



National Environmental Policy Act (NEPA)



What is NEPA?

- The National Environmental Policy Act (NEPA) of 1969 requires Federal agencies to consider environmental impacts in their decision making processes. They do this by analyzing the potential impacts of a proposed action and alternatives on the human and natural environment.

Steps in the NEPA process:

- Defining the:
 - need for action
 - objectives to be met
 - the proposed action
 - alternatives to the proposed action
 - decisions that must be made regarding the proposed action
- Identify the scope of analysis – “scoping”
- Determining the appropriate level of NEPA documentation:
 - Categorical Exclusions (CE or CatEx)
 - Environmental Assessment (EA)
 - Environmental Impact Statement (EIS)
- Identify any Federal, state or local agencies having permitting or funding authority over some aspect of the proposal or that could help with the environmental analysis.
- Develop and implement a public involvement strategy.
- Integrate requirements of other environmental laws.

Where we are now

Scoping:

There shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. This process shall be termed scoping (1501.7)

As part of the process the lead agency shall:

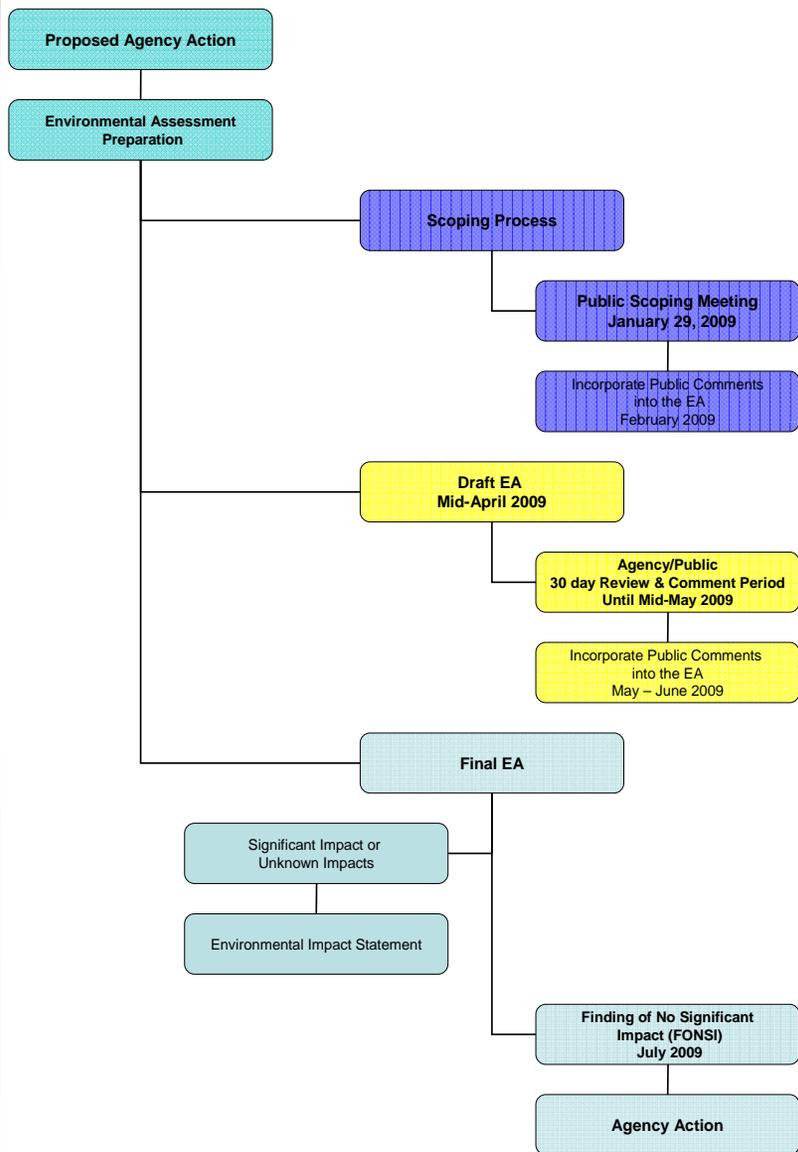
- Invite all affected Federal, state and local agencies, any affected Indian Tribe, and other interested persons to participate.
- Determine the scope and the significant issues to be analyzed in depth.
- Identify and eliminate from detailed study the issues which are not significant.



