Final

EXECUTIVE SUMMARY
ENVIRONMENTAL IMPACT STATEMENT

Moody Air Force Base Comprehensive Airspace Initiative

APRIL 2023

US Air Force Air Combat Command

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Privacy Advisory

This Environmental Impact Statement (EIS) is provided for public comment in accordance with the National Environmental Policy Act, the President's Council on Environmental Quality National Environmental Policy Act Regulations (40 Code of Federal Regulations 1500-1508), and 32 Code of Federal Regulations 989, Environmental Impact Analysis Process.

The Environmental Impact Analysis Process provides an opportunity for public input on the Department of the Air Force (DAF) decision making, allows the public to offer input on alternative ways for the DAF to accomplish what it is proposing, and solicits comments on the DAF's analysis of environmental effects.

Public commenting allows the DAF to make better, informed decisions. Letters or other written or oral comments provided may be published in the EIS. As required by law, comments provided will be addressed in the EIS and made available to the public. Providing personal information is voluntary. Any personal information provided will be used only to identify your desire to make a statement during the public comment portion of any public hearings or to fulfill requests for copies of the EIS or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the EIS. However, only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers are not published in the Final EIS.

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EXECUTIVE SUMMARY

COMPREHENSIVE AIRSPACE INITIATIVE ENVIRONMENTAL IMPACT STATEMENT FOR MOODY AIR FORCE BASE

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EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) analyzes the potential environmental consequences of the proposal by the Department of the Air Force (DAF) to create new low-altitude Military Operations Areas (MOAs) directly underneath existing special use airspace (SUA) and modify established SUA within the Moody Airspace Complex. This would increase the capacity of the current low-altitude MOAs and align the Moody Airspace Complex with the objectives of training missions at the Moody Air Force Base (AFB). Aircraft and training missions at Moody AFB have changed many times since its establishment, shifting from support of high-altitude tactical training missions to support of low-altitude close air support (CAS), low-altitude engagement and attack, and personnel recovery (PR)/combat search and rescue (CSAR) missions. At no point during the shifts in mission training, however, have the Moody Airspace Complex's mid-altitude SUA been realigned or reconfigured to better accommodate the training missions at low altitude. Current training operations at low altitude are limited to the small portion of the Moody Airspace Complex where there are low-altitude SUA.

The airspace associated with the Proposed Action and alternatives is within the jurisdiction of the Federal Aviation Administration's (FAA's) Jacksonville Air Route Traffic Control Center (Jacksonville Center). Therefore, the DAF is working in cooperation with the FAA for this proposal. This EIS was prepared by the DAF and FAA in accordance with the National Environmental Policy Act of 1969 (NEPA), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] 1500-1508 [the 1978 version of this rule was used because the Notice of Intent and scoping had been previously issued on this EIS prior to the 14 September 2020 project implementation of the CEQ NEPA streamlining rule]), the DAF Environmental Impact Analysis Process promulgated at 32 CFR 989, and FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The DAF and FAA, as a cooperating agency on this EIS, will use this EIS to understand the potential environmental consequences of any decision for proposed new low-altitude MOAs.

ES.1. Background

Moody AFB is located in south-central Georgia near Valdosta in Lowndes County (**Figure ES-1**). The Moody Airspace Complex, which overlies Moody AFB and portions of south Georgia and north Florida (**Figure ES-2**), supports training in the SUA associated with the Moody Airspace Complex for CAS and CSAR missions for combat support of United States (US) forces and allies.

Moody AFB is the home for the 23d Wing (23 WG). The current mission of the 23 WG at Moody AFB is to organize, train, and equip the Flying Tigers to employ and execute the global precision attack, PR, and agile combat support service core functions to meet worldwide Combatant Commander requirements. The 23 WG organizes, trains, and employs combat-ready A-10C, HC-130J, and HH-60G aircrews and the Guardian Angel Weapons System and consists of approximately 5,500 military and civilian personnel, including a geographically separated unit in

