Summary

Environmental Impact Statement for Basing F-35A Lightning II Formal Training Unit at Kingsley Field Air National Guard Base, Klamath Falls, Oregon

173D FIGHTER WING

April 2026

SUMMARY

This Environmental Impact Statement (EIS) evaluates the potential effects on the human and natural environment associated with the National Guard Bureau (NGB) and Department of the Air Force (DAF) proposal to maintain combat capability within the Air National Guard (ANG) fighter wings operating F-15C/D aircraft. The F-15C/D fleet has reached the end of its service life and is being phased out due to increasing maintenance requirements and diminishing parts availability. The Proposed Action is the beddown, operation, and associated infrastructure construction of one formal training unit (FTU) squadron of F-35A Lightning II (F-35A) aircraft at Kingsley Field Air National Guard Base (ANGB) at the Crater Lake-Klamath Regional Airport (LMT), in Klamath Falls, Oregon. The FTU squadron would consist of up to 24 F-35A Primary Aerospace Vehicles Authorized (PAA) and 2 Backup Aerospace Vehicles Authorized (BAA) and would replace the existing 26 F-15C/D aircraft. PAA is the number of aircraft authorized to a unit in order to perform its operational mission, while BAA are aircraft used when one of the PAA aircraft is unavailable.

Kingsley Field ANGB is located on the western portion of the city-owned LMT in south-central Oregon, approximately five miles south of downtown Klamath Falls in Klamath County and about 15 miles north of the Oregon–California border. Owned and operated by the City of Klamath Falls, LMT is categorized as a nonprimary commercial service airport in the National Plan of Integrated Airport Systems. The airport encompasses approximately 1,251 acres and includes two runways (Runway 14/32 and Runway 08/26). LMT supports multiple aviation users, including general aviation, the U.S. Forest Service, and the Oregon Air National Guard, and includes an air traffic control tower (ATCT) operated as an FAA contract tower. Kingsley Field ANGB occupies approximately 254 acres leased from the City of Klamath Falls and uses the LMT runway system for military flight operations. The location of the installation between major West Coast military bases makes it a key regional training hub.

Based on this operational setting, the region of influence (ROI) for this EIS includes areas adjacent to LMT and Kingsley Field ANGB that may be directly or indirectly affected by civil and military aircraft operations and associated activities. These areas include locations under departure, arrival, and closed pattern flight paths; areas where land use compatibility with aircraft noise and safety criteria is evaluated; and noise-sensitive land uses represented in modeled noise exposure contours.

This EIS assesses the potential environmental, social, economic, historic, and cultural effects of the Proposed Action and No Action Alternative to support agency decision-making. The EIS was prepared in accordance with the National Environmental Policy Act (NEPA) as amended by the Fiscal Responsibility Act of 2023 (Public Law 118-5), the Department of Defense (DoD) NEPA Implementing Procedures, and, as applicable, FAA Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures.

PURPOSE AND NEED

The purpose of the Proposed Action is to replace the aging F-15C/D aircraft operated by the 173d Fighter Wing (173 FW) with F-35A aircraft to meet future mission requirements, enhance capability, and achieve life-cycle efficiencies relative to continued operation of the F-15C/D fleet. The F-15C/D aircraft are approaching the end of their service life due to aging, increasing maintenance demands, and diminishing parts availability. As part of the National Defense Strategy (2026), the DAF has determined through force-structure planning that continued reliance on the

F-15C/D fleet is not viable over the long term. The F-35A would maintain mission capability and enhance defense capabilities with next-generation technologies (e.g., advanced radar and sensors and electronic warfare systems). The Proposed Action is also needed to increase F-35A pilot production capacity to meet current and projected pilot production requirements.

Because the Proposed Action involves construction of infrastructure necessary to support military aircraft operations at LMT, the City of Klamath Falls (Airport Owner/Operator) would submit an updated Airport Layout Plan (ALP) to the FAA to depict certain airfield changes. When an Airport Owner/Operator requests approval for changes to their ALP, the FAA is required to review and approve or disapprove only those portions of the ALP (or subsequent revisions) that meet the statutory criteria in 49 USC § 47107(a)(16), as amended by Section 743 of the FAA Reauthorization Act of 2024. Accordingly, FAA's federal action for the EIS is the unconditional approval of changes to the City of Klamath Falls ALP that depict the DAF-proposed infrastructure projects subject to FAA review pursuant to 49 USC section 47107(a)(16) et seq and the FAA Reauthorization of 2024.

The purpose and need for the FAA's action is to evaluate the City of Klamath Falls' ALP update request for those portions of the plan that: (1) materially impact the safe and efficient operation of aircraft at, to, or from the civil airport; (2) would adversely affect the safety of people or property on the ground adjacent to the airport; or (3) would adversely affect the value of prior federal investments to a significant extent. FAA responsibilities under 49 USC section 47101 et seq. and the FAA Reauthorization Act of 2024 establish the framework of the purpose and need for FAA's action.

