

## JPARC Draft EIS Public Hearing Presentation

### Unmanned Aerial Vehicle (UAV) Access

#### Proposed Action:

Establish UAV transit corridors between JPARC airfields and restricted airspace to enable movement of UAVs between launch locations and joint training ranges

#### Key Components:

- Each of the depicted corridors is a separate action alternative
- Each proposed corridor would be between 5 and 8 nautical miles in width with a minimum altitude of 1,200' AGL
- Stratify transit corridors vertically to allow activation of only those altitude segments required to support transit of the applicable UAV types in use during training events
- UAV types/operations would adhere to FAA requirements, including Mode-C transponder and FAA-approved lighting
- Estimated UAV operations conducted twice weekly, up to four times per day during weekdays with other times by NOTAM

Alternative A - Establish corridors of restricted or other suitable airspace, as determined by the FAA, between JPARC airfields and restricted airspace training ranges

Alternative B - Establish a Certificate of Authorization (COA) for each UAV corridor



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## JPARC Draft EIS Public Hearing Presentation

### Unmanned Aerial Vehicle (UAV) Access: Potential Impacts and Proposed Mitigations

Resource	Estimated Aerial Vehicle Access
Airspace Management and Use	1.6.1
Noise	1.6.2
Safety - Flight	1.6.3
Safety - Ground	1.6.4
Air Quality	1.6.5
Physical Resources - Subaquatic	1.6.6
Water Resources	1.6.7
Floodplains	1.6.8
Hazardous Materials & Waste	1.6.9
Biological Resources	1.6.10
Wetlands	1.6.11
Cultural Resources	1.6.12
Land Use - Land Management and Use	1.6.13
Land Use - Public Access	1.6.14
Land Use - Recreation	1.6.15
Infrastructure and Transportation	1.6.16
Socioeconomics	1.6.17
Subsistence	1.6.18
Environmental Justice	1.6.19

#### Preliminary Mitigations Under Consideration (not all inclusive)

- Continue coordination between FAA, Alaska Civil-Military Aviation Council, US Army Alaska Aviation Safety Standard Council, and other civil/military aviation forums
- Publicize Major Flying Exercises (MFEs) affecting airspace users
- Continue/expand overflight avoidance areas
- Continue/expand public information exchange procedures
- Continue limitations on number and allowable dates for MFEs
- Pursue funding for Special Use Airspace Information Services (SUAIS) communications enhancements
- Establish/expand existing VFR flyway corridors

Complete description of proposed mitigations found in Draft EIS, Vol I, Chapter 3

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Modernization and Enhancement Environmental Impact Statement

- Programmatic Proposals**
  - Require further definition and tiered NEPA analysis prior to implementation
  - JPARC Modernization and Enhancement EIS will identify environmental siting criteria/measures to avoid impacts for future projects
  - Current efforts identify data needs for future analyses and likely permit and consultation requirements for each programmatic proposal
- Six programmatic JPARC EIS proposals**
  - Missile Live Fire for AIM-9 and AIM-120
  - Joint Precision Airdrop System (JPADS) Drop Zones
  - Enhanced Ground Maneuver Space
  - Tanana Flats Training Area (TFTA) Roadway Access
  - Joint Air-Ground Integration Complex (JAGIC)
  - Intermediate Staging Bases (ISBs)

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## JPARC Draft EIS Public Hearing Presentation

### Missile Live Fire for AIM-9 and AIM-120

#### Proposed Action:

Develop the existing Temporary Maritime Activities Area (TMAA) and Warning Area 612 (W-612) in the Gulf of Alaska (GOA) to support a fully instrumented range for live delivery of AIM-9 and AIM-120 air-to-air missiles by Air Force fighter aircraft

#### Key Components:

- Use of the GOA is described in *Gulf of Alaska Navy Training Activities Environmental Impact Statement*
- TMAA includes surface and subsurface operations areas and overlies a portion of W-612, is approximately 300 NM long by 150 NM wide
- Proposed altitudes would extend from the surface to FL600
- Instrumentation would be needed to control target drones, radar, radio relays, and weapon telemetry and termination equipment in support of this training activity
- Estimate approximately 100 live-fire sorties with these systems would be conducted annually to meet training requirements



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### Joint Precision Airdrop System (JPADS) Drop Zones

#### Proposed Action:

Establish JPADS drop zones as part of JPARC training ranges

#### Key Components:

- JPADS is a GPS-guided precision airdrop system designed to deliver supplies and equipment to ground forces
- Restricted airspace would support JPADS drop zone training with a system of GPS receivers and steerable parachutes to support aerial resupply training under realistic and varied conditions
- JPADS are dropped from large cargo aircraft such as the C-17 Globemaster and steered to a pre-determined landing/drop zone
- Study areas under consideration for JPADS include R-2205 in YTA and R-2202 in DTA-West



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## JPARC Draft EIS Public Hearing Presentation

### Enhanced Ground Maneuver Space

#### Proposed Action:

Provide expanded access to ground maneuver space and year-round accessibility in the Tanana Flats Training Area (TFTA), Donnelly (DTA), and Yukon (YTA) Training Areas

#### Key Components:

- Entirely ground-based proposal located within existing maneuver training areas in current Army Range Development Plan
- Supports at least battalion-size training events interacting with Joint, Interagency, Intergovernmental, and Multinational (JIM) components
- Training frequency planned to support seven combat maneuver battalions for a 10-day to 14-day event at least once per year, per battalion
- Includes construction of training roads and trails and some off-road vehicle operations throughout existing training areas in TFTA, DTA, and YTA



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### Tanana Flats Training Area (TFTA) Roadway Access

#### Proposed Action:

Roadway to provide year-round access into TFTA and the Blair Lakes Impact Area to enhance ground maneuver space

#### Key Components:

- Provide 35-foot-wide road with aggregate surface to allow side-by-side Stryker vehicle passage, access, and circulation
- New roadway supports year-round access to TFTA for up to 14 days per battalion, annually



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## JPARC Draft EIS Public Hearing Presentation

### Joint Air-Ground Integration Complex (JAGIC)

#### Proposed Action:

Establish a digitally-integrated combat training complex for joint and combined arms live-fire training

#### Key Components:

- JAGIC would support combined arms live-fire exercises including fully integrated advanced ordnance fired by mechanized infantry and armor units
- Restricted area and MOA airspace is required to support JAGIC, and the range must adjoin an existing dudded impact area
- Study areas under consideration for the JAGIC include YTA, TFTA, and DTA
- Only one site will be selected for development during subsequent siting, design, and environmental analysis
- Development/construction includes target arrays with service roads, range support buildings, parking area, range tower, convoy live-fire route, urban centers, and an area for rocket training
- Total footprint is approximately 12x18km, with the target arrays, convoy live-fire route, and urban facilities concentrated in a 6x12km area within the range



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### Intermediate Staging Bases (ISBs)

#### Proposed Action:

Locate and construct a 1,000-Soldier ISB near the existing BAX, along with three 200- to 500-Soldier ISBs in the YTA, TFTA, and DTA.


#### Key Components:

- ISBs would support large-scale exercises and other training involving combinations of units, including brigade combat teams and functional brigades
- Includes permanent barracks, parking areas, dining facilities, ammunition storage points, petroleum-oil-lubricant areas, maintenance facilities, and possibly airfields
- Allows transport, housing, maintenance, and staging before insertion into surrounding combat training areas
- Each ISB would require a site roughly between 100 and 110-acres
- Siting would occur on existing lands withdrawn for military use



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## JPARC Draft EIS Public Hearing Presentation



### NEPA and the JPARC Draft EIS

- NEPA is National Environmental Policy Act of 1969
- Starts with Purpose and Need (or "why")
- Reasonable alternatives must be considered and documented
- Range of alternatives narrowed by the Purpose and Need
- Decisions cannot be made until the end of the impact analysis
- Public and agencies must be given opportunity to review and comment
- Results in a decision that may become stale if not implemented in a timely manner
- Decision is called the Record of Decision (ROD) and is legally binding
- ROD may include specific mitigations to minimize potentially significant adverse impacts or to comply with applicable laws and regulations

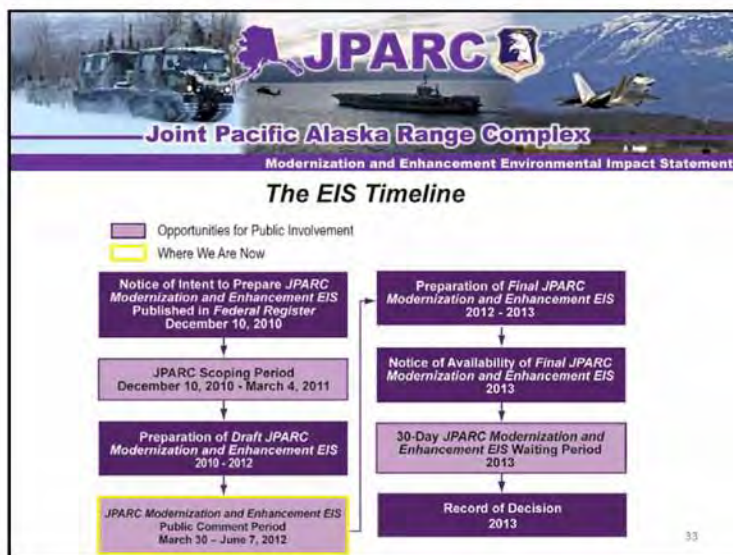


The Draft EIS is available for download from the internet at: [www.jparcheis.com](http://www.jparcheis.com), as well as in hard copy format at the following libraries and locations:

Anchorage Z. I. Loussac Public Library 3600 Denali Street Anchorage, AK 99503 907-343-2975	Palmer Public Library 655 S. Valley Way Palmer, AK 99645 907-745-4690	Delta Community Library 2291 Deborah Street Delta Junction, AK 99737 907-895-4102
University of Alaska, Anchorage (UAA) Alaska Resources Library & Information Services 3211 Providence Drive Anchorage, AK 99508 907-786-1974	Copper Valley Community Library Mile 186 Glenn Highway Glennallen, AK 99588 907-822-5427	Tri-Valley School Community Library 1 Suntrana Road Hoaly, AK 99743 907-683-2507
Elmer E. Rasmuson Library University of Alaska Fairbanks 310 Tanana Loop Fairbanks, AK 99709 907-474-7224	Alaska Department of Fish and Game Mile 186.5 Glenn Highway Glennallen, AK 99588 907-822-3461	Talkeetna Public Library 23151 South Talkeetna Spur Road Talkeetna, AK 99676 907-733-2359
Fairbanks North Star Borough (Noel Wien) Public Library 1215 Cowles Street Fairbanks, AK 99701 907-459-1020	Paxson Lodge Mile 185.5 Richardson Highway Paxson, AK 99586 907-822-3330	Wasilla Public Library 391 N. Main Street Wasilla, AK 99654 907-376-5913



## JPARC Draft EIS Public Hearing Presentation



**Joint Pacific Alaska Range Complex**  
Modernization and Enhancement Environmental Impact Statement

**Question & Answer**

**Concludes at**  
**6:45 PM**  
 (11:45 AM or 5:45 PM  
 in Fairbanks)

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## JPARC Draft EIS Public Hearing Presentation



**Joint Pacific Alaska Range Complex**  
Modernization and Enhancement Environmental Impact Statement



**Public Testimony**  
Written comments are given equal consideration

**Verbal Testimony**

- Speak clearly and slowly
- Do not provide private information, simply state name and organization, if applicable
- Four (4) minutes to speak, timekeeper will hold up yellow card when 30 seconds remain
- May turn in written statements along with testimony

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**Joint Pacific Alaska Range Complex**  
Modernization and Enhancement Environmental Impact Statement



**For more information or to submit comments:**

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#### **M.4.5 Hearing Script with Corresponding Slide Numbers**

**Slide 1: Welcome (COL WARING)**

Good evening <morning>, and thank you attending this public hearing on the Joint Pacific Alaska Range Complex (JPARC) Modernization and Enhancement Draft Environmental Impact Statement or “JPARC Draft EIS”. My name is Colonel Houstoun Waring, Alaskan Command’s (ALCOM) Director of Operations, and I’d like to welcome you on behalf of LtGen Hoog, the ALCOM commander. This is one of ten public hearings Alaskan Command is holding throughout Alaska to ensure the public has ample opportunity to formally comment, on the record, regarding the proposals and environmental analysis described in the JPARC Draft EIS. I hope, you’ve had the opportunity to both review the Draft EIS and ask questions during the open house portion of today’s events.

As with all members of the US military, our armed forces in Alaska must stay up-to-date with their training, particularly as new systems and tactics are fielded. To keep pace with the modernization of US training capabilities, ALCOM began a deliberate process in 2009, working directly with the individual Services to identify joint training opportunities in Alaska, maximize the utilization of resources, and improve our ability to operate jointly.

This Draft EIS represents the current status of our work from the past three years, including our efforts to incorporate the concerns and inputs from both the public and other government agencies. Our purpose today is to give you the opportunity to provide meaningful comments on the environmental analysis of those proposals. We know that you have a keen interest in

what we're proposing. Before we get to your comments, we want to help clarify the proposals. We really we want to help ensure you have a good understanding of the proposals so that you can give us the best feedback possible.

Again, I'm pleased you are in attendance and look forward to your comments during the formal, public hearing portion of the event. At this time, I would like to turn over the presentation to LtCol Mike Cabral and LT COL Howard Hunt, from ALCOM's Training and Exercises Directorate.

