













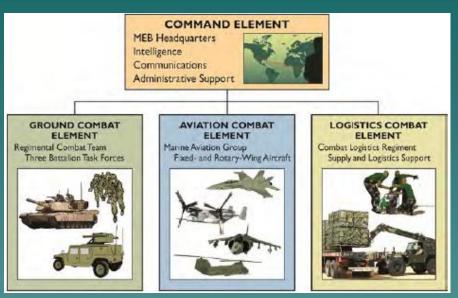
Public Information Brief Special Use Airspace February 14, 2013

Proposal for Land Acquisition and Airspace Establishment in Support of Marine Expeditionary Brigade Sustained, Combined-Arms, Live-Fire and Maneuver Training

Marine Air Ground Task Force Training Command/
Marine Corps Air Ground Combat Center
(MAGTFTC/MCAGCC)
Twentynine Palms, CA



Marines Must Train As We Fight



- Special Use Airspace is needed to meet MEB sustained, combined-arms, live-fire and maneuver training requirements for use of:
 - Artillery, mortars, tanks and other ground-based systems;
 - Missiles, bombs and other airborne weapons systems.

Operational Requirement

- Marines deploy as a Marine Air Ground Task Force (MAGTF).
- Marines must train as a Marine
 Expeditionary Brigade MAGTF (MEB) to deploy around the globe.
- A MEB, about 15,000 Marines, includes:
 - Command Element;
 - Ground Combat Element built around a Regimental Combat Team (three battalions);
 - Aviation Combat Element built around a Marine Aviation Group;
 - Logistics Combat Element built around a Combat Logistics Regiment.
- MEB training requires a sustained (48-72 hours), combined-arms, live-fire and maneuver training exercise.
- No military range in the DoD inventory including at MCAGCC – is currently sufficient to support MEB training.



Lands to the west, south and east of 29 Palms have been studied in the NEPA process.

Airspace over the land study areas has also been studied for the potential establishment or modification of Special Use Airspace.



Project Inception

- Marine Corps Training and Education Command (TECOM) formulated MEB training requirement from lessons learned from combat.
- Marine Corps Reference Publication 3-OC and a Land Use Requirements Study showed need for more training range area.
- Center for Naval Analyses nationwide study of training options recommended MCAGCC, Twentynine Palms, CA.
- Marine Requirements Oversight Council (MROC) validated training requirement and approved study for land acquisition and airspace establishment or modification at MCAGCC.
- Undersecretary of Defense approved moving forward to study alternatives at MCAGCC to meet MEB training.
- Notice of Intent to prepare Environmental Impact Statement published in the Federal Register October 2008.

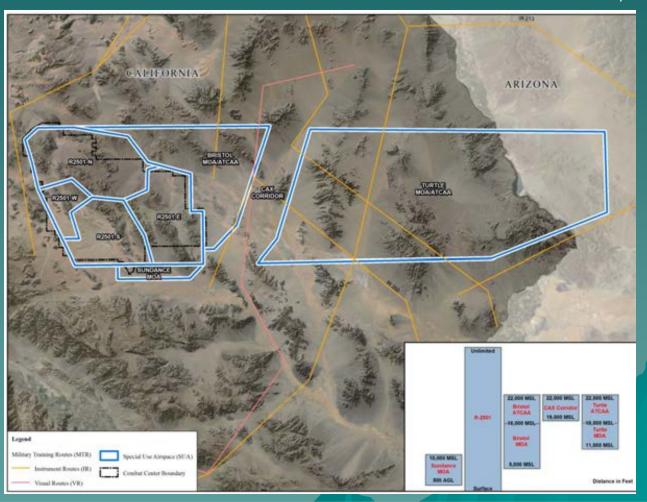


Types of Airspace Used in Military Training at MCAGCC

- Restricted Area (RA): Non-military aircraft are prohibited from entering during military training activities that involve live fire; MCAGCC releases RA for use by all aircraft in the National Airspace System when not needed for military training.
- Military Operations Area (MOA): A military operations area is airspace designated outside of Class A airspace (18,000 60,000 feet) to separate or segregate certain nonhazardous military activities from Instrument Flight Rule (IFR) traffic and to identify for Visual Flight Rule (VFR) traffic where these activities are conducted.
- Air Traffic Control Assigned Airspace (ATCAA): Similar to a MOA (and usually overlaying a MOA) within Class A airspace, non-military aircraft may fly in ATCAA during military training so long as air traffic controllers can maintain IFR separation from military aircraft; only non-hazardous military activities may be undertaken in ATCAA.