PROPOSED ACTION

The Proposed Action involves the beddown, operation, and associated infrastructure construction of one FTU squadron of F-35A aircraft at Kingsley Field ANGB. The F-35A aircraft would replace the aging F-15C/D formerly operated by the 173 FW. The first F-35A aircraft is expected to arrive in FY 2027, with full beddown anticipated by FY 2029. The FTU squadron would consist of up to 24 PAA and 2 BAA.

To support FTU training and combat readiness, F-35A aircrews would conduct operations at LMT/Kingsley Field ANGB and within designated military training airspace and ranges. Pilots would also use ground-based flight simulators that replicate routine flight profiles and emergency procedures.

Training Operations

The annual flying program for the F-35A is 250 hours per aircraft. With up to 24 PAA F-35A aircraft, the total flying hour program for the 173 FW would be 6,000 hours annually. The number of sorties conducted at LMT/Kingsley Field ANGB depends on the 173 FW training mission set and the average sortie duration. For the F-35A, the average sortie duration is approximately 1.3 hours, which results in an estimated 4,615 sorties annually (Table S-1).

Table S-1 Existing Conditions (2023) and Proposed Annual Sorties and Duration

Aircraft Type	*Average Sortie Duration (hours)*	*Total Annual Sorties*
F-15C/D (Existing Conditions [2023])	1.3	3,360
F-35A (Proposed Action)	1.3	4,615

Note: "Existing Conditions (2023)" reflects the modeled 2023 reference point used for analysis and alternatives comparison; it does not represent current-day fighter operations at Kingsley Field ANGB/LMT.

Under the Proposed Action, the F-35A aircraft would replace the F-15C/D fleet at Kingsley Field ANGB. Annual F-35A airfield operations would total 20,780 annually compared to 13,440 annual F-15C/D operations under Existing Conditions (2023), an increase of 7,340 operations (approximately 55 percent). The increase reflects the transition from F-15C/D to F-35A aircraft and the associated FTU training requirements and operational profile. For a detailed comparison of airfield operations by alternative, see Table S-4, which summarizes total airfield operations for the Proposed Action, No Action Alternative, and Existing Conditions (2023).

Construction and Modification of Facilities

To accommodate the proposed F-35A beddown, construction of new facilities, renovation of existing facilities, and selective demolition would be required. All new mission-support facilities and utility/infrastructure improvements under ANG control that are necessary to support the F-35A beddown would occur within the Kingsley Field ANGB leased property (leasehold). Two airfield pavement projects would occur outside the ANG leasehold but within the overall LMT airfield boundary: (1) Repair Taxiway A Access Ramp to Building 400; and (2) construction of a C-17 parking ramp on the east side of the airfield to support C-17 movement for the Oregon Cascadia Zone. These two projects do not expand the ANG leasehold and would be implemented within the existing LMT airfield in coordination with the airport sponsor and FAA, as applicable. Examples of mission-support facilities and infrastructure within the leasehold include squadron operations/maintenance facilities, hangars, simulator facilities, installation communications infrastructure, electrical system upgrades, and other base support facilities (e.g., an engine repair shop and aircraft parking aprons).

Personnel

Approximately 30 contracted personnel would be added under the Proposed Action to provide essential support in security, system administration, training, and simulator operations. This would result in a total base personnel count of 1,174, representing a 2.62 percent increase relative to Existing Conditions (2023) (Table S-2).

Table S-2 Base Personnel: Existing Conditions (2023), No Action, and Proposed Action

Personnel	*Existing Conditions (2023)*	*No Action*	*Proposed Action*	*Percent Change from Existing Conditions (2023)*
Pilots	38	38	38	0%
Maintainers	451	451	451	0%
Support Personnel	575	575	575	0%
Contractors	60	60	90	+50%
Students	20	0	20	0%
Total	1,144	1,124 (-1.75% relative to Existing Conditions (2023)	1,174 (+4.45% relative to No Action)	+2.62%

Legend: % = percent.

Military Training Airspace and Range Operations

F-35A pilots must conduct training in accordance with the applicable Ready Aircrew Program (RAP) to meet training requirements and maintain combat readiness. Military flight operations would occur within existing military training airspace. The 173 FW utilizes Military Operations Areas (MOAs), Air Traffic Control Assigned Airspace (ATCAA), Warning Areas (W-), and Restricted Areas (R-) for training. No modifications to the military training airspace are proposed under the Proposed Action; however, utilization of the existing airspace could increase to support F-35A training requirements.