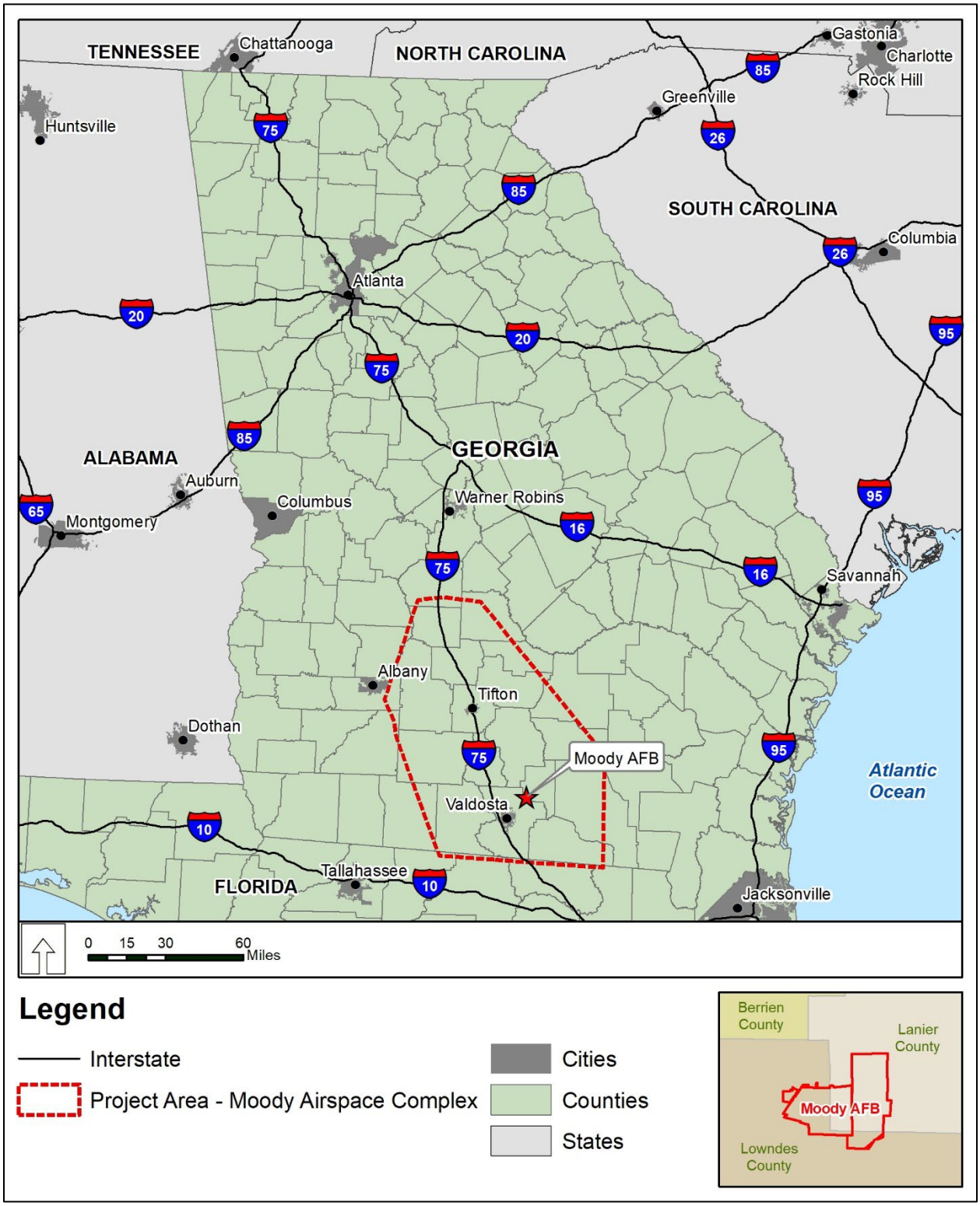

Figure ES-1. Location of Moody Air Force Base, Georgia

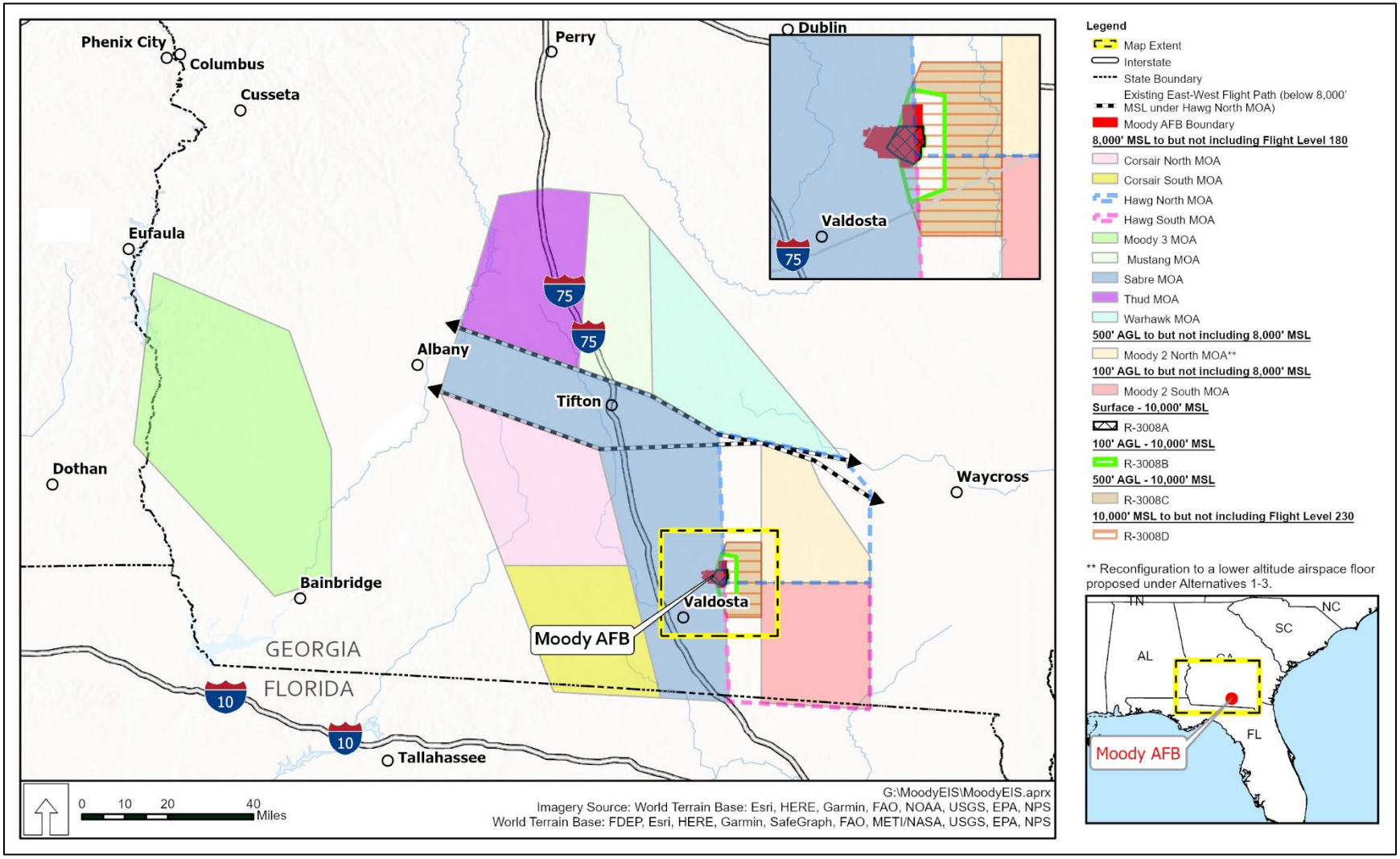

Figure ES-2. Moody Air Force Base–Controlled Airspace

Florida. Current tenant units at Moody AFB include the 93rd Air Ground Operations Wing, 820th Base Defense Group (BDG), 476th Fighter Group (FG) (Air Force Reserve), 81st FG, 336th Recruiting Squadron, 372nd Training Squadron – Detachment 9, Area Defense Counsel, and Air Force Office of Special Investigations – Detachment 211.

The Moody Airspace Complex consists of 11 MOAs (Corsair North, Corsair South, Hawg North, Hawg South, Moody 2 North, Moody 2 South, Moody 3, Mustang, Sabre, Thud, and Warhawk); Restricted Areas (R-) R-3008A, R-3008B, R-3008C, and R-3008D; and Air Traffic Control Assigned Airspace (ATCAA) above all the MOAs. The Moody AFB-controlled airspace includes the Moody 3 MOA (see **Figure ES-2**). The Moody 3 MOA is located west of the Moody Airspace Complex and has a floor of 8,000 feet mean sea level (MSL) and a ceiling of Flight Level (FL) 180 (18,000 feet). The Moody 3 MOA is nearly 100 miles west of Moody AFB.

Altogether, the MOAs, Restricted Areas, and ATCAA of the Moody Airspace Complex overlie south Georgia and north Florida and collectively support military training operations. Including the ATCAA, which immediately overlies each MOA, extending the usable airspace by an additional 5,000 feet, the airspace ceiling on the Moody Airspace Complex is up to but not including FL230 (23,000 feet).

The MOAs, Restricted Areas, and ATCAA associated with the Moody Airspace Complex, as well as the nearby low-altitude training and navigation (LATN) area, which encompasses approximately 85,000 square nautical miles over most of south Georgia and parts of north Florida and southeast Alabama, supports unit-level and larger force training to provide aircrews with a training environment to improve their combat skills. Additionally, surface-level mission activities such as CSAR, PR, CAS, and urban CAS, which involve air-to-ground or on-ground training activities, are supported in the land areas of the Grand Bay Range (a multipurpose, day and night use facility with the principal mission of supporting air-to-ground bombing and gunnery training with inert and training ordnance), in various landing zones and drop zones, and in public spaces within the lateral confines of the SUA. The Moody Airspace Complex supports a variety of resident and transient DAF and other Department of Defense aircraft for their training requirements. However, the Moody Airspace Complex and Grand Bay Range primarily support units from Moody AFB.

ES.2. Existing Training Challenges

At Moody AFB, the 23 FG, 476 FG, 820 BDG, 81st Fighter Squadron, and 347th Rescue Group all require low-altitude airspace to support their training missions. A total of 67 percent of training operations for Moody AFB units occur in low-altitude airspace (less than 8,000 feet MSL) and only 17 percent of the Moody Airspace Complex is currently low-altitude airspace; for some units, between 85 and 90 percent of their mission training requirements are conducted at altitudes too low to be accommodated by the majority of SUA in the Moody Airspace Complex. This severely limits these units' abilities to meet their proficiency requirements. Consequently, the various units operating at Moody AFB either compete for the opportunity to train in the limited Moody Airspace Complex low-altitude MOAs and Restricted Areas or attempt to schedule other low-altitude SUA complexes in the southeast region. However, commuting to

other SUA complexes to train at low altitudes increases time spent in transit and requires additional maintenance during time which could be spent training. Therefore, commuting to distant low-altitude SUA decreases overall available time for training, which would impact mission readiness.

From 1990 to 2018, the focus of training operations was against low-threat enemies, which kept most aircraft training above 10,000 feet above ground level (AGL) to avoid the threat. The National Defense Strategy of 2018 refocused the DAF's training to engage near-peer, high-threat enemies. This requires training at low altitudes to avoid the threat envelope of modern surface-to-air missiles. The Moody Airspace Complex consists primarily of mid- to higher-altitude MOAs, and the A-10C, A-29, HH-60G, and HC-130J aircrews assigned to Moody AFB have exceeded the capacity of the existing low-altitude MOAs and Restricted Areas wherein they can conduct required training operations at low altitude to gain operational proficiency and meet their mission objectives for combat readiness.

ES.3. Purpose and Need for the Action

The Proposed Action is needed to address the inadequate Moody AFB-controlled low-altitude airspace available for training missions operating at low altitudes from Moody AFB, and to optimize the Moody Airspace Complex to enable effective training to achieve real-world combat readiness and survivability.

The addition of low-altitude airspace would reduce the reliance on congested training airspace within Moody 2 North and Moody 2 South MOAs and R-3008A, R-3008B, and R-3008C that can support the low-altitude mission and associated proficiency training operations for CAS, PR, and CSAR aircrews. Specifically, additional low-altitude MOAs are needed to:

- Provide reliable access to low-altitude SUA to support aircrew proficiency training to various mission objectives.
- Reduce airspace congestion in the Moody 2 North and Moody 2 South MOAs.

The purpose of the Proposed Action is to configure MOAs that more appropriately align with the low-altitude training missions at Moody AFB and thereby provide a more realistic and regularly accessible airspace training environment to meet the need for aircrew training in CAS and CSAR.