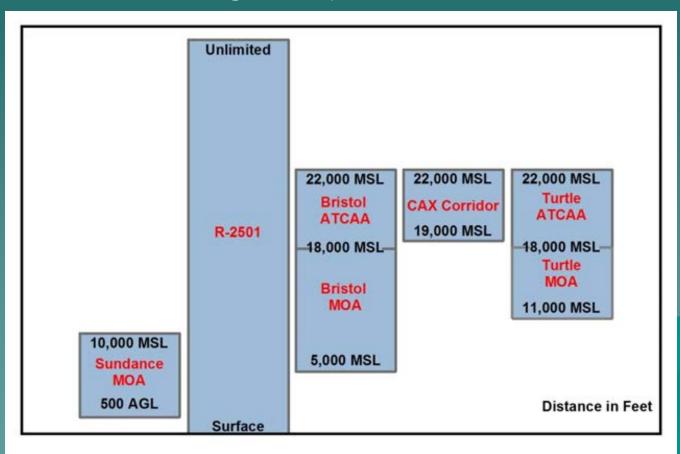


Special Use and Other Airspace in vicinity of MCAGCC No Action Alternative - No Added or Modified Airspace



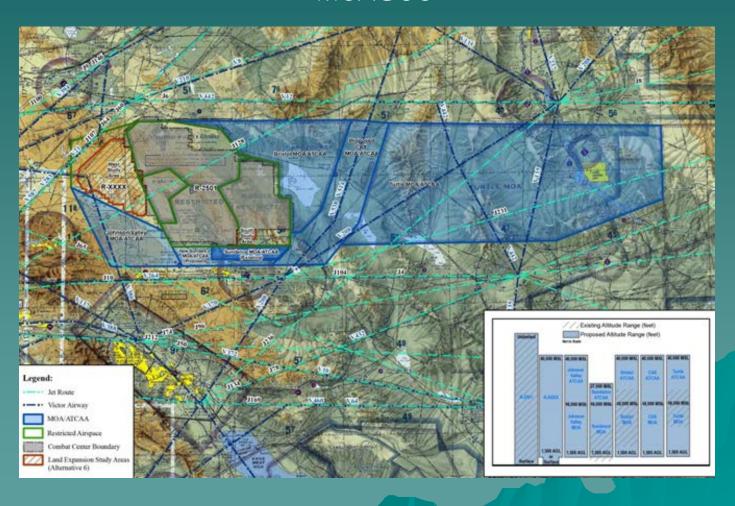


Special Use and Other Airspace in vicinity of MCAGCC No Action Alternative – No Added or Modified Airspace Surface and Ceiling of Airspace Blocks in Alternative





Airways in Relation to Current and Proposed SUA in Vicinity of MCAGCC





A Range of Reasonable Alternatives Were Evaluated in the EIS

- Five land acquisition alternatives for meeting MEB training requirements were presented to the public during scoping.
- Based on public comments and further examination of training requirements, terrain, property ownership and other factors, the five were modified – resulting in removing 15% of lands from the study area.
- A sixth land acquisition alternative was developed to accommodate public access.
- •All Alternatives received the same degree of analysis regarding their environmental impacts.

Supporting Airspace Alternatives

- Alternatives to establish and modify Special Use Airspace were developed to support the training in any newly acquired lands.
 - One airspace alternative would support land acquisition Alternatives 1, 4, 5 and 6.
 - Separate airspace alternatives were developed for each of land acquisition Alternatives 2 and 3.