**Slide 2: Agenda (LT COL CABRAL)**

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Thank you, Col Waring. [NEXT SLIDE]

Over about the next 40 minutes, LT COL Hunt and I will be summarizing the JPARC Draft EIS purpose and need, reviewing the proposed actions and alternatives, and reviewing potential impacts and proposed mitigations. We have one hour for this presentation, after which our Judge Advocate will describe the ground rules for the formal, public comment portion of this evening. Our goal is to spend about 40 minutes reviewing the proposals, and leave 20 minutes for a brief question and answer session before moving into the formal hearings portion of the evening. Tonight is really about us hearing from you, and giving you the best chance to participate in the NEPA process. Therefore, to ensure we cover all the proposals, I'd ask you to please hold your questions until the end. [NEXT SLIDE]



**Slide 3: Summary of Environmental Consequences**

During review of the Proposals, our discussion will include a listing of the affected resource areas with anticipated environmental impacts. This information is summarized in the chart you see before you, which is also found on the display board at the back of the room and on page 3 of the NEPA Handout available at our sign-in table. For those following along, the medium and dark shaded boxes highlight the resource areas with potential adverse impacts which may require mitigation or management actions to reduce impacts. Each box also includes a reference to the specific section of the Draft EIS addressing these potential impacts for the affected proposed action. [NEXT SLIDE]

**Slide 4: JPARC Purpose and Need**

JPARC, as it currently exists, includes all the military land ranges, maritime training areas, and airspace used for training, testing, and exercises by Department of Defense (DoD) units in Alaska. It is divided into the ranges, training areas, restricted airspace, and Military Operations Areas (or MOAs) associated with Alaska's military installations. It also includes Warning Areas and maritime training space in the international waters in the Gulf of Alaska.

Under its current configuration, JPARC can no longer fully meet the training and testing requirements for forces stationed in, and exercises occurring in and near, Alaska. The purpose of the JPARC proposed actions is to modernize and enhance JPARC to correct this shortfall.

JPARC modernizations and enhancements would enable realistic joint training and testing to support emerging technologies, respond to recent battlefield experiences, and train with emerging tactics and new weapons systems to meet national security needs.

Specifically, there are four trends driving the need to modernize and enhance JPARC:

- Technological advances in military equipment and systems
- Advances in combat tactics and techniques
- A continued need for diversified, efficient, and realistic training
- The need to maximize the utility of scarce resources and increase joint training through common infrastructure

[NEXT SLIDE]

**Slide 5: Overview of Proposals**

To meet this purpose and need, the JPARC Draft EIS encompasses twelve proposals. For those of you who participated in public scoping, you may remember we originally discussed ten proposals. We have not added new proposals in the Draft EIS. In response to public comments, we've divided two of the original proposals into four stand-alone actions to better define the requirements of each component, and make it easier to understand.

Specifically, we separated the Joint Combined Arms Live Fire (or JCALF) proposal into two: Proposed Action #3 Battle Area Complex [or BAX] Restricted Airspace Addition and Proposed Action #4 Expansion of restricted area, R-2205. Additionally, we've separated the Enhanced Ground Maneuver Space proposal from the Tanana Flats Training Area Roadway Access proposal in order to clearly distinguish potential environmental impacts for each.

Of the twelve proposals, seven involve changes or additions to Special Use Airspace with no changes to the control of associated underlying lands. Four of the proposals are purely ground based, and involve improvement to facilities or ranges located on existing lands withdrawn for military use. Only one—Realistic Live Ordnance Delivery—proposes to share use of publicly owned lands in order to satisfy safety requirements while military training activities are ongoing. The largest affected area of the proposed actions is the MOAs. MOAs are airspace designated to separate or segregate non-hazardous, but non-standard military aviation activities from civilian aircraft.



MOAs are not in continuous operation, but are activated as required for the duration of training or testing activities, and then released back to the FAA for normal airspace use. MOAs do not include control of the lands underlying the defined airspace boundaries.

Currently, for each of the 12 proposals, Alaskan Command has not identified a preferred alternative. Additionally, no decisions regarding the proposals will be made until after the environmental impact analysis process is complete.

Each proposal includes a No Action Alternative, which would keep the affected training space in its current configuration, but, also, would not allow DoD to meet the proponent Services' training requirements. For purposes of this EIS, the No Action Alternative serves as the baseline level of operations, representing the regular and historical level of training activity. This baseline allows comparison of the proposed actions to the known impacts of maintaining the status quo. As we discuss the proposals, please remember that each of them includes this "no change" alternative.

[NEXT SLIDE]

**Slide 6: Definitive Proposals**

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Of the 12 proposals, six are definitive, meaning they fully meet the defined requirements depicted on the slide. Definitive decisions will be announced in the Record of Decision for this EIS. These decisions may incorporate specific measures to reduce impacts. This EIS will serve to support the decision for this class of actions. The slide identifies the six proposals addressed in the Draft EIS as definitive actions.

[NEXT SLIDE]

**Slide 7: Fox 3 Military Operations Area (MOA) Expansion and New Paxon MOA**

The first definitive proposal we'll review is the expansion of the Fox 3 MOA and establishment of a new, adjacent Paxon MOA. This proposal expands the existing Fox 3 MOA boundaries to the south and east with a low-altitude sector from 500 feet above-ground-level (or AGL) and high-altitude sector from 5,000 feet AGL up to but not including 18,000 feet mean-sea level (or MSL). It would also establish a new Paxon MOA with a low-altitude sector from 500 feet AGL up to but not including 14,000 feet MSL and high-altitude sector from 14,000 feet MSL up to but not including flight level (or FL) 180. The high and low altitude sectors allow us to schedule only those airspace segments necessary to support specific training events. Of note, the PAXON low altitude sector would only be useable during Major Flying Exercises (MFEs) such as RED FLAG or NORTHERN EDGE.

The expanded MOAs provide the vertical and horizontal airspace needed to better accommodate low-altitude threats and multi-axis mission activities during the JPARC training exercises. Routine training would occur year-round in both proposed MOAs but would be limited to the Paxon high-altitude sector under both **Alternative A** and **E**. Use of the Paxon low-altitude MOA is limited to six Major MFEs, for a total of sixty days per year.



**Alternative A**, as depicted, remains essentially unchanged from the boundaries presented during Public Scoping last year, except for the segmentation of the PAXON MOA into high and low altitude components. Again, the low altitude portion of the PAXON MOA would only be scheduled during MFEs.

[NEXT SLIDE]

**Slide 8: Fox 3 MOA Expansion and New Paxon MOA – Alternative E**

Alternatives B, C, and D, which involved various combinations of expanding, segmenting, or retaining the boundaries of the existing Fox airspace, both laterally and vertically, were considered, but not carried forward after it was determined they did not meet Air Force training requirements.

Alternative E is a new alternative, designed based on a combination of public comments and agency inputs. It retains the same altitude segmentation as Alternative A, but moves the Southern boundary approximately 20 miles to the north, reducing the overall size of the airspace.

[NEXT SLIDE]

**Slide 9: Potential Impacts and Proposed Mitigations**

For the Fox 3 expansion and New PAXON MOA, the affected resource areas which may require management actions or mitigation to reduce impacts include: airspace management and use, noise, flight safety, air quality, biological resources, land management and use, public access, recreation, socioeconomics, subsistence, and environmental justice. Of these impacts, airspace management, noise, flight safety, land management, recreation, and socioeconomics were considered potentially significant.

Preliminary mitigations under consideration to reduce these impacts include, but are not limited to: continue coordination with Federal Aviation Administration (or FAA) and local civilian aviation interests/stakeholders through the Alaska Civil/Military Aviation Council (or ACMAC), US Army Alaska Aviation Safety Standard Council, and other forums; continue to use media sources, websites, and other means to publicize MFEs and other events affecting airspace uses; continue and expand as necessary overflight avoidance areas and public information exchange procedures; continue the existing limitations on the number and allowable dates for MFEs; pursue funding for communications enhancements necessary to expand coverage of the Special Use Airspace Information Service; establish or expand existing VFR flyway corridors to provide VFR transit through areas which may be affected by high density military flight activities; and continue existing collective flight safety programs by all services.

[NEXT SLIDE]

**Slide 10: Realistic Live Ordnance Delivery – Alternative A**

Our next proposal, Realistic Live Ordnance Delivery, establishes an air-to-ground training capability for live ordnance from increased standoff ranges. It allows improved training to the capabilities found in 5th generation fighter aircraft and modern weapons such as GPS guided munitions.

The proposal expands the depicted restricted areas to the extent required to contain airspace and controlled land areas for aircraft release of live ordnance on existing targets within the Oklahoma or Blair Lakes Impact area. This airspace expansion would extend from the surface to an unlimited ceiling, with the specific higher altitudes coordinated with the FAA to meet individual mission requirements. Anticipated scheduling for live ordnance delivery training would be as currently exists for R-2202: approximately 90 to 150 days annually up to a maximum of 5 hours daily. This would include RED FLAG–ALASKA flying periods.

Alternative A for this proposal expands R-2202 to the west, as depicted. Both alternative A and B require the DoD to develop means to secure the underlying ground surface areas for the protection of non-participants during training events. The depicted extensions' lands are not currently under DoD jurisdiction and coordination with other government agencies is underway to develop a means for securing access and returning them to public use once training is completed.

[NEXT SLIDE]



**Slide 11: Realistic Live Ordnance Delivery - Alternative B**

Alternative B would meet the same objectives described for Alternative A by linking R-2202 and R-2211, and would include the same considerations for underlying lands.

[NEXT SLIDE]

**Slide 12: Realistic Live Ordnance Delivery - Alternatives A & B, Inert Tgt Areas Component**

Changes to this proposal since scoping include adding an inert only delivery option to both Alternatives A & B by creating new impact areas and targets in northwest and southeast Donnelly Training Area. These inert target options are depicted on the slide you are currently viewing. This addition would allow training within the existing confines of the R-2202 boundaries to increase scheduling flexibility, but does not fully support the requirements for live ordnance training from increased standoff ranges.

Three scoping alternatives were considered, but not carried forward due to regulatory restrictions, limits on the creation of new duded impact areas, and respect for private property ownership of underlying lands.

**Slide 13: Potential Impacts and Proposed Mitigations**

For Realistic Live Ordnance Delivery, the affected resource areas which may require management actions or mitigation to reduce impacts include: airspace management and use; noise; flight and ground safety; physical resources; water resources; hazardous materials and waste; biological resources; land management and use; public access; recreation; infrastructure and transportation; socioeconomics; subsistence; and environmental justice. Of these impacts, airspace management; physical resources; land management and use; public access; recreation; and socioeconomics were considered potentially significant.

Preliminary mitigations under consideration to reduce these impacts include, but are not limited to: Implement some or all of the airspace management mitigation efforts noted previously for the Fox 3 expansion; implement and/or expand all applicable conservation, monitoring and management procedures currently used by Fort Wainwright in management of the Oklahoma impact area; utilize inert target site selection criteria that minimizes environmental impacts; augment existing efforts to identify potential munitions contamination at impact areas on Donnelly Training Area-West; restrict supersonic flight and flare use above specific altitudes to minimize impact; apply current Major Flying Exercise or MFE airspace seasonal restrictions to Realistic Live Ordnance Delivery operations and continue to coordinate MFEs with local communities in advance; and pursue funding for communications improvements where necessary within the expanded Special Use Airspace.

[NEXT SLIDE]

**Slide 14: Night Joint Training (NJT)**

Under the Night Joint Training proposal, the Air Force would extend flight training hours from 10:00 pm to 1:00 am local time to allow additional hours of darkness to complete night joint training requirements. The current 10:00 pm Air Force landing restriction and the extended calendar for daylight savings time from the Energy Policy Act of 2005 severely limits opportunities to complete night training before 10:00 pm local time.

Both existing and proposed future special use airspace would be used to accommodate Air Force night training. Additionally, existing avoidance plans for noise-sensitive areas would continue during these later-hour operations. Ordnance employed at night by the Air Force would take place during one RED FLAG ALASKA exercise per year as part of this proposed action. Lights-out training would continue the same conditions/restrictions as currently apply to these operations. This proposed action would not affect current US Army night flight operations. These operations would continue using their current operations plan and associated restrictions.

**Alternative A** proposes to extend the JPARC Air Force flight operating hours to allow MFE tactical operations until midnight and landing by 1:00 a.m., local time, during March and October. Night MFEs would typically occur up to 10 nights per year with the number of aircraft sorties participating in each session (approximately 50) being somewhat less than a typical daytime session (approximately 70).

**Alternative B** – Under this alternative, JPARC Air Force operating hours would be extended to allow all MFE and routine tactical training operations until midnight and landing by 1:00 a.m., local time, during all months of the year and for all training by military users of the existing JPARC special use airspace requiring night flight training.

One additional scoping alternative was considered but not carried forward, as it limited nighttime operations to 11:00pm, with landing by midnight. Further analysis indicated it would not meet training requirements.

[NEXT SLIDE]



### **Slide 15: Potential Impacts and Proposed Mitigations**

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For Night Joint Training, the affected resource areas which may require management actions or mitigation to reduce impacts include: Airspace management and use; noise; ground safety; biological resources; land management and use; and environmental justice. None of these impacts was identified as potentially significant.

Preliminary mitigations under consideration to reduce these impacts include, but are not limited to: those mentioned for the Fox 3 expansion and Realistic Live Ordnance delivery pertaining to airspace management, noise, safety, and air quality mitigation efforts. The Air Force would continue open lines of communication with the appropriate agencies and the local population to ensure night training concerns or impacts are highlighted and addressed.

At this time I'd like to turn the presentation over to LT COL Hunt for the definitive US Army proposals.

[NEXT SLIDE]

**Slide 16: Battle Area Complex (BAX) Restricted Area – Alternative A (LTC HUNT)**

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The Army is proposing to establish a new restricted area over the Battle Area Complex, or BAX. The proposal would establish a restricted area for hazardous activities that cannot currently be performed within the existing Controlled Firing Area, including tactical live-fire operations and joint operations with supporting vehicles and aircraft. The proposed area needs to be of sufficient size to encompass hazardous activities and weapons footprints for those munitions and ordnance required to fully support more realistic joint training.

Anticipated use would occur between 7:00 am and 7:00 pm local time with other times as stipulated by Notices to Airman (or NOTAM), for up to 242 training days per year. This proposal would subdivide the proposed restricted area both laterally and vertically to activate only those areas/altitudes required for different mission activities.

**Alternative A**, as depicted on the slide, establishes a restricted area that is subdivided into two sectors, north and south, with three altitude layers as depicted.