ES.4. Proposed Action and Alternatives

The Proposed Action would configure new low-altitude MOAs immediately underneath and within the lateral confines of the existing Corsair North, Corsair South, Mustang, Thud, and Warhawk MOAs and Restricted Area R-3008C and would lower the floor of Moody 2 North MOA in the Moody Airspace Complex. Moody AFB would assign and schedule the new low-altitude MOAs to provide adequate low-altitude floors for training operations at low altitude, including CAS, PR, and CSAR training mission objectives at the installation. The newly configured low-altitude MOAs and their proximity to the Grand Bay Range would allow aircrews to realistically train in executing combat maneuvers. Under the Proposed Action, the DAF would modify the

Banks Lake National Wildlife Refuge (NWR) exclusion zone, which was established in the Record of Decision to the 1986 Winnersville Weapons Range EIS for Moody AFB by lowering the exclusion zone floor from 1,500 feet AGL to 500 feet AGL, except for an approximately 900-acre area of the exclusion zone that includes all of the open water and adjacent shoreline of the NWR. Under the Proposed Action, the times of use would decrease in the Corsair North, Corsair South, Moody 2 North, Mustang, Thud, and Warhawk MOAs. The times of use would change for the Corsair North, Corsair South, Hawg North, Hawg South, Mustang, Thud, Sabre, and Warhawk MOAs from 0700 to 0200 hours Monday through Friday and all other times by notice to airmen (NOTAM) 6 hours in advance to 0800 to 0100 Monday through Thursday, 0800 to 2200 hours Friday, and all other times by NOTAM 6 hours in advance. The times of use would change for the Moody 2 North MOA from 0600 to 0200 hours Monday through Friday and all other times by NOTAM 6 hours in advance to 0800 to 0100 Monday through Thursday; 0800 to 2200 hours Friday; closed weekends and holidays; and all other times by NOTAM 6 hours in advance. The times of use for the proposed low-altitude MOAs would be 0800 to 0100 hours Monday through Thursday; 0800 to 2200 hours Friday; closed weekends and holidays; and all other times by NOTAM 6 hours in advance. All other existing operational restrictions would remain unchanged.

The proposed low-altitude MOA configuration would enable optimized training in the Moody Airspace Complex and remove constraints on CAS and CSAR training in the Corsair North, Corsair South, Mustang, Thud, and Warhawk MOAs; Moody 2 North MOA; and Restricted Area R-3008C. The Proposed Action would enhance the ability of aircrews operating from Moody AFB to conduct training operations at low altitudes. The proposed MOAs would provide low-altitude airspace so aircrews would be current, qualified, and proficient at operating at various altitudes in CAS and CSAR operations. The proposed low-altitude floors in Moody AFB-assigned MOAs would improve training and survivability of US and allied warfighters.

The Proposed Action would not require changes in the types or numbers of aircraft based at the installation, appreciable increases in the number of flights or sorties, alterations in types of airfield operations, or additions of training operations. However, optimizing the airspace would result in the redistribution of aircraft operations from existing low-altitude SUA (i.e., Moody 2 North MOA, Moody 2 South MOA, and R-3008A, R-3008B, and R-3008C) to new low-altitude MOAs. It is not anticipated that any increases in overall operations would occur as a result of this redistribution; instead, the Proposed Action would eliminate airspace scheduling conflicts, shift the timing of training operations to more daytime hours, and spread out the training requirements at low altitude over a greater area of airspace instead of being concentrated entirely in Moody 2 North and Moody 2 South MOAs and the Restricted Areas R-3008A, R-3008B, and R-3008C.

Four action alternatives were identified to meet the project's purpose and need (**Table ES-1**). Except for the lowering of the floor of Moody 2 North from 500 feet to 100 feet, the four action alternatives would chart new low-altitude MOAs, allowing Moody AFB to activate only the smallest low-altitude airspace units practicable during training operations to minimize impacts on civilian aircraft transiting the region. The four action alternatives provide a realistic low (i.e.,

1,000 feet AGL) and high (i.e., 4,000 feet AGL) boundary for the low-altitude floors for the proposed low-altitude MOAs. These action alternatives also provide substantial differences in

Table ES-1. Existing and Alternative Low-Altitude Floors in the Moody Airspace Complex

Special Use Airspace	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, New Grand Bay MOA, Lower the Floor of Moody 2 North	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, New Grand Bay MOA, Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, New Grand Bay MOA, Lower the Floor of Moody 2 North	Alternative 3. 4,000-Foot Floor, New Grand Bay MOA, Lower the Floor of Moody 2 North
Corsair North Low MOA	N/A	1,000 feet AGL	1,000 feet AGL*	2,000 feet AGL	4,000 feet AGL
Corsair South Low MOA	N/A	1,000 feet AGL	1,000 feet AGL	2,000 feet AGL	4,000 feet AGL
Mustang Low MOA	N/A	1,000 feet AGL	1,000 feet AGL*	2,000 feet AGL	4,000 feet AGL
Thud Low MOA	N/A	4,000 feet AGL	N/A	4,000 feet AGL	4,000 feet AGL
Warhawk Low MOA	N/A	1,000 feet AGL	1,000 feet AGL*	2,000 feet AGL	4,000 feet AGL
Moody 2 North MOA	500 feet AGL	100 feet AGL	100 feet AGL	100 feet AGL	100 feet AGL
Moody 2 South MOA	100 feet AGL	100 feet AGL	100 feet AGL	100 feet AGL	100 feet AGL
Grand Bay MOA	N/A	100 feet AGL	100 feet AGL	100 feet AGL	100 feet AGL
R-3008A	Surface	Surface	Surface	Surface	Surface
R-3008B	100 feet AGL	100 feet AGL	100 feet AGL	100 feet AGL	100 feet AGL
R-3008C	500 feet AGL	500 feet AGL	500 feet AGL	500 feet AGL	500 feet AGL

* The Corsair North Low, Mustang Low, and Warhawk Low MOAs would not have the same lateral boundaries as the existing mid-altitude overlying Corsair North, Mustang, and Warhawk MOAs.
AGL – above ground level; **MOA** – Military Operations Area; **N/A** – not applicable; **R-** – Restricted Area

the redistribution of low-altitude training operations addressing the deficiencies in available low-altitude airspace for training at low altitudes from Moody AFB. The four action alternatives as well as the No Action Alternative form the basis for the existing conditions documented in the environmental analysis.

ES.4.1 No Action Alternative

CEQ's NEPA regulations require the alternatives analysis in an EIS to "include the alternative of no action"(40 CFR 1502.14(d)), which can be an example of a reasonable alternative not within the jurisdiction of the lead agency (40 CFR 1502.14(c)). For this EIS, "no action" means that an action would not take place. There would be no changes to the existing airspace under the No Action Alternative. Under the No Action Alternative, the operational floors of the Moody Airspace Complex would remain at 8,000 feet MSL in the Corsair North, Corsair South, Mustang, Thud,

and Warhawk MOAs and at 500 feet AGL in Moody 2 North MOA and R-3008C; the exclusion zone over the Banks Lake NWR would remain unaltered.

Under the No Action Alternative, some training operations at low altitudes could occur at other airspace complexes in the region. This would only be at sortie levels previously analyzed in prior Environmental Impact Analysis Process documents as transient aircraft sorties for those ranges/SUA. No new efficiencies would be realized that would benefit the training programs under the No Action Alternative.

ES.4.2 Alternative 1: Create New Military Operations Areas with a 1,000-Foot Floor, Create a New Grand Bay Military Operations Area, and Lower the Floor of Moody 2 North Military Operations Area

Under Alternative 1, the DAF and FAA would chart new low-altitude MOAs beneath and within the lateral confines of existing MOAs and Restricted Areas of the Moody Airspace Complex:

- The DAF and FAA would create the Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs with a floor of 1,000 feet AGL and a ceiling of 7,999 feet MSL. The DAF and FAA would create the new MOAs beneath and within the lateral confines of the existing Corsair North, Corsair South, Mustang Low, and Warhawk Low MOAs, respectively.
- The DAF and FAA would create the Thud Low MOA with a floor of 4,000 feet AGL and a ceiling of 7,999 feet MSL beneath and within the lateral confines of the existing Thud MOA.
- The DAF and FAA would create the Grand Bay MOA with a floor of 100 feet AGL and a ceiling of 499 feet AGL beneath and within the lateral confines of the existing Restricted Area R-3008C.
- The DAF and FAA would lower the floor of Moody 2 North MOA from 500 feet AGL to 100 feet AGL.

