders include Federal, state, territory, commonwealth, and local elected officials; regulatory representatives; and local nongovernmental organization stakeholder groups. Public involvement is addressed in **Section 1.7.3**. Coordination and consultation with these stakeholders is summarized in the following paragraphs. The USAF also coordinated with local agencies relevant to the Proposed Action, such as the CPA, throughout the EIS development and planning process. **Table 1.5-1** provides a summary of environmental compliance and the status of coordination and consultations.

FAA Requirements. The FAA conducts an airspace analysis process known as "Obstruction Evaluation/Airport Airspace Analysis (OE/AAA)" for proposed development on and within the vicinity of an airport. The OE/AAA process is the primary method by which the FAA determines whether or not an object, most often a proposed man-made structure such as a proposed new maintenance building, would constitute an obstruction or a hazard to aircraft operating in the local airspace of an airport. Sponsors of proposed construction or alteration in the vicinity of airports are required to provide notification to the FAA by filing an FAA Form 7460-1, Notice of Proposed Construction or Alteration, and respond to FAA's inquiries that might be posed through the aeronautical study process. A Form 7460-1 must be filed initially for the ultimate proposed project build-out design and then a Form 7460-1 must be filed prior to initiating any construction on or near the airport for the proposed project.

Construction of the proposed development would require coordination of construction schedules and construction methods with CPA airport operations and airfield safety offices. There is a notice of construction requirement with the airport and FAA during project construction involving cranes and heavy equipment. Construction time windows would need to be discussed with the FAA and the airport authority, CPA, during the ongoing construction. An example of scheduling to minimize airport impacts includes night and early morning hours when effects on existing airport arrivals and departures would be minimal. Other time windows when airport operations are already adjusted due to other airport-related capital improvement projects would also be

considered for construction scheduling. In general, close coordination with the FAA and the airport authority would need to be made to maintain normal aircraft arrival and departure operations during the construction period.

Department of Transportation Act (DOT) Section 4(f). Section 4(f) of the DOT Act, which is codified and renumbered as section 303(c) of 49 U.S.C., provides that the Secretary of Transportation will not approve any program or project that requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land from an historic site of national, state, or local significance as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such program, and the project includes all possible planning to minimize harm to the land resulting from the use. Section 4(f) is applicable to the Proposed Action due to FAA involvement as a cooperating agency, where FAA is a component of DOT. In addition, Section 4(f) is applicable because of the proposed use of Francisco C. Ada/Saipan International Airport (Saipan International Airport) under two alternatives where Saipan International Airport property boundaries overlap with the Aslito/Isley Field portion of the Landing Beaches, Aslito/Isley Field, and Marpi Point National Historic Landmark (NHL). In addition, implementation of the Proposed Action under two alternatives at Tinian International Airport could potentially affect historic features associated with the U.S. expansion of Japan's Gurguan Airfield that was expanded into the much larger West Field during World War II. Many of these features have been recommended as eligible for listing on the National Register of Historic Places (NRHP). Traditional use areas that may qualify as traditional cultural properties (TCPs) may also exist in the area of potential effect (APE) for the two alternatives at Tinian International Airport.

The proposed military exercises that would take place at Saipan International Airport, Tinian International Airport, or both would be exempted from Section 4(f). The DOD reauthorization in 1997 (for fiscal year 1998) provided that "[n]o military flight operations (including a military training flight), or designation of airspace for such an operation, may be treated as a transportation program or project for purposes of section 303(c) of title 49, United States Code" (P.L. 105-85, Nov. 18, 1997). Section 4(f), therefore, does not apply to the historic sites that will only be impacted by noise from aircraft traffic related to the Proposed Action, including the Landing Beaches portion of the Landing Beaches, Aslito/Isley Field, and Marpi Point NHL and the Tinian Landing Beaches, Ushi Point Field, the North Field NHL, West Field, and other potentially NRHP-eligible features. However, because proposed airport construction supporting military training flights or other military flight operations does not fall under this exemption, Section 4(f) must be considered in the analysis of the proposed construction projects at Saipan International Airport or Tinian International Airport.

Under the purpose of and need for supporting the Proposed Action, the USAF has a requirement for establishing additional divert capabilities to support training exercises, while ensuring the capability to meet mission requirements in the event that access to Andersen AFB or other western Pacific locations is limited or denied. Because of the proximity to forward-deployed forces in the western Pacific, the Mariana Islands region provides the best alternative for forward-deployed U.S. forces to train on U.S.-owned lands and for the development of the proposed additional divert capabilities. As the only two site locations potentially meeting the

USAF purpose and need for action, there is no feasible and prudent alternative to the three modified alternatives that fully meets the USAF mission needs in a timely fashion. The No Action Alternative is considered infeasible because it does not support the stated USAF purpose and need. Although it is considered infeasible for the purpose of Section 4(f) analysis, the No Action Alternative is analyzed in detail in this EIS.

Potential impacts on the Section 4(f) resources for Saipan and Tinian are fully described in **Sections 4.8.1**, **4.8.2**, and **4.8.3**. Under Section 106 of the National Historic Preservation Act (NHPA), the USAF is formally consulting with the CNMI Historic Preservation Office (HPO) and other parties such as the Advisory Council on Historic Preservation (ACHP). The USAF will complete Section 106 consultation prior to implementing any actions in this EIS, resulting in an agreement document among the consulting parties. As a result, the design of proposed construction projects on Saipan or Tinian will include all possible planning to minimize the risk of potential harm to Section 4(f) resources resulting from the USAF's use of Saipan International Airport or Tinian International Airport.

***Endangered Species Act*.** The Endangered Species Act (ESA) of 1973 establishes a Federal program to conserve, protect, and restore threatened and endangered plants and animals and their habitats. The ESA specifically charges Federal agencies with the responsibility of using their authority to conserve threatened and endangered species. All Federal agencies must ensure any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of an endangered or threatened species or result in the destruction of critical habitat for these species, unless the agency has been granted an exemption. The Secretary of the Interior, using the best available scientific data, determines which species are officially endangered or threatened, and the USFWS maintains the list, available at http://www.fws.gov/endangered/species/us-species.html. A list of Federal endangered species can be obtained from the Endangered Species Division, USFWS (703-358-2171). Additionally, NOAA Fisheries maintains a list of officially endangered or threatened marine species, available at http://www.nmfs.noaa.gov/pr/species/esa/. States, territories, or commonwealths might also have their own lists of threatened and endangered species that can be obtained by calling the appropriate state fish and wildlife office. Under the ESA, Federal agencies are required to provide documentation that ensures agency actions will not adversely affect the existence of any federally threatened or endangered species. The ESA requires all Federal agencies to avoid "taking" threatened or endangered species, which includes jeopardizing threatened or endangered species habitat. Section 7 of the ESA establishes a consultation process with the USFWS that ends with concurrence on a determination of the risk of jeopardy from a Federal agency project. **Sections 4.6 and 4.7** provide an analysis of potential impacts on species protected under the ESA. Additionally, **Appendix B** contains materials related to ESA Section 7 consultation with the USFWS for the Proposed Action.

Coastal Zone Management Act. The Coastal Zone Management Act (CZMA) of 1972 declares a national policy to preserve, protect, and develop and, where possible, restore or enhance the resources of the nation's coastal zone. The coastal zone refers to the coastal waters and the adjacent shorelines, including islands, transitional and intertidal areas, salt marshes, wetlands, and beaches. The CZMA encourages states to exercise their full authority over the coastal zone through the development of land and water use programs in cooperation with Federal and

local governments. States may apply for grants to help develop and implement management programs to achieve wise use of the land and water resources of the coastal zone. Development projects affecting land or water use or natural resources of a coastal zone must ensure the project is, to the maximum extent practicable, consistent with the enforceable policies of the state's coastal zone management program. PACAF coordinated with Coastal Resource Management Office (CRMO) regarding CZMA compliance. Materials related to CZMA compliance for the Proposed Action are in **Appendix C**. The USAF has initiated additional correspondence regarding this Revised Draft EIS with CNMI CRMO to ensure compliance with the CZMA.

Marine Mammal Protection Act. All marine mammals in U.S. waters are protected by the Marine Mammal Protection Act (MMPA) of 1972 (16 U.S.C. 1361, et seq.) The MMPA prohibits the "take" of marine mammals, with certain exceptions, in waters under U.S. jurisdiction and by U.S. citizens on the high seas. Under Section 3 of the MMPA, "take" is defined as "to harass, capture, hunt, kill, or attempt to harass, capture, hunt, or kill any marine mammal." "Harassment" is defined as any act of pursuit, torment, or annoyance that has the potential to injure marine mammal stock in the wild (Level A); or has the potential to disturb marine mammal stock in the wild by disrupting behavioral patterns, including migration, breathing, nursing, breeding, feeding, or sheltering (Level B). The MMPA requires a permit for unavoidable takes known as a letter of authorization (LOA) or incidental harassment authorization (IHA) for incidental harassment of marine mammals. The Proposed Action is not expected to result in Level A or Level B harassment as defined by the MMPA. As such, no permit, IHA or LOA, is required.

Magnuson-Stevens Fishery Conservation and Management Act. The Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), as amended, requires the delineation of essential fish habitat (EFH) by regional fishery management councils, with assistance from the National Marine Fisheries Service (NMFS), in fishery management plans (FMPs) for all federally managed fish species. EFH is defined as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." The MSFCMA also requires Federal action agencies to consult with the Secretary of Commerce (NMFS) regarding any proposed action authorized, funded, or undertaken by the agency that could adversely affect EFH identified under the MSFCMA. No construction would occur in the marine waters surrounding Saipan or Tinian (see **Figures 2.4-1**, **2.4-4,** and **2.4-7**). Additionally, DOD policies, compliant with Federal and CNMI regulations, will be followed to minimize erosion and sedimentation during construction and to manage storm water runoff after construction (see **Section 4.5.1.1**). As such, no adverse effects on EFH are expected, and EFH consultation is not required.

Migratory Bird Treaty Act. The Migratory Bird Treaty Act (MBTA) of 1918, as amended, implements treaties and conventions between the United States, Canada, Japan, Mexico, and the former Soviet Union for the protection of migratory birds. Unless otherwise permitted by regulations, the MBTA makes it unlawful to pursue, hunt, take, capture, or kill; attempt to take, capture, or kill; possess; offer to or sell, barter, purchase, or deliver; or cause to be shipped, exported, imported, transported, carried, or received any migratory bird, part, nest, egg, or product, manufactured or not. The MBTA also makes it unlawful to ship, transport, or carry from

one state, territory, or district to another; or through a foreign country, any bird, part, nest, or egg that was captured, killed, taken, shipped, transported, or carried contrary to the laws from where it was obtained; and import from Canada any bird, part, nest, or egg obtained contrary to the laws of the province from which it was obtained. The U.S. Department of the Interior has the authority to arrest, with or without a warrant, a person violating the MBTA. The Proposed Action described in this EIS would not result in significant impacts to migratory birds and therefore, per 50 CFR 21.15 - *Authorization of take incidental to military readiness activities*, an incidental take permit would not be required. Potential impacts on species protected under the MBTA are provided in **Section 4.6**.

National Historic Preservation Act. The NHPA of 1966 sets forth national policy to identify and preserve properties of state, local, and national significance. The NHPA establishes the ACHP, State Historic Preservation Offices (SHPOs), and the NRHP. The ACHP advises the President, Congress, and Federal agencies on historic preservation issues. Section 106 of the NHPA directs Federal agencies to take into account effects of their undertakings (actions and authorizations) on properties included in or eligible for the NRHP. Section 110 sets inventory, nomination, protection, and preservation responsibilities for federally owned cultural properties. Section 106 of the act is implemented by regulations of the ACHP, 36 CFR Part 800. Agencies should coordinate studies and documents prepared under Section 106 with NEPA where appropriate. However, NEPA and NHPA are separate statutes and compliance with one does not constitute compliance with the other. For example, actions that qualify for a categorical exclusion under NEPA might still require Section 106 review under NHPA. It is the responsibility of the agency official to identify properties in the area of potential effects, and whether they are included or eligible for inclusion in the NRHP. Section 110 of the NHPA requires Federal agencies to identify, evaluate, and nominate historic property under agency control to the NRHP.

PACAF is undergoing Section 106 consultation with the CNMI HPO, National Park Service (NPS), ACHP, and other consulting parties. The goal of the consultation is to fully comply with the Section 106 process and provide the legal framework under which adverse effects are assessed and avoided or mitigated. The effort has included identifying the undertakings to be included in the agreement, determining appropriate procedures to fulfill obligations under Section 106 of the NHPA, and identifying and engaging interested and consulting parties and signatories. The USAF will complete Section 106 consultation that culminates in an agreement document signed by consulting parties. This process will be completed prior to implementing any actions proposed in the Final EIS. Section 106 consultation for this undertaking is ongoing and not considered complete until all consulting parties agree to and sign the agreement document.

Clean Water Act. The Clean Water Act (CWA) of 1977 is an amendment to the Federal Water Pollution Control Act of 1972, is administered by the U.S. Environmental Protection Agency (USEPA), and sets the basic structure for regulating discharges of pollutants into U.S. waters. The CWA requires USEPA to establish water quality standards for specified contaminants in surface waters. Section 402 of the CWA forbids the discharge of pollutants from a point source into navigable waters without a National Pollutant Discharge Elimination System (NPDES) permit. NPDES permits are issued by USEPA or the appropriate state if it has assumed

responsibility. Section 404 of the CWA establishes a Federal program to regulate the discharge of dredge and fill material into waters of the United States. Section 404 permits are issued by the U.S. Army Corps of Engineers (USACE). Waters of the United States include interstate and intrastate lakes, rivers, streams, and wetlands that are used for commerce, recreation, industry, sources of fish, and other purposes. The objective of the CWA is to restore and maintain the chemical, physical, and biological integrity of the nation's waters. Each agency should consider the impact on water quality from actions such as the discharge of dredge or fill material into U.S. waters from construction, or the discharge of pollutants as a result of facility occupation. Section 401 of the CWA requires that any Federal license or permit to conduct an activity that could result in a discharge to waters of the United States must first receive a water quality certification from the state in which the activity will occur. No permit under the CWA, whether under Section 401, 402, or 404 (b) (1), is required under the Proposed Action.

Airport Operations and Airspace Requirements. Civilian airports in the United States are operated under 14 CFR Part 139 certification and under a security program approved by the Transportation Security Administration (TSA). When the FAA issues construction grants to civilian airports, the airport signs a grant agreement that contains standard grant assurances and becomes a binding contract between the airport authority and the U.S. government. Several of these grant assurances are applicable to the desire of the USAF to use portions of civilian airports for military activities. **Appendix F** contains the Aeronautical Study for the Proposed Action.

Space for military improvements, such as aprons, need to be negotiated through agreements with the authority operating the airport and might differ between airports because of existing real estate agreements.

For example, 14 CFR Part 139 requires the airport to provide Airport Rescue and Firefighting (ARFF). This requirement includes a certain number of fire trucks and recurrent training for personnel. The addition of USAF aircraft could change the ARFF index and increase response requirements. These increased requirements can be met through negotiated agreements between the USAF and the operating authority and could include direct or financial support for additional equipment, training, or personnel.

Military personnel working on the airport might need to meet TSA security program requirements. A sudden influx of military personnel for an exercise or natural disaster response could easily overwhelm the existing security system. These increased requirements can be met through negotiated agreements between the USAF and the operating authority and include direct or financial support for additional equipment, training, or personnel needed to support any surge of personnel.

1.7.3 Public Involvement

NEPA requirements ensure that environmental information is made available to the public during the decisionmaking process and prior to actions being taken. The premise of NEPA is that the quality of Federal decisions will be enhanced if Federal proponents of an action provide information to state and local governments and the public and involve them in the planning process. An EIS is a public document, and public involvement is a vital component of the NEPA

process. Guidance for implementing public involvement is codified in 40 CFR Part 1506.6, thereby ensuring that Federal agencies make a diligent effort to involve the public in preparing NEPA documents and prescribing public involvement during various stages of the environmental review process. The USAF NEPA procedures in Title 32 CFR Part 989 include guidance on the public involvement process. In addition, the CEQ Memorandum on Scoping Guidance[1] provides guidance for public involvement and participation.

For this EIS, outreach is defined as the process of communicating the military mission and Proposed Action, and developing and maintaining stakeholder partnerships. Throughout the EIS process, outreach is necessary to garner and maintain positive partnerships among the stakeholders. The USAF involved elected officials, government and regulatory agencies, nongovernmental organizations, the general public, and the media throughout the EIS process.

Numerous opportunities exist for public involvement throughout the EIS development process. In addition, PACAF maintains a dedicated project website that provides public access to documents available for review, announces meeting dates and times, announces the availability of documents for review and comment, accepts comments during open comment periods, and provides fact sheets and other project-related information (see http://www.PACAFDivertMarianasEIS.com).

The following summarizes the formal NEPA process-related opportunities, in compliance with CEQ regulations, for public involvement and input into the EIS process:

- ***Pre-Notice of Intent Briefings.*** Prior to issuing the Notice of Intent (NOI) that formally started the EIS process, PACAF and U.S. Pacific Fleet, representing the cooperating agency the U.S. Navy, provided pre-NOI briefings to senior-level stakeholders in Guam and CNMI. Briefings included question-and-answer sessions to provide early information about the Proposed Action and alternatives to regional political leadership. Briefings were given to Guam legislature and Governor's office and to the office of the Guam Congressional Delegate. Briefings in Saipan, CNMI, were presented to the Military Integration Management Committee, which consists of the Governor; Lieutenant Governor; members of Legislature; and Mayors of Tinian, Rota and Saipan, and to the office of the CNMI Congressional Delegate. One briefing was presented in Honolulu, Hawai'i, to the USFWS.
- ***Scoping.*** Formal public scoping began with the issuance of an NOI in the *Federal Register* on September 27, 2011 EST. PACAF also issued notices in local media on September 28, October 3, October 10, October 11, October 12, October 14, October 17, and October 18, 2011 ChST, that announced schedules and locations for public scoping meetings. Comments were accepted at two public scoping meetings in Guam, one public scoping meeting in Saipan, one public scoping meeting in Tinian, and one public scoping meeting in Rota. Comments were also accepted via the project website (http://www.PACAFDivertMarianasEIS.com), postal service, and telephone recording

[1] CEQ. *Memorandum for General Counsels, NEPA Liaisons and Participants in Scoping*, Nicholas C. Yost, General Counsel, April 30, 1981.

system. Once the scoping period was completed, the scoping comments received were summarized in a scoping summary report, and comments were considered during the development of the 2012 Draft EIS.

