



ENVIRONMENTAL IMPACT STATEMENT

F-15 BEDDOWN AND INFRASTRUCTURE UPGRADES AT ANDERSEN AIR FORCE BASE, GUAM

PUBLIC SCOPING

Introduction

The National Environmental Policy Act (NEPA) was enacted to address concerns about federal actions and their effects on the environment. An Environmental Impact Statement (EIS) is the most detailed analysis prescribed by regulations implementing NEPA. The United States Department of the Air Force (DAF) initially issued a Notice of Intent (NOI) on April 20, 2021, to prepare an EIS for Infrastructure Upgrades at Andersen AFB, Guam. Following the initial scoping period conducted in 2021, the DAF placed the EIS on a strategic pause to further consider the scope of the EIS, including the requirements of evolving strategic initiatives in the Indo-Pacific region and how the Proposed Action could best support these initiatives. As a result of the strategic pause, the DAF revised the scope of the Proposed Action to include the beddown of 12 Republic of Singapore Air Force (RSAF) F-15 fighter aircraft and associated mission support. The DAF has now reissued an NOI to prepare an EIS for the proposed F-15 Beddown and Infrastructure Upgrades at Andersen AFB. The U.S. Navy is a cooperating agency on the EIS. The revised Proposed Action includes the beddown and mission support of 12 RSAF F-15 fighter aircraft, and construction of infrastructure upgrades adjacent to the northwest corner of the airfield (North Ramp) and in Munitions Storage Area-1 (MSA-1) (Figure 1).

Background of the Project

DAF and Department of Defense (DoD) strategic initiatives for the Indo-Pacific are continuously evolving in response to the geopolitical climate and have established a focus on stability and security within the region. Core elements of these initiatives, specifically the Pacific Deterrence Initiative, include improving missile defense, operating locations, and critical infrastructure; enhancing the design, posture, capabilities, and prepositioning within the region; and strengthening alliances and partnerships. The proposed RSAF F-15 beddown and infrastructure upgrades at Andersen AFB would be conducted in alignment with these initiatives for deterrence and stabilization in the Indo-Pacific region.

What is the Public Scoping Process?

Public scoping is an early and open process, conducted in compliance with NEPA, for identifying issues and alternatives to be addressed in an EIS and determining who (e.g., public and government agencies) is interested in the proposed action. Public outreach is conducted as a part of the public scoping process to provide information to interested parties and to receive comments on the proposed action, alternatives, and potential impacts. Comments received during the public scoping process are considered in the preparation of the Draft EIS. See the timeline on the back of this page for additional information regarding steps in the EIS process.



Figure 1: Overview of Locations on Andersen AFB Selected for Infrastructure Upgrades

Proposed Action

The Proposed Action would include the following:

- **F-15 Beddown:** Beddown of 12 RSAF F-15 fighter aircraft, to include airfield operations from Andersen AFB and an increase in installation personnel. Would include hosting periodic, temporary training events with support aircraft twice per year, for four weeks per event, in support of F-15 training mission requirements. No new airspace is proposed and no changes to the manner in which the existing airspace is used would occur.
- **Infrastructure Upgrades:** Construction of infrastructure upgrades over approximately 3 to 7 years at the North Ramp and MSA-1 project areas (Figures 2 and 3). Would provide additional options for parking, storing, maintaining, refueling, loading, and unloading aircraft at the airfield, as well as storing munitions. Could support both the F-15 beddown and other DAF, service component, and partner nation aircraft or missions operating from Andersen AFB now or in the future. Construction would disturb approximately 192 acres at the North Ramp and approximately 17 acres in MSA-1.