This action would increase the Moody Airspace Complex's current low-altitude airspace by more than 146 percent and increase the options pilots and aircrews have to complete their numerous training requirements. The creation of Corsair North Low, Corsair South Low, Mustang Low, Thud Low, and Warhawk Low MOAs would maximize the amount of flight time to accomplish training requirements, without spending excessive flight hours traveling to more distant training areas. This would ultimately increase training time and improves tactical training objectives. Currently, most aforementioned tactical training events with minimum recovery altitudes below 500 feet AGL cannot be properly performed in Moody 2 North MOA. Lowering the floor of Moody 2 North MOA from 500 feet AGL to 100 feet AGL would mirror the current altitudes of Moody 2 South MOA, consequently providing a continuous training area in which to practice low-altitude tactical formation, low-altitude navigation, and tactics for A-10C, A-29, HH-60G, and HC-130J aircrews and pilots. Under Alternative 1, it is estimated that 134 operations that are currently conducted annually between 500 feet AGL and 1,000 feet AGL in the Moody 2 North MOA and 134 operations that are conducted annually between 500 feet AGL and 1,000 feet

AGL in R-3008C would be conducted between 499 feet AGL and 100 feet AGL in the Moody 2 North MOA and the Grand Bay MOA, respectively.

The proposed new Grand Bay MOA would bridge the airspace between R-3008A/R-3008B, and Moody 2 North and Moody 2 South MOAs and would provide a level of flight safety for military operations within the lateral confines of R-3008. Currently, this block of airspace is the only airspace between R-3008 and the Moody 2 North and Moody 2 South MOAs that is not controlled as SUA. The creation of the Grand Bay MOA would allow aircraft to tactically transit from Moody 2 South MOA to R-3008 at an altitude as low as 100 feet AGL without having to climb up to 500 feet AGL (R-3008C). Comprehensive training scenarios such as large force exercises or CSAR operations would seamlessly transition between Moody 2 North MOA, Moody 2 South MOA, and R-3008 or be used as composite airspace (multiple SUA used as one).

Under Alternative 1, no changes in the number of sorties at Moody AFB airfield and no changes in the number of overall aircraft operations in the Moody Airspace Complex would occur. However, the distribution of training operations at low altitudes within the Moody Airspace Complex would change, as Moody AFB would redistribute 3,888 annual training operations currently limited to Moody 2 North and Moody 2 South MOAs to the new low-altitude MOAs.

Under Alternative 1, the quantity or type of defensive countermeasures used during training would not change. However, chaff and flares would be permitted for use within the new proposed low-altitude MOAs except for the Corsair North Low MOA, where the use of chaff would not be permitted. The use of flares would be limited to 2,000 feet AGL. Defensive countermeasures use would also be redistributed along with training operations across the proposed low-altitude MOAs.

Additionally, the following conditions would apply to Alternative 1:

- All operations below 1,000 feet AGL would remain unchanged within the Moody 2 North and Moody 2 South MOAs and R-3008 when compared to existing conditions.
- Operations above 1,000 feet AGL in Moody 2 North, Moody 2 South, Hawg North, and Hawg South MOAs would decrease.
- A one-to-one increase in operations in the newly proposed airspace would offset decreases in operations above 1,000 feet AGL in Moody 2 North, Moody 2 South, Hawg North, and Hawg South MOAs.
- SUA below 1,000 feet AGL would not change other than at Moody 2 North MOA and R-3008. This proposed change is primarily to “even out” the airspace floor of, but not increase the operations within, the SUA. It is estimated that 134 operations annually (approximately 1 operation every three days) would occur below 500 feet in each of the Moody 2 North and Grand Bay MOAs.
- The DAF would not expend ordnance other than chaff and flares in the new low-altitude MOAs.
- The types and quantities of training ordnance used at the Grand Bay Range would continue unchanged.

- The existing 0.5-nautical mile (nm)-wide east-west corridor through Sabre MOA and its underlying airspace and under Hawg North MOA would be maintained to accommodate civilian aircraft transit of the Moody Airspace Complex (see **Figure ES-2**).
- The DAF would modify the Banks Lake NWR exclusion zone by lowering the floor from 1,500 feet AGL to 500 feet AGL, except for the approximately 900 acres of the Banks Lake NWR that includes all of the open water and adjacent shoreline.

ES.4.3 Modified Alternative 1. Create New Military Operations Areas with a 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay Military Operations Area, and Lower the Floor of Moody 2 North Military Operations Area

Modified Alternative 1 is a variation of Alternative 1, which was originally described in the Draft EIS. Modified Alternative 1 would be smaller than the Alternative 1 low-altitude airspace configuration based on coordination between the DAF and the FAA during the airspace proposal process. Under Modified Alternative 1, the DAF and FAA would chart new low-altitude MOAs beneath and within the lateral confines of existing MOAs and Restricted Areas of the Moody Airspace Complex similar to those described by Alternative 1, but with different (smaller) lateral boundaries:

- The DAF and FAA would create the Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs with a floor of 1,000 feet AGL and a ceiling up to but not including 8,000 feet MSL. The DAF and FAA would create the new MOAs beneath the existing Corsair North, Corsair South, Mustang Low, and Warhawk Low MOAs, respectively. The Corsair South Low MOA would be within the same lateral confines as the Corsair South MOA; however, the Corsair North Low, Mustang Low, and Warhawk Low MOAs would have reduced lateral confines relative to the overlying Corsair North, Mustang, and Warhawk MOAs.
- The Warhawk Low and Mustang Low MOAs would always be activated concurrently during training operations.
- The DAF and FAA would not create the Thud Low MOA.
- The DAF and FAA would create the Grand Bay MOA with a floor of 100 feet AGL and a ceiling up to but not including 500 feet AGL beneath and within the lateral confines of the existing Restricted Area R-3008C.
- The DAF and FAA would lower the floor of Moody 2 North MOA from 500 feet AGL to 100 feet AGL.
- The controlling agency would be the FAA Jacksonville Air Route Control Center for the Corsair North Low, Corsair South Low, Moody 2 North, Mustang Low, and Warhawk Low MOAs.

Compared to Alternative 1, Modified Alternative 1 would reduce the lateral confines of the proposed action area by approximately 42 percent, but would maintain 1,000-foot AGL MOAs to support the redistribution of low-altitude training operations from Moody 2 North and Moody 2 South MOAs. Other than the changes to the lateral confines of the proposed low-altitude MOAs, all other aspects of Modified Alternative 1 are the same as described for Alternative 1.

The distribution of training in low-altitude airspace within the Moody Airspace Complex would change, as Moody AFB would redistribute 3,888 annual training operations currently limited to Moody 2 North and Moody 2 South MOAs to the new low-altitude MOAs.

Under Modified Alternative 1, the quantity or type of defensive countermeasures used during training would not change. Chaff and flares would be permitted for use within the new proposed low-altitude MOAs beneath those MOAs where chaff and flare use is currently permitted; however, the use of defensive countermeasures in the proposed Corsair North Low MOA would be restricted to the use of flares only. The use of flares would be limited to 2,000 feet AGL. Defensive countermeasures use would also be redistributed along with training operations in the proposed new low-altitude MOAs.

Additionally, the following conditions would apply to Modified Alternative 1:

- All operations below 1,000 feet AGL would remain unchanged within the Moody 2 North and Moody 2 South MOAs and R-3008 when compared to existing conditions.
- Operations above 1,000 feet AGL in Moody 2 North, Moody 2 South, Hawg North, and Hawg South MOAs would decrease.
- A one-to-one increase in operations in the newly proposed airspace would offset decreases in operations above 1,000 feet AGL in Moody 2 North, Moody 2 South, Hawg North, and Hawg South MOAs.
- SUA below 1,000 feet AGL would not change other than at Moody 2 North MOA and R-3008. This proposed change is primarily to “even out” the airspace floor of, but not increase the operations within, the SUA. It is estimated that 134 operations annually (approximately 1 operation every three days) would occur below 500 feet in each of the Moody 2 North and Grand Bay MOAs.
- The DAF would not expend ordnance other than chaff and flares in the new low-altitude MOAs.
- The types and quantities of training ordnance used at the Grand Bay Range would continue unchanged.
- The existing 0.5 nm-wide east-west corridor through Sabre MOA and its underlying airspace and under Hawg North MOA would be maintained to accommodate civilian aircraft transit of the Moody Airspace Complex.
- The DAF would modify the Banks Lake NWR exclusion zone by lowering the floor from 1,500 feet AGL to 500 feet AGL, except for the approximately 900 acres of the Banks Lake NWR that include all of the open water and adjacent shoreline.