Throughout the Project the Marine Corps Has Kept Interested Stakeholders Apprised of Project Developments

Non-Governmental

- Private and Commercial Airline
 Pilots and Commercial Airlines
- Chambers of Commerce
- Conservation and Environmental Groups
- Recreational Groups Hikers, Off-Road Vehicle Enthusiasts
- Manufacturers, Energy Companies, Railroads, Mines and Other Businesses
- Historic Preservation Groups
- Developers and Construction Companies
- Military Support Groups

Governmental

- State and Federal Regulatory Agencies
- State and Federal Resource Agencies
- City and County Governments
- Regional Governing Bodies
- State, Regional and Local Economic Development Agencies
- State and Federal Transportation Agencies
- State and Federal Land Management Agencies
- State and Federal Aviation Authorities
- Native American Tribes
- Other DoD Military Services



The Secretary of the Navy has selected Alternative 6 in the Record of Decision (ROD) as the alternative that can best support Marine Expeditionary Brigade (MEB) Training

- The ROD selected Alternative 6 and recommended it to Congress along with other recommendations that include:
 - ◆Identifying mitigation for recreation developed in response to nearly 1,000 public comments on the Final EIS and in consultation with BLM.
 - Providing for continued public access to 43,049 acres of the Johnson Valley OHV area for up to 10 months of each year.
 - Establishing a written agreement between the Marine Corps and the Bureau of Land Management (BLM) to manage the 43,049 Shared Use Area.
- •Alternative 6, while not the best from either an operational or an environmental impact perspective, is the optimal alternative given both the operational and environmental impact factors.
- •By not selecting Alternative 1, the best alternative from a military training perspective, 42,803 acres in the Johnson Valley OHV would remain available to the public year round.
- •Elements of the ROD and Alternative 6 will be included in the legislative proposal to Congress and Congress will have to approve any withdrawal of public lands.



Highlight of Changes from Draft EIS to Final EIS

- Airspace sections revised and updated per coordination with the FAA.
- Four additional special conservation measures for biological resources added that include new Special Use Areas and discussion of a tortoise translocation plan.
- Revised one mitigation measure for recreation.
- Displaced Off Highway Vehicle Recreation Study added.
- Air quality impacts analysis to sensitive receptors added.
- Additional analyses of single-event noise and noise-generated vibrations results added.
- Impacts from ordnance on water wells analysis added.
- Agency correspondence with the California SHPO, California Native American Heritage Commission, USFWS, FAA and Mojave Desert Air Quality Management District added.
- Public comments and the USMC responses to comments added.



Issues of Significance

All alternatives had significant impacts to land use, biological resources and airspace management. All alternatives except for Alternative 3 had significant impacts to recreation resources. Alternative 3, unlike the others, had significant impacts to transportation and air quality resources.

- The Marine Corps is proposing mitigation measures for five resource areas, as appropriate to the Alternative including:
 - Mitigation measures for loss of **recreation** use in the West Study Area (except in Alternative 3 where impacts are less than significant to this resource).
 - Mitigation measures, including four additional special conservation measures (developed in consultation with the US Fish and Wildlife Service) for impacts to biological resources, especially the desert tortoise.
 - Continued consultation with the FAA on airspace configurations and use that would sufficiently support MEB and MEB-building block training while allowing for effective overall management of the **national air space**.
 - Mitigation measures for **transportation resources** in Alternative 3.
 - The Installation Cultural Resources Management Plan would be modified to include acquired lands and updated in 2014 to account for mitigation measures for cultural resources to be identified in consultation with the State Historic Preservation Office and Native American tribes.
- No mitigation measures were available to address the impacts to land use.



Summary of Direct and Indirect Environmental Impacts

	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6 (Preferred)	
Change In Conditions							
Land Acquired (acres)	201,657	134,863	198,580	201,657	180,353	167,971	
Shared Use Area	No	No	No	Yes – on 180,353 acres	Yes – All	Yes – on 43,049 acres	
MEB Building Block Training	Yes	Yes	Yes	No	No	Yes – on 103,618 acres	
Change in Personnel	70	65	59	77	77	77	
Resource Area Impacts							
Land Use	SI	SI	SI	SI	SI	SI	
Recreation	SI	SI	LSI	SI	SI	SI	
Socioeconomics	LSI	LSI	LSI	LSI	LSI	LSI	
Public Health and Safety	LSI	LSI	LSI	LSI	LSI	LSI	
Visual Resources	LSI	LSI	LSI	LSI	LSI	LSI	
Transportation	LSI	LSI	SI	LSI	LSI	LSI	
Airspace Management	SI	SI	SI	SI	SI	SI	
Air Quality	LSI	LSI	SI	LSI	LSI	LSI	
Noise*							
Biological Resources	SI	SI	SI	SI	SI	SI	
Cultural Resources	LSI	LSI	LSI	LSI	LSI	LSI	
Geological Resources	LSI	LSI	LSI	LSI	LSI	LSI	
Water Resources	LSI	LSI	LSI	LSI	LSI	LSI	

