



# Project Fact Sheets

## Draft Environmental Assessment for Strike Fighter Realignment at NAS Lemoore, CA



July 2011





# NAS Lemoore

## Proposed Action and Alternatives

### *Purpose and Need*

The purpose of the Proposed Action is to provide Strike Fighter community assets needed to meet the changing operational demand in the Pacific and to mitigate shortfalls in Strike Fighter community assets due to the age of the FA-18 Hornet aircraft. Relocation of two east coast Super Hornet squadrons is needed to geographically align Strike Fighter assets with current carrier air wing deployment demands. Currently, two east coast squadrons must conduct multiple cross-continental U.S. transits to train and certify with the aircraft carrier and Carrier Strike Group. Relocating the east coast Strike Fighter squadrons to NAS Lemoore would provide necessary support without duplication of existing homebase support functions and would realign the Fleet with east/west operational commitments. The in-place transition of up to five Strike Fighter squadrons from Hornet to Super Hornet squadrons is needed to address the projected shortfall in Strike Fighter aircraft due to age of the Hornets, to align Strike Fighter community assets to meet carrier air wing deployment schedules, and to ensure sufficient Strike Fighter capability is present in the short term.

### *Proposed Action*

The Proposed Action would relocate two east coast FA-18E/F Super Hornet squadrons to NAS Lemoore and transition (i.e., change from the Hornet airframe to the newer Super Hornet airframe) five FA-18 Hornet squadrons currently at NAS Lemoore to Super Hornet squadrons. These changes would take place between 2012 and 2015.

Specifically, the proposed Strike Fighter realignment would consist of the following primary actions:

- Both east coast Super Hornet squadron arrive at NAS Lemoore in 2014, one as a 12-plane FA-18E squadron and the other as a 12-plane FA-18F squadron.
- Three existing squadrons transition from 10-plane Hornet squadrons to 10-plane Super Hornet squadrons in 2013.
- One existing squadron transitions from a 10-plane Hornet squadron to a 10-plane Super Hornet squadron in 2014.
- One existing squadron transitions from a 10-plane Hornet squadron to a 12-plane Super Hornet squadron in 2015.





# NAS Lemoore

## Proposed Action and Alternatives

### *Proposed Action Continued*

As a separate action, NAS Lemoore will reduce the number of aircraft in its training squadron in the 2012-2013 timeframe. Combined actions at NAS Lemoore would result in a net reduction of four aircraft, a net increase of approximately 182 military and civilian personnel (+236 enlisted; +26 officers; -80 contractors), and modifications to Hangars 1, 2, and 4. Between the baseline state in 2011 and the end state in 2015, the training squadron reduction would reduce NAS Lemoore airfield operations by 55,669, while the Proposed Action would add 5,105 operations. As such, NAS Lemoore airfield operations would decrease from 209,421 in 2011 (baseline) to 158,858 in 2015 (end state), a 24% decrease in flight operations.

### *No Action Alternative*

Under the No Action Alternative, two East Coast Super Hornet squadrons would not relocate to NAS Lemoore, and no in-place transition of up to five squadrons from Hornet to Super Hornet aircraft would occur. Related personnel changes and modifications to Hangars 1, 2, and 4 also would not occur. However, reduction of the training squadron would still occur, eliminating 30 training squadron aircraft compared to baseline conditions. Aircraft operations would decrease to 153,752, or a 27% reduction compared to baseline (2011) conditions. In addition, training squadron reduction would decrease personnel loading at NAS Lemoore by 319 (-184 enlisted personnel, -55 officers, and -80 contractors). The No Action Alternative does not meet the purpose and need described above with regard to meeting West Coast carrier air wing deployment demands; however, it represents a change from baseline conditions and is carried forward for analysis in the EA.





# NAS Lemoore

## Proposed Action and Alternatives

### *Alternatives Considered*

The Navy's current FA-18 basing strategy includes only two Strike Fighter Super Hornet/Hornet bases, one on the east coast and one on the west coast (NAS Oceana, VA, and NAS Lemoore, CA, respectively). The Records of Decision for previous NEPA documents established NAS Lemoore as the west coast homebase location and concentrated operational functions and related infrastructure at NAS Lemoore. Consideration of any other bases to receive the two east coast Strike Fighter squadrons would require significant facilities development costs. Further, the timeline for development of such facilities increases operational risk associated with potential delays in relocation activities. Finally, the Navy considered split-siting at multiple locations on the west coast; however, this alternative would require duplication of support services and facilities which would increase costs and was thus eliminated from further discussion. Relocating the two Strike Fighter squadrons to NAS Lemoore provides the necessary support without duplication of existing homebase support or Command and Control functions.