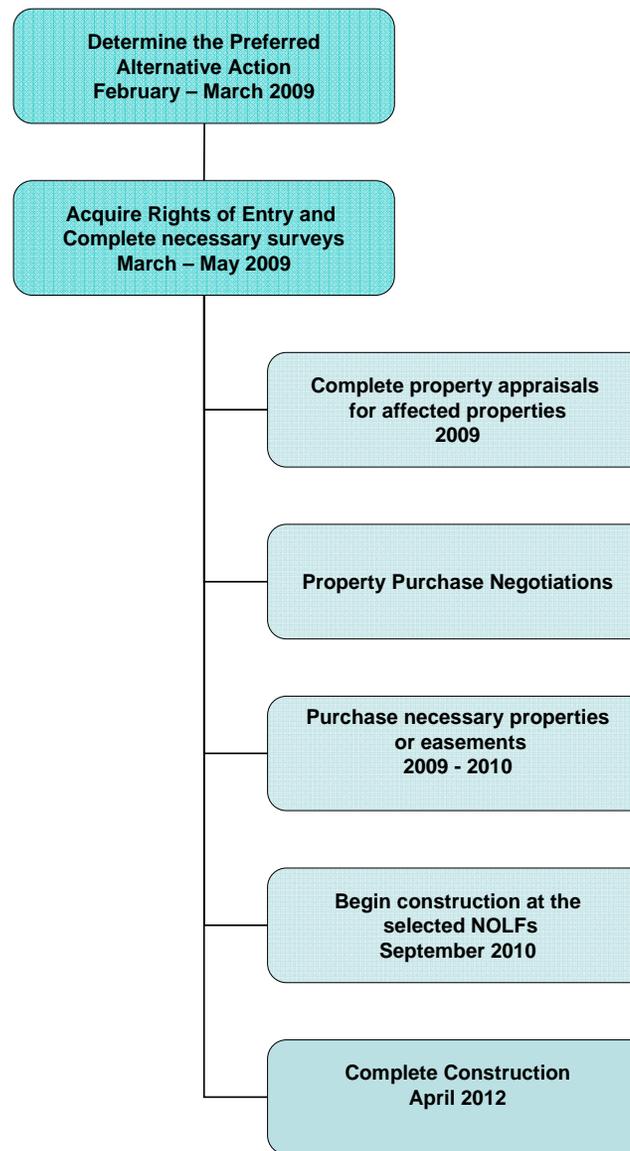
Timelines



NEPA Timeline



Navy Timeline





Overview of Whiting Field and NOLF's



Naval Air Station Whiting Field (NASWF) was commissioned on July 16, 1943 to train Naval Aviators and today, remains the "crown jewel" of Naval Aviation training. Home to Training Air Wing Five, which conducts training for nearly 2,000 students aboard the complex each year.

The mission of the installation is to effectively support the mission accomplishment of multiple tenant command's training of U.S. Navy, Marine Corps, Air Force, Coast Guard and International students, by efficiently providing high quality installation facilities and operations services.

NASWF North Field hosts a fleet of over 150 T-34C "Turbo Mentor" aircraft, NASWF South Field supports 120 TH-57 "Sea Ranger" helicopters. The NASWF complex is the busiest Naval air complex in the world. NASWF North and South Fields launch more than 500 flights a day, with the complex supporting 1.3 million take-offs and landings and 10 percent of all Navy and Marine Corps flight hours flown world-wide.

In addition to the 6,000 foot long runways at North and South Fields, NAS Whiting Field operates eight Navy Outlying Landing Fields (NOLFs) supporting fixed-winged flight training. These fields are NOLFs Brewton, Evergreen, Wolf, Holley, Choctaw, Barin, Summerdale and Silverhill.

