

# Mitigation Plan for Environmental Impact Statement for

## SUA Optimization to Support Existing Aircraft at Holloman Air Force Base, New Mexico

June 2021





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## **ACRONYMS AND ABBREVIATIONS**

AFB	Air Force Base
AGL	above ground level
CFR	Code of Federal Regulations
DAF	Department of the Air Force
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
LOA	Letter of Agreement
MOA	Military Operations Area
MSL	mean sea level
N/A	Not Applicable
NOTAM	Notice to Airmen
ROD	Record of Decision
SUA	Special Use Airspace
WG	Wing

1    **1.0    PURPOSE OF MITIGATION PLAN**

2    The Department of the Air Force (DAF) issued a Record of Decision (ROD) on March 29, 2021  
3    to modify special use airspace (SUA) to support F-16 pilots stationed at Holloman Air Force  
4    Base (AFB). The ROD documents the DAF’s decision to select Preferred Alternative,  
5    Alternative 1: Talon MOA, as defined in the *Final Environmental Impact Statement for Special*  
6    *Use Airspace Optimization to Support Existing Aircraft at Holloman Air Force Base, New*  
7    *Mexico*. The DAF will request the Federal Aviation Administration (FAA) to chart the Talon  
8    Military Operations Area (MOA) as described in the Final Environmental Impact Statement  
9    (EIS).

10   The ROD contains mitigations that were described in the Final EIS that were devised to address  
11   concerns expressed in comments provided by the public and governmental agencies. Title 32 of  
12   the Code of Federal Regulations Part 989 (32 CFR 989) requires the DAF to prepare a mitigation  
13   plan for each ROD that contains mitigation. Since these mitigations are intended to reduce  
14   potential environmental impacts, it is necessary to ensure these measures are implemented as part  
15   of the establishment and use of the Talon MOA.

16   The objective of the Mitigation Plan is to ensure that actions identified in the Final EIS and ROD  
17   to mitigate, e.g., avoid, minimize or reduce potentially significant environmental impacts are  
18   implemented in a timely way (32 CFR 989.22(d)). This Mitigation Plan identifies organizations  
19   responsible for funding and implementing mitigation and a completion date for each mitigation.

20   **2.0    ROLES AND RESPONSIBILITIES**

21   The FAA, as a cooperating agency on this action, will be responsible for evaluating, processing  
22   and charting the airspace (i.e., Talon MOA). The DAF, as the lead agency, will be responsible  
23   for ensuring that commitments outlined in the ROD and this Mitigation Plan are carried out. The  
24   DAF will follow the established operating procedures, will conduct all flight operations in  
25   compliance with existing regulations and restrictions, and will continue to coordinate with FAA  
26   regarding operations within the charted airspace. The 49th Wing (WG) at Holloman AFB, the  
27   using agency, will have overall responsibility for ensuring that mitigation commitments for the  
28   SUA are implemented.

29   **3.0    MITIGATION REQUIREMENTS**

30   The mitigations will occur at different times of project implementation. Some mitigations  
31   identified in the ROD and in this Mitigation Plan are mitigations by avoidance. These  
32   mitigations constitute modifications to the structure of the airspace that are reflected in the  
33   Alternative 1: Talon MOA, and will be implemented automatically as part of the FAA  
34   aeronautical approval process. Other mitigations will be implemented by an agreed upon date  
35   between the FAA and the DAF. All mitigations are presented in **Table 1**.

1   **4.0   METHOD FOR ACCOMPLISHING MITIGATION**

2   Within the Air Force, the 49th WG at Holloman AFB has overall responsibility for ensuring that  
3   mitigation commitments for the SUA optimization, are carried out. FAA will chart the Talon  
4   MOA with the agreed upon mitigation as described in the Final EIS.

5   **5.0   APPLICABLE DOCUMENTS**

6   The following documents are incorporated by reference in this Mitigation Plan and shall be  
7   integrated into project design and planning as appropriate:

- 8       • Final Environmental Impact Statement for Special Use Airspace Optimization to  
9       Support Existing Aircraft at Holloman Air Force Base (January 2021).
- 10      • Record of Decision, Final Environmental Impact Statement for Special Use Airspace  
11      Optimization to Support Existing Aircraft at Holloman Air Force Base (March 29,  
12      2021).
- 13      • Council on Environmental Quality Memorandum, *Appropriate Use of Mitigation and*  
14      *Monitoring and Clarifying the Appropriate Use of Mitigated Findings of No*  
15      *Significant Impact* (January 14, 2011).