F-35A training is expected to follow a similar general altitude profile to F-15C/D training; however, the majority of F-35A training would occur above 20,000 feet mean sea level (MSL). Utilization at the 5,000 to 10,000 feet MSL altitudes is expected to increase slightly, while overall training activity is anticipated to shift to higher altitudes. This shift reflects training objectives emphasizing survivability against surface-to-air threats, which drive greater use of high-altitude airspace and increased standoff distances.

Table S-3 identifies the existing military training airspace used by the 173 FW, including both overland and overwater military training airspace. ATCAAs overlie the Juniper/Hart, Dolphin, and Goose MOAs with altitudes spanning from 18,000 feet MSL up to 51,000 feet MSL.

Table S-3 Military Training Airspace Used by the 173 FW

Military Training Airspace	
• Goose North MOA/ATCAA	• W-93 N/S
• Goose South MOA/ATCAA	• COD ATCAA
• Juniper Low MOA	• Paradise N/S MOA
• Juniper East Low MOA	• Owyhee N/S MOA
• Juniper A/B/C/D MOA/ATCAA	• Jarbidge N/S MOA
• Hart A/B/C/D/E/F MOA/ATCAA	• R-3202 Saylor Creek High/Low
• Varmit Air Refueling ATCAA	• R-3204 A-C
• Dolphin N/S MOA/ATCAA	

Legend: ATCAA = Air Traffic Control Assigned Airspace; MOA = Military Operations Area; N/S = North/South; R- = Restricted Area; W- = Warning Area.

Defensive Countermeasures and Ordnance Use

Chaff and flares are the principal defensive countermeasures dispensed by military aircraft to defeat or evade enemy air defense systems. Although the F-35A's stealth features substantially reduce detectability, aircrew must train to employ defensive countermeasures.

Chaff and flare use is authorized in ANG-managed military training airspace in Oregon (NGB 2017). The Oregon ANG would continue to implement a minimum flare release altitude of 5,000 feet above ground level (AGL) in ANG-managed Oregon military training airspace. The 173 FW would also continue to adhere to applicable local operating procedures for chaff and flare employment in the Mountain Home Military Training Airspace and restricted airspace associated with the Saylor Creek Range (see page 2-3 of DAF 2023a).

The allocation and use of defensive countermeasures are not expected to change under the Proposed Action. The 173 FW would continue to receive the same chaff and flare allocation, and these countermeasures would be used at the same rates, in the same locations, and subject to the same restrictions that apply under Existing Conditions (2023).

Air-to-air ordnance, including AIM-120 and AIM-9 missiles and onboard cannons, is used for air-to-air engagements. The F-15C/D is equipped with 20-millimeter (mm) cannons, while the F-35A is equipped with a 25mm cannon. Air-to-ground ordnance is used for ground-based targets. The F-15C/D does not carry air-to-ground ordnance as it lacks an air-to-ground mission. For air-to-air training, the F-15C/D carries non-releasable training missiles and instrument pods that record flight data; these training aids do not separate from the aircraft.

No live air-to-ground munitions would be assembled, stored, or loaded at Kingsley Field ANGB. Inert air-to-ground munitions would be used for munitions assembly and load training. Under the Proposed Action, munitions activities for the F-35A would be similar in type and amount to those for the F-15C/D. Air-to-ground training would be conducted primarily through aircraft training modes (i.e., air-to-ground ordnance is neither physically loaded nor released), simulator training events, and deployments to approved training locations (e.g., Saylor Creek Bombing Range) that support live or inert weapons release. On rare occasions (i.e., only when required for specific training events), inert ordnance would be loaded on aircraft and released within approved local restricted areas. All existing regulations governing ordnance safety, storage, handling, and use would remain unchanged.

NO ACTION ALTERNATIVE

Under the No Action Alternative, F-35A aircraft would not be based at Kingsley Field ANGB, and no training activities involving F-35A aircraft operated by the 173 FW would occur in the military training airspace. Additionally, construction associated with the proposed F-35A beddown would not be implemented at LMT/Kingsley Field ANGB. Existing installation and airport operations would continue, including civil operations and military activity such as Adversary Air (ADAIR) and other transient aircraft operations. Construction and repair projects necessary to support ongoing base operations would continue and reflect independent ongoing base sustainment requirements, regardless of the aircraft platform in use.

Since completion of the affected environment data collection in 2023 (referred to throughout this EIS as "Existing Conditions [2023]"), the divestment of the 173 FW's F-15C/D aircraft occurred

more rapidly than anticipated, and regular F-15C/D flying operations are no longer being conducted at Kingsley Field ANGB. Under the No Action Alternative, the DAF would not implement the Proposed Action, and no regular F-15C/D flying operations would occur at Kingsley Field ANGB, although some other (e.g., transient) aircraft operations would still occur. This No Action Alternative does not meet the purpose and need for this action because leaving the 173 FW's mission without permanently-based aircraft would negatively impact the 173 FW's ability to meet future pilot training requirements. This would create negative impacts to the DAF enterprise's ability to meet F-35A pilot production requirements and national security. Table S-4 summarizes Existing Conditions (2023), No Action, and estimated Proposed Action annual airfield operations.

