



Appendix F

Agency Consultation
Letters



Second Letter to the Absentee-Shawnee Tribe of Indians of Oklahoma



**DEPARTMENT OF THE AIR FORCE
AIR FORCE CIVIL ENGINEER CENTER
JOINT BASE SAN ANTONIO LACKLAND TEXAS**

08 October 2021

MEMORANDUM FOR INTERESTED INDIVIDUALS, ORGANIZATIONS, PUBLIC GROUPS,
GOVERNMENT AGENCIES AND OTHERS

FROM: AFCEC/CZN
2261 Hughes Ave, Suite 155
JBSA Lackland, TX 78236-9853

We are pleased to provide you with notice of availability of the Draft Environmental Impact Statement (EIS) for the T-7A Recapitalization at Joint Base San Antonio. This document is provided in accordance with the National Environmental Policy Act (NEPA) and is available online at www.jbsa.T-7ANEPAdocuments.com.

Notification of the availability of the Draft EIS will appear in the Federal Register on October 15, 2021. The Draft EIS analyzes alternative actions for the Department of the Air Force's (DAF) proposal to replace T-38C Talon aircraft with T-7A Red Hawk aircraft, construct supporting infrastructure, provide appropriate manpower, and conduct T-7A flight operations in support of the pilot training mission.

The DAF will hold a virtual public hearing on the Draft EIS on November 16, 2021, from 5:30-8:00 p.m. Central Time, via internet/phone. The purpose of the hearing is to receive input on the proposed action and alternatives and the Draft EIS analysis. The hearing will also be announced through local media. Instructions for participating in the virtual public hearing are provided on the project website, www.jbsa.T-7ANEPAdocuments.com. A link to the on-line virtual public hearing will be provided on the project website allowing interested parties to electronically participate in the public hearing, and a phone number will be provided for those without internet access. A Spanish-speaking interpreter will be available at the virtual public hearing to assist with translation of verbal comments. *Un intérprete de español está disponible para ayudar con la traducción de los comentarios al inglés.*

Public, agency, and stakeholder substantive comments provided at the hearing and through written comments received via postal mail and the project website will be considered in the preparation of the Final EIS. To ensure we have sufficient time to consider your input in the Final EIS, please submit comments by November 29, 2021.

Additional information can be found on the project website listed above. Questions or comments can be submitted to the Air Force Civil Engineer Center (AFCEC) project point-of-contact Mr. Nolan Swick, AFCEC/CZN, Attn: JBSA T-7A Recapitalization EIS, Headquarters Air Education and Training Command Public Affairs, 100 H. East St, Ste 4, Randolph AFB, Texas 78150.

Sincerely,

SWICK.NOLAN
.T.1386410530

Digitally signed by
SWICK.NOLAN.T.1386410530
Date: 2021.10.06 11:52:51
-05'00'

Nolan Swick, DAFC
Project Manager
Air Force Civil Engineer Center, NEPA Division

*The second letter was identical for all tribes and is not repeated in this appendix.

Phone Record for the Absentee-Shawnee Tribe of Indians of Oklahoma

1st Attempt: Date/Time: 4 Nov 2021 at 1455

Spoke with Ms. Devon Frazier. She confirmed they had no historical sites to be potentially impacted and no concerns. She requested if any artifacts were found during ground disturbance to notify them.

- Nolan Swick, AFCEC/CZN

First Letter to the Alabama-Coushatta Tribe of Texas



**DEPARTMENT OF THE AIR FORCE
12TH FLYING TRAINING WING
JOINT BASE SAN ANTONIO – RANDOLPH TEXAS**

22 June 2021

Mr. Michael D. Waldrop
JBSA Tribal Liaison
AETC 502 ABW
502 MSG/CD (BLDG 122)
JBSA-Fort Sam Houston TX 78234

Ms. Nita Battise
Chairperson
Alabama-Coushatta Tribe of Texas
571 State Park Road 56
Livington, TX 77351

Dear Chairperson Battise:

The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental impacts associated with T-7A recapitalization at Joint Base San Antonio (JBSA), Texas. Per Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations at 36 CFR Part 800, the USAF is accounting for various environmental concerns and engaging early with tribal governments as it formulates the undertaking.

As part of the proposed undertaking, T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph; new intensities of flight operations at JBSA-Randolph, JBSA-Lackland, and Seguin Auxiliary Airfield including nighttime operations at JBSA-Randolph and JBSA-Lackland; and the introduction of 300 new personnel at JBSA-Randolph. T-7A operations would occur at a relatively high altitude within the same designated military airspace boundaries currently used for T-38C operations. No changes to these boundaries would be necessary to support the proposed operations of the T-7A (see **Attachment 1**). Additionally, construction for six military construction (MILCON) projects and 13 facilities sustainment, restoration, and modernization (FSRM) projects would occur at JBSA-Randolph to provide modern facilities and infrastructure to support the T-7A aircraft's maintenance, training, and operational requirements. The MILCON and FSRM projects include new building construction, renovation of several existing buildings and hangars, repainting taxi lines, and relocation of displaced athletic facilities. **Attachment 2** shows the locations of the MILCON and FSRM projects. No ground disturbance would occur at JBSA-Lackland and Seguin Auxiliary Airfield.

In accordance with the NHPA, the USAF would like to initiate government-to-government consultation regarding the T-7A recapitalization at JBSA. The USAF requests your input in identifying any issues or areas of concern you feel should be addressed in the environmental analysis. Additionally, please let us know if you believe this undertaking might adversely affect any historic properties of religious and cultural significance to the Alabama-Coushatta Tribe of Texas.

If you have any questions, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil or mail at AFCEC/CZN, Attn: T-7A Recapitalization EIS, 2261 Hughes Ave, Suite 155, JBSA-Lackland, TX 78236-9853. Thank you in advance for your assistance in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Waldrop". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

MICHAEL D. WALDROP

Attachment:

1. Airspace Map – June 2021
2. MILCON and FSRM Project Map – June 2021

Phone Record for the Alabama-Coushatta Tribe of Texas

1st Attempt: Date/Time: 4 Nov 2021 at 1539

Spoke with Historic Preservation Office. We discussed the project and he confirmed they would have no concerns with the proposed action.

- Nolan Swick, AFCEC/CZN

First Letter to the Alabama-Quassarte Tribal Town



**DEPARTMENT OF THE AIR FORCE
12TH FLYING TRAINING WING
JOINT BASE SAN ANTONIO – RANDOLPH TEXAS**

22 June 2021

Mr. Michael D. Waldrop
JBSA Tribal Liaison
AETC 502 ABW
502 MSG/CD (BLDG 122)
JBSA-Fort Sam Houston TX 78234

Mr. Tarpic Yargee
Town King
Alabama-Quassarte Tribal Town
PO Box 187
Wetumka, OK 74883

Dear King Yargee:

The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental impacts associated with T-7A recapitalization at Joint Base San Antonio (JBSA), Texas. Per Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations at 36 CFR Part 800, the USAF is accounting for various environmental concerns and engaging early with tribal governments as it formulates the undertaking.

As part of the proposed undertaking, T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph; new intensities of flight operations at JBSA-Randolph, JBSA-Lackland, and Seguin Auxiliary Airfield including nighttime operations at JBSA-Randolph and JBSA-Lackland; and the introduction of 300 new personnel at JBSA-Randolph. T-7A operations would occur at a relatively high altitude within the same designated military airspace boundaries currently used for T-38C operations. No changes to these boundaries would be necessary to support the proposed operations of the T-7A (see **Attachment 1**). Additionally, construction for six military construction (MILCON) projects and 13 facilities sustainment, restoration, and modernization (FSRM) projects would occur at JBSA-Randolph to provide modern facilities and infrastructure to support the T-7A aircraft's maintenance, training, and operational requirements. The MILCON and FSRM projects include new building construction, renovation of several existing buildings and hangars, repainting taxi lines, and relocation of displaced athletic facilities. **Attachment 2** shows the locations of the MILCON and FSRM projects. No ground disturbance would occur at JBSA-Lackland and Seguin Auxiliary Airfield.