NAS Whiting Field will transition from the T-34C to the T-6B between mid-2009 to 2015. The T-6B requires longer runways to complete safe operations. The runways required for dual-piloted training is 4,000 ft and 5,000 ft for solo-piloted training.

Currently, only NOLFs Brewton and Choctaw have the sufficient runway length to accommodate T-6 solo operations. NOLF Evergreen will meet the solo operation requirement later this year, with an on-going military construction effort to extend its runways to 5,000 ft. One additional NOLF for dual operations, and one additional NOLF for solo operations will be required to accommodate training in the southern working areas.





Purpose and Need for the Action



Purpose:

The mission of Naval Air Station (NAS) Whiting Field is to provide primary flight training for Navy pilots. The Navy Outlying Landing Fields (NOLFs) must provide landing fields within a reasonable distance from NAS Whiting Field for student pilots and instructors to navigate to and train for basic landing and approach skills. The purpose of the Proposed Action is to expand existing NOLFs to meet the projected flight training requirements at NAS Whiting Field.

Need:

The need for the proposed action is to provide suitable NOLF facilities in the Southern Military Operating Area that can accommodate the landing and takeoff requirements of the JPATS T-6 training aircraft in order to meet the training schedule and requirements at NAS Whiting Field.



Proposed Action

Proposed Action:

The Proposed Action is to provide two T-6 solo operations runways and two T-6 dual operations runways in the Southern Military Operating Area.

The T-6 has been selected as the Joint Primary Aircraft Training System (JPATS) aircraft. The first T-6 will arrive at NAS Whiting Field in 2009 and will gradually replace the T-34C during the transition period years of Fiscal Year-09 thru Fiscal Year-15.

T-6 Aircraft Requirements:

- **Solo Operations:** 5,000-foot long runway with 1,000-foot Type I clear zone and 2,000-foot Type 3 clear zone at each end of the runway.
- **Dual Operations:** 4,000-foot long runway with 1,000-foot Type III clear zone and 2,000-foot Type 3 clear zone at each end of the runway.
- **Type I Clear Zone:** requires clearing and grading to runway elevation for runway overruns, no roads or structures are allowed.
- **Type III Clear Zone:** requires trimming vegetation to below the elevation of the glide slope, no structures are allowed.

Proposed Action Alternatives:

- **Alternative 1:** Extend two runways at Barin NOLF for solo operations and two runways at Summerdale NOLF for dual operations.
- **Alternative 2:** Extend two runways at Barin NOLF for solo operations and two runways at Silverhill NOLF for dual operations.
- **Alternative 3:** Extend two runways at Barin NOLF for dual operations and utilize the existing runway at Choctaw NOLF for solo operations.
- **Alternative 4:** Extend two runways at Summerdale NOLF for solo operations and two runways at Silverhill NOLF for dual operations.
- **Alternative 5:** Extend two runways at Barin NOLF for solo operations and two runways at Wolf NOLF for dual operations.
- **Alternative 6:** Extend two runways at Barin NOLF for solo operations and the EW runway at Summerdale NOLF and the NS runway at Silverhill NOLF for dual operations.



Barin NOLF



Barin NOLF

Anticipated Impacts

Socioeconomics/Land Use:

- Remove five structures
- Purchase 39 acres of land or development rights

Wetlands:

- Fill approximately two acres

Transportation:

- Relocate Doc McDuffie Road

What is a Clear Zone?

Runway Clear Zones are areas on the ground, located at the ends of each runway. They possess a high potential for accidents and their use is restricted to be compatible with aircraft operations.

Type 1 Clear Zone- extends 1000 ft past the end of the runway and should be cleared, graded and free of above ground objects.

Type 3 Clear Zone- extends 2000 ft past the end of Type 1 Clear Zone. This area is considered a land use control area and objects in this zone must be compatible and conform to height restrictions.

Disclaimer-This illustration is for planning purposes only. The decision on the actual placement and dimensions of the runway extensions will be made once the Environmental Assessment is complete.