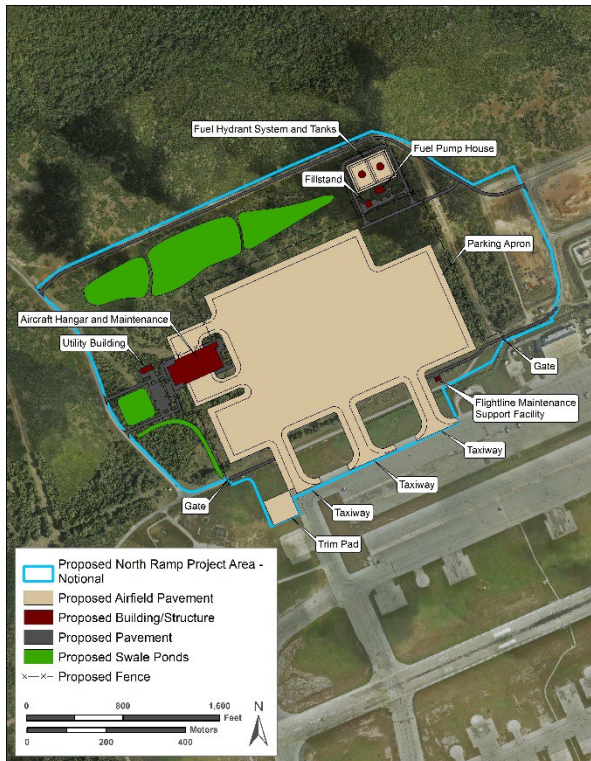


Figure 2: Proposed North Ramp Infrastructure Upgrades



Figure 3: Proposed MSA-1 Infrastructure Upgrades

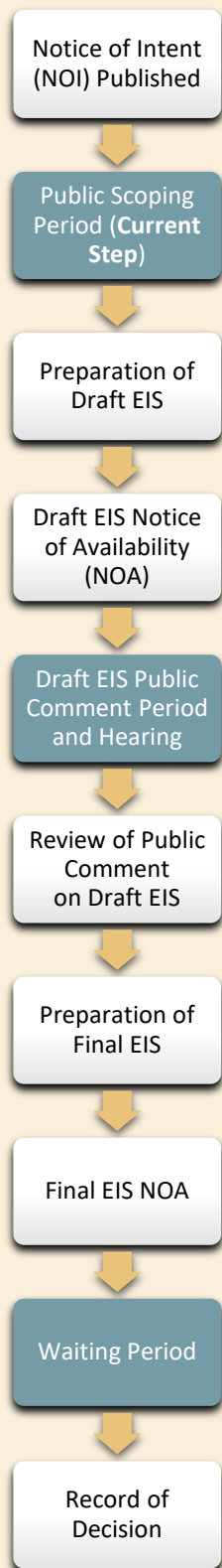
Alternatives

The DAF reviewed requirements for strategic capabilities within the Indo-Pacific region and dismissed five other potential alternative locations within the Pacific Air Forces area of responsibility from consideration. Once Andersen AFB was identified for enhanced strategic capabilities, the DAF considered other locations on Andersen AFB for the infrastructure upgrades; however, only the Proposed Action locations were determined to meet the criteria for the infrastructure. The No Action Alternative will also be addressed in the EIS.

Environmental Impact Analysis Process

The DAF will conduct cultural and natural resources surveys in the areas proposed for upgrades, and consult with appropriate resource agencies to determine the potential for significant impacts on those resources. Additional analysis will be provided in the Draft EIS, which is anticipated in mid-2024. The Final EIS and a decision on the Proposed Action are expected in early to mid-2025.

EIS Timeline



Please provide comments in English on the project website or via postal mail to 36th Civil Engineer Squadron, ATTN: CEV (AAFB F-15 and Infrastructure EIS), Unit 14007, APO, AP 96543-4007. The DAF also welcomes comments under Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations Part 800).

www.AAFBINfraandF15EIS.com

To ensure the U.S. Air Force has sufficient time to consider public input, please submit comments within 30 days of publication of the NOI in the Federal Register, which is anticipated to occur on or around December 15, 2023. Visit the project website for more information.