- ***Post-NOI Briefings.*** During the public scoping period, PACAF provided post-NOI briefings to senior-level stakeholders in Guam and CNMI. The briefings were an updated and expanded version of the pre-NOI briefings, and were offered to a wider audience of stakeholders. The purpose of the briefings was to provide ongoing communication with local stakeholders, and to inform the stakeholders of up-to-date information regarding the Proposed Action and alternatives. The post-NOI briefings were conducted to coincide with public scoping meetings.

- ***2012 Draft EIS Public Review.*** The 2012 Draft EIS was the first public version of the EIS. It was distributed to selected Federal, state, territory, commonwealth, regional, and local agencies; private citizens; and organizations that requested copies. The 2012 Draft EIS was also made available at nine information repositories and is available on the project website (http://www.PACAFDivertMarianasEIS.com). The USAF provided a 45-day public review period for the 2012 Draft EIS (40 CFR Part 1506.10). The public review period was initiated through the publication of a Notice of Availability (NOA) in the *Federal Register* on June 8, 2012 EDT. PACAF also issued notices in local media on June 9, June 11, June 22, June 23, June 24, June 25, and June 26, 2012 ChST, that announced schedules and locations for public hearings. Comments on the 2012 Draft EIS were accepted at two public hearings, on the project website (http://www.PACAFDivertMarianasEIS.com), via postal service, or via telephone recording system. In total, 26 comment correspondences were received during the Draft EIS public comment period from 24 individuals and agencies; 16 of these comment correspondences were received from various Federal, territory, and Commonwealth agencies; and political stakeholders. A total of 211 individual comments were received. Comments mainly fell into the following general categories: identification of the preferred alternative, Article VIII of The Covenant to Establish a Commonwealth of the Northern Mariana Islands in Political Union with the United States of America (Covenant), noise, general concern with protection of natural resources, brown treesnake control, concern with protection of cultural resources, and mitigation. Consistent with 40 CFR Section 1503.4, substantive comments received on the 2012 Draft EIS during the 45-day public review period were considered in preparation of the Revised Draft EIS and responded to appropriately. **Appendix G** provides all comments received on the 2012 Draft EIS and the USAF response to these comments.

- ***Post-NOA Briefings.*** During the public review period for the 2012 Draft EIS, PACAF provided post-NOA briefings to senior-level stakeholders in Guam and CNMI. The briefings were an updated version of the post-NOI briefings. The purpose of the briefings was to provide ongoing coordination and communication with local stakeholders, and to inform the stakeholders of up-to-date information regarding the Proposed Action and alternatives. The post-NOA briefings were conducted to coincide with public hearings.

- ***Revised Draft EIS Public Review.*** The Revised Draft EIS is the second public version of the EIS. It incorporates comments received on the 2012 Draft EIS and presents modified alternatives. The Revised Draft EIS public review period was initiated via the publication of an NOA in the *Federal Register* on October 16, 2015 EDT/October 17, 2015 ChST. The USAF is providing a 45-day public review period for the Revised Draft EIS. The Revised Draft EIS was made available at four different information repositories and on the project website (http://www.PACAFDivertMarianasEIS.com). PACAF also issued notices in local media that announced availability of the Revised Draft EIS. Comments on the Revised Draft EIS were accepted on the project website (http://www.PACAFDivertMarianasEIS.com) and via postal service. Substantive comments received during the public review of the Draft and Revised Draft EIS will be fully considered in USAF decision making.
- ***Final EIS and Record of Decision Public Review***. Prior to implementing any action described in the EIS, a Final EIS NOA will be issued in the *Federal Register* by the USEPA at the request of the USAF. The USAF will issue an ROD no sooner than 30 days after the NOA for the Final EIS has been released. Public outreach efforts will include the NOA *Federal Register* notice, advertising the notice in local newspapers, mailing a notice to individuals and groups that commented on the 2012 or Revised Draft EIS, and posting notification on the project website. The signed ROD will be posted on the project website. An NOA for the ROD will also be published in the *Federal Register* and local newspapers.

1.8 EIS Organization

The EIS is organized into seven sections, plus appendices, as follows:

- **Section 1** provides the background information, project location, and purpose of and need for the Proposed Action.
- **Section 2** contains a description of the Proposed Action and alternatives, including the No Action Alternative.
- **Section 3** contains a description of the environmental resources and baseline conditions that could be affected by the Proposed Action and alternatives.
- **Section 4** presents an analysis of the potential environmental consequences of implementing the Proposed Action and alternatives, including the No Action Alternative. Section 4 also presents proposed best management practices (BMPs), management actions, and mitigation measures for the Proposed Action.
- **Section 5** includes an analysis of the potential cumulative and other impacts.
- **Section 6** lists the preparers of the document.
- **Section 7** lists the references used in the preparation of the EIS.
- Appendices:
    - **Appendix A** includes cooperating agency requests and acceptance letters.

- **Appendix B** contains all materials related to ESA Section 7 Consultation.
- **Appendix C** contains all materials related to CZMA compliance.
- **Appendix D** contains all materials related to NHPA Section 106 Consultation.
- **Appendix E** contains air quality calculations and modeling.
- **Appendix F** contains the Aeronautical Study for the Proposed Action.
- **Appendix G** contains the Public Comment Summary Report for the 2012 Draft EIS.

2. Description of the Proposed Action and Alternatives

This section describes the Proposed Action and alternatives the USAF is considering to fulfill its purpose of and need for action. As discussed in **Section 1.5.1**, the NEPA process evaluates potential environmental consequences associated with a proposed action and considers alternative courses of action. Reasonable alternatives must satisfy the purpose of and need for a proposed action, as defined in **Section 1.3**. In addition, CEQ regulations specify the inclusion of a No Action Alternative against which potential impacts can be compared. While the No Action Alternative would not satisfy the purpose of or need for the Proposed Action, it is analyzed in detail in accordance with CEQ regulations. **Section 2.6** discusses the decisionmaking process and identification of the Preferred Alternative.

2.1 Changes Since the 2012 Draft EIS

This document is a revision of the original Divert Activities and Exercises Draft EIS released for public review on June 9, 2012 ChST (June 8, 2012 EDT). However, the USAF determined the policies and objectives of NEPA would be best served by preparing and releasing a Revised Draft EIS to seek additional comments on changes made as a result of comments received on the 2012 Draft EIS. This Revised Draft EIS removes several elements from the Proposed Action and presents modified alternatives that represent a reduced capability from that analyzed in the 2012 Draft EIS. The 2012 Draft EIS is available for download at www.pacafdivertmarianaseis.com. Elements of the Proposed Action removed from consideration in this EIS are described in **Section 2.1.1.** A brief description of the modified alternatives is presented in **Section 2.1.2** and the modified alternatives are detailed in **Section 2.4**.

2.1.1 Elements Removed from and Added to the Proposed Action

Based on public and agency input into the 2012 Draft EIS, the USAF removed several elements from each of the three modified alternatives in this Revised Draft EIS. The elements are detailed in **Table 2.1-1.** In addition to the elements described in **Table 2.1-1** the USAF also reduced the total number of proposed aircraft operations from 1,920 take-offs or landings proposed in the 2012 Draft EIS to 720 take-offs or landings proposed in this Revised Draft EIS. An “operation” is considered to be either one take-off or one landing. For example, a round trip flight that includes a take-off and landing would be considered two operations. The USAF reduced total operations during exercises to reduce noise and related-impacts on the surrounding communities.

Although the USAF removed elements originally proposed as part of the Proposed Action in the 2012 Draft EIS, some elements included in the modified alternatives in this Revised Draft EIS were not previously included in the 2012 Draft EIS. These new elements are required due to revisions in the alternatives developed through continued coordination with the Federal and CNMI government agencies, and in consideration of public comments. For example, the Modified Tinian Alternative North Option was developed in response to feedback to consider construction on the north side of Tinian International Airport. There is no existing taxiway on the

Table 2.1-1. Elements Removed from the Proposed Action

Element Removed from Proposed Action	Reasoning
Fighter Jet Aircraft Operations	The USAF would not fly fighter jet aircraft at Saipan International Airport or Tinian International Airport as part of exercises proposed during the Implementation Phase of the Proposed Action. Eliminating fighter aircraft from proposed exercises would greatly reduce impacts from noise on communities surrounding either Saipan International Airport or Tinian International Airport. Elimination of fighter aircraft also removes munitions storage at either airport from the proposal.
Runway Extension	The USAF would not expand the runways at Saipan International Airport or Tinian International Airport to reduce overall environmental impacts related to construction and to reduce land requirements and retain a minimum land interest in accordance with the Covenant. Additionally, construction of the runway extensions at Saipan International Airport would present physical challenges due to the slope of the land. Eliminating construction of the runway extensions at Saipan International Airport would alleviate the need to quarry rock to build up the land to the correct grade, reducing impacts on geological resources.
Runway Lighting	The USAF would not install or replace runway lighting because they would no longer be needed due to the elimination of the construction of the runway extensions. However, lighting would be constructed for the proposed parking apron.
Permanent Navigational Aids	The USAF would not install or replace permanent distance markers, or other navigational aids because they would no longer be needed due to the elimination of the construction of the runway extensions.
Munitions Storage Facilities	The USAF would not construct any munitions storage facilities at Saipan International Airport or Tinian International Airport because the USAF is no longer proposing to include fighter jet operations in exercises as part of the Divert Proposed Action. Therefore, there would be no aircraft operating during Divert exercises that would require munitions storage. Saipan: Additionally, the location at Saipan International Airport sited for the proposed munitions storage area in the 2012 Draft EIS would preclude most structure development and land uses within their respective quantity distance (QD) arcs. Eliminating construction of the munitions storage area at Saipan International Airport would reduce impacts on land use, and CPA would not lose potential development and lease fees for planned uses within the QD arcs. Finally, based on FAA feedback on the 2012 Draft EIS, the location chosen for the proposed munitions storage area at Saipan International Airport posed unacceptable risk to commercial airport operations. No safe, reasonable alternatives on airport property could be located. Tinian: At Tinian, the location sited for the proposed munitions storage area in the 2012 Draft EIS would potentially cause limit land uses within the explosive QD arcs around the storage area. Removing construction of the munitions storage area at Tinian International Airport from the Proposed Action eliminates this potential impact on land use.

Element Removed from Proposed Action	Reasoning
Arm/Disarm Pad	The USAF would not reinforce the cargo pad to also function as an arm/disarm pad. Because fighter aircraft would not operate from Saipan International Airport or Tinian International Airport during Divert exercises, munitions would not be flown to either airport as part of exercises and therefore a pad to conduct safety checks on munitions would not be needed. Additionally, the proposed arm/disarm pad included siting of a QD arc, which would have precluded most structure development and land uses within the arcs. Eliminating construction of the arm/disarm pad would reduce impacts on land use and CPA would not lose potential development and lease fees for planned uses within the QD arcs. Tinian: At Tinian, construction of the arm/disarm pad could have prohibited aircraft from taxiing on Taxiway Alpha at Tinian International Airport when active due to the associated QD arc. Therefore, eliminating construction of the arm/disarm pad on Tinian eliminates the need for a QD arc and reduces impacts on airport operations.
Aircraft Hangar	The USAF would not construct the aircraft hangar at Saipan International Airport or Tinian International Airport to further reduce the overall construction footprint. Saipan: The proposed location of the aircraft hangar at Saipan International Airport was located entirely within tangantangan forest, which is habitat for the nightingale reed warbler, an endangered species under the ESA. Therefore, eliminating construction of the aircraft hangar mitigates some potential impacts on the nightingale reed warbler by retaining portions of the tangantangan forest at Saipan International Airport. Tinian: The proposed location of the aircraft hangar at Tinian International Airport would have required relocation of the Tinian International Airport fire and rescue station. Therefore, eliminating construction of the aircraft hangar at Tinian International Airport alleviates potential airfield operations impacts from relocation of the Tinian International Airport fire and rescue station.
Tent Billeting	The USAF would not establish a Basic Expeditionary Airfield Resources (BEAR) kit, which can be described as a “tent city” for temporary personnel lodging, at Saipan International Airport or Tinian International Airport to reduce the USAF’s footprint at both airports. Rather, the USAF would use only commercial lodging on Saipan or Tinian. Saipan: The USAF also would not implement the BEAR kit at Saipan International Airport because the proposed location was outside of the airport boundaries and directly adjacent to two historic bunkers regularly visited by the public. Additionally, the location outside of the airport boundaries would preclude this area from undergoing other development or use by the community as a recreational field. Finally, some concerns were raised that siting the BEAR kit in its proposed location could detract from local tourism because most people traveling to or from the airport would pass directly along the BEAR kit area.

north side of the airport and, therefore, the construction of a taxiway is proposed in the Modified Tinian Alternative and analyzed in this document, although not previously included in the 2012 Draft EIS.

2.1.2 Modified Alternatives

This Revised Draft EIS presents three modified alternatives — a modified Saipan alternative, a modified Tinian alternative, and a hybrid modified alternative. The modified alternatives are similar to the alternatives presented in the 2012 Draft EIS, but they incorporated input received during the 2012 Draft EIS public review period while continuing to meet USAF operational selection standards. The modified alternatives are now described as the alternatives being carried for analysis in **Section 2.4**, rather than the alternatives presented in the 2012 Draft EIS.

The modified Saipan alternative is a variation of the Alternative 1 – Saipan International Airport Alternative presented in the 2012 Draft EIS. The modified Tinian alternative is a variation of the Alternative 2 – Tinian International Airport Alternative also presented in the 2012 Draft EIS. The hybrid modified alternative is a combination of these two alternatives that proposes development on both Saipan and Tinian; however, the hybrid modified alternative would focus most development and operations on Tinian. The modified Tinian alternative and the hybrid modified alternative analyze the potential for development on either the south side of the Tinian International Airport or on the north side of the airport.

Section 2.4 provides a detailed description of the modified alternatives, and a comparison to the alternatives presented in the 2012 Draft EIS.

2.2 Proposed Action

The USAF proposes to improve an existing airport or airports and associated infrastructure in the Mariana Islands region in support of expanding mission requirements and to achieve divert capabilities in the western Pacific. Under the Proposed Action, the USAF would develop and construct facilities and infrastructure to support cargo, tanker, and similar aircraft and associated support personnel for divert operations, periodic exercises, and humanitarian assistance and disaster relief. The USAF proposes to improve existing facilities either at a single airport, or a combination of airports. Divert operations, humanitarian assistance, and disaster relief would occur at the airport or airports proposed for improvements. The USAF proposes to exercise divert activities and humanitarian assistance staging at the airport or airports proposed for improvements, exercising these capabilities is analyzed in this EIS.

Proposed facilities would be used on an as-needed basis and would not be used as a permanent full-time beddown or installation location. The proposal does not include the construction of an entirely new airfield, or the full-time use of the facilities by the USAF. The Proposed Action would use an existing airfield or airfields. By locating the facilities at an existing operating airfield or airport, the location itself provides a level of physical security and maintenance unavailable at closed or abandoned facilities. Physical security means the measures designed to deny access to unauthorized areas include denial of access to a building, facility, resource, or equipment. Locating the military facilities on an existing commercial airfield provides the necessary physical security because of the Department of Homeland Security

(DHS) and TSA measures already in place at commercial airfields. In addition, the development of facilities on an existing commercial airport provides the potential for future shared use.

In summary, the Proposed Action consists of development of airfield capabilities that support divert requirements, exercising divert and humanitarian assistance staging capabilities, fueling and fuel storage, lodging and other personnel support requirements for temporary support personnel, and vehicle movements (e.g., construction vehicles, fuel trucks) to support construction and exercises. To facilitate analysis and organization in the EIS, elements of the Proposed Action are divided into a Construction Phase (development of the facilities) and an Implementation Phase (activities related to exercises). The Construction Phase includes the development or improvement of infrastructure to support the Implementation Phase of the Proposed Action. A general description of the elements of the Proposed Action is provided in **Sections 2.2.1** and **2.2.2.** Detailed descriptions of the alternatives are provided in **Section 2.4**. Details regarding construction footprint sizes for each alternative vary due to site conditions and existing infrastructure considerations.

2.2.1 Construction Phase

The Proposed Action is based on accommodating joint military cargo, tanker, and similar aircraft and associated support personnel. In order to accommodate these aircraft and achieve divert capabilities, supporting infrastructure would be needed to meet operational requirements. Proposed infrastructure includes a parking apron; cargo pad; maintenance facility; jet fuel receiving, storage, and distribution infrastructure; associated fencing and utilities; and, if needed, road improvements or development, and a taxiway. Construction would include the transport of construction materials to the airport. Specific construction requirements under the Proposed Action are outlined in **Sections 2.2.1.1** through **2.2.1.7**.

The following proposed projects would be constructed:

- Parking apron
- Cargo pad
- Maintenance facility
- Jet fuel receiving, storage, and distribution
- Fencing and utilities (including fire suppression system)
- Road improvements or construction (Tinian International Airport only)
- Taxiway (Tinian International Airport only).

The KC-135 aircraft is indicative of tanker or cargo aircraft used by the USAF in the western Pacific. The KC-135 aircraft is being used as the design aircraft for cargo and tanker aircraft in this EIS; the KC-135 dimensions will be used to develop size and space requirements for facilities and infrastructure to support cargo and tanker aircraft under the Proposed Action. In addition, joint U.S. and foreign military cargo, tanker, and other multi-engine aircraft could use the improved facilities and infrastructure. Examples of these could include, but would not be limited to, the KC-46 Pegasus (KC-46), the C-17 Globemaster (C-17), the C-130 Hercules (C-130), military chartered cargo planes, and military variations of civilian aircraft such as maritime patrol aircraft including the P-3 Orion (P-3) and P-8 Poseidon (P-8).

All proposed airport facilities would be constructed according to all DOD, USAF, and FAA criteria, as applicable, including FAA Advisory Circular 150/5300-13A.