[NEXT SLIDE]

**Slide 17: Battle Area Complex (BAX) Restricted Area – Alternative B**

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Changes since Public Scoping resulted in the creation of **Alternative B**, which establishes a restricted area over both the BAX and the Combined Arms Collective Training Facility (or CACTF). The CACTF is a critical component of the proposed action, as it replicates an urban environment. This restricted area would be subdivided into three sectors: north, center, and south with three altitude layers, as depicted here. This additional expansion would meet current and future needs by including proposed new firing points and protective Surface Danger Zones, or SDZs.

[NEXT SLIDE]

**Slide 18: Potential Impacts and Proposed Mitigations**

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The affected resource areas which may require management actions or mitigation to reduce impacts include: Airspace management and use; noise; flight and ground safety; biological resources; cultural resources; land management and use; public access; recreation; infrastructure and transportation; and environmental justice. Of these impacts, airspace management and use was considered potentially significant.

Preliminary mitigations under consideration to reduce these impacts include, but are not limited to: those mentioned for the Fox 3 expansion and Realistic Live Ordnance delivery pertaining to airspace management; maintaining and updating appropriate Bird Aircraft Strike Hazard, or BASH, programs; expanding efforts to comply with existing service flight safety regulations as well as range safety and control; publicizing range bulletins highlighting range borders and safety information; expanding enforcement to control trespass for the expanded operations; and augmenting existing efforts to identify potential munitions contamination at impact areas.

[NEXT SLIDE]

**Slide 19: Expansion of Restricted Area R-2205**

Our next definitive proposal expands Restricted Area 2205 and the overall boundary of the Yukon Training Area, or YTA.

This proposal extends the existing R-2205 restricted area from the surface up to FL 310 to more fully encompass DoD controlled lands in the YTA. The restricted airspace would be subdivided into sectors (A through D) so as to activate only those sectors required on an individual basis to support hazardous mission and Unmanned Aerial Vehicle flight activities.

The training and exercise activities to be performed with the support of the expanded airspace would be similar in nature as for the BAX/CACTF proposed action activities.

Since public scoping, we have revised the action alternative to eliminate restricted airspace which extended outside of the military controlled land areas. The revised alternative confines the restricted area to airspace overlying existing withdrawn military lands, provides the additional protective airspace required to support hazardous activities and weapons footprints for the types of munitions and ordnance to be used within the area. This proposal only includes this one action alternative, and—like all of the proposals—a no action alternative.

[NEXT SLIDE]



**Slide 20: Potential Impacts and Proposed Mitigations**

The affected resource areas which may require management actions or mitigation to reduce impacts include: Airspace management and use; noise; ground safety; hazardous materials and waste; biological resources; land management and use; public access; recreation; infrastructure and transportation; socioeconomics and environmental justice. None of these impacts were identified as potentially significant.

Preliminary mitigations under consideration to reduce these impacts include, but are not limited to: Airspace management mitigation efforts noted previously; continuing to coordinate efforts with Alaska Department of Natural Resources and Bureau of Land Management to protect resources and land uses; expanding enforcement to control trespass in the YTA; and updating and expanding maps available to the public on the U.S. Army Alaska Recreation Tracking System website, also known as USARTRAK.

[NEXT SLIDE]

**Slide 21: Unmanned Aerial Vehicle (UAV) Access**

The Unmanned Aerial Vehicle or UAV Access proposal would establish suitable airspace to provide transit to training areas to support joint operations like those currently performed in a combat environment. These UAV corridors are required to establish a means of transit for all service UAVs from main operating bases to the various JPARC ranges until the FAA determines and publishes a means for integrating manned and unmanned aircraft. Since Public Scoping, we've revised the language in Draft EIS Alternative A to now read, "a corridor of restricted or other suitable airspace, as determined by the FAA." This revised language reflects DoD policy that UAVs are not considered a hazardous air activity. Thus, restricted airspace is likely **not** the solution, but we need a means of studying and identifying the environmental impacts moving forward. This revised language allows us to continue EIS analysis on this proposal while we await an FAA decision on integrating UAVs into the National Airspace Structure.

In the depicted corridors, all FAA requirements for UAV operations would be met, to include being outfitted with a Mode-C transponder and approved lighting. Each proposed corridor would be between 5 and 8 nautical miles in width with a minimum altitude of 1,200 feet AGL, and these corridors now include vertical segmentation, which is a change from what we presented during Public Scoping.

[NEXT SLIDE]

**Slide 22: Unmanned Aerial Vehicle (UAV) Access – Altitude Segments**

Corridors with proposed altitudes up to 17,999 feet MSL would be segmented in three altitude layers, allowing use of only those altitudes required for specific UAV types/missions. UAV operations would be conducted between 7:00 am and 7:00 pm, Monday thru Friday with other times as stipulated by NOTAM.

As mentioned on the last slide, **Alternative A**, proposes establishing new restricted area or other designated airspace for each UAV corridor identified in the proposed action.

**Alternative B** proposes establishing a Certificate of Authorization (or COA) for each UAV corridor identified in the proposed action.

**Slide 23: Potential Impacts and Proposed Mitigations**

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For Unmanned Aerial Vehicle Access, the affected resource areas which may require management actions or mitigation to reduce impacts include: Airspace management and use; noise; flight and ground safety; air quality; socioeconomics; and environmental justice. Of these impacts, airspace management and use was considered potentially significant.

Preliminary mitigations under consideration to reduce these impacts include, but are not limited to: all the applicable airspace management mitigation efforts noted previously.

[NEXT SLIDE]

#### **Slide 24: Programmatic Proposals**

The following proposals require additional planning prior to implementation. These six programmatic proposals require further definition and future environmental analyses. The Draft EIS analysis and the comments received on these proposals will help identify siting criteria and concerns, so your inputs are important. Additionally, the Draft EIS identifies future data needs for these proposals.

***Because the six depicted programmatic proposals are not fully defined, the environmental analysis completed for the Draft EIS is based only upon the currently available data. Thus, actual impacts have not been evaluated and mitigations have not been identified. As such, we will limit our discussion of programmatic actions to a description of the proposed action alternatives. For those interested, the available analysis data is summarized in Chapter 3 of the Draft EIS. Just as for the definitive proposals, each includes a no action alternative.***

LtCol Cabral will begin this portion of our review with a summary of the Air Force's programmatic proposals.

[NEXT SLIDE]



**Slide 25: Missile Live Fire for AIM-9 and AIM-120 (LT COL CABRAL)**

Our first programmatic proposal is for the Air Force to use the existing Temporary Maritime Activities Area (TMAA) and Warning Area 612 (W-612) in the Gulf of Alaska to develop a fully instrumented range for live delivery of the AIM-9 and AIM-120 air-to-air missiles by Air Force fighter aircraft.

Live ordnance delivery requires use of either restricted airspace with range target areas or a warning area of sufficient size to contain the impact and explosive hazard areas associated with these missile systems. The existing Temporary Maritime Activities Area and Warning Area 612 would provide the required airspace for these training activities.

In order to execute this proposal, new instrumentation would be needed for radar, radio relays, weapons telemetry, and to control target drones. Operations would be similar but in addition to those evaluated in the Navy's 2011 Gulf of Alaska EIS. The Air Force estimates approximately 100 live-fire sorties with these systems would be conducted annually.

There have been no changes made to this proposal since Public Scoping.

[NEXT SLIDE]

**Slide 26: Joint Precision Airdrop System (JPADS) Drop Zones**

Our next proposal is to establish Joint Precision Airdrop System (JPADS) drop zones within the JPARC. JPADS uses steerable parachutes paired with GPS (global positioning system) receivers to precisely deliver supplies and equipment to ground forces. JPADS are dropped from large cargo aircraft such as the C-17 and steered to a pre-determined landing/drop zone.

Restricted airspace would support JPADS drop zone training under realistic and varied conditions. Future project planning involves the identification of sites within existing JPARC restricted areas that can best accommodate the required surface danger zones.

Study areas under consideration for JPADS include R-2205 in the Yukon Training Area and R-2202 in Donnelly Training Area.

There have been no changes made to this proposal since Public Scoping

LT COL Hunt will now describe the US Army's programmatic proposals.

[NEXT SLIDE]

**Slide 27: Enhanced Ground Maneuver Space (LTC HUNT)**

This proposal provides expanded access to ground maneuver space and year-round accessibility to the Tanana Flats Training Area, or TFTA, Yukon Training Area, or YTA, and and Donnelly Training Area, or DTA. The expanded access to ground maneuver space would provide internal circulation routes.

The proposal is entirely ground-based and is located within existing military lands. It includes construction of training roads, trails, and some off-road vehicle operations areas. The proposal would support at least battalion-size training events.

The training frequency is planned to support seven combat maneuver battalions for a 10- to 14 day event at least once per year per battalion. The proposal includes roads capable of supporting units outside of the hazard footprints from aerial ordnance or indirect fire. Road network siting would optimize access to and from future Intermediate Staging Bases, existing cantonment areas, and main roadways.

[NEXT SLIDE]

**Slide 28: Tanana Flats Training Area (TFTA) Access Road**

The Tanana Flats Training Area Roadway Access would improve access into the TFTA and the Blair Lakes Impact Area. This proposal would provide a 35-foot-wide road surface sufficient for side-by-side Stryker vehicle entry, passage, and circulation in the training areas.

The new roadway would support year-round access and training in TFTA for up to 14 days per battalion, annually.

Since public scoping, this proposal was separated from the preceding Enhanced Ground Maneuver Space description to better distinguish the environmental impacts of each initiative.

[NEXT SLIDE]

**Slide 29: Joint Air–Ground Integration Complex (JAGIC)**

This proposal would establish a digitally-integrated combat training complex for joint and combined arms live-fire training. This would allow the Army combined arms capabilities to train with the Air Force, Navy, Marines, and Special Operation Forces performing air-to-air and air-to-ground mission activities.

This proposal requires restricted and MOA airspace and must adjoin an existing dudged impact area. Study areas under consideration include the TFTA, YTA, and DTA. Only one site would be selected for development.

[NEXT SLIDE]



**Slide 30: Intermediate Staging Bases (ISBs)**

The Army is proposing to locate and construct a 1,000-Soldier Intermediate Staging Base (or ISB) near the BAX, along with three 200- to 500-Soldier ISBs in the TFTA, YTA, and DTA.

Constructing the ISBs within the training areas is being proposed to reduce travel time, increase safety, and increase available training time for units conducting exercises within the various training and maneuver areas.

The ISBs would support large-scale exercises and other training involving combinations of units.

Each ISB would include permanent barracks, maintenance, and logistics support areas while units are away from main cantonment areas.

It is estimated that each ISB would require a site roughly between a 100 and 110-acres, and would be built on existing military lands.

[NEXT SLIDE]

**Slide 31: NEPA and the EIS**

What we've given you is just a very brief summary of the Draft EIS, and a listing of the associated impact areas and our currently proposed mitigations. The development of management actions and mitigations is an ongoing process and our primary reason for being here tonight is to record your comments and allow us to continue developing these actions. I emphasize the fact this is only a draft document, and we need your assistance to continue refining the material.

The Draft EIS was prepared by Alaskan Command to comply with the National Environmental Policy Act – or “NEPA”. The Draft EIS represents compliance with NEPA and is an important part of Alaskan Command's overall commitment to environmental stewardship.

To date, Government agencies, elected officials, tribes, community and environmental organizations, and individuals have all submitted comments at the scoping meetings or provided written comments throughout the scoping period. The comments received were considered instrumental in revising the proposals and preparation of the Draft EIS.

This Draft EIS is the result of extensive analyses and consideration of public and agency comments received during the scoping period. Your inputs here tonight can only help to make it better, but this is not your only opportunity to get involved in this process.

[NEXT SLIDE]

**Slide 32: Where the Draft EIS is Available**

Alaskan Command is committed to keeping citizens informed throughout the NEPA process. In addition to holding these public hearings, we have established a website, [www.iparceis.com](http://www.iparceis.com), to make it easy for you to find and review environmental documents. The Draft EIS is posted on the website, as well as additional information and the JPARC fact sheets available here tonight.

You may also review a hard copy of the Draft EIS by visiting one of the twelve public libraries listed here.

[NEXT SLIDE]

**Slide 33: NEPA Process – EIS Timeline**

Alaskan Command is at the fourth stage in this diagram of the EIS Timeline - providing the Draft EIS for public review and comment. This phase is an essential part of the NEPA process because it allows the public to review the Draft EIS and comment on the analysis of potential environmental effects. We encourage you to provide your input here tonight or by June 7 to ensure it will be considered for incorporation in the Final EIS.

Comments on the Draft EIS may be provided orally or in writing here tonight, or by fax, internet or mailing written comments. All comments received will be considered equally.

[NEXT SLIDE]

**Slide 34: Questions and answers**

We'd like to answer any questions you may have regarding the proposals. As a reminder, the most important portion for this Public Hearing will be the formal comments portion to follow, so I'd ask you to please ask only brief questions for clarification on the presented proposals. If you have a statement on the proposals, we encourage you to sign up and provide your comments in accordance with the ground rules which will follow this brief question and answer session. We'll attempt to answer your questions as best we can in the time allotted, but we must end this session at XXXX [time] in order to move into the formal comment portion of this hearing. Thank you.

***(At XXXX [time] Col Waring cuts off further discussion, and provides the below closing comment, followed by turning the proceedings over to the Judge Advocate for Public Testimony)***

[NEXT SLIDE]

**Slide 35: Public Testimony**

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Ladies and gentlemen, thank you for your time and interest. At this time, I will turn the presentation over to **Colonel Orr**, who will facilitate the oral comment session.

[Turn over to **Col Orr** ]

Thank you. My name is Col Orr and I am a Judge Advocate for the United States Air Force. I will be facilitating the oral testimony portion of the public hearing. I am not involved in the Joint Pacific Alaska Range Complex planning or proposals and am not connected with Alaskan Command. I normally perform [describe typical duties]. I have been requested to preside over these hearings to support the public review and involvement process.

Your input and comments are important. The environmental impact analysis process ensures that the public has opportunities to review the analysis and provide comments so decision makers will be fully informed before they decide on a course of action. Alaskan Command, the Army and the Air Force are here to accept your comments, but will not respond to them at this time. Public comments will be reviewed and considered and addressed in the Final EIS.