In accordance with the NHPA, the USAF would like to initiate government-to-government consultation regarding the T-7A recapitalization at JBSA. The USAF requests your input in identifying any issues or areas of concern you feel should be addressed in the environmental analysis. Additionally, please let us know if you believe this undertaking might adversely affect any historic properties of religious and cultural significance to the Alabama-Quassarte Tribal Town.

If you have any questions, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil or mail at AFCEC/CZN, Attn: T-7A Recapitalization EIS, 2261 Hughes Ave, Suite 155, JBSA-Lackland, TX 78236-9853. Thank you in advance for your assistance in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Waldrop". The signature is fluid and cursive, with the first name being the most prominent.

MICHAEL D. WALDROP

Attachment:

1. Airspace Map – June 2021
2. MILCON and FSRM Project Map – June 2021

Response from the Alabama-Quassarte Tribal Town

From: Ben Yahola <ben.yahola@alabama-quassarte.org>
Sent: Monday, July 12, 2021 1:05 PM
To: SWICK, NOLAN T GS-13 USAF AFMC AFCEC/CZN <nolan.swick@us.af.mil>
Subject: [Non-DoD Source] USAF JBSA Letter M.D.Waldrop 06/22/2021

Mr Michael D. Waldrop

Until I receive a full submission packet I am deferring this matter to our Southern Tribal Historic Preservation Officer relatives the Alabama Coushatta of TX and the Coushatta Tribe of LA.

The Alabama Quassarte Tribal Town Tribal Historic Preservation Office honors and works with government agencies and private individuals that protect and preserve archeological resources.

Thank you,

Ben Yahola

AQTHPO Cultural Director

405452-3881 x 2014

Linda Langley <LLangley@coushatta.org>
"Bryant Celestne (Celestine.Bryant@actribe.org)"

CONFIDENTIAL: This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager. This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited.

First Letter to the Apache Tribe of Oklahoma



**DEPARTMENT OF THE AIR FORCE
12TH FLYING TRAINING WING
JOINT BASE SAN ANTONIO – RANDOLPH TEXAS**

22 June 2021

Mr. Michael D. Waldrop
JBSA Tribal Liaison
AETC 502 ABW
502 MSG/CD (BLDG 122)
JBSA-Fort Sam Houston TX 78234

Mr. Bobby Komardley
Chairman
Apache Tribe of Oklahoma
PO Box 1330
Anadarko, OK 73005

Dear Chairman Komardley:

The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental impacts associated with T-7A recapitalization at Joint Base San Antonio (JBSA), Texas. Per Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations at 36 CFR Part 800, the USAF is accounting for various environmental concerns and engaging early with tribal governments as it formulates the undertaking.

As part of the proposed undertaking, T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph; new intensities of flight operations at JBSA-Randolph, JBSA-Lackland, and Seguin Auxiliary Airfield including nighttime operations at JBSA-Randolph and JBSA-Lackland; and the introduction of 300 new personnel at JBSA-Randolph. T-7A operations would occur at a relatively high altitude within the same designated military airspace boundaries currently used for T-38C operations. No changes to these boundaries would be necessary to support the proposed operations of the T-7A (see **Attachment 1**). Additionally, construction for six military construction (MILCON) projects and 13 facilities sustainment, restoration, and modernization (FSRM) projects would occur at JBSA-Randolph to provide modern facilities and infrastructure to support the T-7A aircraft's maintenance, training, and operational requirements. The MILCON and FSRM projects include new building construction, renovation of several existing buildings and hangars, repainting taxi lines, and relocation of displaced athletic facilities. **Attachment 2** shows the locations of the MILCON and FSRM projects. No ground disturbance would occur at JBSA-Lackland and Seguin Auxiliary Airfield.

In accordance with the NHPA, the USAF would like to initiate government-to-government consultation regarding the T-7A recapitalization at JBSA. The USAF requests your input in identifying any issues or areas of concern you feel should be addressed in the environmental analysis. Additionally, please let us know if you believe this undertaking might adversely affect any historic properties of religious and cultural significance to the Apache Tribe of Oklahoma.

If you have any questions, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil or mail at AFCEC/CZN, Attn: T-7A Recapitalization EIS, 2261 Hughes Ave, Suite 155, JBSA-Lackland, TX 78236-9853. Thank you in advance for your assistance in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Waldrop". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

MICHAEL D. WALDROP

Attachment:

1. Airspace Map – June 2021
2. MILCON and FSRM Project Map – June 2021

Phone Record for the Apache Tribe of Oklahoma

1st Attempt: Date/Time: 4 Nov 2021 at 1555

Called and reached operator line but there was no answer or voicemail option. No option on menu for historic preservation officer, chairman, or other appropriate staff member either.

- Nolan Swick, AFCEC/CZN

2nd Attempt: Date/Time: 17 Nov 2021 at 1335

Called and reached operator line but there was no answer or voicemail option. No option on menu for historic preservation officer, chairman, or other appropriate staff member either.

- Nolan Swick, AFCEC/CZN

First Letter to the Caddo Nation of Oklahoma



**DEPARTMENT OF THE AIR FORCE
12TH FLYING TRAINING WING
JOINT BASE SAN ANTONIO – RANDOLPH TEXAS**

22 June 2021

Mr. Michael D. Waldrop
JBSA Tribal Liaison
AETC 502 ABW
502 MSG/CD (BLDG 122)
JBSA-Fort Sam Houston TX 78234

Mr. Bobby Gonzalez
Chairman
Caddo Nation of Oklahoma
PO Box 487
Binger, OK 73009

Dear Chairman Gonzalez:

The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental impacts associated with T-7A recapitalization at Joint Base San Antonio (JBSA), Texas. Per Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations at 36 CFR Part 800, the USAF is accounting for various environmental concerns and engaging early with tribal governments as it formulates the undertaking.

As part of the proposed undertaking, T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph; new intensities of flight operations at JBSA-Randolph, JBSA-Lackland, and Seguin Auxiliary Airfield including nighttime operations at JBSA-Randolph and JBSA-Lackland; and the introduction of 300 new personnel at JBSA-Randolph. T-7A operations would occur at a relatively high altitude within the same designated military airspace boundaries currently used for T-38C operations. No changes to these boundaries would be necessary to support the proposed operations of the T-7A (see **Attachment 1**). Additionally, construction for six military construction (MILCON) projects and 13 facilities sustainment, restoration, and modernization (FSRM) projects would occur at JBSA-Randolph to provide modern facilities and infrastructure to support the T-7A aircraft's maintenance, training, and operational requirements. The MILCON and FSRM projects include new building construction, renovation of several existing buildings and hangars, repainting taxi lines, and relocation of displaced athletic facilities. **Attachment 2** shows the locations of the MILCON and FSRM projects. No ground disturbance would occur at JBSA-Lackland and Seguin Auxiliary Airfield.

In accordance with the NHPA, the USAF would like to initiate government-to-government consultation regarding the T-7A recapitalization at JBSA. The USAF requests your input in identifying any issues or areas of concern you feel should be addressed in the environmental analysis. Additionally, please let us know if you believe this undertaking might adversely affect any historic properties of religious and cultural significance to the Caddo Nation of Oklahoma.

If you have any questions, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil or mail at AFCEC/CZN, Attn: T-7A Recapitalization EIS, 2261 Hughes Ave, Suite 155, JBSA-Lackland, TX 78236-9853. Thank you in advance for your assistance in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Waldrop". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

MICHAEL D. WALDROP

Attachment:

1. Airspace Map – June 2021
2. MILCON and FSRM Project Map – June 2021

Phone Record for the Caddo Nation of Oklahoma

1st Attempt: Date/Time: 4 Nov 2021 at 1548

Spoke with operator and transferred to Historic Preservation Officer. Phone rang for several minutes without any voicemail.

- Nolan Swick, AFCEC/CZN

2nd Attempt: Date/Time: 17 Nov 2021 at 1343

Spoke with operator who stated the Historic Preservation Officer was out of the office, but provided his name and e-mail (jrohrer@mycaddonation.com) and requested I e-mail him. I e-mailed the project details on 17 Nov at 1356 asking for comments or concerns.