Notes: SI = Significant Impact; LSI = Less than Significant Impact

^{*}The noise sections of this EIS describe only the potential changes in noise levels under each alternative. The significance of any noise-related impacts is assessed as a function of the environmental resources that may be affected by noise (e.g., biological resources, land use, etc). Therefore, noise-related impacts are assessed as appropriate in the relevant impact sections for those other resources.



Summary of Cumulative Environmental Impacts

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Change in Personnel	70	65	59	77	77	77		
Resource Area Impacts								
Land Use	SI	SI	SI	SI	SI	SI		
Recreation	SI	SI	NI	SI	SI	SI		
Socioeconomics	LSI	LSI	SI	LSI	LSI	LSI		
Public Health and Safety	LSI	LSI	LSI	LSI	LSI	LSI		
Visual Resources	NI	NI	NI	NI	NI	LSI		
Transportation	NI	NI	NI	NI	NI	NI		
Airspace Management	NI	NI	NI	NI	NI	NI		
Air Quality	LSI	LSI	SI	LSI	LSI	LSI		
Noise*								
Biological Resources	SI	SI	SI	SI	SI	SI		
Cultural Resources	SI	SI	SI	SI	SI	SI		
Geological Resources	LSI	LSI	LSI	LSI	LSI	LSI		
Water Resources	LSI	LSI	SI	LSI	LSI	LSI		

Notes: S| = Significant Impact; LS| = Less than Significant Impact; N| equals No Impact

^{*}The noise sections of this EIS describe only the potential changes in noise levels under each alternative. The significance of any noise-related impacts is assessed as a function of the environmental resources that may be affected by noise (e.g., biological resources, land use, etc). Therefore, noise-related impacts are assessed as appropriate in the relevant impact sections for those other resources.



Airspace Establishment and Modification Proposed Under EIS Land Acquisition Alternative 6 (and also under Alternatives 1, 4 and 5)



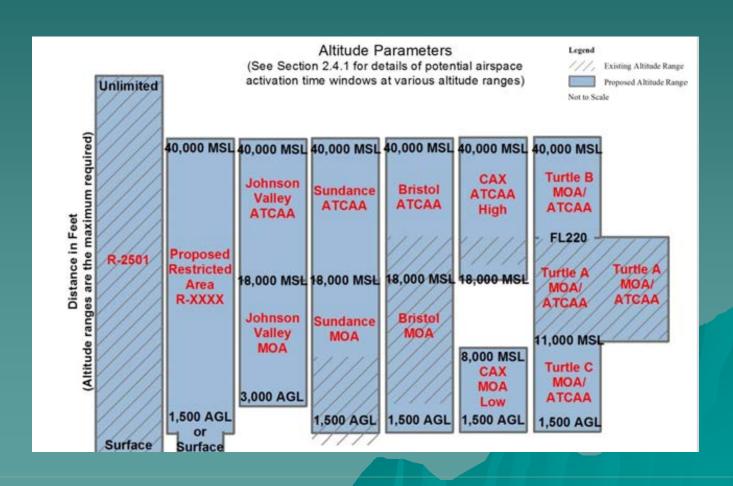


Airspace Establishment and Modification Highlights Under EIS Land Acquisition Alternative 6

- Would add Proposed Combined Arms Exercise MOA/ATCAA between currently authorized Bristol MOA/ATCAA and Turtle MOA/ATCAA.
- ◆Would expand *Sundance MOA/ATCAA* to the south, east and west.
- Would modify the vertical limits of the Bristol, Sundance, and Turtle MOAs/ATCAAs.
- Would add Proposed Western and Eastern Restricted Area and Johnson Valley MOA/ATCAA to the west of the current R2501 Restricted Area.
 - •In the newly proposed *Restricted Area* the surface of the airspace would only go down to 1,500 feet above ground level anywhere it is not above the installation; for the areas above the installation the surface would go to the ground.