The following studies are also either complete or ongoing at NAS Lemoore:



### *West Coast Joint Strike Fighter Homebasing Environmental Impact Statement*

This study began in January 2011 with a planned completion date of Spring 2013. The project would result in the F-35Cs arriving on the west coast between 2016 and 2025. There are two alternatives currently under consideration to receive 100 aircraft, NAS Lemoore and Naval Air Facility El Centro. If NAS Lemoore is chosen as the homebasing site, the new aircraft would roughly represent a one for one replacement. If NAS El Centro is chosen, the airfield would gain 100 aircraft. As of yet, no homebasing decision has been made.

### *Air Installation Compatible Use Zone (AICUZ)*

The AICUZ contains Navy recommendations for promoting community land use compatible with the Navy's mission at NAS Lemoore. This project was approved in December 2010 and shared with the local municipalities and the Joint Land Use Study Committee in the Spring of 2011.

### *Joint Land Use Study (JLUS)*

The JLUS is a regional, community-controlled study meant to identify compatible development near NAS Lemoore. This study takes both the Navy F-35C West Coast Homebasing EIS and this Environmental Assessment into account.



# NAS Lemoore

## Noise

### Air Operations and Noise

The table below presents the change in the number of air operations at NAS Lemoore associated with projected 2015 air operations as compared with 2011 air operations.

	Total Air Operations
Baseline	209,420
Proposed Action	158,858
No Action	153,754

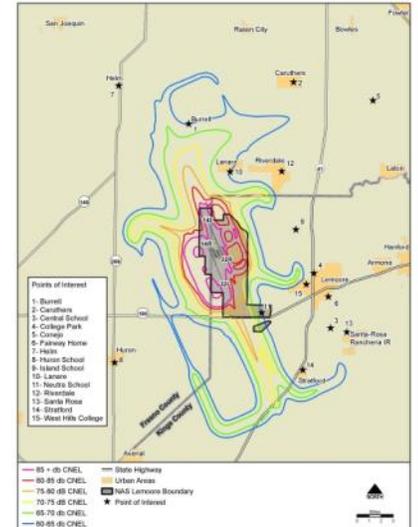
Although air operations at NAS Lemoore would increase by 5,106 under the Proposed Action, the ongoing reduction of the training squadron will reduce the overall number of operations at NAS Lemoore by over 50,000. Additionally, the noise contours for each alternative (Proposed Action and No Action) would decrease slightly. While air operations related to the Proposed Action would increase, the overall decrease in operations as a result of the drawdown would result in an overall reduction in air operations.

	Acreage Affected	Population Affected
Baseline	76,916	728
Proposed Action	75,471	738
No Action	71,041	562

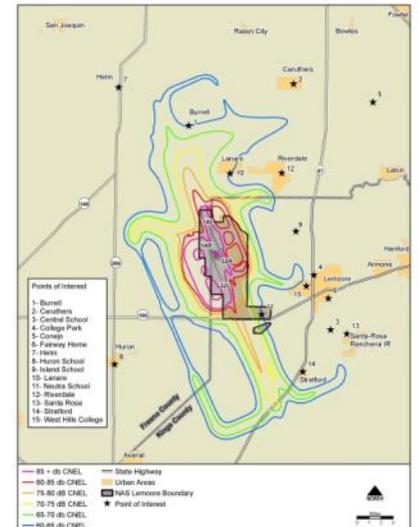
Under the Proposed Action, the number of people exposed to noise levels of 65 dB CNEL or more is anticipated to increase by 10 while the acreage affected by elevated noise levels would be reduced by 1,445.

Under the No Action Alternative, the number of people exposed to noise levels of 65 dB CNEL or greater would decrease by 166 while the acreage affected by elevated noise levels would be reduced by 5,875.