- Nolan Swick, AFCEC/CZN

Email to the Caddo Nation of Oklahoma

From: SWICK, NOLAN.T.GS-14.USAF.AFMC.AFCEC/CZN
To: jrohrer@mycaddonation.com
Subject: T-7A Recapitalization at Joint Base San Antonio-Randolph
Date: Wednesday, November 17, 2021 1:55:00 PM
Attachments: Tribal Letter Caddo Nation EIS for T-7A Recap at JBSA 22June2021.pdf
T-7A DEIS Distribution Letter 06 OCT 2021 signed.pdf

Sir,

I am writing to enquire if there are any comments or areas of concern you may have regarding a Department of Air Force project, the T-7A Recapitalization at Joint Base San Antonio (JBSA). T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph. Attached is the initial letter we mailed requesting input in identifying any issues or areas of concern related to this proposal. The last two pages of the attachment show the locations of the airspace currently used by the T-38C and proposed for use by the T-7A, as well as the locations of the construction and renovation projects proposed at JBSA-Randolph.

On October 15, 2021, notification of the availability of the Draft Environmental Impact Statement for this project was published. The document and additional project details are available online at www.jbsa.T-7ANEPAdocuments.com.

If you have any questions or comments, please don't hesitate to contact me.

Regards,
Nolan

Nolan Swick
Program Manager
Air Force Civil Engineer Center, NEPA Division
JBSA-Lackland, TX
210-925-3392
nolan.swick@us.af.mil

First Letter to the Comanche Nation



**DEPARTMENT OF THE AIR FORCE
12TH FLYING TRAINING WING
JOINT BASE SAN ANTONIO – RANDOLPH TEXAS**

22 June 2021

Mr. Michael D. Waldrop
JBSA Tribal Liaison
AETC 502 ABW
502 MSG/CD (BLDG 122)
JBSA-Fort Sam Houston TX 78234

Mr. William Nelson
Chairman
Comanche Nation
PO Box 908
Lawton, OK 73502

Dear Chairman Nelson:

The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental impacts associated with T-7A recapitalization at Joint Base San Antonio (JBSA), Texas. Per Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations at 36 CFR Part 800, the USAF is accounting for various environmental concerns and engaging early with tribal governments as it formulates the undertaking.

As part of the proposed undertaking, T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph; new intensities of flight operations at JBSA-Randolph, JBSA-Lackland, and Seguin Auxiliary Airfield including nighttime operations at JBSA-Randolph and JBSA-Lackland; and the introduction of 300 new personnel at JBSA-Randolph. T-7A operations would occur at a relatively high altitude within the same designated military airspace boundaries currently used for T-38C operations. No changes to these boundaries would be necessary to support the proposed operations of the T-7A (see **Attachment 1**). Additionally, construction for six military construction (MILCON) projects and 13 facilities sustainment, restoration, and modernization (FSRM) projects would occur at JBSA-Randolph to provide modern facilities and infrastructure to support the T-7A aircraft's maintenance, training, and operational requirements. The MILCON and FSRM projects include new building construction, renovation of several existing buildings and hangars, repainting taxi lines, and relocation of displaced athletic facilities. **Attachment 2** shows the locations of the MILCON and FSRM projects. No ground disturbance would occur at JBSA-Lackland and Seguin Auxiliary Airfield.

In accordance with the NHPA, the USAF would like to initiate government-to-government consultation regarding the T-7A recapitalization at JBSA. The USAF requests your input in identifying any issues or areas of concern you feel should be addressed in the environmental analysis. Additionally, please let us know if you believe this undertaking might adversely affect any historic properties of religious and cultural significance to the Comanche Nation of Oklahoma.

If you have any questions, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil or mail at AFCEC/CZN, Attn: T-7A Recapitalization EIS, 2261 Hughes Ave, Suite 155, JBSA-Lackland, TX 78236-9853. Thank you in advance for your assistance in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Waldrop". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

MICHAEL D. WALDROP

Attachment:

1. Airspace Map – June 2021
2. MILCON and FSRM Project Map – June 2021

Response from the Comanche Nation

COMANCHE NATION



Department of the Air Force 12th Flying Training Wing
Attn: Mr. Nolan Swick
2261 Hughes Ave, Suite 155
Texas 78236-9853

July 21, 2021

Re: The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to Evaluate Potential Environmental Impacts Associated with T-7A Recapitalization At Joint Base San Antonio (JBSA)

Dear Mr. Swick:

In response to your request, the above reference project has been reviewed by staff of this office to identify areas that may potentially contain prehistoric or historic archeological materials. The location of your project has been cross referenced with the Comanche Nation site files, where an indication of "*No Properties*" have been identified. (IAW 36 CFR 800.4(d)(1)).

Please contact this office at (580) 595-9960/9618) if you require additional information on this project.

This review is performed in order to identify and preserve the Comanche Nation and State cultural heritage, in conjunction with the State Historic Preservation Office.

Regards

Comanche Nation Historic Preservation Office
Theodore E. Villicana , Technician
#6 SW "D" Avenue, Suite C
Lawton, OK. 73502

Consult Response delayed due to Covid-19 work conditions.

COMANCHE NATION P.O. BOX 908 / LAWTON, OK 73502
PHONE: 580-492-4988 TOLL FREE:1-877-492-4988

First Letter to the Coushatta Tribe of Louisiana



**DEPARTMENT OF THE AIR FORCE
12TH FLYING TRAINING WING
JOINT BASE SAN ANTONIO – RANDOLPH TEXAS**

22 June 2021

Mr. Michael D. Waldrop
JBSA Tribal Liaison
AETC 502 ABW
502 MSG/CD (BLDG 122)
JBSA-Fort Sam Houston TX 78234

Mr. David Sickey
Chairman
Coushatta Tribe of Louisiana
PO Box 818
Elton, LA 70532

Dear Chairman Sickey:

The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental impacts associated with T-7A recapitalization at Joint Base San Antonio (JBSA), Texas. Per Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations at 36 CFR Part 800, the USAF is accounting for various environmental concerns and engaging early with tribal governments as it formulates the undertaking.

As part of the proposed undertaking, T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph; new intensities of flight operations at JBSA-Randolph, JBSA-Lackland, and Seguin Auxiliary Airfield including nighttime operations at JBSA-Randolph and JBSA-Lackland; and the introduction of 300 new personnel at JBSA-Randolph. T-7A operations would occur at a relatively high altitude within the same designated military airspace boundaries currently used for T-38C operations. No changes to these boundaries would be necessary to support the proposed operations of the T-7A (see **Attachment 1**). Additionally, construction for six military construction (MILCON) projects and 13 facilities sustainment, restoration, and modernization (FSRM) projects would occur at JBSA-Randolph to provide modern facilities and infrastructure to support the T-7A aircraft's maintenance, training, and operational requirements. The MILCON and FSRM projects include new building construction, renovation of several existing buildings and hangars, repainting taxi lines, and relocation of displaced athletic facilities. **Attachment 2** shows the locations of the MILCON and FSRM projects. No ground disturbance would occur at JBSA-Lackland and Seguin Auxiliary Airfield.

In accordance with the NHPA, the USAF would like to initiate government-to-government consultation regarding the T-7A recapitalization at JBSA. The USAF requests your input in identifying any issues or areas of concern you feel should be addressed in the environmental analysis. Additionally, please let us know if you believe this undertaking might adversely affect any historic properties of religious and cultural significance to the Coushatta Tribe of Louisiana.

If you have any questions, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil or mail at AFCEC/CZN, Attn: T-7A Recapitalization EIS, 2261 Hughes Ave, Suite 155, JBSA-Lackland, TX 78236-9853. Thank you in advance for your assistance in this effort.

