



## OREGON AIRSPACE INITIATIVE

### What?

In support of the Oregon Air National Guard's (ANG's) 142d and 173d Fighter Wings, the Air Force and the National Guard Bureau (NGB) are proposing to expand, modify, and establish air-to-air training airspace areas over northwestern, north-central and south-central Oregon and the Pacific Ocean. The proposed action **would involve airspace only** and does not include any project components that would touch or otherwise directly affect the ground or water surface.

### Where?

The proposed action includes modification and addition to military training airspace in four areas located over northwestern, north-central and south-central Oregon and the Pacific Ocean:

- Expansion of Warning Area 570 (W-570) to the west over the Pacific Ocean (1,000 feet above mean sea level [MSL] to 50,000 MSL).
- Establishment of the Eel Military Operations Area (MOA) directly underneath the existing Eel Air Traffic Control Assigned Area along the Oregon coast from approximately Astoria to Lincoln City and adjacent to W-570 (11,000 MSL to 18,000 MSL).
- Expansion of the existing Juniper/Hart MOA Complex to the east approximately 20 miles from approximately Burns to Frenchglen in Oregon and to Big Mountain in northwestern Nevada (11,000 MSL to 18,000 MSL, with the Juniper East Low MOA from 500 feet above ground level to 10,999 MSL).
- Establishment of the Redhawk MOA in north central Oregon roughly bounded by Highway 97/197 on the west, the towns of Wasco and Lexington on the north, US Highway 395 on the east, and US Highway 26 on the south (11,000 MSL to 18,000 MSL).

### Why?

The purpose of the proposed Oregon Airspace Initiative is to provide properly-configured and located military airspace which will provide efficient, realistic mission-oriented training with adequate size, and within reasonably close proximity, to support advanced 21st century air-to-air tactical fighters and evolving training requirements of the Oregon ANG.

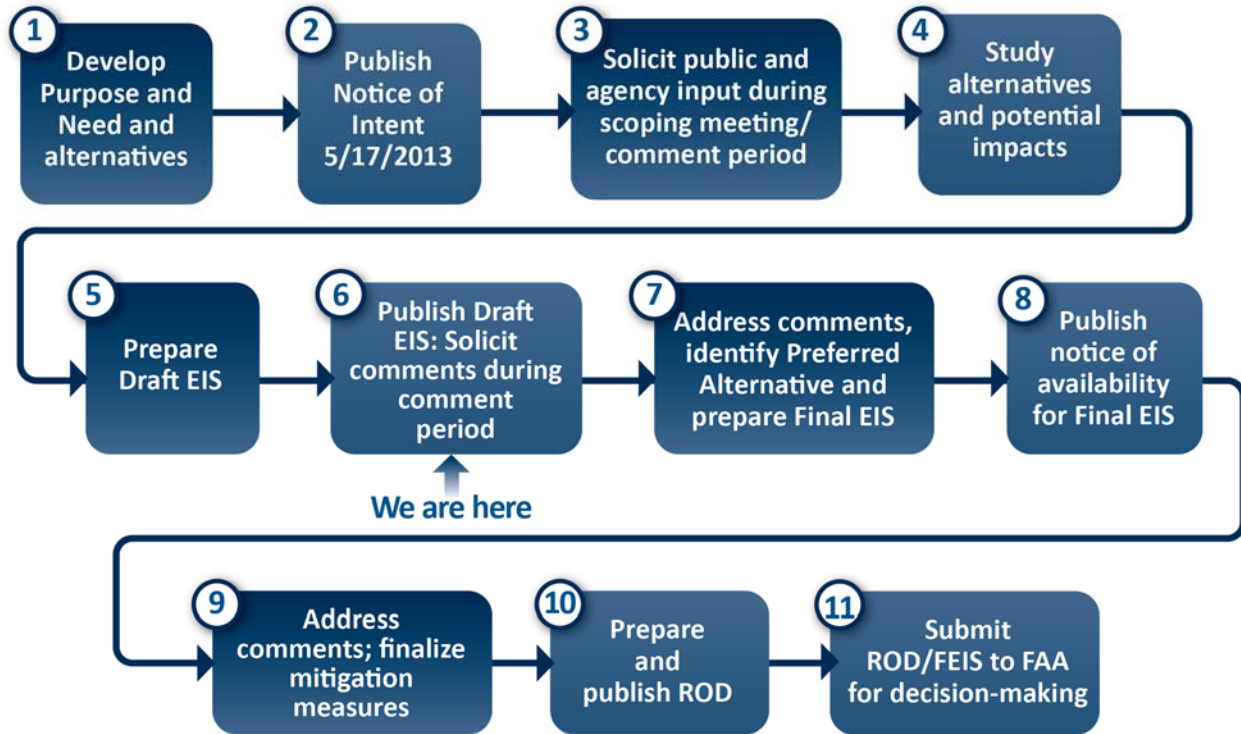
Several factors that have driven the proposed action include travel distance and time required to access existing training airspace areas, the frequency of weather conditions which limit the availability of coastal airspace areas for operational training, and finally, the need to modify the configuration and vertical limits in order to effectively meet the needs of the evolving missions and technological advancements of the F-15.



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## Environmental Impact Statement (EIS) Process



### NEPA

The National Environmental Policy Act (NEPA) is our national charter for making informed decisions based upon potential environmental consequences. NEPA requires all federal agencies to take a good-faith, hard look at potential environmental consequences of a proposal before making a decision.

### Public involvement

Public involvement is of primary importance in complying with NEPA, which requires full and honest disclosure of potential environmental impacts to the public. The Environmental Impact Analysis Process provides multiple opportunities for public involvement. The public has an important role in providing input during this process to help the National Guard Bureau make more informed decisions about implementing this proposal. Your comments and input will help to shape the environmental analyses that will be prepared in the Draft EIS. Although NGB will continue to take comments throughout the entire EIAP, a second opportunity for public comment will occur following publication of the Draft EIS; to be complete in the months following the scoping meetings.