ES.4.4 Alternative 2: Create New Military Operations Areas with a 2,000-Foot Floor, Create a New Grand Bay Military Operations Area, and Lower the Floor of Moody 2 North Military Operations Area

Under Alternative 2, the DAF and FAA would chart new low-altitude MOAs beneath and within the lateral confines of existing MOAs and Restricted Areas of the Moody Airspace Complex:

- The DAF and FAA would create the Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs with a floor of 2,000 feet AGL and a ceiling of 7,999 feet MSL. The DAF and FAA would create the new MOAs beneath and within the lateral confines of the existing Corsair North, Corsair South, Mustang Low, and Warhawk Low MOAs, respectively.
- The DAF and FAA would create the Thud Low MOA with a floor of 4,000 feet AGL and a ceiling of 7,999 feet MSL beneath and within the lateral confines of the existing Thud MOA.
- The DAF and FAA would create the Grand Bay MOA with a floor of 100 feet AGL and a ceiling of 499 feet AGL beneath and within the lateral confines of the existing Restricted Area R-3008C.
- The DAF and FAA would lower the floor of the existing Moody 2 North MOA from 500 feet AGL to 100 feet AGL.

Besides the creation of new low-altitude MOAs with an altitude floor of 2,000 feet instead of 1,000 feet, all other aspects of Alternative 2 are the same as described for Alternative 1. However, this alternative would not satisfy training requirements below 2,000 feet AGL in the new low-altitude MOAs.

The distribution of training in low-altitude airspace within the Moody Airspace Complex would change, as Moody AFB would redistribute 2,018 annual training operations currently limited to Moody 2 North and Moody 2 South MOAs to the new low-altitude MOAs.

Under Alternative 2, the quantity or type of defensive countermeasures used during training would not change. However, the DAF would permit chaff and flare use within the new proposed low-altitude MOAs except for the Corsair North Low MOA, where the DAF would restrict the use of chaff. The DAF would limit the use of flares to above 2,000 feet AGL. Defensive countermeasures use would also be redistributed along with training operations across the proposed low-altitude MOAs.

Additionally, the following conditions would apply to Alternative 2:

- All operations below 2,000 feet AGL would remain unchanged within the Moody 2 North and Moody 2 South MOAs and R-3008 when compared to existing conditions.
- Operations above 1,000 feet AGL in Moody 2 North, Moody 2 South, Hawg North, and Hawg South MOAs would decrease.
- A one-to-one increase in operations in the newly proposed airspace would offset decreases in operations above 2,000 feet AGL in Moody 2 North, Moody 2 South, Hawg North, and Hawg South MOAs.
- SUA below 1,000 feet AGL would not change other than at Moody 2 North MOA and R-3008. This proposed change is primarily to “even out” the airspace floor of, but not increase the operations within, the SUA. It is estimated that 134 operations annually (approximately 1 operation every three days) would occur below 500 feet in each of the Moody 2 North and Grand Bay MOAs.

- The DAF would not expend ordnance other than chaff and flares in the new low-altitude MOAs.
- The types and quantities of training ordnance used at the Grand Bay Range would continue unchanged.
  The existing 0.5 nm-wide east-west corridor through Sabre MOA and its underlying airspace and under Hawg North MOA would be maintained to accommodate civilian aircraft transit of the Moody Airspace Complex (see **Figure ES-2**).
- The DAF would modify the Banks Lake NWR exclusion zone by lowering the floor from 1,500 feet AGL to 500 feet AGL, except for the approximately 900 acres of the Banks Lake NWR that includes all of the open water and adjacent shoreline.

ES.4.5 Alternative 3: Create New Military Operations Areas with a 4,000-Foot Floor, Create a New Grand Bay Military Operations Area, and Lower the Floor of Moody 2 North Military Operations Area

Under Alternative 3, the DAF and the FAA would chart new low-altitude MOAs beneath and within the lateral confines of existing MOAs and Restricted Areas of the Moody Airspace Complex:

- The DAF and FAA would create the Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs with a floor of 4,000 feet AGL and a ceiling of 7,999 feet MSL. The DAF and FAA would create the new MOAs beneath and within the lateral confines of the existing Corsair North, Corsair South, Mustang Low, and Warhawk Low MOAs, respectively.
- The DAF and FAA would create the Thud Low MOA with a floor of 4,000 feet AGL and a ceiling of 7,999 feet MSL beneath and within the lateral confines of the existing Thud MOA.
- The DAF and FAA would create the Grand Bay MOA with a floor of 100 feet AGL and a ceiling of 499 feet AGL beneath and within the lateral confines of the existing Restricted Area R-3008C.
- The DAF and FAA would lower the floor of the existing Moody 2 North MOA from 500 feet AGL to 100 feet AGL.

Besides the creation of new low-altitude MOAs with an altitude floor of 4,000 feet instead of 1,000 feet, all other aspects of Alternative 3 are the same as described for Alternative 1. However, this option would not satisfy training requirements below 4,000 feet AGL in the new low-altitude MOAs.

The distribution of training operations at low altitudes within the Moody Airspace Complex would change, as the Moody AFB would redistribute 876 annual training operations currently limited to Moody 2 North and Moody 2 South MOAs to the new low-altitude MOAs.

Under Alternative 3, the quantity or type of defensive countermeasures used during training would not change. However, the DAF would permit the use of chaff and flares within the new proposed low-altitude MOAs, except for the Corsair North Low MOA, where the DAF would

restrict the use of chaff. The DAF would limit the use of flares to altitudes above 2,000 feet AGL. Moody AFB would redistribute the use of defensive countermeasures along with training operations across the proposed low-altitude MOAs.

Additionally, the following conditions would apply to Alternative 3:

- All operations below 4,000 feet AGL would remain unchanged within the Moody 2 North and Moody 2 South MOAs and R-3008 when compared to existing conditions.
- Operations above 1,000 feet AGL in Moody 2 North, Moody 2 South, Hawg North, and Hawg South MOAs would decrease.
- A one-to-one increase in operations in the newly proposed airspace would offset decreases in operations above 4,000 feet AGL in Moody 2 North, Moody 2 South, Hawg North, and Hawg South MOAs.
- SUA below 1,000 feet AGL would not change other than at Moody 2 North MOA and R-3008. This proposed change is primarily to “even out” the airspace floor of, but not increase the operations within, the SUA. It is estimated that 134 operations annually (approximately 1 operation every three days) would occur below 500 feet in each of the Moody 2 North and Grand Bay MOAs.
- The DAF would not expend ordnance other than chaff and flares in the new low-altitude MOAs.
- The types and quantities of training ordnance used at the Grand Bay Range would continue unchanged.
- The existing 0.5 nm-wide east-west corridor through Sabre MOA and its underlying airspace and under Hawg North MOA would be maintained to accommodate civilian aircraft transit of the Moody Airspace Complex (see **Figure ES-2**).
- The DAF would modify the Banks Lake NWR exclusion zone by lowering the floor from 1,500 feet AGL to 500 feet AGL, except for the approximately 900 acres of the Banks Lake NWR that includes all of the open water and adjacent shoreline.

ES.4.6 Identification of the Preferred Alternative

According to CEQ NEPA guidelines, an agency’s preferred alternative is the alternative that the agency believes would fulfill its statutory mission and responsibilities, considering economic, environmental, technical, and other factors. The DAF considers Modified Alternative 1 to be the preferred alternative. Modified Alternative 1 best meets the purpose and need by providing the necessary low-altitude MOAs proximate to the Moody AFB airfield to accommodate the missions’ training requirements. Although Modified Alternative 1 would not provide as much new low-altitude SUA for low-altitude training redistribution as Alternative 1, Modified Alternative 1 would provide the necessary redistribution of low-altitude operations into new low-altitude MOAs and would be superior to Alternatives 2 and 3 because it would allow for greater redistribution of existing operations into the proposed new low-altitude MOAs. This would provide benefits to aircrews operating in the Moody Airspace Complex, reduce training conflicts, provide operational improvements for the Grand Bay Range, and reduce the concentrated low-altitude training operations in Moody 2 North and Moody 2 South MOAs.