Sincerely,



MICHAEL D. WALDROP

Attachment:

1. Airspace Map – June 2021
2. MILCON and FSRM Project Map – June 2021

Response from the Coushatta Tribe of Louisiana

From: [Kassie Dawsey](#)
To: [SWICK, NOLAN T GS-13 USAF AFMC AFCEC/CZN](#)
Subject: [Non-DoD Source] T-7A recapitalization at JBSA
Date: Wednesday, June 30, 2021 9:47:36 AM

Thank you for requesting our 106/EA determination. Based on the information provided, I do not believe that this project will have a negative impact on any archaeological, historic, or cultural resources of the Coushatta people. Accordingly, we do not wish to consult further on this project. If any inadvertent discoveries are made in the course of this project, we expect to be contacted immediately and reserve the right to consult with you at that time.

Aliilamo (thank you),

Kassie Dawsey
Section 106 Coordinator
Department of Cultural, Historical, and Natural Resources
Coushatta Tribe of Louisiana
P.O. Box 10
Elton, LA 70532
337-584-1560

First Letter to the Delaware Nation



**DEPARTMENT OF THE AIR FORCE
12TH FLYING TRAINING WING
JOINT BASE SAN ANTONIO – RANDOLPH TEXAS**

22 June 2021

Mr. Michael D. Waldrop
JBSA Tribal Liaison
AETC 502 ABW
502 MSG/CD (BLDG 122)
JBSA-Fort Sam Houston TX 78234

Ms. Deborah Dotson
President
Delaware Nation
PO Box 825
Anadarko, OK 73005

Dear President Dotson:

The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental impacts associated with T-7A recapitalization at Joint Base San Antonio (JBSA), Texas. Per Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations at 36 CFR Part 800, the USAF is accounting for various environmental concerns and engaging early with tribal governments as it formulates the undertaking.

As part of the proposed undertaking, T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph; new intensities of flight operations at JBSA-Randolph, JBSA-Lackland, and Seguin Auxiliary Airfield including nighttime operations at JBSA-Randolph and JBSA-Lackland; and the introduction of 300 new personnel at JBSA-Randolph. T-7A operations would occur at a relatively high altitude within the same designated military airspace boundaries currently used for T-38C operations. No changes to these boundaries would be necessary to support the proposed operations of the T-7A (see **Attachment 1**). Additionally, construction for six military construction (MILCON) projects and 13 facilities sustainment, restoration, and modernization (FSRM) projects would occur at JBSA-Randolph to provide modern facilities and infrastructure to support the T-7A aircraft's maintenance, training, and operational requirements. The MILCON and FSRM projects include new building construction, renovation of several existing buildings and hangars, repainting taxi lines, and relocation of displaced athletic facilities. **Attachment 2** shows the locations of the MILCON and FSRM projects. No ground disturbance would occur at JBSA-Lackland and Seguin Auxiliary Airfield.

In accordance with the NHPA, the USAF would like to initiate government-to-government consultation regarding the T-7A recapitalization at JBSA. The USAF requests your input in identifying any issues or areas of concern you feel should be addressed in the environmental analysis. Additionally, please let us know if you believe this undertaking might adversely affect any historic properties of religious and cultural significance to the Delaware Nation.

If you have any questions, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil or mail at AFCEC/CZN, Attn: T-7A Recapitalization EIS, 2261 Hughes Ave, Suite 155, JBSA-Lackland, TX 78236-9853. Thank you in advance for your assistance in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Waldrop". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

MICHAEL D. WALDROP

Attachment:

1. Airspace Map – June 2021
2. MILCON and FSRM Project Map – June 2021

Phone Record for the Delaware Nation

1st Attempt: Date/Time: 4 Nov 2021 at 1605

Called and left voicemail with the director of Historic Preservation, Erin Paden, with a brief summary of the project details and my phone number and e-mail address.

- Nolan Swick, AFCEC/CZN

2nd Attempt: Date/Time: 17 Nov 2021 at 1609

Called and spoke with Ms. Erin Paden the director of Historic Preservation. She requested I e-mail the project details to her at epaden@delawarenation-nsn.gov. I e-mailed the project details to her on 17 Nov 2021 at 1416.

- Nolan Swick, AFCEC/CZN

Email to the Delaware Nation

From: [SWICK, NOLAN.T.GS-14.USAF.AFMC.AFCEC/CZN](mailto:SWICK_NOLAN.T.GS-14.USAF.AFMC.AFCEC/CZN)
To: ["epaden@delawarenation-nsn.gov"](mailto:epaden@delawarenation-nsn.gov)
Subject: T-7A Recapitalization at Joint Base San Antonio-Randolph, TX
Date: Wednesday, November 17, 2021 2:16:00 PM
Attachments: Tribal Letter Delaware Nation EIS for T-7A Recap at JBSA 22June2021.pdf

Ms. Paden,

Here are further details regarding the project I called about, the T-7A Recapitalization at Joint Base San Antonio (JBSA). T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph. Attached is the initial letter we mailed requesting input in identifying any issues or areas of concern related to this proposal. The last two pages of the attachment show the locations of the airspace currently used by the T-38C and proposed for use by the T-7A, as well as the locations of the construction and renovation projects proposed at JBSA-Randolph in Bexar County, Texas.

On October 15, 2021, notification of the availability of the Draft Environmental Impact Statement for this project was published. The document and additional project details are available online at www.jbsa.T-7ANEPAdocuments.com.

If you have any questions, please don't hesitate to contact me.

Regards,
Nolan

Nolan Swick
Program Manager
Air Force Civil Engineer Center, NEPA Division
JBSA-Lackland, TX
210-925-3392
nolan.swick@us.af.mil

Response from the Delaware Nation



The Delaware Nation
Historic Preservation Department
31064 State Highway 281
Anadarko, OK 73005
Phone (405)247-2448

November 19, 2021

To Whom It May Concern:

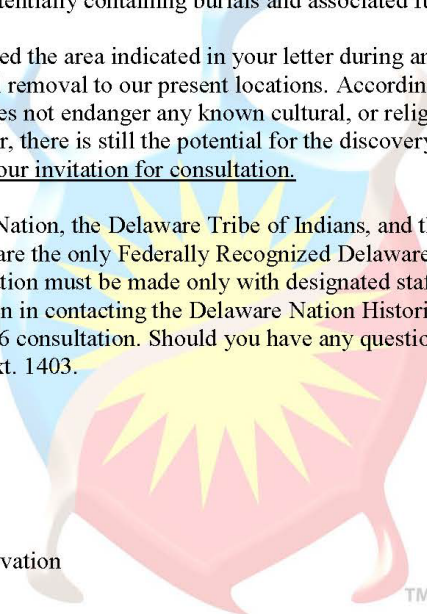
The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

Project(s): T-7A Recapitalization at Joint Base San Antonio-Randolph, TX

Our office is committed to protecting tribal heritage, culture and religion with particular concern for archaeological sites potentially containing burials and associated funerary objects.

The Lenape people occupied the area indicated in your letter during and prior to European contact until their eventual removal to our present locations. According to our files, the location of the proposed project does not endanger any known cultural, or religious sites of interest to the Delaware Nation. However, there is still the potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

Please note the Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Band of Mohican Indians are the only Federally Recognized Delaware/Lenape entities in the United States and consultation must be made only with designated staff of these three tribes. We appreciate your cooperation in contacting the Delaware Nation Historic Preservation Office to conduct proper Section 106 consultation. Should you have any questions, feel free to contact our offices at 405-247-2448 ext. 1403.



Erin N. Paden

Erin Paden
Director of Historic Preservation
Delaware Nation
31064 State Highway 281
Anadarko, OK 73005
Ph. 405-247-2448 ext. 1403
epaden@delawarenation-nsn.gov

Second Letter to the Delaware Nation



DEPARTMENT OF THE AIR FORCE
502D AIR BASE WING
JOINT BASE SAN ANTONIO



December 16, 2021

Michael Waldrop
JBSA Tribal Liaison
502 MSG/CD (B122)
2230 Stanley Road
JBSA-Fort Sam Houston, TX 78234

Erin Paden
Director of Historic Preservation
Delaware Nation
31064 State Highway 281
Anadarko, OK

Dear Director Paden,

Thank you for your interest in the Department of the Air Force's proposed action to replace the aging fleet of T-38C aircraft at JBSA-Randolph with the new T-7A Red Hawk aircraft and your acknowledgement for consultation under Section 106 of the National Historic Preservation Act. The proposed undertaking will include limited ground disturbing activities only within the boundary of Joint Base San Antonio-Randolph in areas around the airfield that have been previously disturbed. Based on review of available information and previously disturbed nature of the sites, and as noted in your letter of November 19, 2021, the Air Force has determined that the potential of impact to any known cultural or religious sites is extremely low. All potential construction actions are described in Section 2 of the Draft Environmental Impact Statement (EIS). No ground disturbance would occur at JBSA-Lackland or Seguin Auxiliary Airfield.