Alternative 1: Barin NOLF and Summerdale NOLF



Summerdale NOLF

Anticipated Impacts

Socioeconomics/Land Use:

- Remove 20 structures
- Purchase 190 acres of land or development rights
- Purchase 17 acres of fee property

Wetlands:

- Fill approximately two acres

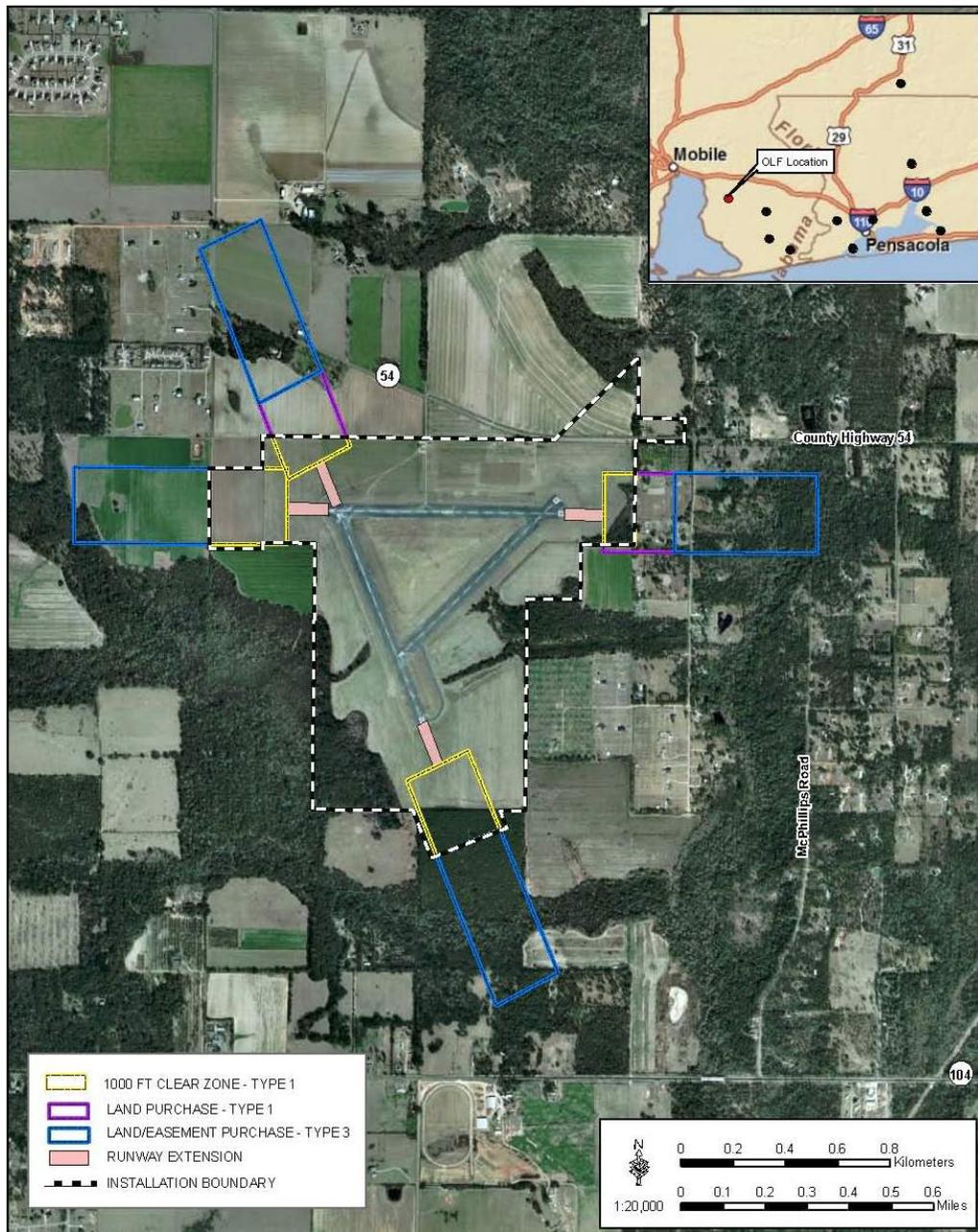
Transportation:

- Relocate County Road 36
- Relocate Doc McDuffie Rd
- Relocate one private road

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Alternative 2: Barin NOLF and Silverhill NOLF



Silverhill NOLF

Anticipated Impacts

Socioeconomics/Land Use:

- Remove 11 structures
- Purchase 196 acres of land or development rights
- Purchase 25 acres of fee property

Wetlands:

- Fill approximately 0.3 acre

Transportation:

- Relocate Doc McDuffie Road

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Alternative 3: Barin NOLF and Choctaw NOLF



Choctaw NOLF

Anticipated Impacts

Socioeconomics/Land Use:

- Remove five structures
- Purchase 39 acres of land or development rights

Wetlands:

- Fill approximately two acres

Transportation:

- Relocate Doc McDuffie Rd

Potential Flight Conflicts:

- Conflicts with advanced jet aircraft operations
- Scheduling conflicts with NAS Pensacola and other NAS Whiting Field aircraft

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Alternative 4: Silverhill NOLF and Summerdale NOLF



Silverhill NOLF



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Anticipated Impacts

Socioeconomics/Land Use:

- Remove 39 structures
- Purchase 307 acres of land or development rights
- Purchase 43 acres of fee property

Wetlands:

- Fill approximately 0.3 acre

Transportation:

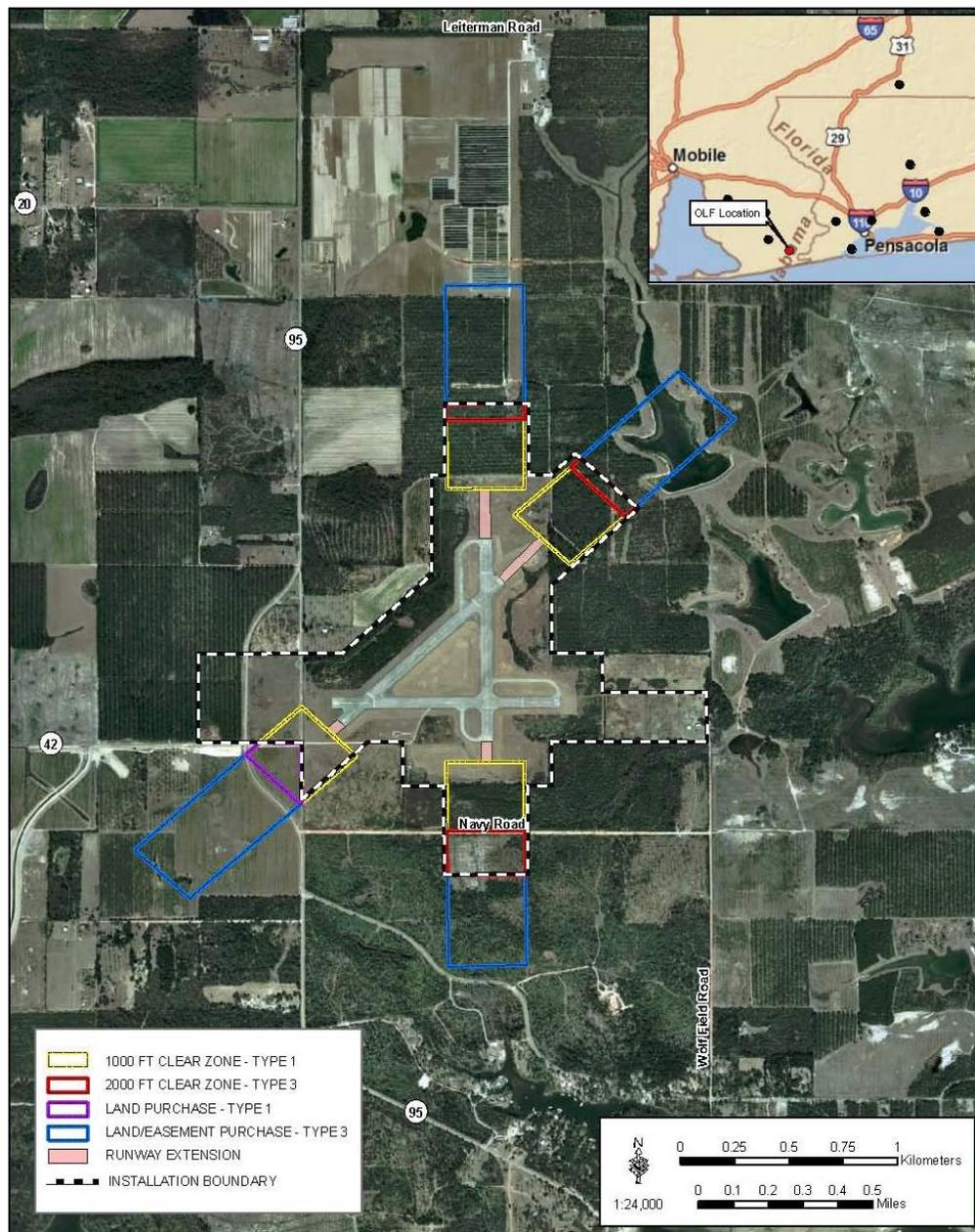
- Relocate County Road 36
- Relocate County Road 38
- Relocate one private road