Comments on issues unrelated to this EIS are beyond the scope of this hearing.



To request an opportunity to make an oral comment, please fill out a speaker request card and turn it in to a staff person if you haven't already done so.

Every speaker, including public officials, organizational spokespersons and private individuals, will have four minutes each to provide his or her comment which is being transcribed by a court reporter. I will call speakers in the order in which they signed-in, with elected officials having the opportunity to speak first. No electronic presentations will be permitted, although Alaskan Command encourages you to submit them as part of the written public record.

We will now allow a few minutes to allow sign up for public comment, if you have not done so already. We will reconvene at 7pm to begin taking public comments.

[IF THE HEARING IS PACKED] This hearing is scheduled to end at 9:00 p.m..<2:00 p.m./8:00 p.m.> Therefore, I am asking everyone's cooperation in limiting your remarks to four minutes so that all who wish may have an opportunity to speak within the time this facility is available to us.

[IF THE HEARING IS SPARSE] This hearing is scheduled to end at 9:00 p.m. <2:00 p.m./8:00 p.m.> If everyone who wishes to do so has spoken and you would like an opportunity to expand on your remarks, you may have that chance if time permits.

If you do not feel comfortable standing up to make a statement, you can submit a written comment here tonight using a comment form. You can also submit comments until June 7, 2012. Keep in mind that written comments are given the same consideration as verbal comments offered here tonight.

To ensure that we get an accurate record of what you have to say, please help me by respecting the following ground rules:

**FIRST:** Please speak clearly and slowly into the microphone, and state only your name and any organization you represent, if that applies. Do not provide any other personal information, such as your home address or phone number. Your oral comments will be recorded by a court reporter verbatim, used to develop a transcript and permanent record of this meeting, and will be published as part of the Final EIS. The names of the individuals making comments, as well as their comments, will be disclosed in the Final EIS. Personal home addresses and phone numbers will not be published.

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**SECOND:** Each person will be allotted four minutes to speak. In order for each individual speaking to have the full time allotted, audience members please be respectful of the opinions offered by your neighbors. If you anticipate your comments will extend beyond the time allotted, please make the most important comments first.

**THIRD:** If you have prepared a written statement, you may turn it in at the registration table or you may read it out loud if you can do so within the four minute time limit.

**FOURTH:** Please honor any request that I make for you to stop speaking when you reach the four minute time limit. The timekeeper will hold up a yellow card when you have 30 seconds left to speak to assist you in knowing when your allotted time is almost up so that you can comfortably conclude your remarks. When a red card is displayed, that means the four minutes are up, and in the interest of politeness and fairness to others who wish to speak, the speaker is asked to stop and return to his or her seat.

We are now ready to begin. The first speakers are:

[Public Comment Opportunity]

**Slide 36: Meeting Close**

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On behalf of all current and future Service members, I would like to thank you again for your participation and input tonight.

Alaskan Command welcomes your review and comments on the analysis contained in the Draft EIS. Again, written comments can be submitted by filling out a comment form tonight or mailing it to the address on the comment form. Comments may also be submitted via the website or fax. All comments must be postmarked or received by **June 7, 2012**, to be considered in the Final EIS.

[IF THE HEARING ENDS EARLY] If you haven't already done so, we encourage you to look at the maps and other displays around the room. These provide details on the individual proposals, and we have someone at each station to answer your questions.

We appreciate your time and interest in JPARC and welcome your comments. That is why we're here today. Thank you. This hearing is adjourned.

[IF THE HEARING ENDS LATE] Thank you and have a safe trip home. This hearing is adjourned.

## **M.4.6 Hearing Transcripts**

### **M.4.6.1 May 11, 2012 Anchorage, AK**

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1                                    P R O C E E D I N G S

2                    (On the record at 5:50 p.m.)

3                    COLONEL WARING: .....because there's been an intentional  
4 five minute delay here since if you look at Google on your  
5 iPhone it doesn't walk to you the door. It gets you to the  
6 filming sequence that's all connected and you have to then know  
7 where Lucy Cuddy Hall is perhaps. So I apologize for the extra  
8 walk.

9                    But my name is Colonel Houstoun Waring on behalf of  
10 Lieutenant General Hogue, the Alaskan Commanding Manager.  
11 Welcome you and thank you for coming to provide public comment  
12 on the Joint Pacific Alaska Range Complex Draft Environmental  
13 Impact Statement, that's the JPARC Draft EIS. That's one of the  
14 main acronyms we'll be talking about as we go through this.

15                    This is one of 10 public hearings that we're going to be  
16 presenting throughout Alaska. So I hope you've had time during  
17 the open house here in the front as well as an opportunity to  
18 review the Draft EIS that was mailed out sometimes in a CD form  
19 or in the books and that you've had a chance then to comment on  
20 that analysis and the proposals that were in there.

21                    The purpose here, of course, is that the JPARC  
22 Modernization and Enhancement began a deliberate process in 2009  
23 when Alaskan Command identified the need to make sure that the  
24 armed forces have the opportunity to train jointly, to make sure  
25 that they have interoperability together and that they optimize

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1 the resources that they expend during that training.

2 So what we have tonight is the -- essentially where we are  
3 in that process that began three years ago and the experts that  
4 we brought with us who are standing at the boards that you had a  
5 chance to hopefully interact with, but if not we're going to go  
6 into some of the detail but it's not terribly exhaustive  
7 explanation of each of the proposals before we get to that  
8 opportunity for public comment so that you can understand what  
9 each of the proposals is trying to focus in on and do.

10 So since we know you have an interest in that I'm going to  
11 turn this briefing then over to Lieutenant Colonel Cabral,  
12 Lieutenant Colonel Hunt. They are members of the Alaska  
13 Command's training and exercise directorate and they will walk  
14 you us then through the next series of explanations of each  
15 proposal that's in the Draft EIS. Take it over (indiscernible).

16 LIEUTENANT COLONEL CABRAL: Thank you, Colonel Waring.  
17 Over about the next 40 minutes Lieutenant Colonel Hunt and I  
18 will be summarizing the JPARC Draft EIS purpose and need,  
19 reviewing the proposed actions and alternatives and reviewing  
20 potential impacts and proposed mitigations. We've got about one  
21 hour to complete this presentation. Afterwards Colonel Orr, our  
22 Judge Advocate, will describe the ground rules for the formal  
23 public comment portion of this evening.

24 Our goal is to take 40 minutes or so, as I said, to review  
25 the proposals and leave you about 20 minutes to ask a brief

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1 question and answer session before we move on to the formal  
2 portion of this evening. Tonight's really about hearing from  
3 you. We really want to get your comments and hear what you  
4 think and give you the best opportunity to participate in the  
5 National Environmental Policy Act or NEPA process. Therefore,  
6 to ensure we cover all the proposals I'd ask you to please hold  
7 your questions until the end.

8       Next slide please. During the review of the proposals  
9 some of our discussion will include a listing of the affected  
10 resource areas with the anticipated environmental impacts. This  
11 information is summarized on the chart that you see before you  
12 which was also on the opening slides as you walked in the door  
13 and can be found on page three of the NEPA handout for those of  
14 you that picked those up. That's also available at the sign-in  
15 table when we're complete from here. For those who are  
16 following along, the medium and dark shaded areas represent  
17 those resource areas with potential adverse impacts which may  
18 require mitigation or management activities to reduce impacts.  
19 Each of those boxes also contains a numerical reference to the  
20 specific section of the Draft EIS which addresses the potential  
21 impacts for the affected proposed action.

22       Next slide please. JPARC, as it currently exists,  
23 includes all the military land ranges, maritime training areas  
24 and airspace used for training, testing and exercises by  
25 Department of Defense and -- Department of Defense units in

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1 Alaska. It's divided into these ranges, training areas, to  
2 include restricted airspace and military operations areas, or  
3 MOAs, associated with each of Alaska's military installations.  
4 It also includes warning areas and temporary maritime training  
5 space in the international waters off the Gulf of Alaska. Under  
6 its current configuration JPARC can no longer fully meet the  
7 need for training and testing of forces stationed in and  
8 exercises occurring in and near Alaska. The purpose of the  
9 JPARC proposed actions is to modernize and enhance JPARC to  
10 correct this shortfall. JPARC modernization and enhancements  
11 would enable realistic joint training and testing to support  
12 emerging technologies, respond to recent battlefield experience,  
13 enable realistic joint training and to train with the emerging  
14 tactics and new weapon systems to meet national security needs.  
15 Specifically four trends seen on the right hand slide -- side of  
16 the slide ahead of you would be -- drive the need to modernize  
17 and enhance the JPARC.

18 Next slide please. To meet this purpose and need the  
19 JPARC EIS encompasses 12 proposals. For those of you who were  
20 with us during public scoping last year you'll remember we  
21 initially started out discussing 10. We have not added any new  
22 proposals, but rather two of the proposed actions have been  
23 broken out based on public comment because they were either  
24 geographically separated or because we needed to better define  
25 the specific environmental impacts. Breaking those two specific

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1 actions into four resulted in the proposed battle area complex  
2 or BACs restricted area addition, the proposed expansion of  
3 restricted area R-2205. Those were originally referred to as  
4 the Joint Combined Arms Live Fire proposal or JCALF.  
5 Additionally, the enhanced ground maneuver space alternative was  
6 separated from the Tanana Flats training area roadway access in  
7 order to better define the environmental impacts for each. Of  
8 the 12 proposals, seven involved changes of -- changes or  
9 additions to special use airspace with no changes to the  
10 associated control of underlying lands. Four of the proposals  
11 are purely ground based and involve improvement to facilities or  
12 ranges that are located on existing lands withdrawn for military  
13 use. Only one of the proposals, realistic live ordinance  
14 delivery.....

15 UNIDENTIFIED MALE: This one here?

16 LIEUTENANT COLONEL CABRAL: Involves changes to the use of  
17 underlying surface lands which are not currently under military  
18 control. The largest of the proposals are those that encompass  
19 the military operations areas proposed for the Fox 3 expansion  
20 and the new Paxon MOA.

21 MOAs are special use airspace designated to separate or  
22 segregate nonhazardous but nonstandard military aviation from  
23 civilian aircraft. MOAs are not in continuous operation, but  
24 are activated as required for the duration of training or  
25 testing activities and then are released back to the FAA for

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1 normal airspace use. MOAs do not involve control of the lands  
2 underlying the defined airspace boundaries.

3       Currently for each of the 12 proposals Alaskan Command has  
4 not identified a preferred alternative. Additionally, no  
5 decisions will be made on the proposals until after the  
6 environmental impact analysis is complete. Each proposal does  
7 include a no action alternative which would keep the training  
8 space in its current configuration, but does not allow the DOD  
9 to meet the proponent service's training requirements. For the  
10 proposed -- for the purposes of the EIS each no action  
11 alternative serves as a baseline level of operations and  
12 represents the regular historic use of the training activity.  
13 This baseline allows comparison of the proposed actions to the  
14 known impacts of maintaining status quo. As we go through each  
15 of the proposals please bear in mind that each of them includes  
16 this no change alternative.

17       Next slide please. Of the 12 proposals six of them are  
18 definitive, meaning they fully meet the defined requirements  
19 seen on the top portion of the slide. Definitive actions will  
20 be announced in the record of decision for this EIS. These  
21 decisions may incorporate specific measures to reduce impacts  
22 and this EIS will serve as the body of support for the decision  
23 for this class of actions. The slide identifies each of the six  
24 definitive proposals in the JPARC Draft EIS and we'll review  
25 each of those in turn.

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1       Next slide please. The first definitive proposal we'll  
2 review is the expansion of the Fox 3 MOA and establishment of a  
3 new adjacent Paxon MOA. This proposal expands the existing Fox  
4 3 MOA seen here as this purple boundary. For map orientation,  
5 Fairbanks is here to the north, Anchorage is to the south,  
6 Glenallen is here. And it would expand the airspace to the  
7 south and to the east. It would also segment the Fox 3 MOA into  
8 two segments vertically with a low altitude sector from 500 feet  
9 above ground level, or AGL, up to, but not including, 5,000 feet  
10 AGL and a high altitude sector from 5,000 feet AGL up to, but  
11 not including, 18,000 feet mean sea level or MSL. It would also  
12 establish a new Paxon MOA adjoining also with a low and high  
13 altitude sector. For the Paxon MOA the low altitude sector  
14 would extend from 500 feet AGL up to, but not including, 14,000  
15 feet MSL and a high altitude sector for Paxon would include  
16 14,000 feet MSL up to, but not including, 18,000 feet. Of note,  
17 that Paxon low altitude MOA would only be usable during major  
18 flying exercises, or MFEs, such as Red Flag Alaska or Northern  
19 Edge. The expanded MOAs provide the vertical and horizontal  
20 airspace needed to better accommodate low altitude threats and  
21 multi-axis mission training activities during JPARC exercises  
22 and routine events. Routine training could occur year around in  
23 both proposed MOAs, but, again, would be limited to the Paxon  
24 high altitude sector under both alternative A and E. Again, to  
25 stress that, Paxon low is only usable during MFEs up to six per

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1 year for a maximum total of 60 days annually. Alternative A, as  
2 depicted, remains essentially unchanged from the boundaries  
3 presented during public scoping, excepting for the vertical  
4 segmentation into high and low altitude sectors.

5 Next slide please. Alternatives B, C and D, which involve  
6 various combinations of expanding, segmenting or retaining the  
7 boundaries of the existing Fox airspace both laterally and  
8 vertically, were considered but not carried forward after it was  
9 determined they did not meet Air Force training requirements.  
10 Alternative E, as an all new alternative, was designed based on  
11 a combination of public comments and other government agency  
12 coordination. It retains the same altitude segmentation into  
13 high and low altitude sectors as described for alternative A,  
14 but moves the southern boundary approximately 20 miles to the  
15 north of where it was previously located.