The flying mission of the T-7A aircraft will be similar to that of the current T-38C aircraft, using the same training areas, mission profiles, and altitudes. All of the training flights with the T-7A will be subsonic in nature, which will minimize the potential for any impacts from noise energy or vibration to structures or resources below the training airspace. Areas where training flights currently occur and are proposed to continue are also shown within the EIS document. The Draft EIS is available online at www.jbsa.T-7ANEPADocuments.com for your review and information.

Should previously unknown resources be discovered within the project area during the proposed construction or operations, construction will cease in that location and we will contact the Delaware Nation to seek your review and coordination. Please see Standard Operating Procedures for Unanticipated Discovery.

If you have any further questions or concerns, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil. Thank you for your assistance in this effort.

Sincerely,

WALDROP.MICHAEL.DUANE.1160753451
Digitally signed by
WALDROP.MICHAEL.DUANE.1160753451
Date: 2021.12.17 07:29:32 -0600

MICHAEL D. WALDROP, GS-15, DAF
JBSA Tribal Liaison

Mission ~ Wingman ~ Partners

Attachment:
Unanticipated Discovery Standard Operating Procedure

Mission ~ Wingman ~ Partners

7.3 Unanticipated Archaeological Resources

Applicability Statement:

This SOP applies to JBSA lands that contain or potentially contain archaeological resources and/or NAGPRA cultural items.

Background/Overview:

Accidental or unanticipated discoveries of archaeological resources may occur on USAF controlled lands. When discoveries occur, the proper actions must be taken to minimize damage to these resources and to ensure that legal requirements are met. The relevant statute is the Archaeological Resources Protection Act (ARPA) and the regulation is 32 CFR Part 229, *Protection of Archaeological Resources*.

There is also an important legal subset of archaeological resources which includes NAGPRA cultural items (i.e., Native American human remains, associated or unassociated burial artifacts, and objects of cultural patrimony). The relevant regulation is 43 CFR Part 10, *Native American Graves Protection and Repatriation Regulations*.

Procedure:

Step 1: In the event of an unanticipated discovery activities within 50 feet of the discovery shall cease. Work may continue in other areas.

- The area inside the buffer zone is to be avoided until the Section 106 process is completed.

Step 2: Following the discovery, the Project Manager shall notify the installation CRM.

Step 3: The CRM or a professional archaeologist shall make a field evaluation of the context of the deposit and its probable age and significance, record the findings in writing, and document with appropriate photographs and drawings.

- If disturbance of the archaeological deposits is minimal and the project excavation can be relocated to avoid the site, the CRM will clear the undertaking at the local level.
- If the project excavation cannot be relocated, the CRM shall notify the office of the Texas SHPO to report the discovery and to initiate consultation.
- If the deposits are determined to be ineligible for inclusion in the NRHP, the JBSA CRM will prepare a memorandum for record and the construction may proceed.

Step 4: JBSA shall have qualified personnel test the deposits to determine NRHP eligibility.

- If the Texas SHPO and JBSA agree that the deposits are ineligible for inclusion in the NRHP, then work on the undertaking may proceed.
- JBSA may proceed with a data recovery plan under a MOA developed in coordination with the Texas SHPO and the ACHP. If the deposits appear to be eligible, or JBSA and the Texas SHPO cannot agree on the question of eligibility, then JBSA shall implement alternative actions, depending on the urgency of the proposed project action.

The A flow chart has been provided to illustrate this process (Figure 7.3.1).

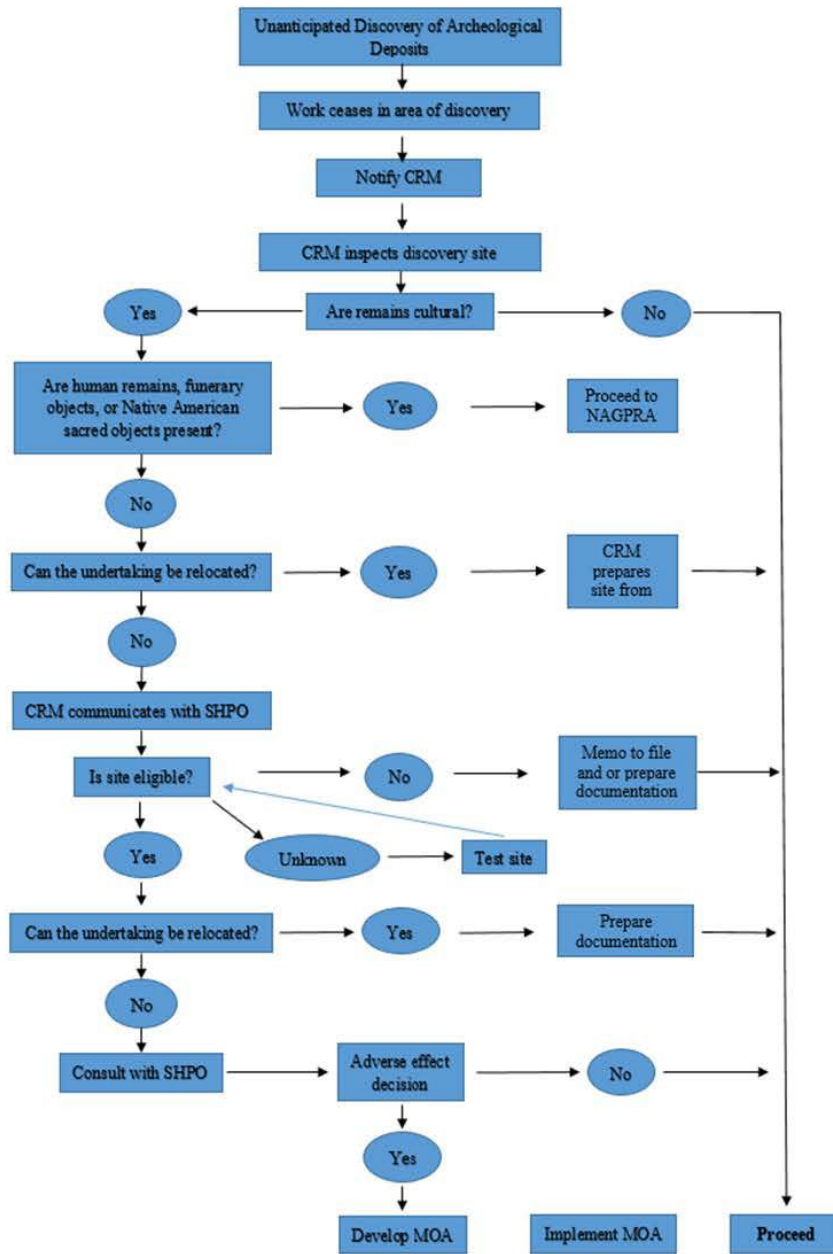


Figure 7.3.1 Unanticipated Archaeological Resources

7.5 Consultation for Inadvertent Discoveries of Native American Remains

Applicability Statement:

This SOP applies to all JBASA.

Background/Overview:

In planning training operations, construction or archaeological surveys and excavations there is a potential for the inadvertent discovery of Native American human remains and cultural objects that requires certain procedures be followed. Any excavation in karst areas is considered to have a high potential for the discovery of Native American human remains and cultural objects must be identified, and be treated in a manner deemed appropriate by the lineal descendants or culturally affiliated tribes, and repatriated to legitimate claimants.

Procedure:

Step 1: All work within a 50-foot radius of the site shall be halted and the contractor notified to work outside of the secured area.