2.2.1.1 Parking Apron

The parking apron would be used to hold USAF and other military aircraft that are being used for exercises, have been diverted to the airport, or are assiting in humanitarian assistance. The parking apron would be constructed so that military aircraft would not have to occupy commercial aircraft space, to the extent possible. The parking aprons at the airport selected for expansion would meet design requirements for KC-135 aircraft, which are based on the length and width of the design aircraft, per Unified Facilities Criteria (UFC) 3-260-01.

2.2.1.2 Cargo Pad

A cargo aircraft parking spot (cargo pad) would be constructed to load and offload cargo from aircraft being used for exercises, that have been diverted to the airport, or are assiting in humanitarian assistance. When the cargo pad is not functioning as a cargo loading area, it could be used as an additional parking apron.

2.2.1.3 Maintenance Facility

An approximate 6,100-8,000 square-foot (ft^2) maintenance facility would be constructed at the airport or airports selected for improvements. The maintenance facility would be used to store equipment, tools, and spare parts needed to perform aircraft maintenance and repair.

2.2.1.4 Jet Fuel Receiving, Storage, and Distribution

An adequate on-island supply of jet fuel would be required in support of aircraft operations discussed as part of the Implementation Phase of the Proposed Action**.** The USAF proposes to maintain a supply of jet fuel at the airport or airports and to be able to provide fuel to aircraft. In order to maintain the fuel supply, a combination of fuel tanks would be required, depending on the alternative options selected. The proposed fuel receipt, storage, and transfer infrastructure is described specific to each alternative in **Section 2.4**. The ability to receive jet fuel on the island and ability to transfer it to the airfield would also be required. This would likely entail construction of fuel tanks at the seaport or seaports on the selected island.

2.2.1.5 Fencing and Utilities

The USAF would install fencing around the proposed infrastructure, as needed. Fencing would be installed within the proposed footprint for the infrastructure. The USAF would also install utilities, including electricity, communication lines, water lines, and sewer lines, to assist in the operation of the proposed infrastructure. Utilities would be installed either aboveground or within the disturbance footprint proposed for the airport or airports. The USAF proposes to tie into existing utility lines but would ensure adequate existing capacity before doing so. If the USAF would exceed the capacity of an existing utility system, additional analysis would be required. Additionally, the USAF would install a fire suppression system at the airport, if the airport did not have an existing system or if the existing system did not meet the capacity required. The fire suppression system would tie into any existing and proposed utility lines. If sufficient water capacity is not available, a well would need to be constructed.

2.2.1.6 Road Improvements or Construction

The USAF would make improvements to existing roads, or construct new access roads, if needed, to provide construction and fuel vehicles adequate access to the new proposed facilities. Depending on the airport or airports selected for improvements, existing paved roads may not provide access to the areas proposed for USAF infrastructure.

2.2.1.7 Taxiway

The USAF would build proposed infrastructure adjacent to the taxiway at the airport or airports selected for improvements. The taxiway would provide access to the parking apron and cargo pad. If the airport or airports does not have an existing taxiway in the location of the proposed infrastructure, the USAF would construct a new taxiway.

2.2.2 Implementation Phase

Under the Proposed Action, aircraft and personnel would engage in ground and air activities, aircraft support activities, and other airfield ground activities. It is assumed that any mix of joint military cargo, tanker, and similar aircraft, not to exceed the design capabilities of the airport, could be exercised from the airport or airports selected for improvements simultaneously for any element of the Proposed Action. KC-135s would remain the design aircraft for the Implementation Phase. Specific elements of the Implementation Phase under the Proposed Action are outlined in **Sections 2.2.2.1** through **2.2.2.5**. While the actual type and number of aircraft would not exceed the design capabilities of the airport or airports, the precise mixture of aircraft during exercises could vary depending upon mission requirements.

The JRM Regional Engineer staff would use existing processes to review proposed exercises during the planning phase to ensure the proposed use would remain within the scope of activities analyzed in this or other applicable environmental planning documents. For example, when planning for an operational activity at the selected location, the JRM Regional Engineer staff would run noise models and verify it falls within the scope of what was previously analyzed. Existing processes require Commanding Officers/Officers-in-Charge of training units to comply with the mandatory regulations and guidance when requesting and conducting training in the Mariana Islands. They must ensure operational training is conducted in full compliance with appropriate service component directives, orders, standards, and procedures.

2.2.2.1 Divert Landings Operations

Unscheduled aircraft landings and operations, would occur at the airport or airports selected for improvements. Divert operations would occur at these airports if other locations in the western Pacific, for example Andersen AFB, are unavailable to support standard operations, such as during emergencies or natural disasters. Divert operations would occur when the scheduled or planned location is no longer accessible or operational. During a divert event when the scheduled or planned location is no longer accessible or operational, the aircraft could continue to operate from the divert airport for up to 30 days until a more permanent home base is established. It is assumed that aircraft conducting divert operations at the airfield at any given time would require refueling, maintenance, and lodging support for the aircraft personnel.

Divert landings, in accordance with the 36th Wing Instruction (WI) 13-204, can occur at any time on an as-needed basis when an aircraft has malfunctioned or needs to land immediately due to an emergency. These landings are not included in the Purpose and Need of this EIS.

Divert landings and operations would be conducted as emergency activities under the No Action Alternative, as described in **Section 2.5**. As stated in **Section 2.2**, this EIS analyzes joint military exercises to support divert capability. Exercises are discussed in **Section 2.2.2.3**.

2.2.2.2 Humanitarian Assistance Staging

In the event of an emergency or disaster, humanitarian assistance staging, including noncombatant evacuation operations, would also occur at the airport or airports proposed for improvements as part of the Proposed Action. Humanitarian assistance would occur within the Mariana Islands and would also allow the USAF to transit support assets from the mainland to other locations requiring assistance within the Asia-Pacific region. An example of this type of operation includes Operation Tomodachi, which was the DOD relief effort implemented following the 2011 earthquake and tsunami in Japan. For Operation Tomodachi, DOD officials reported that at least 20 U.S. naval ships; 140 aircraft; and approximately 20,000 airmen, sailors, and marines were involved in humanitarian assistance and disaster relief efforts in and around Japan. At least 227 tons of relief supplies and humanitarian supplies were delivered to Japan (CRS 2011).

Another example of humanitarian assistance was Operation Fiery Vigil following the 1991 eruption of Mount Pinatubo in the Philippines resulting in the evacuation of 20,000 people. For Operation Fiery Vigil, Clark AFB was evacuated, and more than 20 U.S. Naval ships and their personnel departed Subic Bay Naval Base to evacuate more than 20,000 personnel to Andersen AFB for further transport to safe havens. This operation included around-the-clock arrivals from the Philippines, processing through U.S. Immigration screening, and around-the-clock departures to cities of safe haven.

Humanitarian assistance staging would be conducted in times of emergency as part of the No Action Alternative, described in **Section 2.5**. Emergency responses to natural disasters of this nature require pre-planning and exercising for the potential contingency. As stated in **Section 2.2**, this EIS analyzes the joint military exercises required to execute humanitarian assistance and disaster relief missions in real-world situations. Military exercises are discussed in **Section 2.2.2.3**.

2.2.2.3 Joint Military Exercises and Unit-Level Training

This EIS addresses only the ground movements and immediate approaches and departures at the airport or airports selected for development (e.g., take-offs and landings) during unit-level training and joint military exercises. Actual air warfare and air logistics training (i.e., above 10,000 feet) are addressed by the MIRC EIS and the MITT EIS, for which a ROD was issued on July 20, 2010 and July 29, 2015, respectively (DON 2010a, DON 2015b). In summary, this EIS does not propose or analyze increased air operations beyond what is addressed by the MIRC EIS and the MITT EIS and other pending authorizations within the MIRC. The Proposed Action does not create a need to alter the existing airspace in the region. The analysis in this EIS is

limited to the shift of some of the aircraft already operating during these exercises to the airport or airports proposed for improvements (DON 2010a).

A limited number of scheduled joint military training activities and exercises would occur, as described and analyzed in pending authorizations associated with the MIRC and in the MIRC EIS and the MITT EIS, for which a ROD was issued on July 20, 2010 and July 29, 2015, respectively (DON 2010a, DON 2015b). Exercises focus on real-world proficiency in sustaining joint forces and detecting, tracking, and engaging units at sea, in the air, and on land in response to a wide range of missions.

Joint military exercises are an important opportunity to bring together multi-service and multi-national platforms that do not always have the opportunity to train or exercise collectively. The U.S. Navy, USAF, USMC, and military from other countries operate a variety of combat and combat-support aircraft designed to meet joint and multi-national training objectives for many exercises. These joint and multi-national exercises are commonly referred to as joint-combined exercises. The United States routinely deploys forces to train in the western Pacific. Joint and combined exercises and training maintain a stabilizing presence in the region, while allowing U.S. forces and other nations to practice joint-combined skills in peacetime to prepare for success during a contingency (DON 2006).

Examples of typical combined exercises include Valiant Shield and Cope North. Valiant Shield occurs biannually and usually takes place in September. This exercise involves land and maritime forces from the U.S. Navy, USAF, and USMC, combined with multi-national forces, including observers from the Pacific Rim nations. Cope North occurs annually and typically takes place in mid-February, and might include multi-national forces.

In addition to joint military exercises, unit-level training would also occur at the airport or airports selected for improvements. Unit-level training would include exercising the capability to conduct divert operations and humanitarian assistance staging, as discussed in **Sections 2.2.2.1** and **2.2.2.2.**

Specific details regarding the type of aircraft to be flown during exercises, proposed exercise length, and number of take-offs and landings at the proposed airport are provided for each modified alternative in **Section 2.4**.

2.2.2.4 Jet Fuel Receiving, Storage, and Distribution

As stated in **Section 2.2.1.4**, a fuel delivery system called a Hydrant Refueling System, jet fuel storage, and means of fuel resupply would be required for the airport or airports selected for improvements under the Proposed Action.

Each proposed location has existing commercial fuel-receiving capability as part of the CPA marine ports. Therefore, it is assumed that no harbor or port improvements would be required to support jet fuel receipt ship to shore. The ability to store fuel and transfer fuel from the receiving port to the airfield would need to be developed because the existing fuel transport and storage capacity at the alternative locations is not sufficient to support the Proposed Action. Once these elements are constructed, as discussed in **Section 2.2.1.4**, they will be operated in

support of divert operations, military exercises, and humanitarian relief and disaster relief efforts.

2.2.2.5 Lodging

Under the Proposed Action, temporary lodging and related personnel support, including medical, transportation, and dining services, would be required for the personnel supporting aircraft operations during a divert operation, humanitarian assistance and disaster relief, or military exercise events.

2.3 Selection of Site Alternatives to the Proposed Action for the EIS

Considering alternatives helps to avoid unnecessary impacts and allows for an analysis of reasonable ways to achieve the stated purpose. To warrant detailed evaluation, an alternative must be reasonable. To be considered reasonable, an alternative must be suitable for decisionmaking, capable of implementation, and satisfactory to meeting the purpose of and need for the action.

There are many potential divert airfield locations across the Pacific Rim, but they all fall too far outside USAF-established selection standards for consideration in this EIS. For this reason, the following Pacific locations with airfield assets were considered and dismissed from analysis during the development of the Proposed Action and will not be addressed in this EIS: Kwajalein Atoll, Midway, Hawai‘i, Wake Island Airfield, and the Aleutian Islands.

In the 2012 Draft EIS, PACAF considered several locations, or combinations of locations, with existing FAA-regulated airports in the Mariana Islands region to meet the purpose of and need for the Proposed Action. Existing islands and airports considered include Francisco C. Ada/Saipan International Airport (Saipan International Airport), Saipan; Tinian International Airport (which includes portions of West Field located on CPA property), Tinian; Rota International Airport, Rota, in CNMI; and A.B. Won Pat International Airport, Guam. As a result of comments received during the public comment period for the 2012 Draft EIS, PACAF considered several additional planning options to meet the purpose of and need for the Proposed Action. Additional options include evaluation of former World War II airfields and closed military airfields on Guam and in CNMI. Specifically, the USAF considered North Field and the portions of West Field located within the Military Lease Area.

A.B. Won Pat International Airport, Saipan International Airport, and Rota International Airport are listed in the USAF 36th WI 13-204 as locations for divert landings in the western Pacific. Although Tinian International Airport is not listed as an existing divert location, it has a concrete runway and some commercial airfield infrastructure. All other CNMI locations, including the former World War II airfields contained within the military-retained leased areas of the CNMI, were abandoned in 1947.

2.3.1 Selection Standards for Location Alternatives

The following selection standards were developed based on USAF operational requirements for proposed airfield improvements, fuel storage, and flight operations. The selection standards

were then applied to the possible site locations, or combinations of sites, identified during scoping and the 2012 Draft EIS comment period to select those considered reasonable for implementing the Proposed Action. Reasonable alternatives are carried forward for detailed analysis in this EIS. Following are the selection standards required for the site location selected for improvements:

- Be located in a U.S. territory.
- Be located outside the average diameter of a typhoon from Andersen AFB (i.e., storm radius).
- Provide an airfield that has land available for development.
- Provide an airfield that has existing functional infrastructure available for development and expansion.
- Be located within the MIRC training area.
- Provide a seaport that has existing fuel-receiving capabilities at the port of debarkation.

These selection standards are described in **Sections 2.3.1.1** through **2.3.1.6.**

Section 2.3.2 provides an analysis of the alternatives screened against these selection standards.

2.3.1.1 U.S. Territory

The USAF, operating from U.S. territories, is free of the political encumbrances that sometimes inhibit and limit the scope of land-based operations in foreign territories and countries. Therefore, in order to meet the need to provide strategic capabilities of U.S. forces and humanitarian assistance and disaster relief in times of natural disasters, the location selected for development must be on U.S. territory (see **Section 1.3**, Purpose and Need). CNMI is an integral part of the United States. As a former United Nations Trust Territory, it has a unique relationship with the Federal government. Though not one of the 50 states of the union, CNMI has, by agreement with the United States, entered into a political union with the United States making it a part of the United States governed in accordance with Article IV, Section 3 of the U.S. Constitution. The CNMI is one of the two commonwealth insular areas within the United States, the other being Puerto Rico. Both commonwealths can also be classified as unincorporated, organized territories of the United States under Article VI, Section 3 of the U.S. Constitution.

The Covenant to Establish a Commonwealth of the Northern Mariana Islands in Political Union with the United States of America (Covenant) contained at 48 U.S.C. 1801 et seq. provides the basis for the unique relationship between the people of the CNMI and the United States. The Covenant recognized the unique cultural and historic attachment the people of the CNMI have to their island environment and their lands, while recognizing their desire to be part of the United States. As such, the United States agreed to specific property rights and privileges concerning land for the people of the islands. The United States and the CNMI government, through the adoption of the Covenant and the CNMI Constitution, recognized the importance of the ownership of land for the culture and traditions of the people of the Northern Mariana Islands;

the Covenant provides for unique property rights to protect the CNMI people against exploitation and to promote their economic advancement and self-sufficiency, while also recognizing their status as U.S. citizens subject to the sovereignty rights of the United States.

The USAF recognizes that the Commonwealth and Federal governments have stated a policy concerning use of real property that includes the joint use of civilian airfields and harbors on Saipan and Tinian (see Covenant Article VIII; 48 U.S.C. 1801 et seq.). As part of the covenant agreement, the United States retained certain use and entry rights at the civilian facilities of Isley Field in Saipan (Covenant Article VIII; Section 804(b)) and West Field in Tinian, and certain lease, entry, and use rights at Tinian and Saipan harbors for military purposes (Covenant Article VIII; Section 802 and 803). Specifically, the United States retained a right of use of both airports for the landing and take-off of military and naval aircraft of the United States at a rate established by agreement between the CNMI government and the U.S. government.

The United States has routinely exercised these rights by entering into short-term and long-term agreements with CPA for a variety of military requirements including the Cope North exercise at Saipan in 2012; a humanitarian exercise on Tinian in 2014; mooring of pre-positioned ships at Saipan Harbor; military improvements of dock infrastructure to “Baker” wharf at Saipan Harbor to facilitate the mooring of military vessels; intermittent use of Saipan International Airport for refueling of aircraft using FDM; intermittent use of West Field on Tinian for specific military training exercises such as Geiger Fury; and intermittent use of West Field on Tinian for logistics requirements for training and humanitarian efforts, including Marathon Pacific in 1999. Furthermore, Article VIII recognizes the right of the United States, as a sovereign government, to acquire property for public purpose. This sovereign right is limited, by mutual agreement between the Commonwealth and the United States, to acquiring the minimum area necessary to accomplish the public purpose and seeking only the minimum interest in real property necessary to support such public purpose. Hence, it is the intent of the USAF to negotiate with the CPA with respect to the use of Saipan International Airport, Tinian International Airport, Port of Saipan, and Port of Tinian to develop a mutually agreeable arrangement that meets the requirements of the USAF within the contractual limitations previously agreed to between CPA and FAA, and in accordance with 48 U.S.C. 1801 et seq.

2.3.1.2 Storm Radius

As described in **Section 1.3**, the Proposed Action would achieve and maintain USAF readiness by establishing additional divert capabilities to support and conduct current, emerging, and future training activities, while ensuring the capability to meet mission requirements should access to Andersen AFB be limited or denied, such as during Typhoon Pongsona in 2002. Additionally, the Proposed Action is needed to enable the USAF to meet the statutory responsibility to organize, train, equip, and maintain combat-ready air forces and to fulfill successfully their current and future global mission of winning wars, deterring aggression, and maintaining stability in the western Pacific even if access to Andersen AFB is limited (e.g., during a training event or humanitarian relief) or denied (e.g., due to natural or man-made disaster). This EIS focuses on ensuring that the USAF can achieve its mission mandated by Title 10 U.S.C. 8062 in the event of a disruption of operational capabilities at Andersen AFB. In the event of a natural or man-made disaster (e.g., earthquake or typhoon) that closes Andersen AFB, locations in close proximity to Andersen AFB would also be likely affected. The average

diameter of a tropical cyclone (including typhoons) is 30 to 45 NM; therefore, the location selected for improvements should be located more than 45 NM from Andersen AFB (Joint Typhoon Warning Center 1997).

2.3.1.3 Land at Airfield Available for Development

In order to meet the purpose of the Proposed Action, the airfield at the location selected for development must have sufficient land capacity for future expansion. Certain airfield operational requirements must be implemented or constructed to conduct divert operations and future training activities for military aircraft at existing FAA-regulated airports. Additionally, land expansion must be achieved within the confines of DOD Instruction 4165.71, *Real Property Acquisition*, which limits the approvals for major land acquisitions. Therefore, the airfield selected for development must have adequate land available for development to accommodate airfield operational requirements needed to conduct divert operations and exercises.