Airspace Establishment and Modification Proposed Under EIS Land Acquisition Alternative 6 Surface and Ceiling of Airspace Blocks in Alternative





Airspace Establishment and Modification Proposed Under EIS Land Acquisition Alternative 6 Days and Hours of Proposed Usage of SUA

R-XXXX parameters:	Johnson Valley MOA/ATCAA parameters:	Sundance MOA/ATCAA parameters:	Bristol MOA/ATCAA parameters:	CAX Corridor MOA/ATCAA parameters:	Turtle MOA/ATCAA parameters: Turtle A MOA/ATCAA
Alt Hours Days FL180 8 160	Alt Hours Days FL180 8 160	Alt Hours Days FL180 12 28** FL270 24 6 FL400 12 6*	Alt Hours Days FL180 12 28+ FL270 24 6++ FL400 12 6++*	Alt Hours Days FL180 - FL270 24 6++ FL180 - FL400 12 6++* 1,500 - 8,000 feet MSL24FL270 24 6++ 1,500 - 8,000 feet MSL24FL270 12 6++*	from 11,000 feet MSL to FL220 from 6:00 a.m. to 4:00 p.m. Mon-Fri; other times by NOTAM Turtle B and C sectors from 1,500 feet AGL to FL270 for up to 24 hours per day for 6 days.++ Turtle B and C sectors from 1,500 feet AGL to FL400 for up to 12 hours per day for six days.*

Days are per year.

^{*}not to exceed 40 hours per year

^{**1,500} feet AGL to 10,000 feet MSL intermittently by Notice to Airmen (NOTAM)

^{+5,000} feet AGL to FL220 from 7:00 a.m. to 3:00 p.m. Monday-Friday, others times by NOTAM;

⁺⁺ by NOTAM



Key Airspace Stakeholders

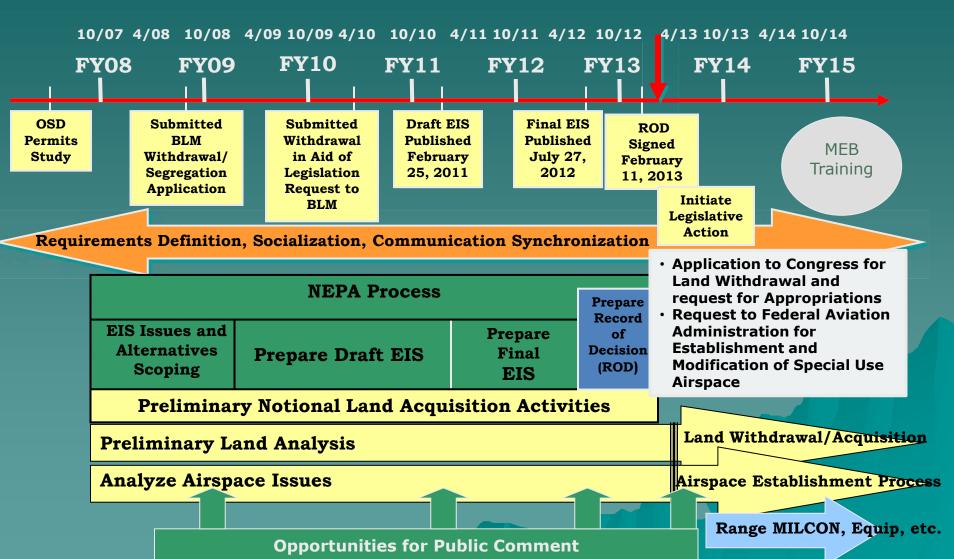
- Federal Aviation Administration (FAA)
- California Department of Transportation, Division of Aeronautics
- US Fish and Wildlife Service
- National Park Service
- Bureau of Land Management
- Pilots and Pilot Organizations
 - e.g., Aircraft Owners and Pilots Assoc., California Pilots Assoc.
- Commercial Airlines
- Airports
- Environmental Groups
- Aviation Non-Governmental Organizations
 - e.g., Air Transport Assoc., Cal. Aviation Assoc., National Air Transportation Assoc.