16 Next slide please. For the Fox 3 expansion and new Paxon  
17 MOA the affected resource areas which may require management  
18 actions or mitigation to reduce impacts include airspace  
19 management and use, noise, flight safety, air quality,  
20 biological resources, land management and use, public access,  
21 recreation, socioeconomics, subsistence and environmental  
22 justice. Of these impacts airspace management, noise, flight  
23 safety, land management, recreation and socioeconomics were  
24 considered potentially significant. Preliminary mitigation  
25 under consideration to reduce these impacts includes, but is not

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1 limited to, continued coordination with the FAA and local civil  
2 aviation interests and stakeholders through the Alaska Civil  
3 Military Aviation Council or ACMAC, U.S. Army Alaska Aviation  
4 Safety Standard Council and other civil military aviation forms,  
5 continue to use media sources, websites and other means to  
6 publicize MFES and other events affecting airspace users,  
7 continue and expand as necessary over flight avoidance areas and  
8 public information exchange procedures, continue the existing  
9 limitations on the number and allowable dates for MFES, pursue  
10 funding for communication enhancements necessary to expand  
11 coverage of the Special Use Airspace Information Service or  
12 SUAIS, establish or expand existing VFR flyaway corridors to  
13 provide VFR transit through areas affected by high density  
14 military flight activities and continue existing collective  
15 flight safety programs by all services.

16       Next slide please. Our next proposal, realistic live  
17 ordinance delivery, establishes an air to ground training  
18 capability for live ordinance from increased standoff ranges.  
19 It allows improved training to the capabilities of fifth  
20 generation fighters, such as the F-22, and improved modern  
21 munitions, including GPS guided weapons. The proposal expands  
22 depicted restricted areas to the extent required to contain  
23 airspace and controlled land areas for the aircraft release of  
24 live ordinance on existing targets within either the Oklahoma  
25 impact area or the Blair Lakes impact area. For map

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1 orientation, here's Fairbanks, this is restricted area 2211 near  
2 the Tanana Flats training area and this is restricted area 2202  
3 also known as the Donnelly training area. The airspace  
4 expansion would extend from the surface to an unlimited ceiling  
5 with specific higher altitudes coordinated with the FAA to  
6 encompass the requirements for individual mission events.  
7 Anticipated scheduling for live ordinance delivery training  
8 would be as currently exists for restricted airspace 2202,  
9 approximately 90 to 150 days annually for up to a maximum of  
10 five hours per day. This would include Red Flag Alaska training  
11 events. Alternative A for this proposal as depicted expands  
12 restricted airspace 2202 to the west in this light shaded purple  
13 area. This expansion includes, as does alternative B, the DOD  
14 would have to develop new means to secure the underlying ground  
15 surface areas for the protection of non-participants during  
16 training events. As these depicted lands do not currently fall  
17 within DOD jurisdiction coordination is underway with other  
18 government agencies to develop a means for temporarily ensuring  
19 non-participatory persons are not on those lands and then  
20 returning them to public use once training events are completed.

21 Next slide. Alternative B would meet the same events  
22 described for alternative A, but would do so by connecting R-  
23 2202 to R-2211 with a new restricted airspace under this area  
24 depicted. Same considerations for control of underlying lands  
25 would apply as described during alternative A.

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1       Next slide. Changes to this proposal since scoping have  
2 included adding an inert only delivery option to both  
3 alternatives A and B by creating new impact areas and targets in  
4 the northwest corner and southeast corner of the existing  
5 Donnelly training area. These inert targets would allow for  
6 scheduling flexibility within the training confines of R-2202  
7 when those lands outside of the boundaries of current withdrawn  
8 military lands could not be secured for training events. They  
9 would not allow us to fully meet the requirements of live  
10 ordinance training from increased standoff ranges, but would  
11 allow some increase over training capability from current  
12 levels. Three scoping alternatives were considered but not  
13 carried forward due to regulatory restrictions, limits on the  
14 creation of new duded impact areas and respect for private  
15 property ownership of underlying lands.

16       Next slide please. For realistic live ordinance delivery  
17 the affected resource areas which may require management actions  
18 or mitigation to reduce impacts include airspace management and  
19 use, noise, flight and ground safety, physical resources, water  
20 resources, hazardous materials and waste, biological resources,  
21 land management and use, public access, recreation,  
22 infrastructure and transportation, socioeconomics, subsistence  
23 and environmental justice. Of these impacts, airspace  
24 management, physical resources, land management and use, public  
25 access, recreation, socioeconomics -- and socioeconomics were

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1 considered potentially significant. Preliminary mitigations  
2 under consideration to reduce these impacts include, but are not  
3 limited to; implement some or all of the airspace management  
4 actions proposed for Fox 3 expansion; implement and or expand  
5 all applicable conservation, monitoring and management  
6 procedures currently used by Fort Wainwright in management of  
7 the Oklahoma impact area; utilize inert target site selection  
8 criteria that minimizes environmental impacts; augment existing  
9 efforts to identify potential munitions contamination at impact  
10 areas on the Donnelly training area; restrict supersonic flight  
11 and flare use above specific altitudes to minimize impact; apply  
12 current major flying exercise or MFE airspace seasonal  
13 restrictions to the realistic live ordinance delivery operations  
14 and continue to coordinate MFEs with local communities in  
15 advance, as well as pursue funding for communication  
16 improvements, where necessary, within the proposed special use  
17 airspace.

18       Next slide. Under the night joint training proposal the  
19 Air Force would extend flight training hours from 10:00 p.m. to  
20 1:00 a.m. local time to allow additional hours of darkness to  
21 complete night joint training requirements. The current 10:00  
22 p.m. Air Force landing restriction coupled with the extended  
23 calendar for daylight savings time from the Energy Policy Act of  
24 2005 severely limits opportunities to complete night training  
25 before 10:00 p.m. local. Both existing and proposed future use

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1   airspace would be used to accommodate Air Force night training.  
2   Additionally, existing noise avoidance plans for noise sensitive  
3   areas would be continued during these later hour operations.  
4   Ordinance employed at night by the Air Force would take place  
5   during one Red Flag Alaska exercise annually as part of this  
6   proposed action. Lights out training would continue using the  
7   same conditions and restrictions as they currently apply to  
8   these operations. This proposed action would not apply to U.S.  
9   Army current night operations which would continue using their  
10   existing operations plan and restrictions. Alternative A  
11   proposes to expand the JPARC Air Force night operating hours to  
12   allow MFE tactical operations until midnight with a land no  
13   later than 1:00 a.m. local time during March and October. Night  
14   MFES would typically occur up to 10 nights per year with the  
15   maximum number of aircraft sorties at around 50 being somewhat  
16   less than the typical daytime session of around 70 aircraft.  
17   Alternative B proposes that JPARC Air Force operating hours  
18   would be expanded to allow both MFE and routine tactical  
19   training operations until midnight with a land no later than  
20   1:00 a.m. time during all months of the year and for all  
21   training of military users on the existing JPARC special use  
22   airspace who require night flight training. One additional  
23   scoping alternative was considered but not carried forward as it  
24   limited nighttime operations to 11:00 p.m. with a land no later  
25   than midnight time. Further analysis indicated it would not

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1 meet training requirements.

2       Next slide. For night joint training the affected  
3 resource areas which may require management actions or  
4 mitigation to reduce impacts include airspace management and  
5 use, noise, ground safety, biological resources, land management  
6 and use and environmental justice. None of these impacts was  
7 identified as potentially significant. Preliminary mitigations  
8 under consideration to reduce these impacts include, but are not  
9 limited to, those mentioned for the Fox 3 expansion and  
10 realistic live ordinance delivery pertaining to airspace  
11 management, noise, safety and air quality mitigation efforts.  
12 Additionally, the Air Force would continue open lines of  
13 communication with appropriate agencies and the local population  
14 to ensure night training concerns or impacts are highlighted and  
15 properly addressed.

16       At this time I'd like to turn the presentation over to  
17 Lieutenant Colonel Hunt for definitive U.S. Army proposals.

18       LIEUTENANT COLONEL HUNT: Quick map orientation here.  
19 This is Fort Greely and Allen Army Airfield center to the map.  
20 To the west over here is the Donnelly training area and Oklahoma  
21 impact area and the Richardson Highway running north and south  
22 right through here. This proposal is the battle area complex or  
23 what we call the BACs restricted area. The Army is proposing to  
24 establish a new restricted area over the battle area complex or  
25 the BACs. This proposal would establish a restricted area for

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16

1 hazardous activities that cannot currently be performed within  
2 the existing controlled firing area, including tactical live  
3 fire operations and joint operations with supporting vehicles  
4 and aircraft. The proposed area needs to be of sufficient size  
5 to encompass hazardous activities and weapons footprints for  
6 those munitions and ordinance required to fully support more  
7 realistic joint training. Anticipated use would occur between  
8 7:00 a.m. and 7:00 p.m. local time with other times as  
9 stipulated by notices to airmen or NOTAMS for up to 242 training  
10 days per year. The proposal would subdivide the proposed  
11 restricted areas both laterally and vertically to activate only  
12 those areas and altitudes required for different mission  
13 activities. Alternative A, as depicted on the slide,  
14 establishes a restricted area that is subdivided into two  
15 sectors, north and south, with three altitude layers, as  
16 depicted. So there's your northern sector here and your  
17 southern sector here and the altitude vertical segmentation is  
18 listed right down here. Surface to 5,999 MSL, from 6,000 to  
19 17,999 feet MSL and from up to flight level 180 -- flight level  
20 180 up to flight level 220.

21 Next slide please. Changes since public scoping resulted  
22 in the creation of alternative B which establishes a restricted  
23 area over both the BACs and the Combined Arms Collective  
24 Training Facility or what we refer to as the CACTF. The CACTF  
25 is located right here. The CACTF is a critical component of the

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1 proposed action as it replicates an urban environment. This  
2 restricted area would be subdivided into three sectors, north,  
3 center and south, with three altitude layers as depicted on the  
4 legend here and also down here. This additional expansion would  
5 meet current and future needs, but including proposed new firing  
6 points and protective surface danger zones or SDZs.

7       Next slide. The affected resource areas which may require  
8 management actions or mitigation to reduce impacts include  
9 airspace management and use, noise, flight and ground safety,  
10 biological resources, cultural resources, land management and  
11 use, public access, recreation, infrastructure and  
12 transportation and environmental justice. Of these impacts  
13 airspace management and use was considered potentially  
14 significant. Preliminary mitigations under consideration to  
15 reduce these impacts include, but are not limited to, those  
16 mentioned in the -- for the Fox 3 MOA expansion and the  
17 realistic live ordinance delivery pertaining to airspace  
18 management, maintaining and updating appropriate bird aircraft  
19 strike hazard or BASH programs, expanding efforts to comply with  
20 the existing service flight safety regulations as well as a  
21 range of safety and control, publicizing range bulletins,  
22 highlighting range borders and safety information, expanding  
23 enforcement to control trespass for the expanded operations and  
24 augmenting existing efforts to identify potential munitions  
25 contamination and impact areas.

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1       Next slide. Our next definitive proposal is the expansion  
2 of the restricted area R-2205 and the overall boundary of the  
3 Yukon training area or what we refer to as as the YTA. So  
4 here's the Yukon training area right in here. This is Eielson  
5 Air Force Base and Stewart Creek impact area right here in the  
6 middle. This proposal extends the existing R-2205 restricted  
7 area from the surface up to flight level 310 to more fully  
8 encompass DOD controlled lands in the YTA. The restricted  
9 airspace would be subdivided into sectors A through D, A sector  
10 here, B sector here, C sector here and D sector here, so as to  
11 activate only those sectors required on an individual basis to  
12 support hazardous missions and unmanned aerial vehicle flight  
13 activities. The training and exercise activities to be  
14 performed within support of the expanded airspace would be  
15 similar in nature as for the BACs CACTF proposed action  
16 alternatives and activities. Since public scoping we have  
17 revised the action alternative to eliminate restricted airspace  
18 which extended outside of the military controlled lands which is  
19 located in the northeastern sector right up here. The revised  
20 alternative confines the restricted area to airspace overlying  
21 existing withdrawn military lands, provides the additional  
22 protected airspace required to support hazardous activities and  
23 weapons footprints for the types of munitions and ordinance to  
24 be used within the area. The proposal only includes this one  
25 action alternative and, like all of the proposals, a no action

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1 alternative.

2       Next slide. The affected resource areas which may require  
3 management actions or mitigation to reduce impacts include  
4 airspace management and use, noise, ground safety, hazardous  
5 materials and waste, biological resources, land management and  
6 use, public access, restrict -- recreation, infrastructure and  
7 transportation, socioeconomic and environmental justice. None  
8 of these impacts were identified as potentially significant.  
9 Preliminary mitigations under consideration to reduce these  
10 impacts include, but are not limited to, airspace management,  
11 mitigation efforts previously noted, continuing to coordinate  
12 efforts with Alaska Department of Natural Resources and the  
13 Bureau of Land Management to protect resources and land use,  
14 expand enforcement to control trespass into the YTA and updating  
15 and expanding maps available to the public on the U.S. Army  
16 Alaska recreational tracking system website, also known as  
17 usartrak.