2.3.1.4 Existing Infrastructure at Airfield Available for Improvements and Expansion

In order to meet the purpose of the Proposed Action, the airfield at the location selected for development must have the capacity to expand its existing functional infrastructure. The Proposed Action is not to develop a new airfield, but rather to enhance or improve existing airfield capabilities to meet the USAF mission requirements. Certain airfield operational requirements must be implemented to meet the mission to conduct divert operations and future training activities; however, certain airfield operational requirements are duplicative of existing airfield capabilities and might only require small modifications to meet USAF requirements. Additionally, the proposed activities do not include the permanent, full-time use of facilities by the USAF. The Proposed Action can be accomplished by enhancement of existing facilities at a civilian commercial airport without developing a new military airfield. Therefore, the airfield selected for development must have adequate infrastructure capable of easily expanding to accommodate the operational requirements needed to conduct divert operations and exercises.

2.3.1.5 Within MIRC

One element of the Proposed Action is to conduct divert operations (see **Section 2.2.2.1**) and to exercise in accordance with the need to achieve and maintain USAF military readiness. The MIRC, the only U.S.-controlled training complex in the western Pacific, is the location where U.S. forces, including USAF units, train in the Marianas. The range complex includes FDM, an air-to-ground strike range, and SUA designed for military activities. The location selected for improvements should be in close proximity (i.e., average 30-minute reserve fuel flight time) to these training locations in case of emergency and to provide access to divert capabilities to support and conduct current, emerging, and future training activities. An additional airfield within the existing MIRC would ensure the capability to meet mission and training requirements should access to Andersen AFB be limited (e.g., during an operational event) or denied (e.g., due to natural or man-made disaster). Therefore, the airfield selected for development should be within the MIRC.

Improving an additional airfield within the MIRC would provide an alternative location to Andersen AFB that is within the training complex in emergency situations. The ability to have a designed and designated divert location within reasonable flying time of the air-to-ground strike

range at FDM, or other air-to-air training locations within designated airspace, is essential to training safety.

2.3.1.6 Seaport with Fuel-Receiving Capabilities

The location requires a harbor or port that provides fuel vessels access to the island to replenish the supply of jet fuel in the jet fuel storage system (see **Section 2.2.2.4**). Jet fuel will be needed, as described in **Sections 2.2.1.4** and **2.2.2.4**, to support divert operations, exercises, and humanitarian assistance staging to meet expanding mission requirements and to meet the purpose of and need for the Proposed Action. The ability to efficiently receive the minimum fuel requirements would be needed to meet PACAF's operational requirements. Therefore, the seaport of the island selected for development must have adequate fuel receiving capability and reliability. Additionally, harbors or ports currently providing access to fuel vessels would already be permitted under the Oil Pollution Act (OPA) of 1990 and the permit would require only revisions; the construction or expansion of a harbor or port to allow access of fuel vessels would require permitting under the OPA of 1990.

2.3.2 Evaluation and Selection of Alternatives

During the scoping process, the USAF did not consider former World War II airfields not presently converted to civilian use because of the lack of existing functional infrastructure. Any development within the military leased lands in CNMI for airfield facilities would be at former World War II airfields, which lack readily available facilities to build the additional divert capabilities and would require the development of a new functional USAF airfield and installation. Development of an essentially new military installation on CNMI military leased land does not fall within the requirements or scope of the Proposed Action. Therefore, the following islands, airfields, and associated seaports were selected during scoping as potential locations for the Proposed Action because of their existing functional facilities and location within the Mariana Islands region: Saipan International Airport, Saipan; Tinian International Airport, Tinian; Rota International Airport, Rota, in CNMI; and A.B. Won Pat International Airport, Guam. However, because of public comments received during the scoping process and public comment period for the 2012 Draft EIS, PACAF also considered the use of North Field and the military leased areas of West Field on Tinian as potential alternatives to meet the purpose of and need for the Proposed Action. These possible alternatives were evaluated against the alternative selection standards described in **Section 2.3.1.** The detailed evaluation of each alternative is provided in **Sections 2.3.2.1** through **2.3.2.5**. A summary of the evaluation and selection of alternatives for analysis in the Revised Draft EIS is provided in **Section 2.3.3**.

2.3.2.1 Guam and A.B. Won Pat International Airport

U.S. Territory. The Island of Guam is a U.S. territory. Therefore, Guam and A.B. Won Pat International Airport meet the requirements of the U.S. territory selection standard.

Storm Radius. A.B. Won Pat International Airport is approximately 10 NM from Andersen AFB; it is likely that in the event of a natural or man-made disaster that closes Andersen AFB, A.B. Won Pat International Airport would also be affected. Therefore, A.B. Won Pat International Airport does not meet the requirements of this selection standard.

Additionally, during the public scoping period for this EIS, comments were received concerning the proximity of A.B. Won Pat International Airport to Andersen AFB. Comments included, "The Guam International Airport is too close to Andersen AFB to be viable as a divert field. Any typhoon or earthquake that disables Andersen will more than likely also disable Guam International Airport. Therefore, it is desirable for the civilian airport in Guam to also have a divert field that is located on Rota, Tinian, or Saipan. We cannot rely upon Andersen to be a divert field for the Guam civilian airport."

Land Expansion Capacity. A.B. Won Pat International Airport has limited ability for land expansion because the airport is almost entirely surrounded by development, with minimal open space within the airport boundary. Therefore, A.B. Won Pat International Airport meets the requirements of this selection standard to a limited extent.

Existing Infrastructure Expansion Capacity. A.B. Won Pat International Airport is currently an operational airport with functional infrastructure. However, A.B. Won Pat International Airport has limited ability to expand existing infrastructure because the existing parking aprons and facilities are fully used by commercial aircraft. Therefore, A.B. Won Pat International Airport meets the requirements of this selection standard to a limited extent.

Within MIRC. Guam and A.B. Won Pat International Airport are located within the MIRC. Therefore, it meets the requirements of this selection standard.

Access for Fuel Vessels. The Port of Guam currently provides access to large fuel vessels. Therefore, Guam meets the requirements of this selection standard.

2.3.2.2 Rota and Rota International Airport

U.S. Territory. Rota is within the CNMI, which is a U.S. territory. Therefore, it meets the requirements of this selection standard.

Storm Radius. Rota and Rota International Airport are located approximately 40 NM from Andersen AFB. Rota International Airport is within the average diameter of a typhoon affecting Andersen AFB; therefore, it does not meet the requirements of this selection standard.

Land Infrastructure Expansion Capacity. Rota International Airport has limited capacity to expand facilities because of topography of the island and proximity to existing critical habitat for threatened and endangered species. Therefore, Rota International Airport meets the requirements of this selection standard to a limited extent.

Existing Infrastructure Expansion Capacity. Rota International Airport is an existing FAA-regulated airport with functional infrastructure. Therefore, Rota International Airport meets the requirements of this selection standard.

Within MIRC. Rota and Rota International Airport are located within the MIRC. Therefore, Rota International Airport meets the requirements of this selection standard.

Access for Fuel Vessels. Rota has two harbors, with the West Harbor serving as the primary harbor and the other serving only small vessels. However, the West Harbor would require

revetment repair, significant improvements, and maintenance dredging to provide access to fuel tankers to meet the fuel requirements under the Proposed Action. Therefore, there is no harbor on Rota that currently provides the required fuel vessel access. Thus, Rota does not meet the requirements of this selection standard.

2.3.2.3 Tinian and Tinian International Airport (West Field on CPA Property)

U.S. Territory. Tinian is within the CNMI, which is a U.S. territory. Therefore, it meets the requirements of this selection standard.

Storm Radius. Tinian and Tinian International Airport are located approximately 94 NM from Andersen AFB. Therefore, it meets the requirements of this selection standard.

Land Expansion Capacity. Tinian International Airport has some limited land on which to expand to the south and has land on which to expand to the north because it is bordered by the existing military-leased areas. Therefore, it meets the requirements of this selection standard.

Existing Infrastructure Expansion Capacity. Tinian International Airport is an existing FAA-regulated airport with functional infrastructure. Therefore, Tinian International Airport meets the requirements of this selection standard.

Within MIRC. Tinian and Tinian International Airport are located within the MIRC and, therefore, meet the requirements of this selection standard.

Access for Fuel Vessels. The Tinian Harbor has undergone emergent repairs to include the sea wall, bollards, and fenders and supports some shipping vessels. According to the Tinian Harbor Master Plan, the current usable depth of at the Port of Tinian is approximately 26.5 feet, or 23 feet by some accounts (Tenorio and Dashiell 1997). One of the ships that commonly delivers fuel to Tinian is considered a small tanker, the MV Golden Micronesia (PACAF 2010). This ship has a maximum draft (i.e., fully loaded) of approximately 25.5 feet and its capacity is approximately 61,300 barrels (bbls). The tanker AKRI, which has a maximum draft of 21.3 feet, has also been observed delivering fuel to Tinian. Assuming the MV Golden Micronesia is the maximum sized ship that could safely and reliably navigate Tinian's harbor to deliver jet fuel, it would take multiple fuel vessel trips to fulfill PACAF's operational fuel requirement, which would present operational challenges. Therefore, Tinian has a limited capability to accept fuel shipments at the port. Although not ideal, Tinian meets the requirements of this selection standard to a limited extent as multiple ship off-loads would be required unless improvements to the harbor were made permitting larger vessels to safely transit into the harbor.

2.3.2.4 Tinian and North Field and Portions of West Field within the Military Lease Areas

U.S. Territory. Tinian is within the CNMI, which is a U.S. territory. Therefore, it meets the requirements of this selection standard.

Storm Radius. Tinian is approximately 94 NM from Andersen AFB. Therefore, it meets the requirements of this selection standard.

Land Expansion Capacity. North Field and the military lease areas include adequate land for expansion. Therefore, North Field and the military lease areas at West Field meet the requirements of this selection standard.

Existing Infrastructure Expansion Capacity. The military lease area on Tinian has no existing usable airfield infrastructure upon which to expand capabilities. The former World War II-era airfields have been steadily reclaimed by the Tinian jungle, being abandoned and overgrown in many areas. The crushed coral runways are grayish and weathered with severely deteriorated pavement. Areas of Runways Able and Baker and some of the taxiways remain visible with trees growing onto and through the pavement. Though used occasionally by specifically designed aircraft for special training requirements, the former runways and taxiways are not usable for most USAF modern aircraft. Other than the deteriorated runways, there is no remaining infrastructure at these facilities such as usable taxiways, Navigational Aids (NAVAIDS), lighting, or existing fuel infrastructure. In summary, these former airfields lack any infrastructure upon which to build the additional divert capabilities and would require the development of a new functional USAF airfield and installation beyond the scope of the Proposed Action analyzed in this EIS. Therefore, North Field and the military lease area of West Field on Tinian do not meet the requirements of this selection standard.

Within MIRC. Tinian and North Field and the military lease area of West Field are located within the MIRC and, therefore, meet the requirements of this selection standard.

Access for Fuel Vessels. As described in **Section 2.3.2.4** for Tinian and Tinian International Airport, the Tinian Harbor has undergone emergent repairs to include a new sea wall, bollards, and fenders, and supports shipping vessels. However, because of the harbor depth, only shallow draft (i.e., small size) cargo ships, fuel vessels, and passenger ships can access the harbor. Therefore, Tinian has a limited capability to accept fuel shipments at the port and only meets limited requirements of this selection standard.

2.3.2.5 Saipan and Saipan International Airport

U.S. Territory. Saipan is within the CNMI, which is a U.S. territory. Therefore, it meets the requirements of this selection standard.

Storm Radius. Saipan and Saipan International Airport are located 103 NM from Andersen AFB. Therefore, it meets the requirements of this selection standard.

Land Expansion Capacity. Saipan International Airport has limited land on which to expand its capabilities because of island topography (i.e., the airport is on a plateau), critical habitat (i.e., nightingale reed-warbler habitat), and historic resources (i.e., World War II bunkers). Therefore, Saipan International Airport meets the requirements of this selection standard to a limited extent.

Existing Infrastructure Expansion Capacity. Saipan International Airport is an existing FAA-regulated airport with functional infrastructure. Therefore, Saipan International Airport meets the requirements of this selection standard.

Within MIRC. Saipan and Saipan International Airport are located within the MIRC. Therefore, it meets the requirements of this selection standard.

Access for Vessels. The Port of Saipan has a uniform 40-foot depth that can accept large, deep draft fuel vessels. It is presumed that the same fuel vessels that supply Saipan with jet fuel would continue to do so under this alternative, and no port improvements would be needed to meet the fuel shipping requirements under the Proposed Action. Therefore, Saipan meets the requirements of this selection standard.

2.3.3 Summary of Alternatives Evaluation

Table 2.3-1 provides a summary of each site alternative evaluated against the selection standards. Potential site alternatives that do not meet the selection standards shown with red in **Table 2.3-1** cannot meet the stated purpose and need, and will not be considered in detail in the EIS.

Table 2.3-1. Evaluation of Alternatives Against Selection Standards

Selection Standard	Guam (A.B. Won Pat International Airport/Port of Guam)	Rota (Rota International Airport/ Rota West Harbor)	Tinian (Tinian International Airport/Port of Tinian)	Tinian (North Field and West Field/ Port of Tinian)	Saipan (Saipan International Airport/Port of Saipan)
U.S. Territory					
Storm radius					
Adequate land at airfield available for development					
Existing infrastructure at airfield with improvement and expansion capabilities					
Provide a secondary airfield within MIRC (average approximate 30-minute reserve fuel flight time)					
Seaport with access for fuel vessels					

Key:
Green = meets selection standard
Yellow = limited capability to meet selection standard, or can be brought to standard
Red = does not meet selection standard and cannot be brought or made to meet standard

2.4 Alternatives to the Proposed Action Carried Forward for Analysis

The evaluation of possible locations identified two alternative locations that individually or combined meet, or have the ability to meet, each selection standard. Accordingly, Tinian (Tinian International Airport and the Port of Tinian) and Saipan (Saipan International Airport and the Port of Saipan) are able to individually or jointly meet the purpose of and need for the Proposed Action and will be considered in the analysis as reasonable alternatives. Both Tinian International Airport and Saipan International Airport are located on CPA property, not on current military leased lands, and would require real property agreements with the CPA should they be selected for implementation of the Proposed Action. Airport improvements at either Saipan International Airport or Tinian International Airport would require acquisition of a lease to construct and use the necessary divert and training infrastructure because neither airport lies within the current boundary of military leased lands derived from the Covenant.

2.4.1 Alternative 1 – Modified Saipan Alternative

As described in **Section 2.2**, the Proposed Action includes supporting joint military cargo, tanker, and similar aircraft. In this EIS, the KC-135 aircraft represents the design aircraft for each element of the Proposed Action to develop size and space requirements for facilities and infrastructure, and to conduct the analysis of potential impacts. The USAF proposes to exercise other USAF and joint military aircraft, including cargo and tanker aircraft, in accordance with typical operational scenarios.

To reduce strain on existing airport and commercial facilities and infrastructure, the USAF proposes to construct new or expand existing facilities, rather than fully use existing facilities at the airport in both the Construction Phase and Implementation Phase of Alternative 1.

2.4.1.1 Alternative 1 – Construction Phase

Under Alternative 1, Saipan International Airport would be improved to an airfield design that could ultimately accommodate 12 KC-135 or similar aircraft to meet the purpose of and need for the Proposed Action, as shown in **Figure 2.4-1**). During the Construction Phase under Alternative 1, the USAF would build one parking apron, one cargo pad, one maintenance facility, fuel tanks and supporting infrastructure, and a fuel hydrant system including a hydrant fuel pipeline from the hydrant system to the parking apron. The parking apron would be able to accommodate six KC-135 and the cargo pad could accommodate up to three KC-135. During an emergency, three additional KC-135 could be accommodated at the existing commercial terminal in accordance with FAA Airport Sponsor Assurance C. 27. However, the USAF would not utilize this capability during a standard divert exercise.

At the Port of Saipan, the USAF would construct fuel tanks. Construction would include necessary fencing and utilities as described under the Proposed Action in **Section 2.2.1.5**. Construction would also include the transport of construction materials to the airport. It is assumed that construction would occur over 3 years.