Step 2: The CRM will arrange to visit the site within twenty-four hours of the discovery, to determine if the remains are:

- Associated with a recent crime scene,
- an archaeological site with human remains (non-Native American)
- Or if the remains are of Native American descent, notice must be made by phone, email and written to the tribes

Step 3: If the remains are identified as non-human, the CRM will determine if archaeological contexts are present that need to be evaluated pursuant to Section 306108 of the NHPA (formally Section 106).

Step 4: If the remains are human and associated with a crime scene of 75 years old or less, the CRM will notify the Project Maintenance Office (PMO) and the Criminal Investigations Department (CID).

- The CID or PMO will determine whether or not to notify the County Sheriff's Department. The area of the inadvertent discovery will be off limits to everyone except authorized personnel.
- The CID will assume custody of the remains and notify the proper authorities.

Step 5: If the remains appear to be human, but are not associated with a crime scene, or if all law enforcement officials have determined that the remains will not be involved in a legal investigation, the CRM will contact the Texas SHPO.

Step 6: A preliminary assessment of whether NAGPRA applies to a discovery of human remains may take considerable time and examination by qualified professionals.

- The CRM should make arrangements with qualified professionals, such as physical or forensic anthropologists, who can make *in situ* identifications.

Step 7: When the CRM receives notification of an inadvertent discovery of Native American human remains and cultural objects, immediate telephone notification must be provided to the Installation Commander, SHPO and the tribes.

- This telephone notification will be followed immediately by written notification that contains the results of the field evaluation
- A plan of action to inform the commander of the intended consultation tasks.
- The Installation Commander will ensure compliance with NAGPRA.
- The human remains and cultural objects will be evaluated in their original place (*in situ*). Destructive analysis is prohibited. Stabilization or covering may be employed as necessary.

Step 8: The CRM shall notify possible lineal descendants, the Indian tribe which has the closest cultural or aboriginal affiliation, and any other Native American tribe having a possible relationship to remains or objects.

- Notification shall occur initially by telephone to Native American Tribes
- The date, time, and person contacted will be recorded in a phone log and the conversation documented in a Memorandum for Record.
- Written notification and the field evaluation.
- Notices will be sent by email and via certified mail to the lineal descendant or official NAGPRA contact person designated by the tribe.
- If the official NAGPRA contact person is the tribal chairperson, the email and letter will be sent to him/her via certified mail and a copy furnished to the NAGPRA coordinator.
- Follow-up phone calls will be made to the THPO and NAGPRA coordinators of the Indian tribes to determine if written notification of the discovery was received by the appropriate person and to ascertain how the tribe wishes to proceed in treatment and disposition of the human remains or cultural objects.

Step 9: Cultural affiliation is determined by a preponderance of evidence based on geographical, kinship, biological, archaeological, anthropological, linguistic, folkloric, oral tradition, historical, or other relevant information or expert opinion

- Criteria for determining cultural affiliation does not have to be established by the claimants with scientific certainty.
- The tribes may have additional information to contribute to the identification of lineal descendants or cultural affiliation.
- Representatives of tribes may decide to visit the site to verify the identification.

Step 10: Priority of ownership claim of Native American human remains and cultural objects is given to:

- Lineal descendants, Indian tribe holding tribal lands
- Culturally affiliated Indian tribes
- Indian tribes recognized as the aboriginal owners of the land by a final judgment of the Indian Claims Commission or the United States Court of Claims
- Indian tribe with the strongest demonstrated cultural relationship

- Unclaimed

Step 11: A written Plan of Action shall be developed between the appropriate tribes and the Installation Commander.

- The Installation Commander approves and signs all NAGPRA documents.
- Prior to the disposition of human remains and cultural objects, the Installation Commander must publish notices in a newspaper of general circulation in the area in which the remains were discovered and in which the lineal descendants or affiliated Indian tribe(s) currently reside.

Step 12: Resumption of Activity

- The activity that resulted in the inadvertent discovery of Native American human remains or cultural objects may resume 30 days after certification by the Installation Commander of the receipt of the notification sent by the CRM.
- Any additional impacts to the site must be evaluated pursuant to Section 106 of the National Historic Preservation Act.
- Removal or excavation of Native American human remains and cultural objects must be carried out in accordance with 43 CFR 10.3.
- Activity on the project civil or excavation may resume if the treatment is documented in a written binding agreement between the installation and the affiliated Indian tribes that stabilizes and protects the site with no removal of human remains and cultural objects,
- Or Activity may resume after the removal of the human remains or cultural objects in accordance with 43 CFR 10.3, and their disposition to lineal descendants or Indian tribe(s) with priority of custody.

The A flow chart has been provided to illustrate this process (Figure 7.5.1).

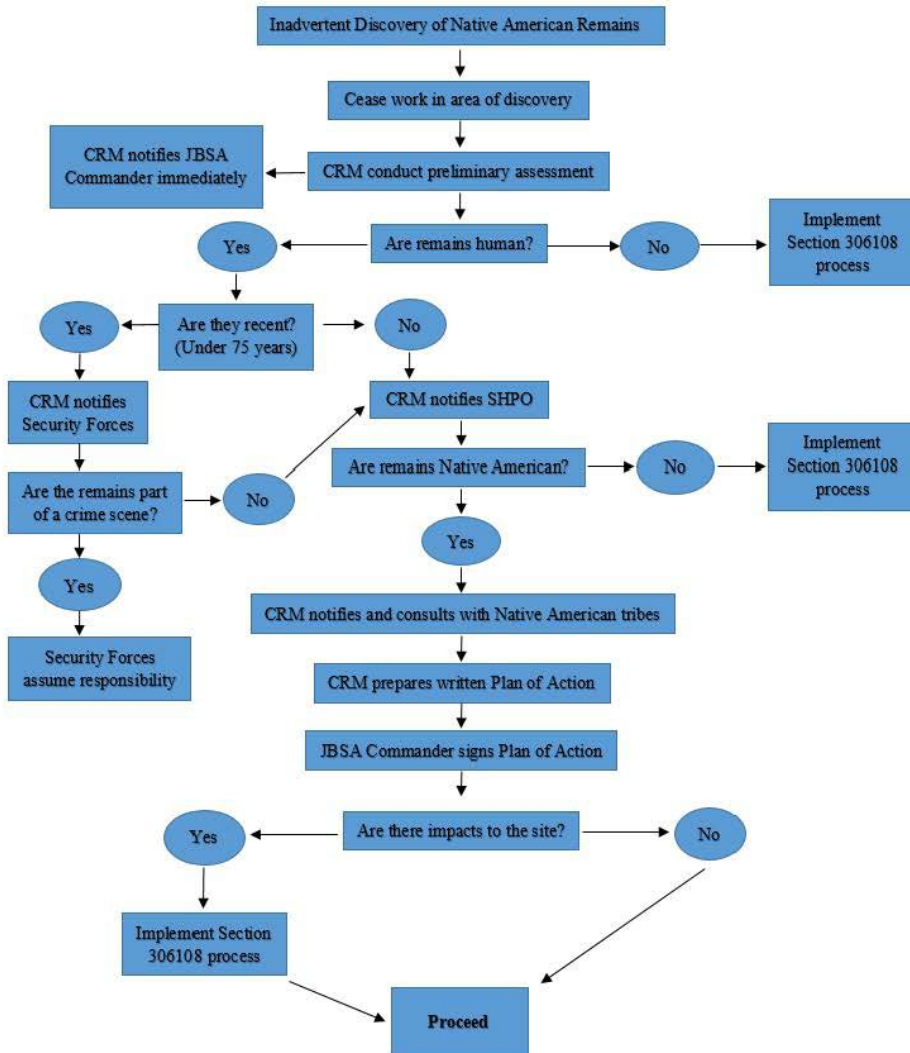


Figure 7.5.1 Consultation for Inadvertent Discoveries of Native American Remains

Second Response from the Delaware Nation



The Delaware Nation
Historic Preservation Department
31064 State Highway 281
Anadarko, OK 73005
Phone (405)247-2448

December 20, 2021

To Whom It May Concern:

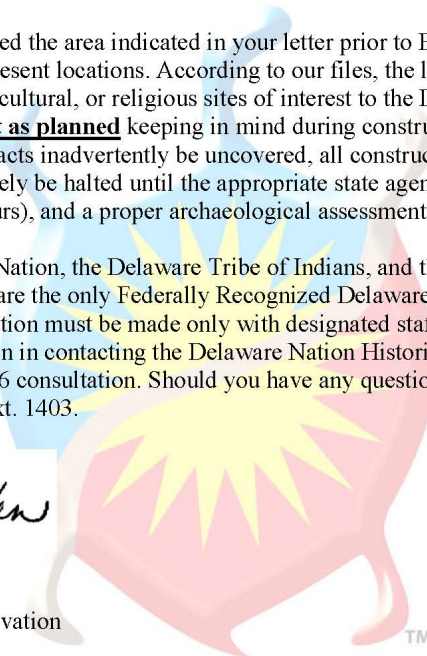
The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

Project(s): T-7A Recapitalization at Joint Base San Antonio-Randolph, TX

Our office is committed to protecting tribal heritage, culture and religion with particular concern for archaeological sites potentially containing burials and associated funerary objects.