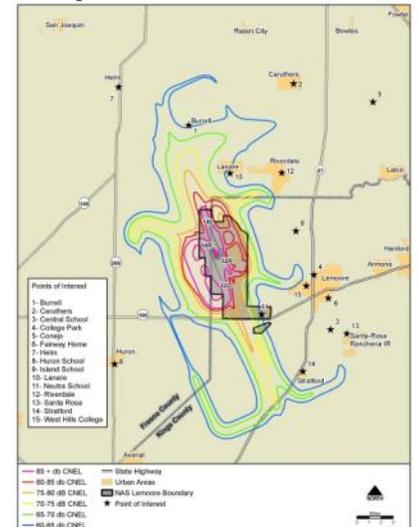
The figures to the right compare the 2011 baseline noise contours to the Proposed Action and the No Action alternative.



Baseline Noise Contours, 2011



Proposed Action Noise Contours



No Action Noise Contours



# NAS Lemoore

## Air Quality, Safety, and Socioeconomics

### *Air Quality*

Impacts to air quality as a result of the Proposed Action are not expected to be significant. Proposed emissions show an overall reduction in all air pollutants except Carbon Monoxide, which would remain below regulatory levels. The emissions associated with the Proposed Action would not impact the San Joaquin Valley's ability to attain air quality standards.

### *Safety*

The Proposed Action would have no effect on the safety environment or procedures at NAS Lemoore. The Proposed Action would not change where or how aircraft at NAS Lemoore are flown, thus existing procedures would be followed. Pilot training includes extensive use of flight simulators and frequent flying practice, including emergency procedures to ensure the safety of the pilots, aircraft, and public. NAS Lemoore would continue to train with local emergency responders under the Proposed Action.

### *Personnel Changes*

Under the Proposed Action, a total of 420 enlisted personnel and 81 officers with an estimated 651 family members would be added to NAS Lemoore. However, the training squadron reduction would remove 239 military personnel, 80 contractors, and 488 associated family members. Thus, at end state (2015) there would be a total increase of 236 enlisted personnel, 26 officers, and a loss of 80 civilian contractor positions. The net change under the Proposed Action would be an additional 182 personnel and their approximately 237 family members. This would result in an increase of about 4% to the on-base population and less than 1% to the regional (off-base) population.

**Personnel Associated with Aircraft**

	<b>Enlisted Personnel</b>	<b>Officers</b>	<b>Civilian Contractors</b>
Baseline	584	115	191
No Action	-184	-55	-80
Proposed Action	+420	+81	0
Net Change by 2015 End State	+236	+26	-80

The No Action alternative would result in a decrease of 184 enlisted personnel, 55 officers, and 80 contractors as well as 488 dependents at NAS Lemoore.

### *Socioeconomics*

The Proposed Action would add about \$9.1 million in salaries and about \$10 million in direct construction spending, while adding less than 1% to the regional population. The local housing market can accommodate the additional military families. The Proposed Action would not result in disproportionate effects to minority, low-income, and child populations within elevated noise contours.



# NAS Lemoore

## Public Involvement

The draft study will be announced through a series of sources including a Federal Register notice, newspaper ads, a press release, letters and postcards sent to interested groups and individuals, a project website, and printed and electronic copies of the report are available in the following five libraries:

Kings County Library  
Lemoore Branch  
457 "C" Street  
Lemoore, CA 93245

Riverdale Branch Library  
20975 Malsbary  
Riverdale, CA 93656

Kings County Library  
Hanford Branch (Main)  
401 N. Douty Street  
Hanford, CA 93230

West Hills Community College  
555 College Avenue  
Lemoore, CA 93245

Fresno County Public Library  
Central Library  
2420 Mariposa Street  
Fresno, CA 93721

The Draft EA is available on the Navy Region Southwest Website ([www.cnlic.navy.mil/cnrsw](http://www.cnlic.navy.mil/cnrsw)).

Spanish language informational materials will be made available on the website: [www.cnlic.navy.mil/cnrsw](http://www.cnlic.navy.mil/cnrsw) and upon written request to the address below.

The review period for the Draft EA will end on August 29, 2011. All mailed comments must be postmarked no later than August 29, 2011 to ensure they become part of the official record. All timely comments will be addressed in the Final EA. Written comments may be mailed to:

Navy Strike Fighter Realignment EA Project Manager  
Naval Facilities Engineering Command, Southwest  
Attn: Code EV21.AK  
1220 Pacific Highway  
Bldg. 1, 5th Floor  
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