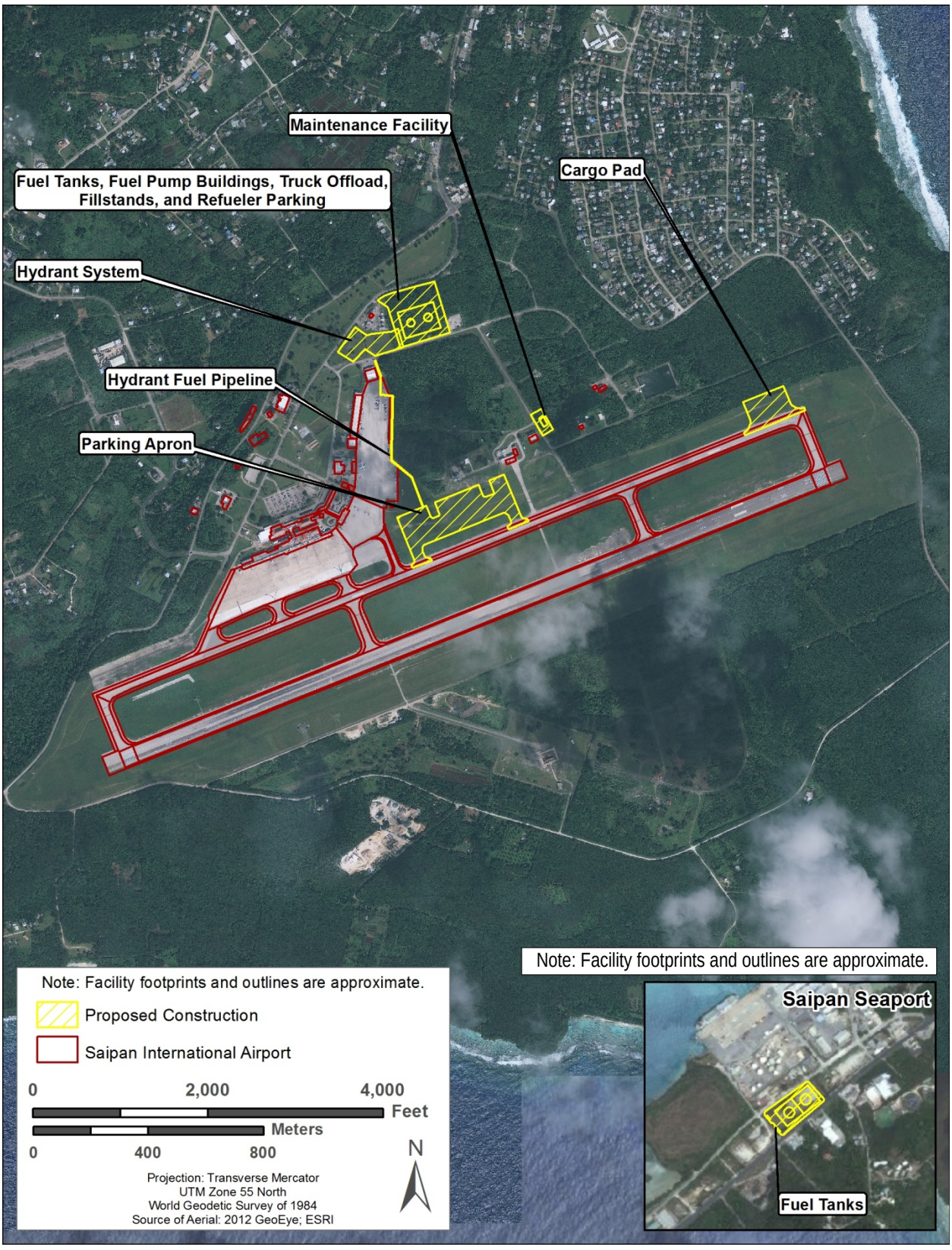


Figure 2.4-1. Overview of Proposed Construction on Saipan under Alternative 1

PARKING APRON

Under Alternative 1, the proposed new parking apron could accommodate up to six KC-135s. The parking apron would be constructed along the north side of the existing Saipan International Airport runway and taxiway and would avoid existing cultural resources on the Saipan International Airport property. The proposed parking apron location was chosen because engineering reconnaissance visits in coordination with CPA officials determined no other locations on the airport property were suitable due to constraints caused by existing infrastructure. In addition, the proposed location minimizes habitat disturbance because it is sited in an area predominantly cleared of vegetation.

The total area of the proposed new apron is approximately 502,682 ft^2. The design strength for the parking apron would require a 12-inch base with 14 inches of concrete for the entire ramp expansion. Ballfield-type lighting is proposed to provide adequate security and operational lighting for night operations. Airfield lighting systems would include only the lighting facilities required for support of aircraft operational areas and would be approved by the FAA prior to installation. Controls and equipment vault facilities would be included as necessary to provide a complete and usable system. Design and equipment would conform to criteria contained in UFC 3-535-01 and all DOD, USAF, and FAA criteria, as applicable, including FAA Advisory Circular 150/5300-13A.

CARGO PAD

The cargo pad under Alternative 1 would be located on the eastern portion of the taxiway where it connects with the runway. The cargo pad would be approximately 250,470 ft^2. The design strength would require a 12-inch base with 14 inches of concrete. The proposed location would comply with all applicable airfield criteria. The cargo pad would be designed to accommodate an additional three KC-135 sized aircraft if additional parking area were needed.

MAINTENANCE FACILITY

A maintenance facility would be constructed under Alternative 1 northeast of the parking apron near the pre-engineered building that was last used for commercial skydiving. The maintenance facility would be approximately 6,100 ft^2.

JET FUEL RECEIVING, STORAGE, AND DISTRIBUTION

Due to the geographic location and current limited jet fuel receipt, storage, and dispensing capability on Saipan, fuel support under Alternative 1 would be impossible to sustain without infrastructure investments. In order to sustain fuel operations under Alternative 1, fuel tanks would be installed at Saipan International Airport and at the Port of Saipan (AFCEE/PACAF 2010).

Fuel Receipt and Storage Infrastructure. To sustain potential aircraft activity on the island, approximately 100,000 bbls of fuel storage (4.2 million gallons), configured using two 50,000-bbl tanks, would be required for aviation fuel. The exact size, configuration, and type of fuel tanks would be dictated by mission requirements. The fuel tanks would be located north of the parking apron on airport property. The fuel storage tanks system would include fuel pumps, valves, filtration systems, emergency generator, and concrete work. Additional fuels-related

infrastructure to facilitate receipt and offload of fuel into the fuel tanks would include fuel transfer pumphouse and pumps; truck offload fillstands; refueler parking area; and associated piping, filtration, and valves. Special considerations were given to ensure current capability would be maximized to reduce fueling infrastructure costs.

In addition, approximately 100,000 bbls of fuel storage (4.2 million gallons), configured using two 50,000-bbl tanks, and associated piping would be constructed at the Port of Saipan. The proposed location is between Beach Road and Middle Road, inland from the existing commercial fuel storage area.

Fuel Distribution Infrastructure. Under Alternative 1, jet aircraft refueling capability would be provided at the airport by using a combination of current capability and installing a Hydrant Refueling System adjacent to the proposed fuel tanks. The hydrant system would circulate fuel to and from the proposed fuel tanks and parking apron. The hydrant refueling system includes a hydrant fuel pipeline that would tie into the proposed parking apron. The pipeline would be constructed in a trench approximately 6 feet wide and 4–6 feet deep, and would likely include two 12-inch pipelines. The USAF would conduct an engineering design analysis prior to the pipeline construction. The proposed hydrant system would be designed to cause minimum disruption to commercial aircraft operations during construction periods.

CONSTRUCTION MATERIALS

To construct the elements proposed under the Construction Phase of Alternative 1, concrete would be needed. Under Alternative 1, concrete would be mixed at existing locally contracted commercial facilities that operate concrete batch plants. Dry cement would be barged to Saipan using the supplier's existing supply chain, and then trucked from the Port of Saipan to the commercial concrete facility where the concrete would be mixed. Mixed concrete would be trucked from the commercial concrete batch facility to Saipan International Airport. Assumptions are based on the total volume of concrete needed for construction phased over 3 years. **Figure 2.4-2** shows the proposed cement and concrete truck routes on Saipan.

Cement Trucking from the Port of Saipan to Commercial Concrete Supply Company. Dry cement would be trucked in dump trucks from the Port of Saipan to the commercial concrete supply company in Obyan, Saipan, a distance of approximately 7 miles. The trucks would likely travel on Chalan Pale Arnold, Chalan Monsignor Guerrero, Airport Road, and Flame Tree Road. Due to construction phasing over 3 years, 102 total truck trips per year would be needed.

Concrete Trucking from the Commercial Concrete Supply Company to Saipan International Airport. Concrete would be mixed at the commercial concrete supply company and trucked in a cement mixer from the commercial concrete supply company in Obyan, Saipan, to Saipan International Airport, a distance of approximately 2 miles. The trucks would likely travel mainly on Flame Tree Road. A negligible percentage of the overall concrete would be trucked from the commercial concrete supply company to the harbor for fuel tank-related construction. Due to construction phasing over 3 years, 1,798 total truck trips per year would be needed.

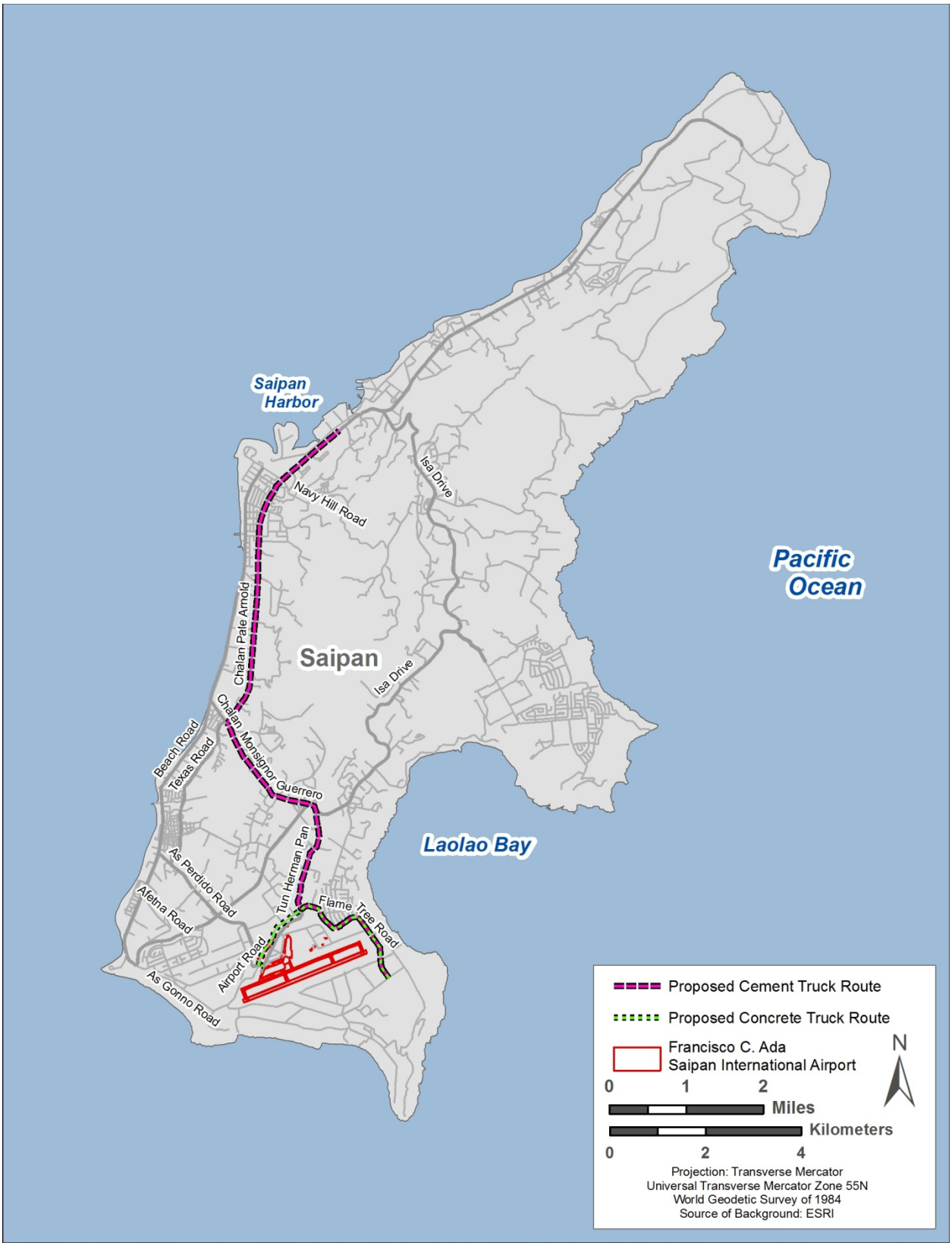


Figure 2.4-2. Proposed Cement and Concrete Truck Routes on Saipan

SUMMARY

Construction at Saipan International Airport and the Port of Saipan could take place during daytime or nighttime hours. Depending on construction time, impacts on each resource area could differ. The analysis in **Section 4** includes the impacts of construction time on each independent resource area. In summary, implementing the Construction Phase under Alternative 1 would result in an area of disturbance and related increase of impervious surface by approximately 1,245,382 ft^2. **Section 2.4.4** and **Tables 2.4-1 and 2.4-2** provide a summary of elements of each alternative including proposed square footages.

2.4.1.2 Alternative 1 – Implementation Phase

Under Alternative 1 Implementation Phase, Saipan International Airport would be used for military divert operations, humanitarian assistance staging, exercises, and other aircraft support activities. Saipan International Airport operations are governed by FAA Airport Improvement Program Grant Assurances. Grant assurances are obligations agreed upon by airport owners or sponsors, planning agencies, or other organizations that have accepted funds from FAA-administered airport financial assistance programs. As an airport sponsor, in accordance with FAA Airport Sponsor Assurance C. 27, Saipan International Airport is available for use by Federal government agencies (e.g., DOD) without charge as long as the use of the airport is not considered substantial or all of the following apply:

- Fewer than five government aircraft are regularly based at the airport or on land adjacent thereto during each calendar month; and
- The total number of movements (counting each landing as a movement) of government aircraft is less than 300 per calendar month; and
- The gross accumulative weight of government aircraft using the airport (the total movement of government aircraft multiplied by gross weights of such aircraft) is less than 5 million pounds per calendar month (FAA 2012d).

DIVERT OPERATIONS

Under Alternative 1, Saipan International Airport would be used for divert operations to operate aircraft when other locations in the western Pacific are temporarily unavailable, as described under the Proposed Action in **Section 2.2.2**. This EIS analyzes exercises and training to support the divert capability. Training to divert capabilities under Alternative 1 at Saipan International Airport is discussed under the military exercises paragraph below.

HUMANITARIAN ASSISTANCE STAGING

Under Alternative 1, Saipan International Airport would be used for humanitarian assistance staging in response to a natural or man-made disaster, when needed, as described under the Proposed Action in **Section 2.2.2**. The exercises and the training required to execute humanitarian assistance and disaster relief missions would occur at Saipan International Airport under Alternative 1 and are analyzed in this EIS. Humanitarian assistance and disaster relief training would be included in the description of military exercises discussed in **Section 2.4.1.2**.

MILITARY EXERCISES

Under Alternative 1 at Saipan International Airport, only cargo, tanker, and similar type aircraft such as the KC-135 would participate in joint military exercises. These aircraft have similar flight characteristics and noise patterns as existing commercial aircraft operating from Saipan International Airport. Specific types of aircraft that could be flown to and from Saipan International Airport during exercises would include, but not be limited to, the KC-135 used for aircraft refueling and airlift, the KC-46 Pegasus used for aircraft refueling, the C-130 Hercules used for airlift, the C-17 Globemaster used for airlift; and the C-5 Galaxy used for airlift. All aircraft flown to and from Saipan International Airport as part of military exercises under Alternative 1 would have the following in common:

- Same or similar noise profile as the KC-135
- Same or similar air emissions as the KC-135
- Would not transport munitions.

The USAF anticipates that under Alternative 1, two to four KC-135s would operate up to 8 weeks annually but typically not on weekends. A past example of a typical exercise is Cope North, where each aircraft would take off and land twice per day, for a total of four operations per day, and would fly 5 days per week. Therefore, each aircraft would complete 60 operations over a 3-week period; and up to four aircraft would complete 240 operations. During another past example, Exercise Valiant Shield, each aircraft would take off and land four times per day, for a total of eight operations per day, and would fly 5 days per week. Therefore, during 3 weeks of Valiant Shield, each aircraft would complete 120 operations; four aircraft would complete 480 operations.

Based on the example exercises above, the USAF estimates that approximately 720 operations (i.e., 360 take-offs and 360 landings) by KC-135 or similar aircraft would be completed annually under Alternative 1.

JET FUEL RECEIVING, STORAGE, AND DISTRIBUTION

Fuel Receipt and Transfer via Fuel Trucks. Jet fuel would be offloaded at the existing fuel offloading facility at the seaport from vessels that are capable of navigating the existing harbor. Fuel would be offloaded into the 100,000-bbl capacity fuel tanks adjacent to the seaport (see **Figure 2.4-3**). To transfer fuel to the storage tanks at the airport, standard fuel transfer tank trucks would be used. It would take six fuel trucks (10,000 gallons each) 14 days working approximately 10 hours per day initially to fill the fuel storage tank at the airport. In order to maintain the airport tank fuel supply for operations exceeding 14 days, fuel trucks would need to transport fuel over surface roads. It is assumed that up to six trucks operating 10 hours per day for the duration of the operation would be required. Because it is assumed that approximately 8 weeks per year of joint military or unit-level exercises could take place at Saipan International Airport, it is anticipated that fuel transfer activity would also last approximately 8 weeks per year. The proposed fuel truck routes under Alternative 1 are presented in **Figure 2.4-3.**

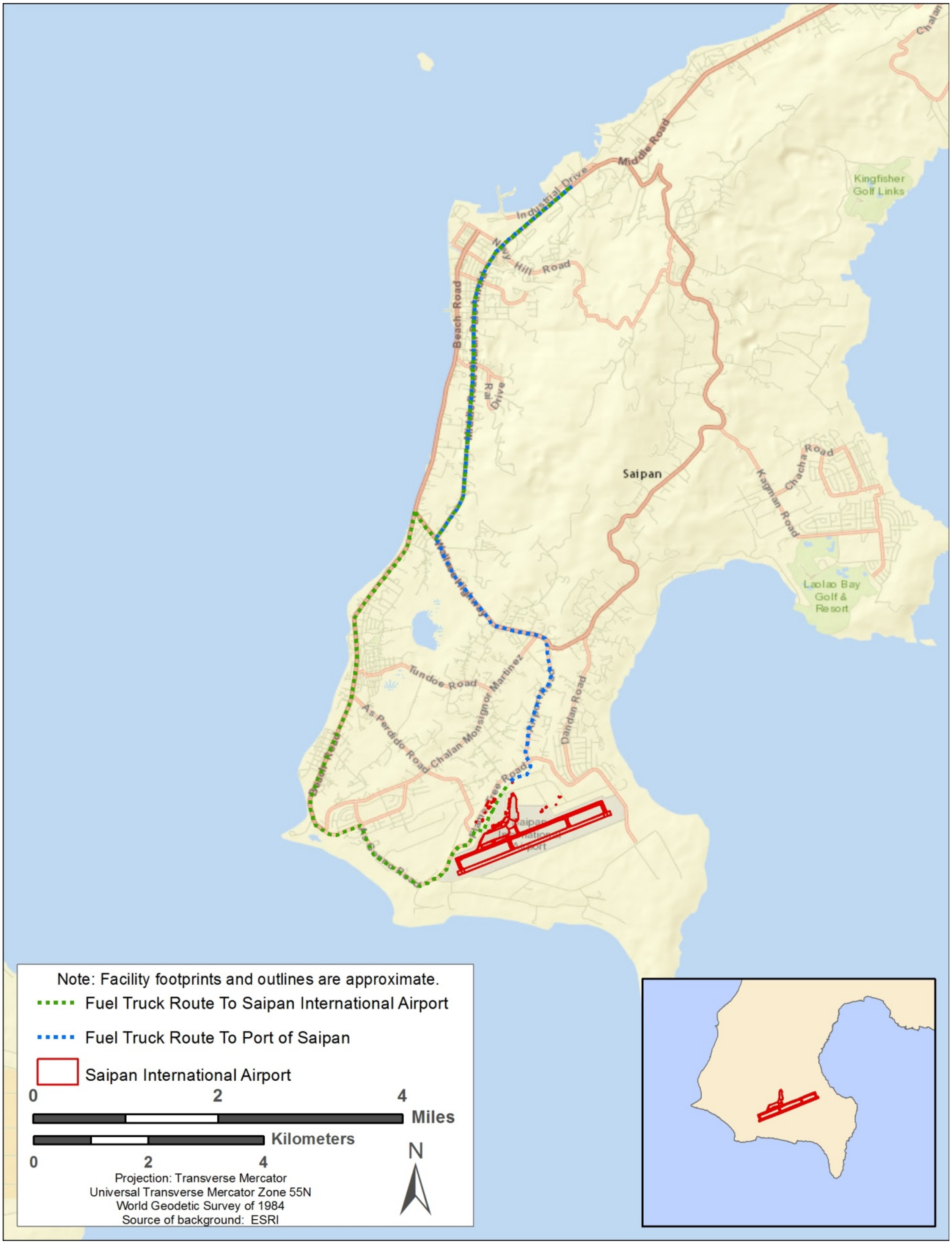


Figure 2.4-3. Fuel Truck Routes – Port of Saipan and Saipan International Airport

Fuel Storage and Distribution. Jet aircraft refueling capability under Alternative 1 would be provided by using a combination of current capability and installing a Hydrant Refueling System adjacent to the proposed fuel tanks. The hydrant refueling system would provide a capability to simultaneously refuel multiple aircraft. Fuel from the fuel tanks would be cycled through the hydrant fuel system, which includes the hydrant fuel pipeline, to the parking apron. Associated valves, piping, and infrastructure at the parking apron would provide refueling capability to the aircraft.