18       Next slide. The unmanned aerial vehicle or UAV access  
19 proposal would establish suitable airspace to provide transit to  
20 training areas in support of joint operations like those  
21 currently performed in a combat environment. For map  
22 orientation, this is Fairbanks right here, Tanana Flats training  
23 area, Eielson Air Force Base and farther down to the southeast  
24 Fort Greely and the Donnelly training area. These UAV corridors  
25 are required to establish a means of transit for all service

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1 UAVs for main operating bases to the various JPARC ranges until  
2 the FAA determines and publishes a means for integrating manned  
3 and unmanned aircraft. Since public scoping we've revised the  
4 language in the Draft EIS alternative A to now read a corridor  
5 of restricted or other suitable airspace as determined by the  
6 FAA. This revised language reflects DOD policy that UAVs are  
7 not considered a hazardous activity. Thus, restricted airspace  
8 is likely not the solution, but we have a need of means of  
9 identifying and for studying the environmental impacts moving  
10 forward. This revised language allows us to continue EIS  
11 analysis on this proposal while we await an FAA decision on  
12 integrating UAVs into the national airspace structure. In the  
13 depicted corridors here on the slide and down here towards Fort  
14 Greely going to the DTA all FAA requirements for UAV operations  
15 would be met to include being outfitted with mode C transponders  
16 and approved lighting. Each proposed corridor would be between  
17 five and eight nautical miles in width with a minimum altitude  
18 of 1,200 feet AGL and these corridors now include a vertical  
19 segmentation which is a change from what we had presented  
20 previously during public scoping. The vertical segmentation's  
21 reflected here on the slide, your ground down here, and think of  
22 this as three tubes of air versus a curtain of air, more of  
23 corridors of air. The corridors with proposed altitudes of up  
24 to 17,999 feet MSL would be segmented into three altitude layers  
25 allowing use of only those altitudes required for a specific UAV

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1 type or mission. UAV operations would be conducted between 7:00  
2 a.m. and 7:00 p.m., Monday through Friday, with other times as  
3 stipulated by NOTAM. As mentioned on the last slide,  
4 alternative A proposes establishing new restricted areas or  
5 other designated airspace for each UAV corridor identified in  
6 the proposed action. Alternative B proposes establishing a  
7 certificate of authorization or COA for each UAV corridor  
8 identified in the proposed action. For unmanned aerial vehicle  
9 access the affected resource areas which may require management  
10 actions or mitigations to reduce impacts include airspace  
11 management and use, noise, flight and ground safety, air  
12 quality, socioeconomic and environmental justice. Of these  
13 impacts airspace management and use was considered potentially  
14 significant. Preliminary mitigations under consideration to  
15 reduce these impacts include, but are not limited to, all the  
16 applicable airspace management mitigation efforts noted  
17 previously.

18 Next slide. The following proposals listed here require  
19 additional planning prior to implementation. These six  
20 programmatic proposals require further definition and future  
21 environmental analysis. The Draft EIS analysis and the comments  
22 received on these proposals will help identify siting criteria  
23 and concerns so your inputs are very important. Additionally,  
24 the Draft EIS identifies future data needs for these proposals.  
25 Because the six depicted proposals are not fully defined the

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1 environmental analysis completed for the Draft EIS is based only  
2 upon the current available data. Thus, actual impacts have not  
3 been evaluated and mitigations have not been identified. As  
4 such, we will limit our discussion of programmatic actions to a  
5 description of the proposed action alternatives. For those  
6 interested, the available analysis data is summarized in chapter  
7 three of the Draft EIS. Just as for the definitive proposals,  
8 each includes a no action alternative. Lieutenant Colonel  
9 Cabral will begin this portion of our review with a summary of  
10 the Air Force's programmatic proposals.

11 LIEUTENANT COLONEL CABRAL: Our first programmatic  
12 proposal is for the Air Force to establish a fully instrumented  
13 range for the delivery of AIM-9 and AIM-120 air to air missiles  
14 by Air Force fighter aircraft in the existing temporary maritime  
15 activities area and warning area 612. Live ordinance delivery  
16 requires the use of either restricted airspace with range target  
17 areas or a warning area of sufficient size to contain the impact  
18 and explosive hazard associated with these missile systems. The  
19 existing temporary maritime activities area and warning area 612  
20 would provide the airspace required for these training events.  
21 In order to execute this proposal new instrumentation would be  
22 needed for radar, radio relays, weapons telemetry and to control  
23 target drones. Operations would be similar to, but in addition  
24 to those described in the Navy's 2011 Gulf of Alaska EIS. The  
25 Air Force estimates approximately 100 live fire sorties would

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1 take place annually under this proposed action. There have been  
2 no changes made to this proposal since public scoping.

3 Next slide please. Our next proposal is to establish  
4 Joint Precision Air Drop System, JPADS, drop zones within the  
5 JPARC. JPADS uses steerable parachutes paired with GPS  
6 receivers to precisely deliver supplies and equipment to ground  
7 forces. JPADS are dropped from large cargo aircraft such as the  
8 C-17 and are steered to predetermined landing drop zones.  
9 Restricted airspace would support JPADS drop zone training under  
10 realistic and varied conditions. Future project planning  
11 involves the identification of sites within existing JPARC  
12 restricted areas that can best accommodate the required surface  
13 danger zones or SDZs. Study areas under consideration for JPADS  
14 include restricted area 2202, or the Donnelly training area, and  
15 restricted area 2205, Yukon training area. There have been no  
16 changes made to this proposal since public scoping.

17 Lieutenant Colonel Hunt will now describe the U.S. Army's  
18 programmatic proposals.

19 LIEUTENANT COLONEL HUNT: The first Army proposal here for  
20 programmatic is enhanced ground maneuver space. Map  
21 orientation, this is Fairbanks and Fort Wainwright. Right up  
22 here to the south is the Tanana Flats, YTA, DTA down here, to  
23 the east of that Fort Greely and Delta Junction. This proposal  
24 provides expanded access to ground maneuver space and year  
25 around accessibility to the Tanana Flats training area, the

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1 Yukon training area or the Donnelly training area. The expanded  
2 access to ground maneuver space would provide internal  
3 circulation routes within those training areas. The proposal is  
4 entirely ground based and is located within existing military  
5 lands. It includes construction of roads, trails and some off-  
6 road vehicle operational areas. The proposal would support at  
7 least battalion size training events. The training frequency is  
8 planned to support up to seven combat maneuver battalions for a  
9 10 to 14 day event at least once per year per battalion. The  
10 proposal includes roads capable of supporting units outside of  
11 the hazard footprints from aerial ordinance or indirect fire and  
12 the road network siting would optimize access to and from future  
13 intermediate staging bases, existing cantonment areas and main  
14 roadways.

15 Next slide. The Tanana Flats or TFTA access road would  
16 improve access into the Tanana Flats training area and the Blair  
17 Lakes impact area. Since public scoping we have taken the roads  
18 off the map, but generally reflect where the Tanana River bridge  
19 crosses here and would proceed in this direction south,  
20 southwest towards the Blair Lakes impact area. This proposal  
21 would provide for a 35 foot wide road surface sufficient for  
22 side by side striker vehicle entry, passage and circulation in  
23 the training area. The new roadway would support year around  
24 access and training in the TFTA for up to 14 days per battalion  
25 annually. Since public scoping this proposal was separated from

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1 the preceding enhanced ground maneuver space description to  
2 better distinguish the environmental impacts of each initiative.

3       Next slide. The next proposal is the Joint Air Ground  
4 Integration Complex. This proposal would establish a digitally  
5 integrated combat training complex for joint and combined arms  
6 live fire training. This would allow the Army combined arms  
7 capabilities to train with Air Force, Navy, Marines and special  
8 operation forces to perform air to air and air to ground mission  
9 activities. This proposal would restrict -- this proposal  
10 requires restricted and MOA airspace and must adjoin an existing  
11 duded impact area under consideration. Sites suitable include  
12 are in the TFTA, the YTA and the DTA. Only one site would be  
13 selected. And the symbol here indicates the Joint Air Ground  
14 Integration Complex. One of those locations would be selected.

15       Next slide. The Army is proposing to locate and construct  
16 a 1,000 soldier intermediate staging base or what we call an ISB  
17 near the BACs along with three 200 to 500 soldier ISBs in the  
18 TFTA, YTA and the DTA. And the little red hexagon is the symbol  
19 of that proposed ISB at those locations indicated there.  
20 Constructing the ISBs within the training areas is being  
21 proposed to reduce travel time, increase safety and increase  
22 available training time for units conducting exercises within  
23 the various training and maneuver areas. The ISBs would support  
24 large scale exercises and other training involving combinations  
25 of units. Each ISB would include a permanent barracks,

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1 maintenance and logistic support areas while units are away from  
2 their main cantonment areas. It is estimated that each ISB  
3 would require a site roughly between 100 to 110 acres and would  
4 be built on existing military lands.

5       Next slide. What we've given you is just a very brief  
6 summary of the Draft EIS and a listing of associated impact  
7 areas and our currently proposed mitigations. The development  
8 of management actions and mitigations is an ongoing process and  
9 our primary reason for being here tonight is to record your  
10 comments and allow us to continue developing these actions. I  
11 emphasize the fact that this is only a draft document and we  
12 need your assistance to continue refining the material. The  
13 Draft EIS was prepared by Alaskan Command to comply with the  
14 National Environmental Policy Act or NEPA. The Draft EIS  
15 represents compliance with NEPA and is an important part of  
16 Alaskan Command's overall commitment to environmental  
17 stewardship. To date government agencies, elected officials,  
18 tribes, community and environmental organizations and  
19 individuals have all submitted comments at the scoping meetings  
20 or provided written comments through the scoping process and  
21 period. The comments received were considered instrumental in  
22 revising the proposals and preparation of the Draft EIS. This  
23 Draft EIS is a result of extensive analysis and consideration of  
24 public and agency comments received during the scoping period.  
25 Your inputs here tonight can only help make it better, but this

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1 is not your only opportunity to get involved in the process.

2 Slide. Alaskan Command is committed to keeping citizens  
3 informed throughout the NEPA process. In addition to holding  
4 these public hearings we have established a website at  
5 jparceis.com to make it easy for you to find and review  
6 environmental documents. Right there at the top of the slide.  
7 The Draft EIS is posted on the website as well as additional  
8 information in the JPARC fact sheets available here tonight.  
9 You may also review a hard copy of the Draft EIS by visiting one  
10 of the 12 public libraries listed here on this slide.

11 Next slide. Alaskan Command is in the fourth stage in  
12 this diagram of the EIS timeline highlighted down here in the  
13 bottom left of your screen, providing the Draft EIS for public  
14 comment and review. This phase is an essential part of the NEPA  
15 process because it allows the public to review the Draft EIS and  
16 comment on the analysis of potential environmental affects. We  
17 encourage you to provide your input here tonight or by June 7th  
18 to ensure it is considered for incorporation into the final EIS.  
19 Comments on the Draft EIS may be provided orally or in writing  
20 here tonight or by fax, internet or by mailing in comments. All  
21 comments received will be considered of equal weight.

22 Next slide. We'd like to answer any questions you may  
23 have regarding the proposals presented here tonight. As a  
24 reminder, the most important portion of this public hearing will  
25 be the formal comment portion to follow. So I would ask you to

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1 please ask only brief questions for clarification on the  
2 presented proposals. If you have a statement on the proposals  
3 we encourage you to sign up and provide your comments in  
4 accordance with the ground rules which will follow this brief  
5 question and answer session. We'll attempt to answer your  
6 questions as best we can in the time allotted, but we must end  
7 this session at 6:50 p.m. in order to move into a formal comment  
8 portion of the hearing. Thank you for your participation.

9 COLONEL WARING: And again, since we began five minutes  
10 late we're happy to extend that to 6:50 so that we can ensure we  
11 give you the full allotted time for questions. Again, looking  
12 at trying to briefly clarify before we give you a chance to tell  
13 us what you think on the record. So if there are any questions  
14 we'd like to try to field those. Yes, ma'am.

15 UNIDENTIFIED FEMALE: Two questions. On the programmatic  
16 proposals. Since the analysis is not complete are you going to  
17 go through that analysis and then send out another Draft EIS?  
18 How -- since you're saying it's not complete, you're interested  
19 in comments, but procedurally under the EIS process.

20 COLONEL WARING: The question is for the programmatic  
21 proposal since we stated that the environmental analysis is not  
22 complete will we be doing a separate analysis later and then  
23 incorporating that into the final document. For the answer to  
24 that question I'm going to ask Lou Maslyk who is our contractor  
25 NEPA expert to provide his answer.

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1 MR. MASLYK: Yes, ma'am. Is it on?

2 UNIDENTIFIED FEMALE: (Indiscernible).

3 MR. MASLYK: In answer -- can you hear? Yeah.

4 COLONEL WARING: Lou, you want to come up here?

5 MR. MASLYK: Yeah, sure. In answer to your.....

6 COLONEL WARING: Right here, right here.

7 MR. MASLYK: Oh. In answer to your question, ma'am, under  
8 Air Force implementing guidelines of National Environmental  
9 Policy Act programmatic actions are basically undertaken to get  
10 the ball rolling as they say, to get the -- each action started  
11 and the most -- the way they undertake the programmatic actions  
12 is is that once they become more ripe for decision making, once  
13 funding becomes more available, once the process has been more  
14 defined, then an additional NEPA action, whether it would be an  
15 environmental impact statement or an environmental assessment,  
16 will be undertaken to finalize the project. But it will be part  
17 of the overall JPARC EIS that we use additional -- or the  
18 existing information from which to launch their next NEPA  
19 process. So does that answer your question? Oh, I'm sorry.

20 UNIDENTIFIED MALE: Follow on question. Go ahead, ma'am.

21 UNIDENTIFIED FEMALE: I'm not quite following. On the  
22 mitigation proposals that were presented are you required to  
23 mitigate just for your -- probably your most significant? Your  
24 three colors, the deep purple (indiscernible). How about that  
25 next group, whatever it is?

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1 COLONEL WARING: The question is for our proposed  
2 mitigations based on the chart which we have shown for the  
3 affected resource areas. Of the three colors the lightest color  
4 is the one which per the key identifies that there will be no  
5 adverse affects. The mid and dark colors are those which have  
6 impacts which may require management actions or mitigations, the  
7 darkest of them being those which are potentially significant  
8 adverse impacts. We are required, even for that mid level, to -  
9 - that there may be potential management actions or mitigation  
10 steps which we have to take once we get through the final  
11 analysis. So effectively those -- that mid-shaded and the dark  
12 shaded colors are both in the category of potentially requiring  
13 management actions or mitigations to reduce impacts.

14 MR. MASLYK: Can I answer?

15 UNIDENTIFIED MALE: Yep.

16 MR. MASLYK: But if I may, ma'am, I could add to that.  
17 The first step that we try to do is first of all when we  
18 identify impact we try to first avoid them. Then we try to --  
19 if there are impacts then we try to minimize them, but if  
20 they're definitely adverse, long term or direct impacts, then  
21 you do have to undertake an actual mitigation which could take  
22 many different forms of either compensation or -- you know, but  
23 that's definitely mitigation. So that's how the process works.