16   **6.0   SCHEDULE FOR EXECUTION OF ACTIONS**

17   **Table 1** describes the methods for executing the mitigations (as described in the Final EIS  
18   Section 7.2 and ROD), the organizations responsible for implementing the mitigations and for  
19   funding them, and the estimated completion date for each mitigation. Any change to the  
20   implementation schedule for mitigation may entail a corresponding change to the projected date  
21   of completion of the mitigation.

**Table 1. Holloman AFB Special Use Airspace Optimization Mitigation**

<b>Number</b>	<b>Mitigation</b>	<b>Method for Executing</b>	<b>Responsible Organization</b>	<b>Funding Responsibility</b>	<b>Completion Date</b>
1	Southern boundary of the Talon MOA will be four nautical miles from the centerline of Air Traffic Service route J66 to eliminate conflict with general/civilian aviation along this route.	Mitigation will be implemented with the charting of the Talon MOA.	FAA; Holloman AFB 49th WG	N/A; no additional funding required.	Completed with airspace charting and publication.
2	Southern boundary of the Talon MOA will not overlap the northern boundary of Carlsbad Caverns National Park.	Mitigation will be implemented with the charting of the Talon MOA.	FAA; Holloman AFB 49th WG	N/A; no additional funding required.	Completed with airspace charting and publication.
3	Vertical obstructions that intrude into the 500-foot above ground level (AGL) floor of the proposed Talon Low A and Talon Low B MOAs will be identified on aeronautical charts. Known obstructions include one tower on the edge of Talon Low A and three towers beneath Talon Low B as shown in Final EIS, Appendix I (Figure 2-1).	Mitigation will be implemented with the charting of the Talon MOA.	FAA; Holloman AFB 49th WG	N/A; no additional funding required.	Completed with airspace charting and publication.
4	Talon Low A and Talon Low B MOAs boundaries will not conflict with the approach/departure of Artesia Municipal Airport and Cavern City Air Terminal Airport.	Mitigation will be implemented with the charting of the Talon MOA.	FAA; Holloman AFB 49th WG	N/A; no additional funding required.	Completed with airspace charting and publication.
5	Maintain the north-south corridor between Talon Low A MOA and Talon Low B MOA for general aviation operating below 12,500 feet mean sea level (MSL) traveling between Carlsbad and Roswell, New Mexico.	Mitigation will be implemented with the charting of the Talon MOA.	FAA; Holloman AFB 49th WG	N/A; no additional funding required.	Completed with airspace charting and publication.
6	FAA communication infrastructure may be improved to support air traffic control radio coverage of the Talon Low MOA area.	If determined by FAA that improvement is required, Air Force will program appropriate funding.	Holloman AFB 49th WG	Air Education and Training Command/ Holloman AFB 49th WG	Upon mutual agreement between FAA and Air Force.
7	Talon High C MOA and Bronco 3 MOA will not be activated at the same time to maintain one of the approach corridors to Roswell International Airport.	Letter of Agreement (LOA) between FAA and Air Force to detail procedures for activation of Talon High C MOA and Bronco 3 MOA to ensure approach corridor is maintained.	FAA; Holloman AFB 49th WG	N/A; no additional funding required.	Upon LOA signature

**Table 1. Holloman AFB Special Use Airspace Optimization Mitigation**

Number	Mitigation	Method for Executing	Responsible Organization	Funding Responsibility	Completion Date
8	A record of the amount and type of deployed chaff used in the optimized airspace will be maintained at Holloman AFB.	Establish process to maintain a rolling six years of records, or until it is determined that such records are no longer needed.	Holloman AFB 49th WG	N/A; no additional funding required.	Complete upon establishment of records maintenance process.
9	Holloman AFB Public Affairs will serve as the recipient for all complaints by the public concerning Air Force aircraft overflights, chaff, and flares in areas east of White Sands Missile Range (to include the Talon MOA).	Complaints will be processed through the Holloman AFB Public Affairs Office via the website ( <a href="https://www.holloman.af.mil/Contact-Us/">https://www.holloman.af.mil/Contact-Us/</a> ) or telephone (1.575.572.7381).	Holloman AFB 49th WG	N/A; no additional funding required.	Complete