LODGING

Under Alternative 1, temporary lodging would be required for up to 265 personnel on Saipan that would support aircraft operations during a divert operation, humanitarian assistance, or military exercise event. The USAF and PACAF would enter into agreements with local hotels to accommodate personnel in commercial lodging during planned activities such as exercises. Medical care would continue to be provided by military personnel, and would occur at Saipan Hospital under agreement with the hospital. This would require military personnel to receive validation of their credentials before practicing at a civilian hospital. The support personnel would be provided food purchased from local commercial vendors on Saipan and personnel would be transported using vehicles rented from commercial retailers on Saipan. It is assumed that commercial buses would be used to transport a maximum of 265 personnel to and from commercial lodging and the airfield. It is assumed that buses would transport approximately 50 personnel per bus to and from the airfield once a day, or approximately 10 trips per day. This equates to 5 buses making 2 trips each to and from the airfield during the 8 weeks of exercises.

2.4.2 Alternative 2 – Modified Tinian Alternative

As described in **Section 2.2**, the Proposed Action includes supporting joint military cargo, tanker and similar aircraft. In this EIS, the KC-135 aircraft represents the design aircraft for each element of the Proposed Action to develop size and space requirements for facilities and infrastructure, and to conduct the analysis of potential impacts. The USAF proposes to exercise other USAF and joint military aircraft, including cargo and tanker aircraft, in accordance with typical operational scenarios.

To reduce strain on existing airport and commercial facilities and infrastructure, the USAF proposes to construct new or expand existing facilities, rather than fully use existing facilities at the airport in both the Construction Phase and Implementation Phase of Alternative 2.

2.4.2.1 Alternative 2 – Construction Phase

Under Alternative 2, Tinian International Airport would be improved to an airfield design that could accommodate 12 KC-135 or similar aircraft to meet the purpose of and need for the Proposed Action. During the Construction Phase under Alternative 2, the USAF would construct infrastructure on either the north or south side of the runway as shown in **Figure 2.4-4**. For the North Option, all construction would be on the north side of the runway. For the South Option, all construction would be on the south side of the runway. Construction would also include the transport of construction materials to the airport. It is assumed that construction would occur over 3 years.

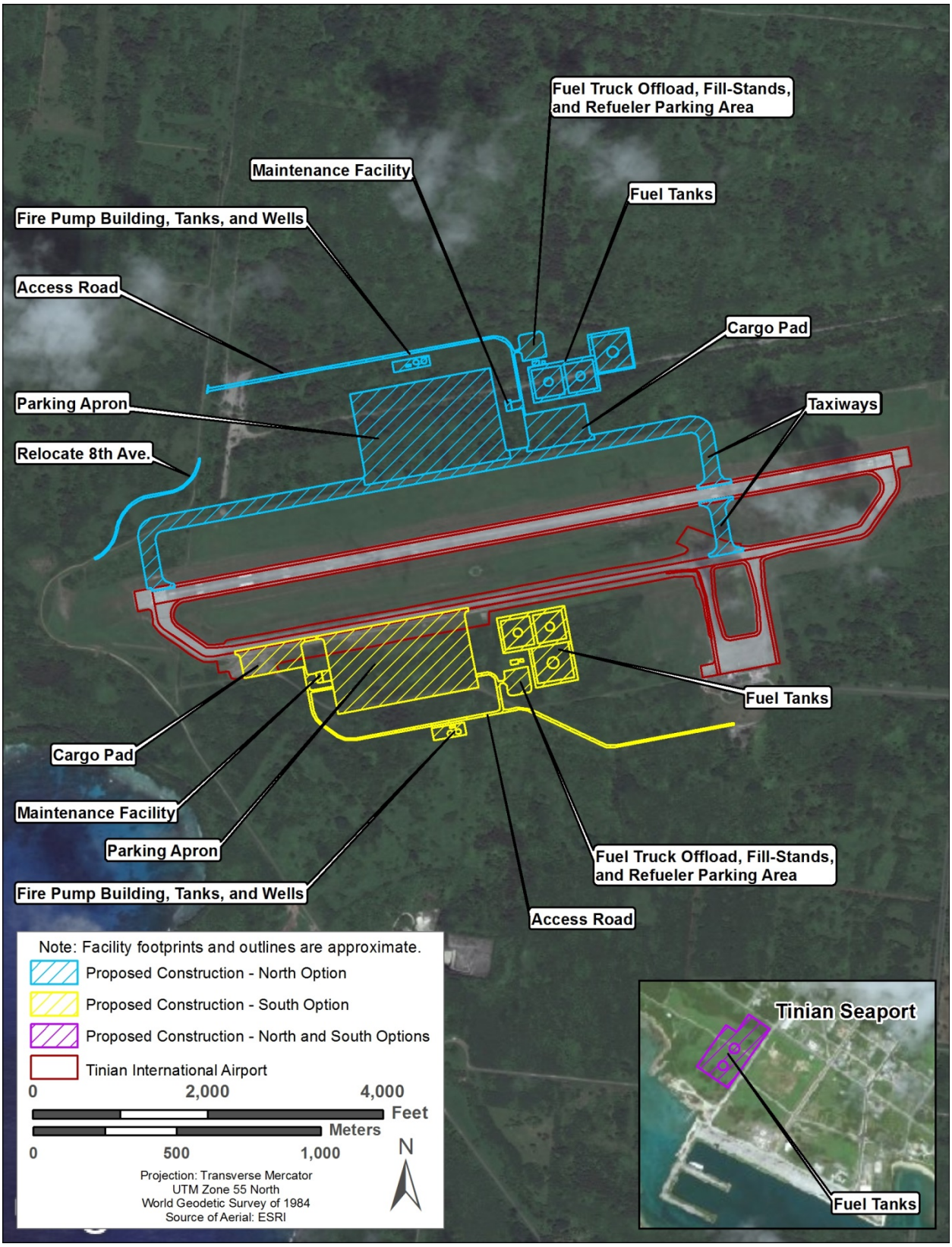


Figure 2.4-4. Overview of Proposed Construction on Tinian

North and South Options. Construction on both the north and south sides would include one parking apron, one cargo pad, one maintenance facility, fuel tanks and supporting infrastructure, a fuel hydrant system, a fire suppression system, and an access road. Construction would include the construction of necessary fencing and utilities as described under the Proposed Action in **Section 2.2.1.5**. The USAF would construct fuel tanks at the Port of Saipan.

North Option Only. On the north side of the runway, the USAF would also build taxiways to connect the cargo and parking aprons to the runway and reroute 8th Avenue on the western side of the runway to avoid the proposed taxiway.

2.4.2.1.1 North and South Options

PARKING APRON

Under Alternative 2, the proposed new parking apron could accommodate up to 12 KC-135s. The North Option parking apron would be approximately 1,729,805 ft^2 and would tie into the proposed taxiway. The South Option parking apron would be approximately 1,508,251 ft^2 and connect into the existing taxiway. The design strength for the parking apron would require a 12-inch base with 14 inches of concrete for the entire ramp expansion. The parking apron would be located adjacent to the proposed fuel tanks at the airport.

Ballfield-type lighting is proposed to provide adequate security and operational lighting for night operations. Airfield lighting systems would include only the lighting facilities required for support of aircraft operational areas. Controls and equipment vault facilities would be included as necessary to provide a complete and usable system. Design and equipment would conform to criteria contained in UFC 3-535-01. All proposed airport facilities would be constructed according to all DOD, USAF, and FAA criteria, as applicable, including FAA Advisory Circular 150/5300-13A.

CARGO PAD

The cargo pad under Alternative 2 is proposed to be located adjacent to the proposed parking apron. The North Option cargo pad would be approximately 250,470 ft^2 and would tie into the proposed taxiway. The South Option parking apron would be approximately 299,754 ft^2 and connect into the existing taxiway. The design strength would require a 12-inch base with 14 inches of concrete.

MAINTENANCE FACILITY

A maintenance facility would be constructed under Alternative 2. The maintenance facility would be approximately 7,600 ft^2 under the North Option and 8,000 ft^2 under the South Option and would be adjacent to the proposed fuel tanks under both options.

ACCESS ROAD

An access road would be constructed under Alternative 2 North or South Option to provide an entrance to the proposed infrastructure and specifically the fuel tanks, parking apron, and cargo pad. The North Option access road would be approximately 128,924 ft^2, and the South Option access road would be approximately 177,294 ft^2.

FIRE SUPPRESSION SYSTEM

A fire suppression system would be constructed under Alternative 2 North or South Option and would consist of fire water pumps, tanks, and a well contained within one facility. The fire suppression system would provide water in the event of a fire emergency. The water line would be constructed within the disturbance footprint proposed at the airport. The USAF would conduct an analysis of the groundwater flow and the proposed well withdraw rate prior to construction. The North Option fire suppression facility would be approximately 49,527 ft^2, and the South Option fire suppression facility would be approximately 53,652 ft^2.

JET FUEL RECEIVING, STORAGE, AND DISTRIBUTION

Due to the geographic location and lack of any jet fuel receipt, storage, and dispensing capability on Tinian, fuel support under Alternative 2 would be impossible to sustain without infrastructure investments. In order to sustain fuel operations under Alternative 2, fuel tanks would be installed at the Tinian International Airport and at the Port of Tinian (AFCEE/PACAF 2010).

Fuel Receipt and Storage Infrastructure. To sustain potential aircraft activity on the island, approximately 220,000 bbls of fuel storage (6.9 million gallons), configured using two 60,000-bbl tanks and one 100,000-bbl tank, would be required for jet fuel. The exact size, configuration, and type of fuel tanks would be dictated by mission requirements and allocated funding.

The fuel tanks would be located adjacent to either of the proposed parking aprons. The fuel storage tanks system would include fuel pumps, valves, filtration systems, an emergency generator, and concrete work. Additional fuels-related infrastructure to facilitate receipt and offload of fuel into the fuel tanks would include a fuel transfer pumphouse and pumps; truck offload fillstands; a refueler parking area; and associated piping, filtration, and valves.

In addition, approximately 100,000 bbls of fuel storage (4.2 million gallons), configured using two 50,000-bbl tanks, and associated piping would be constructed at the Port of Tinian.

Fuel Distribution Infrastructure. Under Alternative 2, jet aircraft refueling capability would be provided at the airport by installing a Hydrant Refueling System as a part of the proposed fuel tanks. The hydrant system would circulate fuel to and from the proposed fuel tanks and parking apron and would be constructed within the proposed disturbance area and concrete footprints. The proposed hydrant system would be designed to cause minimum disruption to commercial aircraft operations during construction periods.

CONSTRUCTION MATERIALS

To construct the elements proposed under the Construction Phase of Alternative 2, concrete would be needed. Under Alternative 2, concrete would be mixed at existing locally contracted commercial facilities that operate concrete batch plants. Dry cement would be barged to Tinian using the supplier's existing supply chain, and then trucked from the Port of Tinian to the commercial concrete facility where the concrete would be mixed. Mixed concrete would be trucked from the commercial concrete batch facility to Tinian. Assumptions are based on the total volume of concrete needed for construction, phased over 3 years. **Figure 2.4-5** shows the proposed cement and concrete truck routes on Tinian.

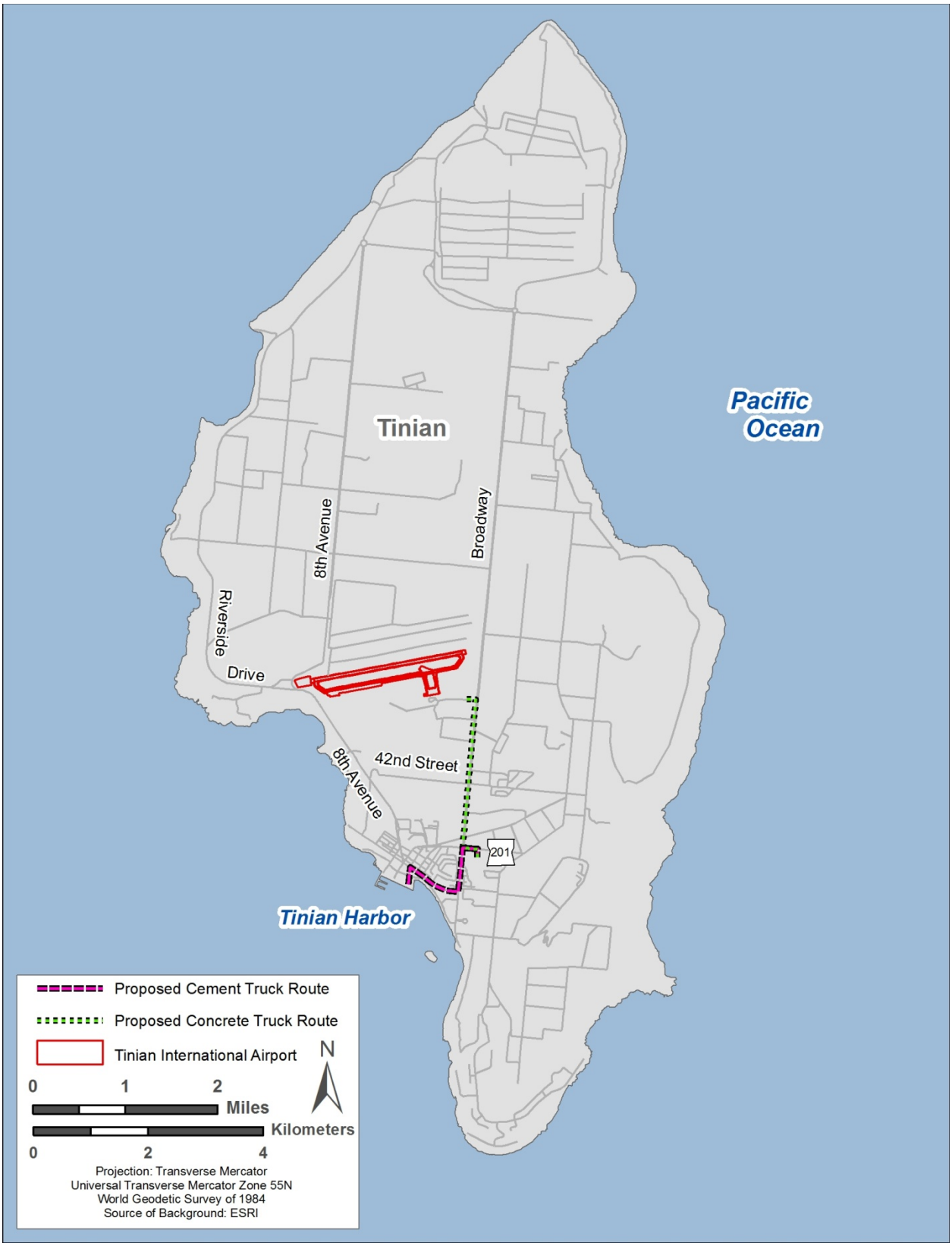


Figure 2.4-5. Proposed Cement and Concrete Truck Routes on Tinian

Cement Trucking from the Port of Tinian to the Commercial Concrete Supply Company. Dry cement would be transported in dump trucks from the Port of Tinian to the commercial concrete supply company on Tinian, a distance of approximately 1.7 miles. The trucks would likely leave the port and travel on 8th Avenue to Broadway. Due to construction phasing over 3 years, 364 total truck trips per year would be needed for the North Option, and 230 total truck trips per year would be needed for the South Option.

Concrete Trucking from the Commercial Concrete Supply Company to Tinian International Airport. Concrete would be mixed at the commercial concrete supply company and trucked in a cement mixer to Tinian International Airport, a distance of approximately 2.3 miles. The trucks would likely travel mainly on Broadway. Approximately 6,478 total truck trips per year would be needed for the North Option, and 4,093 total truck trips per year would be needed for the South Option. A negligible percentage of the overall concrete would be trucked from the commercial concrete supply company to the harbor for fuel tank-related construction.

2.4.2.1.2 North Option Only

TAXIWAY

Under the Alternative 2 North Option, the USAF would build a taxiway north of the existing Tinian International Airport runway. There is no existing taxiway on the north side of Tinian International Airport, and the proposed taxiway would be used to provide access between the runway and the proposed North Option parking apron. The taxiway would be approximately 1,385,300 ft^2.

REROUTE 8TH AVENUE

An existing portion of 8th Avenue west of the airport would be rerouted under the Alternative 2 North Option. The road would need to be rerouted to accommodate the proposed taxiway construction. The reroute of 8th Avenue would result in the disturbance of approximately 40,585 ft^2 for the new road.