Summerdale NOLF



Alternative 5: Barin NOLF and Wolf NOLF



Wolf NOLF

Anticipated Impacts

Socioeconomics/Land Use:

- Remove five structures
- Purchase 202 acres of land or development rights
- Purchase nine acres of fee property

Wetlands:

- Fill approximately 3.9 acres

Transportation:

- Relocate Doc McDuffie road
- Relocate Wolf NOLF access road

Potential Flight

Conflicts:

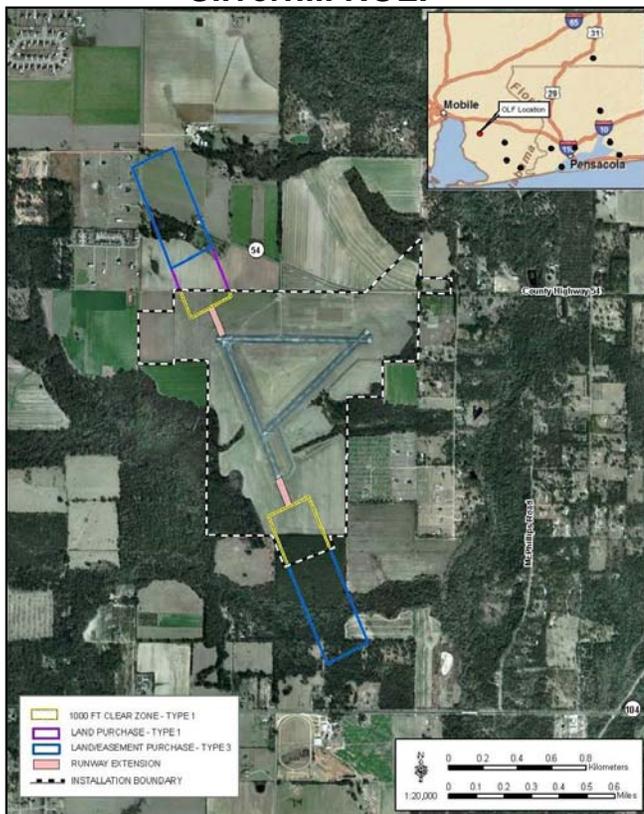
- Conflicts with restricted airspace for NAS Pensacola
- Conflicts with NAS Pensacola East-West Runway operations
- Navigation through Pensacola Regional Airport restricted airspace

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Alternative 6: Barin NOLF and EW Runway at Summerdale and NS Runway at Silverhill

Silverhill NOLF



Anticipated Impacts

Socioeconomics/Land Use:

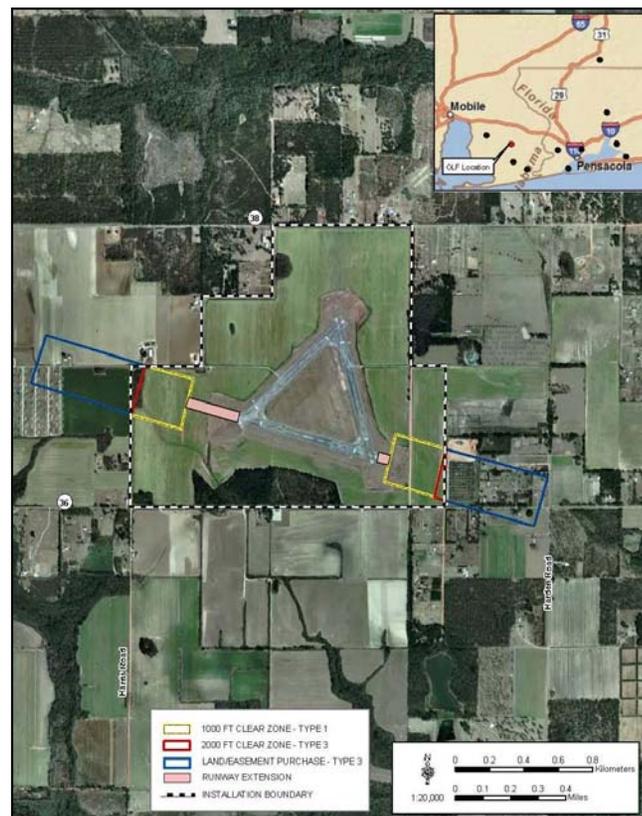
- Remove 23 structures
- Purchase 151 acres of land or development rights
- Purchase 12 acres of fee property

Wetlands:

- Fill approximately 2 acres

Transportation:

- Relocate Doc McDuffie Rd



Summerdale NOLF

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Real Estate Information



Federal Acquisition Process

- Order preliminary title information to identify and verify ownership (30 days).
- Prepare Legal Descriptions (90 days)
- Request Tract Appraisal (120 days)
- Appraisal determines market value of property and is based on existing, verified market data within local area.
- Appraisals are prepared by an Independent Contract Appraiser, reviewed and approved by Navy Appraiser.
- Purchase Agreement is prepared and sent to Landowner offering to purchase property at market value from approved appraisal.
- Negotiations begin and when successful:
 - approximately 60-day process
 - Landowner signs and Government accepts Purchase Agreement
 - Title defects are cleared
 - Closing documents are sent to Landowner
 - When signed closing documents are received by the Navy, tract is closed and check is presented or sent to Landowner
- Approximate length of Property Acquisition is 400 days

Relocation Benefits

- **Applicable Laws**
- Uniform Relocation Assistance & Real Property Acquisition Policies Act of 1970 (as amended - 1987), Public Law 91-646
- Public Law 91-646 provides for fair and equitable treatment of persons whose property will be acquired or who will be displaced because of programs or projects financed with Federal funds.
- **Eligibility**
- Own and occupy 180 days prior to offer (90 days for tenants)
- Purchase and occupy decent, safe and sanitary (DSS) dwelling within one year
- File claim within 18 months
- Homeowners Relocation Benefits
- Moving costs (actual or fixed)
- Replacement Housing Payment
 - Price Differential
 - Increased Mortgage Interest Cost
 - Incidental Expenses
- Comparable Replacement Dwelling
 - Functionally equivalent
 - Decent, safe and sanitary
- Adequate size
- Similar proximity to public services and employment
- Site typical in size for neighborhood
- Currently available
- Within financial means
- Tenants
 - Moving Costs (actual or fixed)
 - Rental Assistance **or**
 - Down Payment Assistance



Questions / Comments



Comments from the Public Scoping Meeting will be accepted until February 18, 2009.

Comments can be provided orally to the court reporter during this meeting, written on the comment sheets provided, or can be sent to the following address:

Sean Heath

Naval Facilities Engineering Command Southeast
Environmental Planning Branch/NEPA Compliance Section
Box 30, Building 903, NAS Jacksonville
Jacksonville, FL 32212

Or sent by email to: sean.heath@navy.mil

Or sent by FAX to: (904) 542-6345

**Thank You
for Attending this Public Meeting**