Alternatives 1, 2, and 3 would increase Moody AFB air traffic control (ATC) and Valdosta Radar Approach Control (RAPCON) efforts in coordinating civilian aircraft instrument flight rules (IFR) approaches and departures to underlying airports within the Moody Airspace Complex. Current procedures prioritizing IFR traffic would need to be expanded from the existing low-altitude MOAs to the proposed low-altitude MOAs under these three alternatives. Modified Alternative 1 would, however, substantially reduce this level of effort in coordinating civilian aircraft IFR approaches and departures, especially for Valdosta RAPCON; therefore, selecting Modified Alternative 1 as the preferred alternative provides a substantial reduction in effort for Moody AFB ATC and Valdosta RAPCON than selecting Alternatives 1, 2, or 3 as the preferred alternative.

ES.5 Summary of Environmental Consequences

Table ES-2 provides a summary of the environmental consequences for all alternatives.

Table ES-2. Impact Comparison of Alternatives

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Airspace Management and Operations	No change to the existing airspace operations would occur. The Moody Airspace Complex would be maintained in its current state and the number of flying hours and existing MOAs would remain the same, resulting in continued significant, long-term, adverse impacts on the flight training operations and training missions at Moody AFB.	Additional air traffic control and coordination would be required to deconflict up to 33,000 civilian flights and military training operations between 1,000 feet and 7,999 feet AGL annually, causing moderate adverse impacts. With an airspace floor of 4,000 feet AGL, air traffic coordination and control of military, general aviation, and airport operations within and underlying the new Thud Low MOA would be minimally affected. Of the estimated total 47,000 annual civilian flights operating in the Moody Airspace Complex, approximately 33,000 annual (91 daily) flights could be affected by the presence of the proposed	Impacts on airspace management, airspace users, air traffic control coordination, and the underlying airports would be similar to, but less than those described for Alternatives 1, 2, and 3. Of the estimated total 47,000 annual civilian flights operating in the Moody Airspace Complex, approximately 25,350 annual (69 daily) flights could be affected by the presence of the proposed low-altitude MOAs. This would comprise approximately 10,000 annual (27 daily) VFR flights and approximately 15,400 annual (42 daily) IFR flights. There would be fewer impacts on underlying	Impacts on airspace management, airspace users, air traffic control coordination, and the underlying airports would be similar to, but less than those described for Alternative 1. Of the estimated total 47,000 annual civilian flights operating in the Moody Airspace Complex, approximately 32,700 annual (90 daily) flights could be affected by the presence of the proposed low-altitude MOAs. This would be comprised of approximately 12,900 annual (35 daily) VFR flights and approximately 19,800 annual (54 daily) IFR flights. There would be fewer impacts on underlying airports than Alternative 1,	Impacts on airspace management, airspace users, air traffic control coordination, and the underlying airports would be similar to, but less than those described for Alternative 2. Of the estimated total 47,000 annual civilian flights operating in the Moody Airspace Complex, approximately 29,000 annual (81 daily) flights could be affected by the presence of the proposed low-altitude MOAs. This would be comprised of approximately 11,600 annual (32 daily) VFR flights and approximately 17,800 annual (49 daily) IFR flights. There would be fewer impacts on underlying airports than Alternative 2, because the proposed

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Airspace Management and Operations (continued)		low-altitude MOAs. This would comprise approximately 13,000 annual (36 daily) VFR flights and approximately 20,000 annual (55 daily) IFR flights. Anticipated beneficial impacts on airspace management would occur in the Moody 2 North and Moody 2 South MOAs as Moody AFB could distribute low-altitude operations across the low-altitude MOAs and decongest the existing high concentration of training that continuously vies for access to the existing low-altitude airspace (i.e., Moody 2 North MOA, Moody 2 South MOA, and the Restricted Areas). There would be a minor impact on recreational soaring activities from low-altitude aircraft	airports than Alternative 1, because the reduction in lateral boundaries of the Corsair North Low, Mustang Low, and Warhawk Low MOAs would reduce the encroachment of exclusion zones protecting public airport approaches and departures. There would be a minor impact on recreational soaring activities from low-altitude aircraft operations in the proposed Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs; however, these impacts would be reduced relative to Alternative 1 with the reduction in the lateral boundaries of charted low-altitude MOAs.	because the proposed low-altitude MOA floors would not encroach upon the exclusion zones protecting public airport approaches and departures. There would be a minor impact on recreational soaring activities from low-altitude aircraft operations in the proposed Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs.	MOA floors would not encroach upon the exclusion zones protecting public airport approaches and departures. There would be no impacts on recreational soaring activities from low-altitude aircraft operations in the proposed Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Airspace Management and Operations (continued)		operations in the proposed MOAs.			
Acoustic Environment (Noise)	There would be no effects on the noise environment because modification to and additions of low-altitude MOAs would not occur in the Moody Airspace Complex.	Onset-Adjusted Monthly DNL was determined to be the same as the estimated DNL for all proposed operations. The estimated DNL would range from less than 35.0 dBA in areas beneath mid-altitude MOAs or areas with limited air operations up to 59.7 dBA in the low-altitude training areas surrounding the Grand Bay Range, which would not change when compared to existing conditions. Areas beneath the Corsair North Low, Corsair South Low, Moody 2 North, Mustang Low, Thud Low, and Warhawk Low MOAs would each experience an increase in sound levels	Onset-Adjusted Monthly DNL was determined to be the same as the estimated DNL for all proposed operations. The estimated DNL would range from less than 35.0 dBA in areas beneath mid-altitude MOAs or areas with limited air operations up to 59.7 dBA in the low-altitude training areas surrounding the Grand Bay Range, which would not change when compared to existing conditions. Areas beneath the Corsair North Low, Corsair South Low, Moody 2 North, Mustang Low, and Warhawk Low MOAs would each	Onset-Adjusted Monthly DNL was determined to be the same as the estimated DNL for all proposed operations. The estimated DNL would range from less than 35.0 dBA in areas beneath mid-altitude MOAs or areas with limited air operations up to 59.7 dBA in the low-altitude training areas surrounding the Grand Bay Range, which would not change when compared to existing conditions. Areas beneath the Corsair North Low, Corsair South Low, Moody 2 North, Mustang Low, Thud Low, and Warhawk Low MOAs would each experience an increase in sound levels	Onset-Adjusted Monthly DNL was determined to be the same as the estimated DNL for all proposed operations. The estimated DNL would range from less than 35.0 dBA in areas beneath mid-altitude MOAs or areas with limited air operations up to 59.7 dBA in the low-altitude training areas surrounding the Grand Bay Range, which would be the same as under existing conditions. Areas beneath the Mustang Low, Thud Low, and Warhawk Low MOAs would each experience an increase in sound levels of up to 2.2 dBA DNL and an increase in the percent of highly annoyed persons