The Lenape people occupied the area indicated in your letter prior to European contact until their eventual removal to our present locations. According to our files, the location of the proposed project does not endanger cultural, or religious sites of interest to the Delaware Nation. **Please continue with the project as planned** keeping in mind during construction should an archaeological site or artifacts inadvertently be uncovered, all construction and ground disturbing activities should immediately be halted until the appropriate state agencies, as well as this office, are notified (within 24 hours), and a proper archaeological assessment can be made.

Please note the Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Band of Mohican Indians are the only Federally Recognized Delaware/Lenape entities in the United States and consultation must be made only with designated staff of these three tribes. We appreciate your cooperation in contacting the Delaware Nation Historic Preservation Office to conduct proper Section 106 consultation. Should you have any questions, feel free to contact our offices at 405-247-2448 ext. 1403.



Erin N. Paden

Erin Paden
Director of Historic Preservation
Delaware Nation
31064 State Highway 281
Anadarko, OK 73005
Ph. 405-247-2448 ext. 1403
epaden@delawarenation-nsn.gov

First Letter to the Mescalero Apache Tribe of the Mescalero Reservation



DEPARTMENT OF THE AIR FORCE
12TH FLYING TRAINING WING
JOINT BASE SAN ANTONIO – RANDOLPH TEXAS

22 June 2021

Mr. Michael D. Waldrop
JBSA Tribal Liaison
AETC 502 ABW
502 MSG/CD (BLDG 122)
JBSA-Fort Sam Houston TX 78234

Mr. Arthur Blazer
President
Mescalero Apache Tribe of the Mescalero Reservation
PO Box 227
Mescalero, NM 88340

Dear President Blazer:

The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental impacts associated with T-7A recapitalization at Joint Base San Antonio (JBSA), Texas. Per Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations at 36 CFR Part 800, the USAF is accounting for various environmental concerns and engaging early with tribal governments as it formulates the undertaking.

As part of the proposed undertaking, T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph; new intensities of flight operations at JBSA-Randolph, JBSA-Lackland, and Seguin Auxiliary Airfield including nighttime operations at JBSA-Randolph and JBSA-Lackland; and the introduction of 300 new personnel at JBSA-Randolph. T-7A operations would occur at a relatively high altitude within the same designated military airspace boundaries currently used for T-38C operations. No changes to these boundaries would be necessary to support the proposed operations of the T-7A (see **Attachment 1**). Additionally, construction for six military construction (MILCON) projects and 13 facilities sustainment, restoration, and modernization (FSRM) projects would occur at JBSA-Randolph to provide modern facilities and infrastructure to support the T-7A aircraft's maintenance, training, and operational requirements. The MILCON and FSRM projects include new building construction, renovation of several existing buildings and hangars, repainting taxi lines, and relocation of displaced athletic facilities. **Attachment 2** shows the locations of the MILCON and FSRM projects. No ground disturbance would occur at JBSA-Lackland and Seguin Auxiliary Airfield.

In accordance with the NHPA, the USAF would like to initiate government-to-government consultation regarding the T-7A recapitalization at JBSA. The USAF requests your input in identifying any issues or areas of concern you feel should be addressed in the environmental analysis. Additionally, please let us know if you believe this undertaking might adversely affect any historic properties of religious and cultural significance to the Mescalero Apache Tribe of the Mescalero Reservation.

If you have any questions, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil or mail at AFCEC/CZN, Attn: T-7A Recapitalization EIS, 2261 Hughes Ave, Suite 155, JBSA-Lackland, TX 78236-9853. Thank you in advance for your assistance in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Waldrop". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

MICHAEL D. WALDROP

Attachment:

1. Airspace Map – June 2021
2. MILCON and FSRM Project Map – June 2021

Phone Record for the Mescalero Apache Tribe of the Mescalero Reservation, New Mexico

1st Attempt: Date/Time: 4 Nov 2021 at 1433

Spoke with an individual that stated Holly was in a meeting and asked me to call back tomorrow morning.

- Nolan Swick, AFCEC/CZN

2nd Attempt: Date/Time: 5 Nov 2021 at 1006

Spoke with Holly Houghton, THPO. She requested the project details be e-mailed to her at holly@mathpo.org. I e-mailed her the project details on 5 Nov 2021 at 1028.

- Nolan Swick, AFCEC/CZN

Email to the Mescalero Apache Tribe of the Mescalero Reservation, New Mexico

From: SWICK, NOLAN.T.GS-14.USAF.AFMC.AFCEC/CZN
To: holly@mathpo.org
Subject: T-7A Recapitalization at Joint Base San Antonio-Randolph
Date: Friday, November 5, 2021 10:27:00 AM
Attachments: Tribal Letter Mescalero Apache EIS for T-7A Recap at JBSA 22June2021.pdf
T-7A DEIS Distribution Letter 06 OCT 2021 signed.pdf

Ms. Houghton,

Here are further details regarding the project I called about, the T-7A Recapitalization at Joint Base San Antonio (JBSA). T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph. Attached is the initial letter we mailed requesting input in identifying any issues or areas of concern related to this proposal. The last two pages of the attachment show the locations of the airspace currently used by the T-38C and proposed for use by the T-7A, as well as the locations of the construction and renovation projects proposed at JBSA-Randolph.

On October 15, 2021, notification of the availability of the Draft Environmental Impact Statement for this project was published. The document is available online at www.jbsa.T-7ANEPAdocuments.com. Details regarding a planned virtual public hearing on November 16, 2021 are in the second attachment and on the project website.

If you have any questions, please don't hesitate to contact me.

Regards,
Nolan

Nolan Swick
Program Manager
Air Force Civil Engineer Center, NEPA Division
JBSA-Lackland, TX
210-925-3392
nolan.swick@us.af.mil

First Letter to the Osage Nation



**DEPARTMENT OF THE AIR FORCE
12TH FLYING TRAINING WING
JOINT BASE SAN ANTONIO – RANDOLPH TEXAS**

22 June 2021

Mr. Michael D. Waldrop
JBSA Tribal Liaison
AETC 502 ABW
502 MSG/CD (BLDG 122)
JBSA-Fort Sam Houston TX 78234

Mr. Geoffrey Standing Bear
Principal Chief
Osage Nation
PO Box 779
Pawhuska, OK 74056

Dear Principal Chief Standing Bear:

The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental impacts associated with T-7A recapitalization at Joint Base San Antonio (JBSA), Texas. Per Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations at 36 CFR Part 800, the USAF is accounting for various environmental concerns and engaging early with tribal governments as it formulates the undertaking.