SUMMARY

Construction at Tinian International Airport and the Port of Tinian could take place during daytime or nighttime hours. Depending on construction time, impacts to each resource area could differ. The analysis in **Section 4** includes the impacts of construction time on each independent resource area. In summary, implementing the Construction Phase under Alternative 2 would result in an area of disturbance and related increase in impervious surface by a total of 4,483,194 ft^2 for the North Option and 2,832,615 ft^2 for the South Option. The North Option is a larger footprint due to the need to construct the taxiway and reroute 8th Avenue. **Section 2.4.4** and **Tables 2.4-1 and 2.4-2** provide a summary of elements of each alternative including proposed square footages.

2.4.2.2 Alternative 2 – Implementation Phase

Under the Alternative 2 Implementation Phase, Tinian International Airport would be used for military divert operations, humanitarian assistance staging, exercises, and other aircraft support activities. The operations proposed during the Implementation Phase would be the same

regardless of whether the proposed Construction Phase occurred on either the north or south side of Tinian International Airport.

Tinian International Airport operations are governed by FAA Airport Improvement Program Grant Assurances. Grant assurances are obligations agreed upon by airport owners or sponsors, planning agencies, or other organizations that have accepted funds from FAA-administered airport financial assistance programs. As an airport sponsor, in accordance with FAA Airport Sponsor Assurance C. 27, Tinian International Airport is available for use by Federal government agencies (e.g., DOD) without charge as long as the use of the airport is not considered substantial or all of the following apply:

- Fewer than five government aircraft are regularly based at the airport or on land adjacent thereto during each calendar month; and
- The total number of movements (counting each landing as a movement) of government aircraft is less than 300 per calendar month; and
- The gross accumulative weight of government aircraft using the airport (the total movement of Government aircraft multiplied by gross weights of such aircraft) is less than 5 million pounds per calendar month (FAA 2012d).

Additionally, at Tinian, the USAF has a retained right for use of the Tinian International Airport per the 1999 *Partial Release of Leasehold Interest by and between the Commonwealth of the Northern Mariana Islands and the United States of America*. The agreement states that the U.S. has retained the right, "in common with others, for its military to land its aircraft, to load and unload cargo, to stage equipment and material, and to conduct other military aviation-related activities at West Tinian Airport," among other retained rights at the airport included in the document.

DIVERT OPERATIONS

Under Alternative 2, Tinian International Airport would be used for divert operations to operate aircraft when other locations in the western Pacific are temporarily unavailable, as described under the Proposed Action in **Section 2.2.2**. This EIS analyzes exercises and training to support the divert capability. Training to divert capabilities under Alternative 2 at Tinian International Airport is discussed in **Section 2.4.2.2** under military exercises.

HUMANITARIAN ASSISTANCE STAGING

Under Alternative 2, Tinian International Airport would be used for humanitarian assistance staging in response to a natural or man-made disaster, when needed, as described under the Proposed Action in **Section 2.2.2**. The exercises and the training required to execute humanitarian assistance and disaster relief missions would occur at Tinian International Airport under Alternative 2 and are analyzed in this EIS. Humanitarian assistance and disaster relief exercises are discussed in **Section 2.4.1.2** under military exercises.

MILITARY EXERCISES

Under Alternative 2, military exercises at Tinian International Airport would be exactly the same as those described under Alternative 1 in **Section 2.4.1.2**. Only cargo, tanker, or similar type

aircraft such as the KC-135 would participate in joint military exercises. The USAF estimates that approximately 720 operations (i.e., 360 take-offs and 360 landings) by KC-135 or similar aircraft would be completed annually at Tinian International Airport under Alternative 2.

Additionally, a mobile air traffic control tower (ATCT) could be deployed during planned joint military exercises. The ATCT would consist of a mobile unit mounted on a vehicle. The mobile ATCT would be located on an existing cleared surface and the location would be coordinated with the FAA and CPA. The unit can be raised and lowered depending on site and operational needs, and can be quickly removed at the conclusion of any military exercises. The ATCT would offer a measure of safety to departing and arriving aircraft and to airfield activities during planned military exercises. No radar system would be deployed to serve the ATCT; however, a deployable NAVAID could be used.

JET FUEL RECEIVING, STORAGE, AND DISTRIBUTION

Fuel Receipt and Transfer via Fuel Trucks. Jet fuel would be offloaded at the existing fuel offloading facility at the seaport from vessels capable of navigating the harbor. Fuel would be offloaded into the 100,000-bbl capacity fuel tanks adjacent to the seaport (see **Figure 2.4-6**). To transfer fuel to the storage tanks at the airport, standard fuel transfer tank trucks would be used. It would take six fuel trucks (10,000 gallons each) 30 days working approximately 10 hours per day initially to fill the fuel storage tank at the airport. In order to maintain the airport tank fuel supply for operations exceeding 30 days, fuel trucks would need to transport fuel over surface roads. It is assumed that up to six trucks operating 10 hours per day for the duration of the operation would be required. Because it is assumed that approximately 8 weeks per year of joint military or unit-level exercises could take place at Tinian International Airport, it is anticipated that fuel transfer activity would also last approximately 8 weeks per year. The proposed fuel truck routes under Alternative 2 are presented in **Figures 2.4-6.**

Fuel Storage and Distribution. Jet aircraft refueling capability under Alternative 2 would be provided by using a combination of current capability and installing a Hydrant Refueling System as a part of proposed fuel tanks and a parking apron. As described in **Section 2.3.1.1**, the hydrant refueling system would provide the capability to simultaneously refuel aircraft. Fuel from the fuel tanks would be cycled through the hydrant fuel system to the parking apron. Associated valves, piping, and infrastructure at the parking apron would provide refueling capability to the aircraft.

LODGING

Under Alternative 2, temporary lodging would be required for up to 265 personnel on Tinian that would support aircraft operations during a divert operation, humanitarian assistance, or military exercise event. The USAF and PACAF would enter into agreements with local hotels to accommodate personnel in commercial lodging during planned activities such as exercises. In an emergency, medical care would continue to be provided by military personnel, and would occur at Saipan Hospital under an agreement with the hospital. This would require military personnel to receive validation of their credentials before practicing at a civilian hospital. Medical care would be provided by military personnel on Tinian in non life-threatening situations. The support personnel would be provided food purchased from commercial vendors on Tinian and personnel would be transported using vehicles rented from commercial retailers

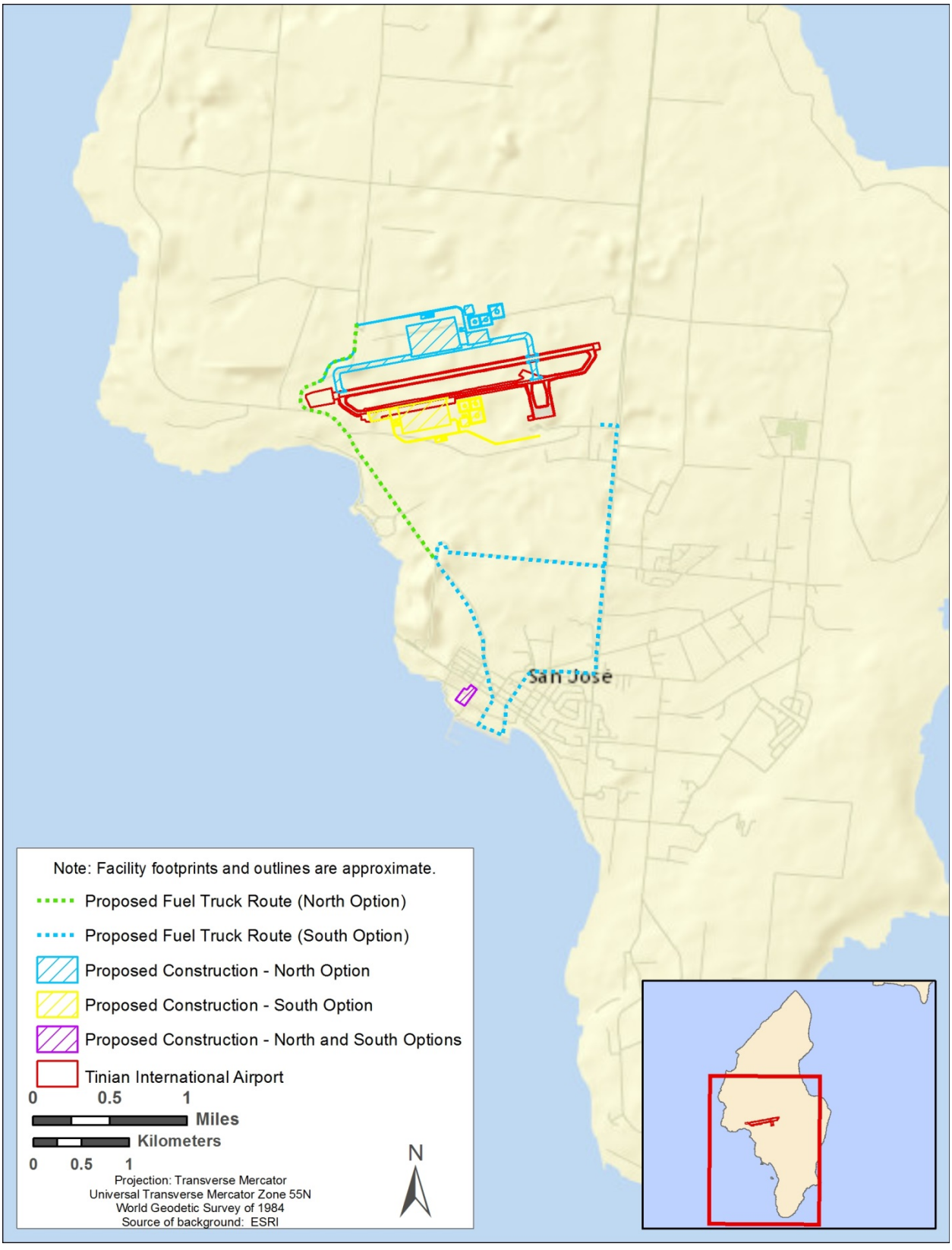


Figure 2.4-6. Fuel Truck Routes – Port of Tinian and Tinian International Airport

on Tinian. It is assumed that commercial buses would be used to transport a maximum of 265 personnel to and from commercial lodging and the airfield. It is assumed that buses would transport approximately 50 personnel per bus to and from the airfield once a day, or approximately 10 trips per day. This equates to five buses making two trips each to and from the airfield during the 8 weeks of exercises.

2.4.3 Alternative 3 – Hybrid Modified Alternative

As described in **Section 2.2**, the Proposed Action includes supporting joint military cargo, tanker, and similar aircraft. In this EIS, the KC-135 aircraft represents the design aircraft for each element of the Proposed Action to develop size and space requirements for facilities and infrastructure, and to conduct the analysis of potential impacts. The USAF proposes to exercise other USAF and joint military aircraft, including cargo and tanker aircraft, in accordance with typical operational scenarios.

To reduce strain on existing airport and commercial facilities and infrastructure, the USAF proposes to construct new or expand existing facilities, rather than fully use existing facilities at both airports in both the Construction Phase and Implementation Phase of Alternative 3.

Under Alternative 3, the proposed Construction Phase and Implementation Phase would be conducted on both Saipan and Tinian. However, Alternative 3 would focus most development and operations on Tinian. Alternative 3 combines some, but not all, of the components presented in Alternative 1 and Alternative 2.

2.4.3.1 Alternative 3 – Construction Phase

Under Alternative 3, the Construction Phase would occur on both Saipan and Tinian. The proposed construction is broken down by island in the following subsections.

2.4.3.1.1 Saipan

Under Alternative 3 at Saipan, Saipan International Airport would be improved to an airfield design that could accommodate three KC-135 or similar aircraft as shown in **Figure 2.4-7**. During the Construction Phase under Alternative 3 at Saipan, the USAF would build one cargo pad, one maintenance facility, and fuel tanks and supporting infrastructure exactly as described under Alternative 1 in **Section 2.4.1.1**. The USAF would not build a parking apron, a fuel hydrant system, or hydrant fuel pipeline at Saipan International Airport under Alternative 3.

The USAF also would not build fuel tanks at the Port of Saipan under Alternative 3. Construction would also include the transport of construction materials to the airport. It is assumed that construction would occur over 3 years.

Construction vehicles on Saipan under Alternative 3 would follow the same routes proposed under Alternative 1 as described in **Section 2.4.1.1**. Approximately 36 total cement truck trips per year would be needed and 561 concrete truck trips would be needed under Alternative 3 at Saipan.

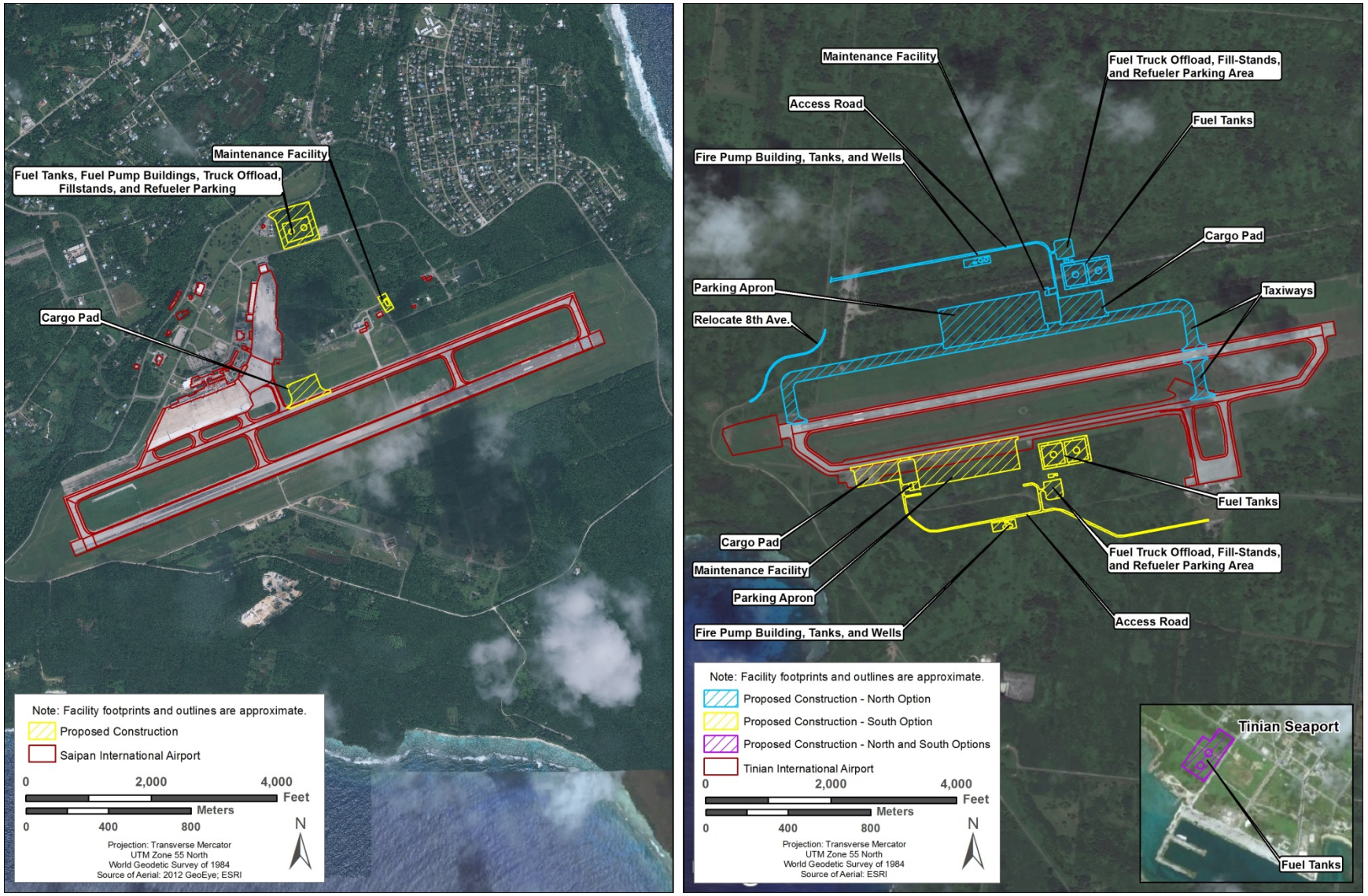


Figure 2.4-7. Proposed Construction at Saipan and Tinian under Alternative 3

2.4.3.1.2 Tinian

Under Alternative 3 at Tinian, Tinian International Airport would be improved to an airfield design that could accommodate 10 KC-135 or similar aircraft as shown in **Figure 2.4-7**. During the Construction Phase under Alternative 3 at Tinian, the USAF would construct infrastructure on either the north or south side of the Tinian International Airport runway, also shown in **Figure 2.4-7**. For the North Option, all construction would be on the north side of the runway. For the South Option, all construction would be on the south side of the runway. Construction would also include the transport of construction materials to the airport. It is assumed that construction would occur over 3 years.

North and South Options. Construction would occur under Alternative 3 on Tinian as described under Alternative 2 in **Section 2.4.2.1**. Construction would occur on either the north or south sides and would include one parking apron, one cargo pad, one maintenance facility, fuel tanks and supporting infrastructure, a fuel hydrant system, a fire suppression system, and an access road. At the Port of Tinian, the USAF would construct 100,000 bbls of fuel storage configured using two 50,000-bbl fuel tanks. However, under Alternative 3 the parking apron and fuel storage capacity would be smaller than that proposed under Alternative 2.

Under the Alternative 3 North Option, the parking apron would be approximately 1,026,340 ft^2 and under the South Option the parking apron would be 832,128 ft^2. Proposed fuel tank capacity at Tinian International Airport under Alternative 3 would be 120,000 bbls.

Construction vehicles on Tinian under Alternative 3 would follow the same routes proposed under Alternative 2 as described in **Section 2.4.2.1**. For the North Option, approximately 290 total cement truck trips per year would be needed and 5,158 concrete truck trips would be needed. For the South Option, approximately 157 total cement truck trips per year would be needed and 2,797 concrete truck trips would be needed.