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Acoustic Environment (Noise) (continued)		of up to 2.4 dBA DNL and an increase in the percent of highly annoyed persons of up to 0.3 percent (up to 112 persons). Areas beneath the Moody 2 South MOA would experience a decrease in overall sound level of 1.1 dBA DNL and a reduction in the percent of highly annoyed persons of 0.1 percent (equivalent to 7 persons). Areas beneath the Sabre MOA would remain below 35 dBA DNL. On rare occasions overflights would peak above 75 dBA and 90 dBA SEL and have the potential to interfere with communication and disturb sleep for individuals beneath the proposed low-altitude MOAs; however, individual overflights	experience an increase in sound levels of up to 2.3 dBA DNL and an increase in the percent of highly annoyed persons of up to 0.3 percent (up to 112 persons). Areas beneath the Moody 2 South MOA would experience a decrease in overall sound level of 1.1 dBA DNL and a reduction in the percent of highly annoyed persons of 0.1 percent (equivalent to 7 persons). Areas beneath the Sabre MOA would remain below 35 dBA DNL. On rare occasions overflights would peak above 75 dBA and 90 dBA SEL and have the potential to interfere with communication and disturb sleep for	of up to 2.2 dBA DNL and an increase in the percent of highly annoyed persons of up to 0.5 percent (up to 112 persons). Areas beneath the Moody 2 South MOA would experience a decrease in overall sound level of 1.1 dBA DNL and a reduction in the percent of highly annoyed persons of 0.1 percent (equivalent to 7 persons). Areas beneath the Sabre MOA would remain below 35 dBA DNL. Unlike Alternative 1, individual overflights would be above 2,000 feet AGL and would not be peak above 75 dBA or 90 dBA SEL and would not have the potential to interfere with communication and disturb sleep for individuals beneath the	of up to 0.3 percent (up to 35 persons). Areas beneath the Moody 2 North and Moody 2 South MOAs would experience a decrease in overall sound levels but would not experience a change in the percent of highly annoyed persons. Areas beneath the Corsair North, Corsair South, and Sabre MOAs would remain below 35 dBA DNL. Unlike Alternative 1, individual overflights would be above 4,000 feet AGL and would not be peak above 75 dBA or 90 dBA SEL, and would not have the potential to interfere with communication and disturb sleep for individuals beneath the proposed low-altitude MOAs.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Acoustic Environment (Noise) (continued)		would not be loud enough or frequent enough to create areas of incompatible land use beneath these proposed MOAs. The number of individual overflights in the Moody 2 North and Moody 2 South MOAs would decrease substantially.	individuals beneath the proposed low-altitude MOAs; however, individual overflights would not be loud enough or frequent enough to create areas of incompatible land use beneath these proposed MOAs. The number of individual overflights in the Moody 2 North and Moody 2 South MOAs would decrease substantially.	proposed low-altitude MOAs. The number of individual overflights in the Moody 2 North and Moody 2 South MOAs would experience a moderate decrease.	The number of individual overflights in the Moody 2 North and Moody 2 South MOAs would decrease slightly.
Health and Safety	No impacts on health and safety of civilian personnel or the public would be anticipated as no changes would be made to the Moody Airspace Complex. There would be no change in the potential for bird/wildlife aircraft	There would be a slight increase in the overall annual flying time within the Moody Airspace Complex that could increase the risk of an increased mishap rate. A total of 30 percent of DAF bird/wildlife aircraft strikes occur between 1,000 feet and 7,999 feet AGL, the proposed	There would be a slight increase in the overall flying time within the Moody Airspace Complex that could increase the risk of an increased mishap rate. A total of 30 percent of DAF bird/wildlife aircraft strikes occur between 1,000 feet and 7,999 feet AGL, the	There would be a slight increase in the overall flying time; however, because an increase of 0.4 percent in total yearly flying time would be negligible, an increase in the risk of an increased mishap rate is not expected to occur. A total of 12 percent of DAF bird/wildlife aircraft strikes occur between	There would be no change in the overall flying time and no change in the risk of an increased mishap rate would be anticipated. A total of 3 percent of DAF bird/wildlife aircraft strikes occur between 4,000 feet and 7,999 feet AGL, the altitudes for the proposed Corsair North Low, Corsair South Low,

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Health and Safety (continued)	strikes in the Moody 2 North and Moody 2 South MOAs. The potential for bird/wildlife aircraft strikes would remain at 70 percent because low-altitude aircraft operations would not be shifted to other low-altitude MOAs. There would be no reduction of safety risk through improved training opportunities at low altitudes under the No Action Alternative.	altitudes for the Corsair North Low, Corsair South Low, Mustang Low, Thud Low, and Warhawk Low MOAs. A total of 18 percent of all DAF bird/wildlife aircraft strikes occur between 100 feet and 499 feet AGL, the proposed altitudes for the proposed new Grand Bay MOA. Lowering the floor of Moody 2 North MOA to 100 feet AGL would slightly increase the risk of potential bird/wildlife aircraft strikes. Lowering the floor of Moody 2 North, creating new low-altitude MOAs, and modifying the exclusion zone over the Banks Lake NWR (except for the approximately 900 acres of the Banks Lake NWR that includes all NWR open water and	proposed altitudes for the Corsair North Low, Corsair South Low, Mustang Low, and Warhawk Low MOAs. A total of 18 percent of all DAF bird/wildlife aircraft strikes occur between 100 feet and 499 feet AGL, the proposed altitudes for the proposed new Grand Bay MOA. Lowering the floor of Moody 2 North MOA to 100 feet AGL would slightly increase the risk of potential bird/wildlife aircraft strikes. Lowering the floor of Moody 2 North, creating new low-altitude MOAs, and modifying the exclusion zone over the Banks Lake NWR (except for the approximately 900 acres	2,000 feet and 7,999 feet AGL, the altitudes for the proposed Corsair North Low, Corsair South Low, Mustang Low, Thud Low, and Warhawk Low MOAs. The potential for bird/wildlife aircraft strikes for the Grand Bay and Moody 2 North MOAs would be the same as Alternative 1. Reduction of safety risk through improved training opportunities would be the same as Alternative 1. The risk of wildfires from the redistribution of flare use into new airspace would be the same as Alternative 1.	Mustang Low, Thud Low, and Warhawk Low MOAs. The potential for bird/wildlife aircraft strikes for the Grand Bay and Moody 2 North MOAs would be the same as Alternative 1. Reduction of safety risk through improved training opportunities would be the same as Alternative 1. Compared to Alternatives 1 and 2, the negligible risk of wildland fire in the new proposed low-altitude MOAs would be further reduced as the flares would not be released below 4,000 feet AGL.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Health and Safety (continued)		adjacent shoreline) would allow training operations at low altitudes to be properly performed and conducted more efficiently to better prepare aircrews and pilots for real-world combat scenarios and reduce safety risks. The introduction of flares into new airspace would have a negligible increased risk of wildland fires because flare use is limited to altitudes above 2,000 feet AGL and the use of flares is suspended when conditions are conducive to wildfires.	of the Banks Lake NWR that includes all NWR open water and adjacent shoreline) would allow training operations at low altitudes to be properly performed and conducted more efficiently to better prepare aircrews and pilots for real-world combat scenarios and reduce safety risks. The introduction of flares into new airspace would have a negligible increased risk of wildland fires because flare use is limited to altitudes above 2,000 feet AGL and the use of flares is suspended when conditions are conducive to wildfires.		
Biological Resources	Existing conditions for biological resources would continue unchanged.	Impacts on wildlife from noise due to aircraft operations in the proposed low-altitude	Impacts on wildlife and threatened and endangered species for the proposed Grand Bay MOA, and the lowering	Impacts on wildlife and threatened and endangered species for the proposed Thud Low	Impacts on wildlife and threatened and endangered species for the proposed Thud Low MOA, Grand Bay MOA,

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Biological Resources (continued)	Low-altitude aircraft operations would continue to be concentrated in the Moody 2 North and Moody 2 South MOAs, where the potential for bird/wildlife aircraft strike hazards would be greatest. The use of chaff and flares would continue to be concentrated in the Moody 2 North and Moody 2 South MOAs where large avian species could mistake small residual plastic components as prey items.	MOAs would be minor because the noise environment would not change substantially under Alternative 1. Individual overflights at altitudes of 1,000 feet AGL would disturb wildlife both through increased sound and the visibility of aircraft movement to wildlife, causing startle behavioral responses. However, the low-altitude training events would be shifted to the proposed low-altitude MOAs, increasing the available area for approximately the same number of low-altitude training events annually; it is highly unlikely that wildlife would be exposed to a single training event during critical species life-cycle events.	of the floor of the Moody 2 North MOA as well as the shifting of aircraft operations from the Moody 2 South MOA to other proposed low-altitude MOAs would be the same as Alternative 1. Minor impacts on birds from noise and aircraft movement, including a slightly increased risk of bird aircraft strikes, would occur. No impacts are anticipated on mammals, reptiles, and amphibians. Impacts on wildlife and threatened and endangered species from the use of defensive countermeasures in the proposed low-altitude MOAs would be the same as Alternative 1.	MOA, Grand Bay MOA, and the lowering of the floor of the Moody 2 North MOA as well as the shifting of aircraft operations from the Moody 2 South MOA to other proposed low-altitude MOAs would be the same as Alternative 1. Minor impacts on birds from noise and aircraft movement, including a slight increased risk of bird aircraft strikes, would occur. No impacts are anticipated on mammals, reptiles, and amphibians. Impacts on wildlife and threatened and endangered species from the use of defensive countermeasures in the proposed low-altitude MOAs would be the same as Alternative 1.	and the lowering of the floor of the Moody 2 North MOA as well as the shifting of aircraft operations from the Moody 2 South MOA to other proposed low-altitude MOAs would be the same as Alternative 1. There would be no adverse impacts on birds from noise and aircraft movement. Further, given that training altitudes would always occur at or above 4,000 feet AGL, aircraft movement in these four proposed low-altitude MOAs would have no impacts on mammals, reptiles and amphibians. The use of defensive countermeasures may affect but is not likely to adversely affect wood storks. There would be no