24 UNIDENTIFIED FEMALE: Are there any trails or recreational  
25 areas that are going to be affected by any of these proposals?

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1 Because there's some trails in these areas, but I'm just  
2 wondering if any are going to be affected or restricted,  
3 (indiscernible) use them. There's hunting in these areas. So  
4 I'm just wondering if there's going to be any type of access  
5 control or any change for people that use this area.

6 COLONEL WARING: The question is, is there going to be any  
7 trails or surface recreational areas, hunting regions, which are  
8 going to be impacted by the proposals such that they would  
9 restrict access. The -- it's a complicated question only  
10 because we're talking about such a wide range and if you look to  
11 each of the specific proposals it can tell you that. In  
12 general, however, all of the proposals, of those the ones that  
13 are talking about airspace only. For example, the largest  
14 geographic ones are the military operations areas and the MOAs.  
15 That affects only airspace. So those that affect only airspace  
16 will involve no restriction of surface access at all. So none  
17 of the trails or hunting areas that you talk about would be  
18 affected by the MOAs. For the restricted areas, with the  
19 exception of the realistic live ordinance delivery proposal,  
20 most -- all of the other restricted areas align with the  
21 boundaries of currently withdrawn lands for military use. So  
22 the access into those areas, some of them there is publicly  
23 accessible lands during times when training is not available.  
24 Other areas, like the impact areas, are always closed and  
25 obviously that's for safety of the general public for areas

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1 where there could be potential unexploited ordinance.

2 UNIDENTIFIED FEMALE: And I'm sorry, that's correct,  
3 that's already.....

4 UNIDENTIFIED MALE: Those are existing.....

5 COLONEL WARING: That's correct, those are already  
6 existing restrictions. It's only the realistic live ordinance  
7 delivery proposal that includes potentially restricting surface  
8 access during times when training events are occurring.

9 UNIDENTIFIED FEMALE: And do you have a list of trails or  
10 recreation areas that would be affected in that area?

11 COLONEL WARING: In chapter three of the EIS it gives a  
12 summary of the land use underlying those areas. Because they're  
13 relatively large it's hard for me to say exactly what is  
14 underneath those. But, again, in chapter three there's some  
15 charts that go through in pretty good detail what those land use  
16 are. I don't know off the top of my head if there are any  
17 particular trails. We'd have to look more closely at that and  
18 after we're done this evening we have somebody we can certainly  
19 sit down and look at that with you closely if you'd like.

20 UNIDENTIFIED FEMALE: Thank you.

21 UNIDENTIFIED MALE: (Indiscernible).

22 UNIDENTIFIED MALE: Go ahead, sir.

23 UNIDENTIFIED MALE: Well, just out of curiosity, if those  
24 fires -- if you want to -- we could call them afterburners.

25 (Indiscernible) the afterburners both at the same time 15

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1 seconds how many gallons of fuel do they burn?

2 LIEUTENANT COLONEL CABRAL: Okay. The question was is if  
3 we -- for a -- I assume you're talking a twin engine fighter,  
4 sir?

5 UNIDENTIFIED MALE: Yeah, full thrust (indiscernible).

6 LIEUTENANT COLONEL CABRAL: Okay. For a twin engine  
7 fighter if you were to throw them both into afterburner how many  
8 gallons of fuel would you be talking about. I can't answer that  
9 question sp.....

10 UNIDENTIFIED MALE: In 15 seconds.

11 LIEUTENANT COLONEL CABRAL: In a 15 second timeframe. I  
12 can't answer that question, sir, specifically because we have a  
13 wide range of twin engine fighters that fly out on the JPARC and  
14 their specific fuel consumption is going to vary from aircraft  
15 to aircraft very widely. And so I can't provide an answer to  
16 that question at this point. Yes, sir.

17 UNIDENTIFIED MALE: I'm going to voice a concern but I'm  
18 not too sure it's appropriate but it might not be accepted in a  
19 statement I think. But I would just like to see you bring the  
20 latest in technology on board. My understanding is, is moving  
21 to all (indiscernible) cells, electric -- a lot of electric  
22 (indiscernible) coming on board quickly and I would just like to  
23 see you use as your primary status for funding of anymore  
24 economy fluctuations occur I'd just like to see you put the full  
25 weight to some of this tremendous tech -- you know that.

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1 There's a cornucopia of new technology now first and I'd just  
2 like to see you make that a priority status and make it  
3 available to the community so the -- and the challenge in  
4 isolated areas in which we live our children will be able to  
5 stay up in the forefront of that and I think it would benefit us  
6 all and I think that it should have priority because of such a  
7 large mass. I don't want to make the case for you, I just want  
8 you to keep it in mind.

9 LIEUTENANT COLONEL CABRAL: Yes, sir. We really  
10 appreciate the comment. I will ask that to make sure that we  
11 can fully capture that when we're done with this portion of Q  
12 and A if you can make that comment on the record or if you're  
13 not comfortable making that we have certainly someone who could  
14 take a written statement for you so we can make sure we capture  
15 those concerns. But we do appreciate those inputs. Yes, sir.

16 UNIDENTIFIED MALE: Just out of curiosity I'd like to ask  
17 unusual questions. You can classify them any way you want to.  
18 But do you have any relationship to HAARP or (indiscernible) are  
19 some of my more suspect associates. But.....

20 LIEUTENANT COLONEL CABRAL: Yeah.

21 UNIDENTIFIED MALE: .....(indiscernible) operation  
22 (indiscernible) with HAART just for the record and.....

23 LIEUTENANT COLONEL CABRAL: The question is, is does any  
24 our proposals with the JPARC Draft EIS have any association to  
25 the HAARP. I assume you mean the High Altitude Atmospheric

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1 Research Project, sir?

2 UNIDENTIFIED MALE: I think that's what they call it.

3 LIEUTENANT COLONEL CABRAL: Yes. There are none of the  
4 proposed actions that have any affiliation with the HAARP.  
5 HAARP is an Air Force research program that does take place in  
6 northern Alaska, but we are not affiliated with any of the HAARP  
7 operations nor do any of the proposed actions involve any  
8 changes or modifications to HAARP activities.

9 UNIDENTIFIED MALE: I've been through NORAD Cheyenne  
10 Mountain (indiscernible) 30 years ago. Do you have any type of  
11 underground commands that are like that in existence now? Are  
12 you proposing one that will show up in an EIS? Do you have that  
13 on your agenda?

14 LIEUTENANT COLONEL CABRAL: The question is do we have any  
15 underground facilities, command and control facilities like  
16 those found at Cheyenne Mountain at NORAD down in Colorado. And  
17 at this point in time there is not a underground controlled  
18 facility here in Alaska and that is not part of any of the  
19 proposed actions in the JPARC Draft EIS.

20 UNIDENTIFIED MALE: Then I -- well, I just got to ask  
21 these questions here. I don't want to bring up chem trails, but  
22 in relationship to something along that nature of the  
23 questioning all fuel expends some type of a burn outflow.  
24 Sometimes you drop fuel, but in low altitudes I think the fuel  
25 at least doesn't all burn. I'm not sure what the scientific

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1 descriptions of it are. Your -- those tremendous reoccurrence  
2 of flights over the same path area (indiscernible) the unburned  
3 fuel.

4 LIEUTENANT COLONEL CABRAL: The question is regarding both  
5 fuel dumping by military aircraft and the burning of fuel which  
6 would -- obviously some of those burnt fuel particulates end up  
7 in the exhaust from participating aircraft. The question is do  
8 we have a way of measuring that. Is that correct, sir?

9 UNIDENTIFIED MALE: The accumulation of it.

10 LIEUTENANT COLONEL CABRAL: Is there an accumulation. The  
11 answer to your question is that yes, there is, and yes, air  
12 quality is one of the resource areas. If you look back to what  
13 we showed on one of the earlier slides, that chart includes a  
14 resource area for air quality and identifies what its  
15 anticipated impact level will be for each of the 12 JPARC  
16 proposals.

17 UNIDENTIFIED MALE: (Indiscernible).

18 LIEUTENANT COLONEL CABRAL: Yes, and as pointed out, it's  
19 the fifth.....

20 UNIDENTIFIED MALE: Fifth one down.

21 LIEUTENANT COLONEL CABRAL: .....fifth one down from the  
22 top.

23 UNIDENTIFIED MALE: So that'd be the accumulated --  
24 accumulation of the unspent fuel is naturally -- and the flight  
25 trail (indiscernible)?

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1           LIEUTENANT COLONEL CABRAL: Yes, sir. If you look in  
2 chapter three it will give you a complete definition of what the  
3 considerations are for air quality, but what you are talking  
4 about is part of the air quality discussion that we have in the  
5 Draft EIS.

6           LIEUTENANT COLONEL HUNT: Anybody else have any other  
7 questions?

8           UNIDENTIFIED MALE: I have one question. Does JBER have a  
9 noise policy after 10:00 o'clock? For the housing areas.

10          LIEUTENANT COLONEL CABRAL: The question is, is does JBER  
11 have a noise policy after 10:00 p.m. for the housing areas. Can  
12 I ask for a little bit more clarification as to what you're  
13 asking, sir?

14          UNIDENTIFIED MALE: Is there a policy on base that you  
15 cease and desist after 10:00 o'clock like the city of Anchorage  
16 has?

17          LIEUTENANT COLONEL CABRAL: I'm not sure I follow the  
18 question still.

19          LIEUTENANT COLONEL HUNT: You mean noise coming from the  
20 installation off, not in the actual housing area itself, on the  
21 installation.

22          UNIDENTIFIED MALE: In the housing areas themselves.

23          LIEUTENANT COLONEL CABRAL: That -- no, sir, they -- the  
24 way -- the current Air Force restrictions on night training that  
25 exist in the airspace are for us to cease and desist night

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1 training for those events that would be occurring out in the  
2 airspace. So some of the other operations that take place right  
3 around the air field, those are scheduled in accordance with the  
4 local base regulations and at this point you're -- we're  
5 probably exceeding the knowledge depth for myself. We have a --  
6 yeah, we can get you an answer to that question probably through  
7 our public affairs folks here a little bit later.

8 LIEUTENANT COLONEL HUNT: I'm making sure I'm -- we  
9 understand the question correctly. You're talking about any  
10 noise coming from the Joint Base Elmendorf Richardson or any  
11 noise.....

12 UNIDENTIFIED MALE: Not any noise, just in the housing  
13 areas they have -- like the city of Anchorage has an ordinance  
14 you can't do anything after 10:00 o'clock because you're going  
15 to disturb your neighbors.

16 LIEUTENANT COLONEL HUNT: Sure, yeah. I think I  
17 understand the question a little bit better. It's not specific  
18 to flight or military noise, but noise in military housing areas  
19 on Joint Base Elmendorf Richardson. I know there is a Garrison  
20 Commander's policy on that. I don't specifically know what that  
21 is, but we can find out that information and have Captain Bryant  
22 get you the details on it.

23 LIEUTENANT COLONEL CABRAL: At this point I'd like to  
24 welcome Colonel Waring up to close out.

25 COLONEL WARING: Okay. Thank you for the -- hopefully we

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1 had an opportunity to at least clarify some of the things that  
2 you have questions about because the next thing we look forward  
3 to is the formal comment period on any of the proposals, the  
4 analysis that was done, to make sure that what we capture are  
5 the meaningful comments that you have so that we can analyze  
6 things correctly. Because we -- I -- the more I listen the more  
7 I realize that we have a lot of the same questions or concerns  
8 that we look at this correctly and with the eyes that take care  
9 of the resources we've been given. So we're going to take a  
10 momentary break here. We're going to let Colonel Orr then  
11 present the opportunity for the formal comment period to get  
12 started and once that's done then we'll (indiscernible). So are  
13 we ready then, Colonel Hunt, for a break? So.....

14 UNIDENTIFIED MALE: Colonel Orr.

15 LIEUTENANT COLONEL CABRAL: We're going to introduce  
16 Colonel Orr first.

17 COLONEL WARING: Okay. Should we go ahead and -- okay.  
18 Colonel, you want to come on.....

19 COLONEL ORR: I'll come.....

20 COLONEL WARING: .....you want to stay over there or you  
21 want to come up here?

22 COLONEL ORR: I'll come over here. Sorry.

23 COLONEL WARING: Okay. Thank you. So Colonel Orr has  
24 joined us from D.C. He's going to be here with us through the  
25 first half of our public hearing session in Alaska.

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1 COLONEL ORR: Thank you, Colonel Waring. My name is  
2 Colonel Bill Orr and I'm a Judge Advocate in the United States  
3 Air Force. As Colonel Waring stated, I will be the presiding  
4 officer for this public hearing on the Draft Environmental  
5 Impact Statement. Now this hearing is held in accordance with  
6 the provisions of the National Environmental Policy Act  
7 regulations that are published by the Council on Environmental  
8 Quality and corresponding Air Force regulations on environment  
9 planning.

10 The purpose of this hearing is to receive public comments,  
11 that is your comments on the Draft Environmental Impact  
12 Statement commonly referred as the Draft EIS. Before receiving  
13 your comments I'd like to explain my role in this hearing. I am  
14 a full-time Chief Judge of the United States Air Force Court of  
15 Criminal Appeals and I'm located at Joint Base Andrews near  
16 Washington, D.C. I'm not assigned or connected with the Alaskan  
17 Air Command -- or Alaskan Command and I'm not involved in the  
18 Joint Pacific Alaska Range Complex planning or proposals. I  
19 normally preside over the appeals of military members who are  
20 tried by trials by court martial, but I've been requested to  
21 preside over these hearings to support the public review and  
22 involvement process. I'm not here to act as a legal advisor to  
23 the Army or Air Force representatives of this proposal. My role  
24 in presiding as officer is to simply ensure that we have a fair,  
25 orderly and impartial hearing and all who wish to be heard have

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1 a reasonable opportunity to speak. In summary, it's important  
2 that you understand that I will be serving as an impartial  
3 moderator for this hearing.