North Option Only. On the north side of the runway, the USAF would build a taxiway to connect the cargo and parking aprons to the runway and reroute 8th Avenue on the western side of the runway as described under Alternative 2 in **Section 2.4.2.1**.

2.4.3.2 Alternative 3 – Implementation Phase

Under Alternative 3, the Implementation Phase could occur on both Saipan and Tinian and both islands could be used for military divert operations, humanitarian assistance staging, exercises, and other aircraft support activities. However, Tinian International Airport would be the primary divert and exercise location and would realize the majority of the development. Saipan International Airport would be the secondary divert and exercise location and experience significantly less development and operational activity. The specific number of aircraft expected to use each location would vary and depend on mission requirements. The operations proposed during the Implementation Phase would be the same regardless of whether the proposed Construction Phase occurred on either the north or south side of Tinian International Airport.

The grant assurances governed by FAA Airport Improvement Program Grant Assurances for Saipan International Airport and Tinian International Airport described in **Sections 2.4.1.2** and **2.4.2.2** would remain applicable under Alternative 3. Additionally, the rights retained under the 1999 *Partial Release of Leasehold Interest by and between the Commonwealth of the Northern*

Mariana Islands and the United States of America at Tinian International Airport described in **Section 2.4.2.2** would also remain applicable.

DIVERT OPERATIONS

Under Alternative 3, both Saipan International Airport and Tinian International Airport could be used for divert operations to operate aircraft when other locations in the western Pacific are temporarily unavailable, as described under the Proposed Action in **Section 2.2.2**. This EIS analyzes exercises and training to support the divert capability. Training to divert capabilities under Alternative 3 at Saipan International Airport and Tinian International Airport is discussed below under military exercises.

HUMANITARIAN ASSISTANCE STAGING

Under Alternative 3, both Saipan International Airport and Tinian International Airport would be used for humanitarian assistance staging in response to a natural or man-made disaster, when needed, as described under the Proposed Action in **Section 2.2.2**. The exercises and the training required to execute humanitarian assistance and disaster relief missions would occur at Saipan International Airport and Tinian International Airport under Alternative 3 and are analyzed in this EIS. Humanitarian assistance and disaster relief training is included in military exercises, which is discussed below.

MILITARY EXERCISES

Under Alternative 3, the exercises would be expected to be the same as those described under Alternative 1 in **Section 2.4.1.2** and Alternative 2 in **Section 2.4.2.2**. Specifically, only cargo, tanker, or similar type aircraft such as the KC-135 would participate in joint military exercises and the total number of operations by the KC-135 or similar aircraft would total up to 720 operations (i.e., 360 take-offs and 360 landings) per year. The USAF would distribute these 720 operations between Saipan International Airport and Tinian International Airport each year. While the USAF intends to distribute expected operations between the two airports, the environmental analysis for Alternative 3 in this document assumes that all 720 annual operations (take-offs or landings) could occur at either location, in the event that one of the airports is unavailable for exercises during the year.

Additionally, as described for Alternative 2 in **Section 2.4.2.2,** a mobile ATCT could be deployed during planned joint military exercises at Tinian International Airport. The ATCT would consist of a mobile unit mounted on a vehicle. The mobile ATCT can be raised and lowered depending on site and operational needs, and can be quickly removed at the conclusion of any military exercises. The ATCT would offer a measure of safety to departing and arriving aircraft and to airfield activities during planned military exercises. No radar system would be deployed to serve the ATCT.

JET FUEL RECEIVING, STORAGE, AND DISTRIBUTION

Fuel Receipt and Transfer via Fuel Trucks*.* On Saipan, jet fuel would be offloaded at the existing fuel offloading facility at the seaport. Fuel would be offloaded either into existing commercial fuel tanks under agreements with CPA and commercial carriers, or immediately into fuel transfer trucks. To transfer fuel to the storage tanks at the airport, standard fuel transfer tank trucks would be used. It would take six fuel trucks (10,000 gallons each) 14 days working

approximately 10 hours per day initially to fill the fuel storage tank at the airport. The same fuel truck routes would be used as those shown in **Figure 2.4-3.**

On Tinian, fuel would be offloaded and transferred to the airport as is described under Alternative 2 in **Section 2.4.2.2, Jet Fuel Receiving, Storage, and Distribution**. However, under Alternative 3, it would only take six fuel trucks (10,000 gallons each) 17 days working approximately 10 hours per day initially to fill the fuel storage tank at the airport. The same fuel truck routes would be used as those shown in **Figure 2.4-6.**

Fuel Storage and Distribution. On Saipan, jet aircraft refueling capability would be provided either by commercial fuel trucks through agreements with CPA and commercial carriers, or using a Fuels Operational Readiness Capability Equipment (FORCE) system, which is an expeditionary hydrant fueling system.

On Tinian, jet aircraft refueling would be provided as is described under Alternative 2 in **Section 2.4.2.2, Jet Fuel Receiving, Storage, and Distribution.**

LODGING

Under Alternative 3, temporary lodging would be required on Saipan and Tinian for up to 265 personnel who would support aircraft operations during a divert operation, humanitarian assistance, or military exercise event. While military exercises and supporting personnel would be distributed between the two airports each year in proportion to the actual planned operations, the environmental analysis for Alternative 3 in this document assumes that up to 265 temporary personnel would need to be supported at either location in the event that one of the airports is unavailable.

As described under Alternative 1 in **Section 2.4.1.2** and Alternative 2 in **Section 2.4.2.2**, the USAF and PACAF would enter into agreements with local hotels to accommodate personnel in commercial lodging and commercial vendors would be used for food and transportation. Medical care would also be the same as described under Alternative 1 in **Section 2.4.1.2** and Alternative 2 in **Section 2.4.2.2**. It is assumed that commercial buses would be used to transport a maximum of 265 personnel to and from commercial lodging and the airfield on either Saipan or Tinian. It is assumed that buses would transport approximately 50 personnel per bus to and from the airfield once a day, or approximately 10 trips per day. This equates to five buses making two trips each to and from the airfield during the 8 weeks of exercises.

2.4.4 Summary of Modified Alternatives

Table 2.4-1 provides a summary of the construction elements of each of the three modified alternatives presented in this Revised Draft EIS. This table indicates whether each element is in the same location or a new location from the 2012 Draft EIS, or is a new element. Elements completely eliminated from analysis are not included in this table.

Table 2.4-2 provides a summary of both the Construction Phase and Implementation Phase of each of the three modified alternatives analyzed in this Revised Draft EIS. This table also provides a thorough comparison to the original alternatives presented in the June 2012 Draft EIS. A blank cell in **Table 2.4-2** indicates the proposed action element is not a part of the corresponding alternative at the indicated location.

Table 2.4-1. Summary of Revised Draft Alternatives Construction Elements

	Modified Alternative 1 Modified Saipan	Modified Alternative 2 Modified Tinian North	Modified Alternative 2 Modified Tinian South	Modified Alternative 3 Hybrid Saipan	Modified Alternative 3 Hybrid Tinian North	Modified Alternative 3 Hybrid Tinian South
Parking Apron	Same	New location	New location	N/A	New location	New location
Cargo Pad	Same	New location	Same	New location	New location	Same
Maintenance Facility	Same	New location	New location	Same	New location	New location
Fuel Tanks and Supporting Infrastructure	Same	New location	New location	Same	New location	New location
Fuel Hydrant System	Same	New location	New location	N/A	New location	New location
Fuel Pipeline	New	N/A	N/A	N/A	N/A	N/A
Access Road	N/A	New	N/A	N/A	New	N/A
Taxiway	N/A	New	N/A	N/A	New	N/A
Fire Pump Building, Tanks, and Wells	N/A	New	New	N/A	New	New
Fuel Tanks at Seaport	Same	Same	Same	Same	Same	Same

Same: Indicates the **construction e**lement is proposed in the same location as in the 2012 Draft EIS
N/A: Indicates the **construction element** is not included in the Alternative
New: Indicates the **construction** is proposed under the Alternative, but was not included in the 2012 Draft EIS
New location: Indicates the **construction** element was include**d in the 2012 Draft EIS but** pr**oposed** in a different location in the Revised Draft EIS

Table 2.4-2. Comparison of 2012 Draft EIS Alternatives and Revised Draft EIS Modified Alternatives

Proposed Action Element	Location	2012 DEIS Alternative 1 Saipan International Airport	2012 DEIS Alternative 2 Tinian International Airport	Modified Alternative 1 Modified Saipan	Modified Alternative 2 Modified Tinian North	Modified Alternative 2 Modified Tinian South	Modified Alternative 3 Hybrid Saipan/ Tinian North	Modified Alternative 3 Hybrid Saipan/ Tinian South
Maximum Runway Extension*	Saipan	388,952 ft^2 (approximately 1,375 ft x 250 ft)						
	Tinian North							
	Tinian South		539,748 ft^2 (approximately 2,400 ft x 250 ft)					
Taxiway	Saipan							
	Tinian North				1,385,300 ft^2		1,385,300 ft^2	
	Tinian South							
Parking Apron	Saipan	963,744 ft^2		502,682 ft^2				
	Tinian North				1,729,805 ft^2		1,026,340 ft^2	
	Tinian South		1,656,777 ft^2			1,508,251 ft^2		832,128 ft^2
Hydrant System	Saipan	170,320 ft^2		161,172 ft^2				
	Tinian North							
	Tinian South		160,736 ft^2					
Munitions Storage Facilities	Saipan	43,656 ft^2						
	Tinian North							
	Tinian South		37,062 ft^2					
Cargo Pad	Saipan	194,532 ft^2		250,470 ft^2			196,020 ft^2	196,020 ft^2
	Tinian North				299,754 ft^2		299,754 ft^2	
	Tinian South		454,719 ft^2			230,165 ft^2		230,165 ft^2
Arm/Disarm Pad	Saipan	Included as part of Cargo Pad Saipan						
	Tinian North							
	Tinian South		Included as part of Cargo Pad Tinian					

Proposed Action Element	Location	2012 DEIS Alternative 1 Saipan International Airport	2012 DEIS Alternative 2 Tinian International Airport	Modified Alternative 1 Modified Saipan	Modified Alternative 2 Modified Tinian North	Modified Alternative 2 Modified Tinian South	Modified Alternative 3 Hybrid Saipan/ Tinian North	Modified Alternative 3 Hybrid Saipan/ Tinian South
Aircraft Hangar	Saipan	35,100 ft^2						
	Tinian North							
	Tinian South		35,100 ft^2					
Maintenance Facility	Saipan	6,000 ft^2		6,100 ft^2			6,100 ft^2	6,100 ft^2
	Tinian North				7,570 ft^2		7,570 ft^2	
	Tinian South		6,000 ft^2			7,972 ft^2		7,972 ft^2
Air Traffic Control Tower	Saipan							
	Tinian North							
	Tinian South		26,136 ft^2					
Road Reroute	Saipan							
	Tinian North				40,585 ft^2		40,585 ft^2	
	Tinian South							
Access Roads	Saipan							
	Tinian North				128,924 ft^2		128,924 ft^2	
	Tinian South		436 ft^2			177,294 ft^2		177,294 ft^2
Airport Fuel Storage	Saipan	219,107 ft^2		131,987 ft^2			131,987 ft^2	131,987 ft^2
	Tinian North				527,437 ft^2		317,680 ft^2	
	Tinian South		483,516 ft^2			542,464 ft^2		321,744 ft^2
Fuel Pump Tanks and Wells	Saipan							
	Tinian North				83,705 ft^2		83,705 ft^2	
	Tinian South					82,230 ft^2		82,230 ft^2
Fire Pump Tanks and Wells	Saipan							
	Tinian North				49,527 ft^2		49,527 ft^2	
	Tinian South					53,652 ft^2		53,652 ft^2
Seaport Fuel Storage	Saipan	192,971 ft^2		192,971 ft^2				
	Tinian North				230,587 ft^2		230,587 ft^2	
	Tinian South		41,382 ft^2			230,587 ft^2		230,587 ft^2

Proposed Action Element	Location	2012 DEIS Alternative 1 Saipan International Airport	2012 DEIS Alternative 2 Tinian International Airport	Modified Alternative 1 Modified Saipan	Modified Alternative 2 Modified Tinian North	Modified Alternative 2 Modified Tinian South	Modified Alternative 3 Hybrid Saipan/ Tinian North	Modified Alternative 3 Hybrid Saipan/ Tinian South
Tent Lodging at Airport	Saipan	534,308 ft^2						
	Tinian North							
	Tinian South		773,303 ft^2					
Hotel Lodging	Saipan	Up to 700 Personnel		Up to 265 Personnel			Up to 265 Personnel	Up to 265 Personnel
	Tinian				Up to 265 Personnel	Up to 265 Personnel	Up to 265 Personnel	Up to 265 Personnel
Fuel Truck Trips	Saipan	6-10,000 gal 14 days 10 hours/day		6-10,000 gal 14 days 10 hours/day			6-10,000 gal 14 days 10 hours/day	6-10,000 gal 14 days 10 hours/day
	Tinian		6-10,000 gal 14 days 10 hours/day		6-10,000 gal 30 days 10 hours/day	6-10,000 gal 30 days 10 hours/day	6-10,000 gal 17 days 10 hours/day	6-10,000 gal 17 days 10 hours/day
Construction Truck Trips	Saipan	180 cement truck trips/year 3,200 concrete truck trips/year		102 cement truck trips/year 1,798 concrete truck trips/year			36 cement truck trips/year 561 concrete truck trips/year	36 cement truck trips/year 561 concrete truck trips/year
	Tinian		280 cement truck trips/year 4,924 concrete truck trips/year		364 cement truck trips/year 6,478 concrete truck trips/year	230 cement truck trips/year 4,093 concrete truck trips/year	290 cement truck trips/year 5,158 concrete truck trips/year	157 cement truck trips/year 2,797 concrete truck trips/year
Exercise Operations	Saipan	1,920 Fighters/tankers	0	720 Tankers	0	0	720* Tankers	720* Tankers
	Tinian	0	1,920 Fighters/tankers	0	720 Tankers	720 Tankers	720* Tankers	720* Tankers
Total Footprint	Saipan	2,748,689 ft^2		1,245,382 ft^2			334,107 ft^2	334,107 ft^2
	Tinian North				4,483,194 ft^2		3,569,972 ft^2	
	Tinian South		4,214,915 ft^2			2,832,615 ft^2		1,935,772 ft^2

*While the USAF intends to distribute expected operations between the two airports, the environmental analysis for Alternative 3 in this document assumes that all 720 annual operations (take-offs or landings) could occur at either location, in the event that one of the airports is unavailable for exercises during the year.

2.5 No Action Alternative

The No Action Alternative serves as a baseline against which the impacts of the Proposed Action and other potential action alternatives can be evaluated. Under the No Action Alternative, the USAF would not develop or construct facilities and infrastructure at an existing airport or airports in support of divert operations, humanitarian assistance and disaster relief in the western Pacific, or military exercises for a combination of cargo, tanker, or similar aircraft and associated support personnel.

Divert Landings and Operations. Currently in the Mariana Islands, divert landings occur at A.B. Won Pat International Airport, Guam; Saipan International Airport, Saipan; and Rota International Airport, Rota, in accordance with 36th WI 13-204. Under the No Action Alternative, divert landings would continue to occur at these locations as required. However, none of these facilities are currently equipped to support a diverted aircraft and associated support personnel, which can lead to the temporary closure of the airport or temporary commercial use restrictions. Under the No Action Alternative, PACAF's ability to achieve and maintain military readiness for deployed military forces to conduct and support current, emerging, and future military operations would be hindered. The PACAF mission to provide ready air and space power to promote U.S. interests in the Asia-Pacific region during peacetime, through crisis, and in war might not be fully achievable.

Joint Military Exercises. Currently, planned joint military exercises occur within the MIRC and Mariana Islands. Under the No Action Alternative, these planned exercises would continue to take place, using Andersen AFB and surrounding airspace and range area. However, under the No Action Alternative, an additional designed and designated divert airfield would not be developed. Aircraft taking part in planned joint military exercises would continue to be confined to the same operating airfields at Andersen AFB as addressed in other NEPA documents (see **Section 1.5.3**). Should emergencies arise during military exercises, there would be no designed and designated alternative airfield to divert aircraft, if needed, or to support continued operations.

Humanitarian Assistance Staging. Currently, humanitarian assistance staging can occur at Andersen AFB or A.B. Won Pat International Airport, Guam, to support humanitarian assistance and disaster relief response in the western Pacific. However, humanitarian efforts from these locations are limited due to lack of infrastructure such as parking areas and refueling capabilities. Under the No Action Alternative, USAF humanitarian response in the western Pacific would likely use existing fully functional airfields, such as Andersen AFB or A.B. Won Pat International Airport, Guam. However, if a natural disaster affected Andersen AFB and A.B. Won Pat International Airport, Guam, there would be no alternative for humanitarian assistance staging. In addition, conducting humanitarian assistance staging at Andersen AFB or A.B. Won Pat International Airport, Guam, could limit the ability of Andersen AFB to carry out its other missions, or limit existing commercial air traffic at A.B. Won Pat International Airport, Guam.

Additionally, as an airport sponsor, in accordance with FAA Airport Sponsor Assurance C. 27, Saipan International Airport and Tinian International Airport would continue to be available for use by Federal government agencies (e.g., DOD) without charge as described under **Sections 2.4.1.2 and 2.4.2.2**.

Additionally, the USAF has a retained right for use of the Tinian International Airport per the 1999 *Partial Release of Leasehold Interest by and between the Commonwealth of the Northern Mariana Islands and the United States of America*. The agreement states that the U.S. has retained the right, "in common with others, for its military to land its aircraft, to load and unload cargo, to stage equipment and material, and to conduct other military aviation-related activities at West Tinian Airport," among other retained rights at the airport included in the document.

2.6 Decisionmaking Process and Identification of Preferred Alternative

According to CEQ guidelines, an agency's preferred alternative is the alternative that the agency believes would fulfill its statutory mission and responsibilities, giving consideration to economic, environmental, technical, and other factors (CEQ 1981). CEQ regulations require the section of the EIS on alternatives to "identify the agency's preferred alternative if one or more exists, in the draft statement, and identify such alternative in the final statement…" (CEQ 1981).

The USAF has not identified a preferred alternative at this time. Upon completion of the EIS, the USAF decisionmaker will use the EIS to support the decision about how best to satisfy the stated purpose and need within mission constraints. The final decision will be documented in the ROD.