Path Forward

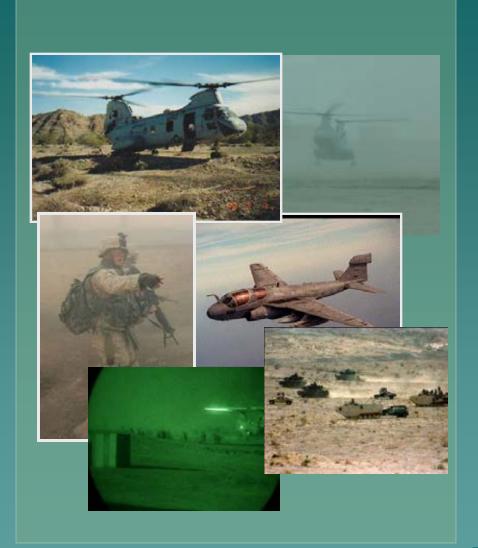
- ✓Land withdrawal legislative process initiated, 2012
- √Record of Decision (ROD), signed February
 11, 2013
- Request FAA to commence processes to consider establish or modify MCAGCC Special Use Airspace, 2013
- Enact Federal Land Withdrawal, 2013
- Prepare Resource Management Plan or amend existing Plan, 2013-2014
- Appropriations to acquire State/Private
 Lands at fair-market value, 2013-2014
- Complete FAA airspace review and rule making processes, 2013-2014
- Complete Necessary Training Range Improvements, 2014
- Implement and Sustain Required Mitigation, 2014 and beyond
- Commence Training, 2014; MEB training, 2015



Overall Project Schedule







Conclusion

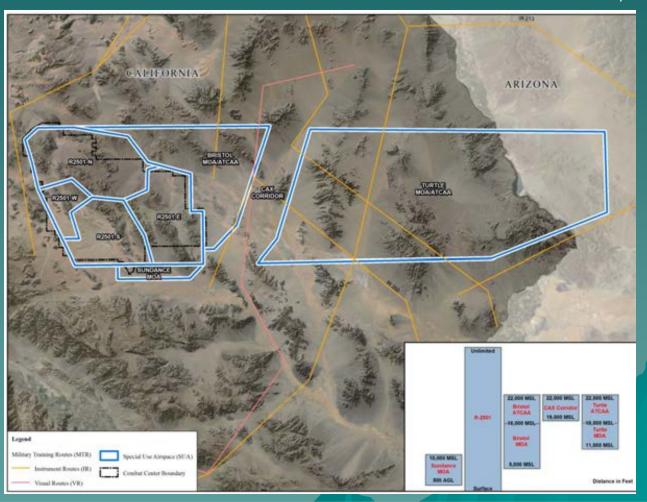
- The Marine Corps has studied reasonable Special Use Airspace alternatives in the area near the Marine Corps Air Ground Combat Center, Twentynine Palms, CA as part of our effort to meet sustained, combined-arms, livefire and maneuver MEB training requirements.
- The Marine Corps seeks only that airspace needed to meet our training requirements, and pledges to release it for use by all aircraft in the National Airspace System when not needed for military training.
- Throughout the National Environmental Policy Act (NEPA) process, stakeholders have had opportunities to review alternatives, the completed studies that support NEPA compliance, the Draft Environmental Impact Statement (EIS), and the Final EIS. After evaluating the EIS, public comments, costs and training requirements, the Secretary of the Navy has published a Record of Decision setting out the final recommendations to Congress on the proposal for new lands and airspace to meet MEB training requirements.
- •We look forward to working with you in the years ahead as the Combat Center continues its important mission for the nation.



Back Up Information Slides
Other Airspace Alternatives Evaluated in the DEIS

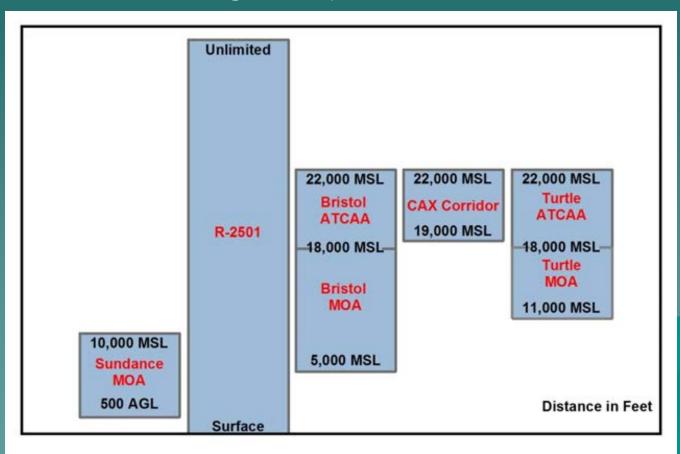


Special Use and Other Airspace in vicinity of MCAGCC No Action Alternative - No Added or Modified Airspace