4 Your input and comments are important. The environmental  
5 process analysis assures that the public has opportunities to  
6 review the analysis and provide comments for the record. The  
7 comments will ensure that the decision makers will have the  
8 benefit of your local knowledge and are aware of your concerns  
9 about the environmental analysis for the EIS before they decide  
10 on a course of action. Alaska Command, the Army and Air Force  
11 representatives are here to accept your comments, but will not  
12 respond to them at this time. Public comments will be reviewed  
13 and considered and addressed in the final EIS.

14 Comments on issues unrelated to the EIS or be -- please  
15 fill out a speaker request card and turn it in to a staff person  
16 if you haven't already done so. Every speaker, including public  
17 officials and organizational spokesmen -- spokespersons and  
18 private individuals will have four minutes each to provide his  
19 or her comment which is being transcribed by the court reporter.  
20 I will call speakers in the order in which they signed in with  
21 electr -- officials having the opportunity to speak first. No  
22 electronic presentations will be permitted, although Alaska  
23 Command encourages you to submit them as part of the public  
24 written record.

25 We will now take a short break and that will allow you to

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1 make public comment if you have not already done so. We will  
2 reconvene at 10 after 7:00 and begin taking public comments.

3 THE REPORTER: Off the record 6:53 p.m.

4 (Off record at 6:53 p.m.)

5 (On record at 7:10 p.m.)

6 THE REPORTER: On the record, 7:10 p.m.

7 COLONEL ORR: All right. As I stated earlier, the hearing  
8 is scheduled to end an hour from now so that'll make it 8:10.  
9 So I'm asking everyone's cooperation in limiting your initial  
10 comments to four minutes so that all who wish to have the  
11 opportunity may speak and the facility -- while this facility is  
12 available to us. Now if you don't feel comfortable standing up  
13 to make a statement I remind you again that you can submit a  
14 written comment form using the forms. And you can also submit  
15 comments until 7 June and keep in mind that written comments are  
16 given the same consideration as verbal comments that are offered  
17 here tonight.

18 Now to ensure that we get an accurate record of what you  
19 have to say I need you to help me just a little bit by  
20 respecting these ground rules. First, speak slowly and clearly  
21 into the microphone and state only your name and organization  
22 you represent, if that applies. Please do not provide any other  
23 personal information such as your home address or phone number.  
24 Your oral comments will be reported by the court reporter  
25 verbatim and used to develop a transcript and permanent record

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1 of this meeting and will be published as a final part of the  
2 final EIS. The names of the individuals making comments, as  
3 well as their comments, will be disclosed in the final EIS.  
4 Personal home addresses and phone numbers will not be published.

5 Second, each person should -- will be allotted four  
6 minutes to speak and in order for each individual to have the  
7 full time allotted on each member please be respectful of the  
8 opinions offered by your neighbors. If you anticipate your  
9 comments will extend beyond the time allotted please make the  
10 most important comments first.

11 Third, if you have prepared a written statement you may  
12 turn it in at the registration table or you may read it out loud  
13 if you can do so within the time limit.

14 Fourth, please honor any request that I make that you stop  
15 speaking when you have reached the four minute time limit. The  
16 timekeeper will hold up a yellow card when you have 30 seconds  
17 left to assist you in knowing when your allotted time is almost  
18 up so that you can comfortably conclude your remarks. When the  
19 red card is displayed that means your four minutes are up and in  
20 the interest of politeness and fairness to the others who wish  
21 to speak the speaker is asked to stop and then return to his or  
22 her seats.

23 We are now ready to begin. The first speaker is Mr.  
24 Gregory Razo and he's representing the Cook Inlet Region,  
25 Incorporated. And I'm not sure if that microphone amplifies,

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1 but that's okay because it records. So what -- so that'll go  
2 into the recording as you like. So you may proceed.

3 MR. RAZO: Good evening. My name is Gregory Razo. I work  
4 as a Vice President at Cook Inlet Region, Incorporated. Our  
5 company calls itself CIRI. We are the regional Alaska Native  
6 corporation for Southcentral Alaska headquartered here in  
7 Anchorage. We also are delegated the tribal authority for the  
8 Anchorage region.

9 In general our company has had an opportunity to review  
10 the Joint Pacific Alaska Range Complex proposal and Draft EIS.  
11 We believe that the Joint Pacific Alaska Range Complex allows  
12 for unprecedented training opportunities for our war fighters  
13 that are not found in any other region of the United States and  
14 we encourage the development of the JPARC process.

15 We think that in terms of the work done to date with  
16 regard to the six definitive proposals they have adequately  
17 addressed the specificity, dependence, definition and ripeness  
18 requirements of the EIS and in particular with regard to the  
19 programmatic proposals we strongly support programmatic proposal  
20 eight, nine and 10 which deal with the proposed Tanana Flats  
21 training area roadway access, the proposed joint air ground  
22 integration complex and the proposed intermediate staging bases.

23 In reviewing the anticipated environmental impacts from  
24 the JPARC proposal we are happy to see that there is determined  
25 to be little impact on the subsistence uses of the affected

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1 areas. Subsistence is very important to the Alaska Native  
2 people and the ability to access those resources which have been  
3 the resources of our people for thousands of years should be  
4 maintained and not impacted by the JPARC proposal.

5       Additionally, I think that with regard to the socio and  
6 economic impacts of the JPARC proposal that the Department of  
7 Defense should also consider not just the adverse impacts, but  
8 the substantial positive impacts that development of  
9 particularly the programmatic proposals that I mentioned  
10 previously will have for job opportunity and training and  
11 workforce development, particularly for our Alaska Native  
12 people. Those regions that are going to be affected by the  
13 JPARC development are areas of high unemployment where there is  
14 little opportunity for work and the work that would be  
15 associated with this proposal would be good work for our people.

16       For all of those reasons Cook Inlet Region, Incorporated,  
17 supports this Draft EIS. Thank you.

18       UNIDENTIFIED MALE: Thank you.

19       COLONEL ORR: Next we'll have comments from Mr. Terry  
20 Carter (sic).

21       MR. CARTEE: Cartee.

22       COLONEL ORR: Cartee?

23       MR. CARTEE: Yes.

24       COLONEL ORR: Apologize.

25       MR. CARTEE: First I'd like to clarify that the MOA only

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1 separates the military traffic from the IFR traffic. VFR  
2 traffic can fly in the MOAs unrestricted.

3 I've been out in the MOAs during hunting season and had  
4 sonic booms, I've had airplanes come over me at 250 feet or  
5 less, and I feel the Paxon addition at 500 feet AGL in a major  
6 corridor, VFR corridor, between Gulkana and Greely, Fairbanks,  
7 is a hazard and a major safety hazard to light airplanes and to  
8 the military aircraft using it. At 250 knots they have no  
9 reaction time at that altitude and a lot of the VFR traffic do  
10 not have transponders so they will not be able to see them.

11 And the lowering of the Fox 3 from 5,000 feet down to 500  
12 over a major hunting and recreational area is another major  
13 safety hazard as that is altitudes that all the light planes use  
14 from about surface to about 5,000, 3,000 feet. So lowering it  
15 from 5,000 down to 500 feet is just asking for an accident to  
16 happen. And that's all I have.

17 UNIDENTIFIED MALE: Thank you, Mr. Cartee.

18 COLONEL ORR: All right. Those are all the cards I have  
19 for speakers that have signed up. Is there anyone else that --  
20 I have some more coming here. Mr. Paul D. Kendall.

21 MR. KENDALL: I forget your name, I apologize.

22 COLONEL ORR: Bill Orr.

23 MR. KENDALL: Pardon?

24 COLONEL ORR: Bill Orr.

25 MR. KENDALL: Bill, Mr. Orr.....

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1 COLONEL ORR: Yes.

2 MR. KENDALL: .....or Colonel Orr or.....

3 COLONEL ORR: That works too.

4 MR. KENDALL: Mr. Orr. Mr. Orr, name is Paul, middle  
5 initial D, Kendall. I'm from Alaska and I came to your meeting  
6 tonight to kind of wedge something in because I'm not articulate  
7 and learned enough to really understand the EIS like some of the  
8 professional members of my community.

9 I'm an energy activist. This is a business card I'd like  
10 to give into the record and also a list of links and these links  
11 represent a new energy design that is now expected to come  
12 online within the next six to 18 months. Most of you know it as  
13 cold fusion. What, should I just hand this to somebody or.....

14 UNIDENTIFIED MALE: Yes.

15 MR. KENDALL: Oh, all right. You'll be looking at  
16 something called an E cat, energy catalyzer, by Mr. Rossi and  
17 they're getting what they call COP, coefficients of performance  
18 or production. They're six to 30 times the energy out that they  
19 put in. They're suggesting that these units can run for six  
20 months under temperatures of 1,500 degrees Celsius on five grams  
21 of hydrogen and about 55 grams of nickel and they produce zero  
22 pollution. They can also drive a five KW electrical unit at the  
23 same time. Scientists are now talking the time has come to  
24 where oil pipelines, there's no need for those or power lines.  
25 They're talking about energy that can be looped. When you can

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1 loop energy it's infinite. And if that weren't enough, another  
2 competitor came out with a 45 KW unit which will run for a year  
3 and a half on a limited amount of hydrogen and nickel. And if  
4 that weren't enough, last week a company by the name of  
5 Brillovin, which you can find on pesn.com out of Berkeley,  
6 proposes that they have found a frequency which separates these  
7 subatomic particles and you can run a boiler in Nome, Alaska for  
8 three years on a quart of water. And if you bring that same  
9 boiler -- and that's with no gas lines attached to it. And if  
10 you bring that same boiler to Berkley you can run it for 20  
11 years..

12 And the reason I bring this to you folks tonight is that  
13 we have a coal fire power plant in Healy. They're about to fire  
14 that plant up on coal and I would think with your funding and  
15 your leading edge technology as defenders of which there's a DIA  
16 document on that list which refers to this as the greatest  
17 potential transformation of the U.S. battlefield forces since  
18 the change from horses to gasoline. I would suggest that you  
19 intervene as quickly as you can and go into that coal fire power  
20 plant with these units which produce tremendous amounts of  
21 energy when hooked in sequence. And if that weren't enough, we  
22 think the U.S. Navy has purchased one of these small shipping  
23 containers that can generate about 15 to 30 KW in electricity.  
24 Once it kicks itself off it makes its own energy.

25 And I realize some of these things sound preposterous, but

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1 the chief scientist at NASA has weighed in on this. Stanford  
2 Research Institute has validated some of the tests, Los Alamos  
3 Laboratories. Some of the most renowned names around the world  
4 are now coming online with this, including the Royal Society of  
5 Swedish People out of Switzerland, and even they made the  
6 comment that Mr. Rossi is credible. There are now six companies  
7 vying to come online with a residential unit within the next six  
8 to 18 months. And the Swedish scientist said they don't -- the  
9 design is credible, they had a big press conference, but they  
10 don't understand what it's doing, how it's doing or anybody that  
11 does. This is something transformational, what we call, it's  
12 almost a metamorphosis of this society. They think they will  
13 move through a world production covering the market within three  
14 years at the max 25 percent of the world houses with these  
15 devices. They are suggesting the military and the DIA document,  
16 they're referring to this as disruptive technology. They're  
17 saying that this has up to 10 million times the energy per unit  
18 of chemical mass of anything we're using on the planet today.

19 I have never seen anything unfolding quite like this in my  
20 lifetime. I do think it has a tremendous amount of credibility,  
21 but you should see the scientists arguing. You have a chance  
22 here with your military operation to be a part of our community  
23 to help build that new society almost overnight in a great and  
24 wondrous land with many challenges and I think it could play a  
25 historical role. And you can't -- surely can't let the Navy get

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1 ahead of you with one of these units without you knowing it.

2 And thank you very much.

3 COLONEL ORR: All right. Anyone else?

4 (Pause)

5 UNIDENTIFIED MALE: He's asking if he can comment twice.

6 Are -- if you're complete with your initial.

7 COLONEL ORR: Anyone else? All right.

8 MR. KENDALL: Well, I'm not sure when I've had the  
9 opportunity to do this before in my lifetime. I've been in lots  
10 of places here, but I am going to seize the opportunity.

11 I think that you need to understand something, ladies and  
12 gentlemen, and this is why this is very important. Our society  
13 is founded on energy. And in regards to this EIS I have to tie  
14 this into here if you'll give me a moment to construct this, but  
15 even though the EIS looks to find harmony and your society is  
16 chasing money, but there isn't a creature in the universe that  
17 eats the money. It's all an after energy moment and I think  
18 that it is imperative that you add the energy consideration in  
19 this EIS. And when you look at the constructs of that energy  
20 you will find that most of it, if not all of it, is hydrogen  
21 based.

22 So I'm trying to wedge something in here as best I can in  
23 your EIS. It would seem to me the fact that you don't have this  
24 included in your EIS is a profound statement about the lack of  
25 connection in a properly formed society. And to make an example

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1 of that so that you understand the relevance of that, your  
2 children do not drink a glass of water. That is an ancient  
3 term, it is a primordial term, it is a tricked up term or a  
4 sling term. You drink hydrogen and oxygen and when you drink  
5 that your body makes electricity, it fires you up. You come  
6 online, onboard with synaptic impulses and then you hunt carbon  
7 to form frame and hair and infrastructure. And when you begin  
8 to realize that you begin to realize the connection. There's no  
9 such thing as gasoline. It's hydrogen, pop and carbon. There's  
10 no such thing as diesel. It's hydrogen, pop and carbon.  
11 There's no such thing as jet fuel. It's hydrogen, pop and  
12 carbon. Every creature out there in the universe, ladies and  
13 gentlemen, is a transportation system that is specialized in  
14 this design. All of those designs are fired by hydrogen living  
15 in harmony with its hydrogen. And for you to have an EIS  
16 without a hydrogen reference point to the impact of all those  
17 things. Anything that's consuming hydrogen, generating a  
18 current and altering its mass most likely has a state of being  
19 of which we have not recognized in our evolution yet. But when  
20 this new cold fusion comes online you're going to find whole new  
21 economies and the reason you will is they will not be able to  
22 use fuel to be able to give foundation to the dollar. And if  
23 you have energy you can tool up, tech up, light up, arm up,  
24 transport, communicate, grow food, you are a creature with a new  
25 mindset and a new set of priorities and that will evolve your

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