



T-X Recapitalization Environmental Impact Statement



Joint Base San Antonio-Randolph

JBSA-Randolph T-X Recapitalization: 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. An EIS is a public document and public involvement is a vital component of the NEPA process.

The U.S. Air Force (USAF) has published a Notice of Intent (NOI) to prepare an EIS, pursuant to NEPA, for the proposed Joint Base San Antonio (JBSA)-Randolph T-X Recapitalization. The Proposed Action includes the introduction and use of the new generation T-X training aircraft and associated construction and renovation of support facilities at JBSA-Randolph.

Background of the U.S. Air Force T-X Recapitalization Program

The new T-X aircraft will allow USAF Pilots to train more efficiently and effectively to fly 4th and 5th generation USAF aircraft. Other benefits of the T-X aircraft would include improved technology and improved maintenance leading to less downtime of the aircraft, and increased simulator training in the pilot training program. Deliveries of the new aircraft would start in fiscal year (FY) 2023.



The USAF's Air Education and Training Command developed a phased plan that would initiate T-X aircraft implementation activities at JBSA-Randolph because JBSA-Randolph conducts the majority of the USAF's Pilot Instructor Training (PIT) and is an Introduction to Fighter Fundamentals (IFF) training location. Initial basing of T-X aircraft at JBSA-Randolph would be an essential first step in establishing a T-X PIT pipeline and would allow for implementing T-X training at other pilot training bases that would be using the T-X Advanced Pilot Training Program.

What is the Public Scoping Process?

Public scoping is an early and open process 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. Conducting public scoping for the proposed T-X recapitalization and facility construction and improvements helps inform interested stakeholders, elicit valuable community input, and provide transparency through a mutual exchange of information. The public scoping process began with publication of the NOI. Comments received during the public scoping process will be considered in the preparation of the Draft EIS. See the process on the back of this page for additional information regarding the preparation of the EIS.

Proposed Action and Alternatives

The Proposed Action is to recapitalize the T-38C fleet with new T-X aircraft. The Proposed Action at JBSA-Randolph includes the construction and improvement of support facilities for training and maintenance of the T-X aircraft. The proposed five major construction projects include a Maintenance Training System facility, a Ground Based Training System facility, a Hush House pad, a Fuel Cell facility, and Installation of 65 Sunshades. Additionally, there are 14 minor renovation projects of existing facilities to support similar missions now conducted in those facilities. The Proposed Action has three alternative approaches. Each alternative includes the previously mentioned proposed facility construction and improvements:

- **Alternative 1 – Baseline Projected T-X Aircraft Operations:** The T-X aircraft would conduct training events for PIT and IFF training. Up to 600 nighttime T-X operations would be conducted annually and phased in at a proportionate level to daytime operations. The T-X aircraft would perform the same types of operations now performed by the T-38C aircraft, but may have minor adjustments to account for the handling and enhanced capabilities of the newer T-X aircraft. T-X aircraft training events would occur at training locations now used by T-38C aircraft within the training region of JBSA-Randolph such as Seguin Auxiliary Field.
- **Alternative 2 – Increased T-X Aircraft Operations:** The T-X aircraft would conduct training events for PIT and IFF training at operational intensities that are 20 percent greater than those defined for Alternative 1 and with a 20 percent increase in annual nighttime operations (i.e., 720 nighttime T-X operations). Alternative 2 is intended to cover a scenario in which, for either broad strategic or tactical operational reasons, USAF requires a surge or increase in training operations.
- **Alternative 3 – Conduct T-X Operations in Conjunction with a Reduced Level of T-38C Operations:** This alternative would maintain the level of T-X operations detailed in Alternative 2, but would have a continued, sustained level of T-38C operations occurring at 10,000 per year starting in FY28 and going forward. This would allow for the more advanced pilot training to be implemented while sustaining legacy aircraft operations at a reduced level.

Comments, suggestions, and relevant information are welcomed on the proposal. Please submit comments in English at the public scoping meeting by visiting the project website (see bottom of page) or contacting Mr. Christopher Moore at the address below.

Address comments to:

Mr. Christopher Moore, AFCEC/CZN
Attn: T-X Recapitalization EIS
2261 Hughes Ave, Suite 155
JBSA Lackland, TX 78236-9853

The USAF also welcomes comments under Section 106 of the National Historic Preservation Act (36 Code of Federal Regulations Part 800) regarding the identification of or effects on historic properties, and requests to become a consulting party in the Section 106 process.

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www.TXRecapitalizationEIS.com

To ensure the USAF has sufficient time to consider public input, please submit all comments by April 5, 2019!

JBSA-Randolph T-X Recapitalization EIS Process