Special Use and Other Airspace in vicinity of MCAGCC No Action Alternative – No Added or Modified Airspace Surface and Ceiling of Airspace Blocks in Alternative





Airspace Establishment and Modification Highlights Under EIS Land Acquisition Alternative 2

- Would add Proposed Combined Arms Exercise MOA/ATCAA between currently authorized Bristol MOA/ATCAA and Turtle MOA/ATCAA.
- ◆Would expand *Sundance MOA/ATCAA* to the south, east and west.
- •Would modify the vertical limits of the Bristol, Sundance, and Turtle MOAs/ATCAAs.
- Would add proposed Western Restricted Area and Western MOA/ATCAA
 to the west of the current R2501 Restricted Area.
 - Westward expansion of both the Western Restricted Area and the MOA/ATCAA would be less in Alternative 2 than in Alternatives 1,4, 5 and 6.

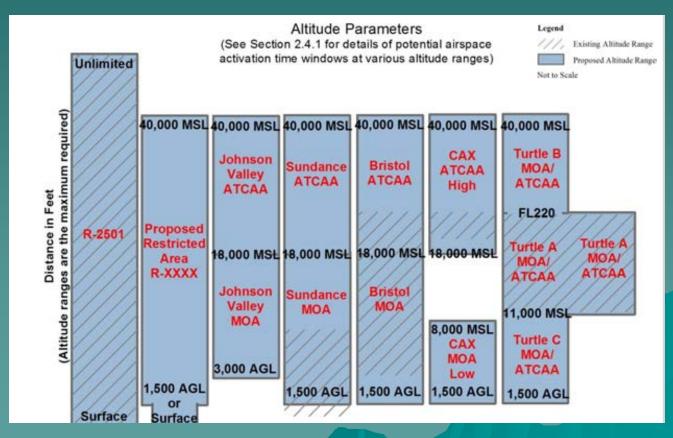


Airspace Establishment and Modification Proposed Under EIS Land Acquisition Alternative 2





Airspace Establishment and Modification Proposed Under EIS Land Acquisition Alternative 2 Surface and Ceiling of Airspace Blocks in Alternative



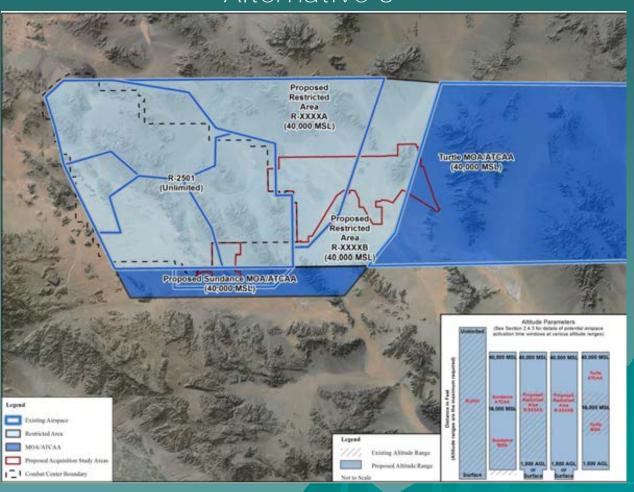


Airspace Establishment and Modification Highlights Under EIS Land Acquisition Alternative 3

- Would convert Bristol MOA/ATCAA into Bristol Restricted Area.
- Would add Proposed Combined Arms Exercise Restricted Area between currently authorized Bristol MOA/ATCAA and Turtle MOA/ATCCA.
- Would expand Sundance MOA/ATCAA to the south, east and west.
- Would modify the vertical limits of the Sundance, and Turtle MOAs/ATCAAs.



Airspace Establishment and Modification Proposed Under EIS Land Acquisition Alternative 3





Airspace Establishment and Modification Proposed Under EIS Land Acquisition Alternative 3 Surface and Ceiling of Airspace Blocks in Alternative