As part of the proposed undertaking, T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph; new intensities of flight operations at JBSA-Randolph, JBSA-Lackland, and Seguin Auxiliary Airfield including nighttime operations at JBSA-Randolph and JBSA-Lackland; and the introduction of 300 new personnel at JBSA-Randolph. T-7A operations would occur at a relatively high altitude within the same designated military airspace boundaries currently used for T-38C operations. No changes to these boundaries would be necessary to support the proposed operations of the T-7A (see **Attachment 1**). Additionally, construction for six military construction (MILCON) projects and 13 facilities sustainment, restoration, and modernization (FSRM) projects would occur at JBSA-Randolph to provide modern facilities and infrastructure to support the T-7A aircraft's maintenance, training, and operational requirements. The MILCON and FSRM projects include new building construction, renovation of several existing buildings and hangars, repainting taxi lines, and relocation of displaced athletic facilities. **Attachment 2** shows the locations of the MILCON and FSRM projects. No ground disturbance would occur at JBSA-Lackland and Seguin Auxiliary Airfield.

In accordance with the NHPA, the USAF would like to initiate government-to-government consultation regarding the T-7A recapitalization at JBSA. The USAF requests your input in identifying any issues or areas of concern you feel should be addressed in the environmental analysis. Additionally, please let us know if you believe this undertaking might adversely affect any historic properties of religious and cultural significance to the Osage Nation.

If you have any questions, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil or mail at AFCEC/CZN, Attn: T-7A Recapitalization EIS, 2261 Hughes Ave, Suite 155, JBSA-Lackland, TX 78236-9853. Thank you in advance for your assistance in this effort.

Sincerely,



MICHAEL D. WALDROP

Attachment:

1. Airspace Map – June 2021
2. MILCON and FSRM Project Map – June 2021

Phone Record for the Osage Nation

1st Attempt: Date/Time: 4 Nov 2021 at 1614

Called and spoke to Courtney of the Historic Preservation. She confirmed that they had no concerns.

- Nolan Swick, AFCEC/CZN

First Letter to the Tonkawa Tribe of Indians of Oklahoma



**DEPARTMENT OF THE AIR FORCE
12TH FLYING TRAINING WING
JOINT BASE SAN ANTONIO – RANDOLPH TEXAS**

22 June 2021

Mr. Michael D. Waldrop
JBSA Tribal Liaison
AETC 502 ABW
502 MSG/CD (BLDG 122)
JBSA-Fort Sam Houston TX 78234

Mr. Russell Martin
President
Tonkawa Tribe of Indians of Oklahoma
1 Rush Buffalo Road
Tonkawa, OK 74653

Dear President Martin:

The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental impacts associated with T-7A recapitalization at Joint Base San Antonio (JBSA), Texas. Per Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations at 36 CFR Part 800, the USAF is accounting for various environmental concerns and engaging early with tribal governments as it formulates the undertaking.

As part of the proposed undertaking, T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph; new intensities of flight operations at JBSA-Randolph, JBSA-Lackland, and Seguin Auxiliary Airfield including nighttime operations at JBSA-Randolph and JBSA-Lackland; and the introduction of 300 new personnel at JBSA-Randolph. T-7A operations would occur at a relatively high altitude within the same designated military airspace boundaries currently used for T-38C operations. No changes to these boundaries would be necessary to support the proposed operations of the T-7A (see **Attachment 1**). Additionally, construction for six military construction (MILCON) projects and 13 facilities sustainment, restoration, and modernization (FSRM) projects would occur at JBSA-Randolph to provide modern facilities and infrastructure to support the T-7A aircraft's maintenance, training, and operational requirements. The MILCON and FSRM projects include new building construction, renovation of several existing buildings and hangars, repainting taxi lines, and relocation of displaced athletic facilities. **Attachment 2** shows the locations of the MILCON and FSRM projects. No ground disturbance would occur at JBSA-Lackland and Seguin Auxiliary Airfield.

In accordance with the NHPA, the USAF would like to initiate government-to-government consultation regarding the T-7A recapitalization at JBSA. The USAF requests your input in identifying any issues or areas of concern you feel should be addressed in the environmental analysis. Additionally, please let us know if you believe this undertaking might adversely affect any historic properties of religious and cultural significance to the Tonkawa Tribe of Indians of Oklahoma.

If you have any questions, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil or mail at AFCEC/CZN, Attn: T-7A Recapitalization EIS, 2261 Hughes Ave, Suite 155, JBSA-Lackland, TX 78236-9853. Thank you in advance for your assistance in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Waldrop". The signature is fluid and cursive, with the first name "Michael" and last name "Waldrop" clearly distinguishable.

MICHAEL D. WALDROP

Attachment:

1. Airspace Map – June 2021
2. MILCON and FSRM Project Map – June 2021

Phone Record for the Tonkawa Tribe of Indians of Oklahoma

1st Attempt: Date/Time: 4 November 2021 at 1414

Spoke with operator and transferred to appropriate contact. Left a voicemail with the contact with a brief description of the project and my name, phone number, and e-mail address.

- Nolan Swick, AFCEC/CZN

2nd Attempt: Date/Time: 17 November 2021 at 1406

Spoke with operator and transferred to appropriate contact. Left a voicemail with the contact with a brief description of the project and my name, phone number, and e-mail address.

- Nolan Swick, AFCEC/CZN

First Letter to the Wichita and Affiliated Tribes



**DEPARTMENT OF THE AIR FORCE
12TH FLYING TRAINING WING
JOINT BASE SAN ANTONIO – RANDOLPH TEXAS**

22 June 2021

Mr. Michael D. Waldrop
JBSA Tribal Liaison
AETC 502 ABW
502 MSG/CD (BLDG 122)
JBSA-Fort Sam Houston TX 78234

Terri Parton
President
Wichita and Affiliated Tribes
PO Box 729
Anadarko, OK 73005

Dear President Parton:

The United States Air Force (USAF) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act to evaluate potential environmental impacts associated with T-7A recapitalization at Joint Base San Antonio (JBSA), Texas. Per Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108) and its implementing regulations at 36 CFR Part 800, the USAF is accounting for various environmental concerns and engaging early with tribal governments as it formulates the undertaking.

As part of the proposed undertaking, T-7A recapitalization would entail the phased introduction of T-7A aircraft and phased reduction of the T-38C aircraft currently operating from JBSA-Randolph; new intensities of flight operations at JBSA-Randolph, JBSA-Lackland, and Seguin Auxiliary Airfield including nighttime operations at JBSA-Randolph and JBSA-Lackland; and the introduction of 300 new personnel at JBSA-Randolph. T-7A operations would occur at a relatively high altitude within the same designated military airspace boundaries currently used for T-38C operations. No changes to these boundaries would be necessary to support the proposed operations of the T-7A (see **Attachment 1**). Additionally, construction for six military construction (MILCON) projects and 13 facilities sustainment, restoration, and modernization (FSRM) projects would occur at JBSA-Randolph to provide modern facilities and infrastructure to support the T-7A aircraft's maintenance, training, and operational requirements. The MILCON and FSRM projects include new building construction, renovation of several existing buildings and hangars, repainting taxi lines, and relocation of displaced athletic facilities. **Attachment 2** shows the locations of the MILCON and FSRM projects. No ground disturbance would occur at JBSA-Lackland and Seguin Auxiliary Airfield.

In accordance with the NHPA, the USAF would like to initiate government-to-government consultation regarding the T-7A recapitalization at JBSA. The USAF requests your input in identifying any issues or areas of concern you feel should be addressed in the environmental analysis. Additionally, please let us know if you believe this undertaking might adversely affect any historic properties of religious and cultural significance to the Wichita and Affiliated Tribes.

If you have any questions, please contact Mr. Nolan Swick via email at nolan.swick@us.af.mil or mail at AFCEC/CZN, Attn: T-7A Recapitalization EIS, 2261 Hughes Ave, Suite 155, JBSA-Lackland, TX 78236-9853. Thank you in advance for your assistance in this effort.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael D. Waldrop". The signature is fluid and cursive, with the first name being the most prominent.

MICHAEL D. WALDROP

Attachment:

1. Airspace Map – June 2021
2. MILCON and FSRM Project Map – June 2021

Phone Record for the Wichita and Affiliated Tribes

1st Attempt: Date/Time: 4 Nov 2021 at 1637

Spoke with Gary McAdams, historic preservation officer. He said he would speak to the administrative assistant regarding the letter and project. He confirmed he had my phone number and would follow up if he had any comments or concerns.

- Nolan Swick, AFCEC/CZN

This page intentionally left blank.