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Biological Resources (continued)		A slight increased risk of bird/wildlife aircraft strikes would occur with the redistribution of operations to the proposed low-altitude MOAs, with a higher risk to raptors and wading birds, including migrating sandhill cranes. No impacts would occur to wildlife from the redistribution of chaff and flares. Aircraft movement and noise and the use of defensive counter-measures may affect but are not likely to adversely affect listed wood storks and are not likely to jeopardize the continued existence of the tricolored bat, which is proposed for listing, and the monarch butterfly, which is a candidate species. There would be no effect on	Noise, aircraft movement at low altitude, and the use of defensive countermeasures may affect but are not likely to adversely affect wood storks and are not likely to jeopardize the continued existence of the tricolored bat, which is proposed for listing, and the monarch butterfly, which is a candidate species. There would be no effect on red-cockaded woodpeckers, indigo snakes, frosted flatwoods salamander, or reticulated flatwoods salamander.	Noise, aircraft movement at low altitude, and the use of defensive countermeasures may affect but are not likely to adversely affect wood storks and are not likely to jeopardize the continued existence of the tricolored bat, which is proposed for listing, and the monarch butterfly, which is a candidate species. There would be no effect on red-cockaded woodpeckers, indigo snakes, frosted flatwoods salamander, or reticulated flatwoods salamander.	effect on red-cockaded woodpeckers, tricolored bats, indigo snakes, frosted flatwoods salamander, or reticulated flatwoods salamander.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Biological Resources (continued)		listed red-cockaded woodpeckers, indigo snakes, frosted flatwoods salamander, or reticulated flatwoods salamander.			
Cultural Resources	Existing conditions for cultural resources would continue unchanged.	No impacts would occur on cultural resources as there would be no ground-disturbing activities nor alteration of existing structures. Impacts on historic structures could occur from vibration associated with low-altitude training operations in the Grand Bay and Moody 2 North MOAs. Given that there are no supersonic activities proposed and that only 134 flight operations below 500 feet AGL are proposed in each of the two MOAs annually, there would be no adverse effects on historic properties as a result of vibration from aircraft noise.	Impacts on cultural resources would be the same as under Alternative 1.	Impacts on cultural resources would be the same as Alternative 1.	Impacts on cultural resources would be the same as Alternative 1.

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Land Use and Recreation	There would be no impacts on land use or recreation as there would be no shift in low-altitude aircraft operations to new low-altitude MOAs in the Moody Airspace Complex.	There would be fewer low-altitude operations over the Moody 2 North and Moody 2 South MOAs, reducing the interactions between aircraft and recreational uses. Aircraft operating below 500 feet AGL could startle livestock and poultry; however, the number of operations annually are low and spread out over large areas. Aircraft movement and noise would not be incompatible with any land uses, including farmland used for domestic livestock. Although the modification of the Banks Lake NWR exclusion zone would increase the individual aircraft overflight noise, only a fraction of the total low-altitude operations over the Banks Lake	Impacts from aircraft operations on land use and recreation in the Moody 2 North, Moody 2 South, and Grand Bay MOAs would be the same as described for Alternative 1 because the proposed floor and ceiling altitudes would be the same as Alternative 1 for these MOAs. The noise levels for all of the proposed low-altitude MOAs would be well below the 65 dBA DNL threshold for incompatible land uses. Fewer designated recreation areas would be impacted from low-altitude operations relative to Alternative 1 as the lateral boundaries of Corsair North Low, Mustang Low, and Warhawk Low MOAs would be reduced.	Impacts from aircraft operations on land use and recreation in the Moody 2 North, Moody 2 South, Grand Bay, and Thud Low MOAs would be the same as described for Alternative 1 because the proposed floor and ceiling altitudes would be the same as Alternative 1 for these MOAs. The noise levels for all of the proposed low-altitude MOAs would be well below the 65 dBA DNL threshold for incompatible land uses. Impacts from the modification of the Banks Lake NWR exclusion zone would be the same as Alternative 1 and would not generate noise levels above 65 dBA DNL (i.e., the threshold for incompatible land uses).	Impacts from aircraft operations on land use and recreation in the Moody 2 North, Moody 2 South, Grand Bay, and Thud Low MOAs would be the same as described for Alternative 1 because the proposed floor and ceiling altitudes would be the same as Alternative 1 for these MOAs. The noise levels for all of the proposed low-altitude MOAs would be well below the 65 dBA DNL threshold for incompatible land uses. Impacts from the modification of the Banks Lake NWR exclusion zone would be the same as Alternative 1 and would not generate noise levels above 65 dBA DNL (i.e., the threshold for incompatible land uses).

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Land Use and Recreation (continued)		NWR would occur below 1,500 feet annually and none of those operations would be below 500 feet AGL. These relatively infrequent, low-altitude aircraft operations over the Banks Lake NWR would not generate noise levels above 65 dBA DNL (i.e., the threshold for incompatible land uses).	Impacts from the modification of the Banks Lake NWR exclusion zone would be the same as Alternative 1 and would not generate noise levels above 65 dBA DNL (i.e., the threshold for incompatible land uses).		
Socioeconomics	There would be no change in the aircraft operations in the Moody Airspace Complex and therefore, socioeconomics would remain unchanged.	There would be no changes in population, employment, or income within the ROI. Long-term, moderate, adverse impacts would be expected on the civilian airspace users and airports underlying the proposed low-altitude MOAs or the other airports underlying the broader Moody Airspace Complex. Aircraft transiting the region to the airports	Impacts on population, housing, and land values would be the same as for Alternative 1. Short-term and long-term impacts on civilian airspace users and airports underlying the proposed low-altitude MOAs or the other airports underlying the broader Moody Airspace Complex would be less than Alternatives 1, 2, and 3. Because Modified Alternative 1 would affect	Impacts on population, housing, and land values would be the same as Alternative 1. Short-term and long-term impacts on civilian airspace users and airports underlying the proposed low-altitude MOAs or the other airports underlying the broader Moody Airspace Complex would be similar to Alternative 1. Because Alternative 2 would affect approximately 3 percent	Impacts on population, housing, and land values would be the same as Alternative 1. Short-term and long-term impacts on civilian airspace users and airports underlying the proposed low-altitude MOAs or the other airports underlying the broader Moody Airspace Complex would be similar to Alternatives 1 and 2. Because Alternative 3 would affect approximately

Resource Area	No Action Alternative (Existing)	Alternative 1. 1,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Modified Alternative 1. 1,000-Foot Floor with Modified Lateral Boundaries, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 2. 2,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA	Alternative 3. 4,000-Foot Floor, Create a New Grand Bay MOA, and Lower the Floor of Moody 2 North MOA
Socioeconomics (continued)		under the Moody Airspace Complex or other destinations may detour or be rerouted around or through Sabre MOA, resulting in increased distances flown and associated incurred costs from additional fuel and oxygen purchase requirements. No impacts on property values would be anticipated because training would not be frequent or loud enough to be incompatible with existing land uses.	approximately 29 percent fewer aircraft than Alternative 1, the lateral boundaries of the proposed low-altitude MOAs would be reduced, and aircraft would still be able to use the airspace underlying the Moody Airspace Complex to transit the region. Use of detours or rerouting options around or through the complex would be less than Alternatives 1, 2, and 3.	fewer aircraft than Alternative 1, and aircraft would still be able to use the airspace underlying the Moody Airspace Complex to transit the region, use of detours or rerouting options around or through the complex would be less than Alternative 1.	20 percent fewer aircraft than Alternatives 1 and 2, and aircraft would still be able to use the airspace underlying the Moody Airspace Complex to transit the region, use of detours or rerouting options around or through the complex would be less than Alternatives 1 and 2.
Environmental Justice	There would be no changes to the Moody Airspace Complex or low-altitude aircraft operations. Therefore, there would be no disproportionate impacts on any population.	No disproportionately high or adverse human health or environmental effects on minority, low-income, youth, or elderly populations would be expected.	No disproportionately high or adverse human health or environmental effects on minority, low-income, youth, or elderly populations would be expected.	No disproportionately high or adverse human health or environmental effects on minority, low-income, youth, or elderly populations would be expected.	No disproportionately high or adverse human health or environmental effects on minority, low-income, youth, or elderly populations would be expected.

AFB – Air Force Base; **AGL** – above ground level; **DAF** – Department of the Air Force; **dBA** – A-weighted decibel; **DNL** – day-night sound level; **IFR** – instrument flight rules; **MOA** – Military Operations Area; **PSD** – Prevention of Significant Deterioration; **NAAQS** - National Ambient Air Quality Standards; **NWR** – National Wildlife Refuge; **ROI** – region of influence; **SEL** – sound exposure level; **tpy** – tons per year; **VFR** – visual flight rules

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