Table S-4 Existing Conditions (2023), No-Action, and Estimated Proposed Annual Airfield Operations

Aircraft Type	*Total Aircraft Operations Existing Conditions (2023)*	*No Action Aircraft Operations*	*Total Proposed Aircraft Operations*	*Change from Existing Conditions (2023)*
F-15C/D	13,440	9,600 (0)	0	-13,440
F-35A	0	0	20,780	+20,780
Contract ADAIR	1,760	1,760	1,760	0
Civil[1]	24,197	26,102	26,102	+1,905
Transient	1,638	1,638	1,638	0
Total Airfield Operations	41,035	39,100 (29,500)	50,280	+9,245
Percent Change	N/A	-4.7% (-28.1%) Relative to Existing Conditions (2023) (Comparison between No Action Alternative and current-day operations)[2]	+28.6% (+41.3%)[2] Relative to No Action	+22.5%

Notes: [1]Civil operations represent the combined annual runway operations of Air Carrier, Air Transport, and General Aviation.
[2] The parentheticals in the No Action Aircraft Operations and Total Proposed Aircraft Operations columns are intended to show the delta between the originally planned No Action Alternative with reduced operations of the F-15C/D aircraft and the current operations after the full F-15C/D divestment.
Legend: N/A = Not Applicable.
Source: FAA 2023.

ENVIRONMENTAL CONSEQUENCES

Comparing and differentiating among alternatives are a fundamental premise of NEPA. For the basing alternatives and scenarios identified for this Proposed Action, summaries and comparisons of consequences are presented in Table S-5.

Table S-5 Summary of Effects

Resource	*No Action*	*Proposed Action*
Noise	Approximately 2,177 acres adjacent to the airport would be exposed to DNL 65 dB or greater (1,198 acres of agriculture, 62 acres of commercial, 208 acres of industrial, 12 acres of public lands, 416 acres of residential, and 281 acres of unknown), affecting about 946 households (2,348 people) and three noise sensitive POIs. At the 10 affected schools, aircraft operations would cause 1–3 speech-interfering events per hour, with 3–10 minutes per day above 50 dB under windows-open conditions. Since these exposure levels are similar to Existing Conditions (2023), noise effects under the No Action Alternative would not be significant. Within military training airspace, noise levels would remain between 35–47 dB, consistent with ambient rural conditions, and below thresholds for noise sensitive uses. Population exposure would stay minimal, and noise effects would not be significant.	Approximately 4,506 acres adjacent to airport property would be exposed to DNL 65 dB or greater (2,547 acres of agriculture, 151 acres of commercial, 521 acres of industrial, 2 acres of open space 34 acres of public lands, 688 acres of residential, and 563 acres of unknown), affecting about 1,865 households (4,629 people) and three additional POIs. This represents an increase of 2,329 acres, 919 households, and 2,281 people compared to the No Action Alternative. At the 10 affected schools, aircraft operations would result in 1–3 additional speech-interfering events per hour, increasing classroom disruption by 4–14 minutes per day, with a 1–2 percent rise in the percentage of highly annoyed individuals. Because the Proposed Action substantially increases the number of individuals exposed to DNL ≥ 65 dB, noise effects around LMT/Kingsley Field ANGB would be significant. Within military training airspace, DNL and L_{dnmr} would increase by approximately 2–5 dB, but would remain below 50 dB, well under thresholds for noise sensitive land uses and occurring over sparsely populated areas. Therefore, noise effects within military training airspace would not be significant.
Airspace	F-15C/D operations would decrease to about 9,600 annual airfield operations, a 29% reduction from Existing Conditions (2023) (approximately 13,521 operations), leading to a 4.7% decrease in total airfield operations at LMT/Kingsley Field ANGB. Operations by civil, transient military, and contractor ADAIR aircraft would remain unchanged. With no changes to flight procedures or airspace use patterns, effects on the airfield would not be significant. F-15C/D training in the Juniper/Hart, Goose, and Dolphin MOAs may continue at reduced sortie levels, with contractor ADAIR use remaining the same. As training activity decreases and airspace structure stays unchanged, effects on military training airspace would not be significant.	F-35A operations would total approximately 20,780 annual 173 FW airfield operations, replacing F-15C/D operations (13,440 existing; 9,600 No Action), an increase of about 55% over Existing Conditions (2023) and 116.5% over No Action. Overall, total airfield operations at LMT/Kingsley Field ANGB would increase 22.5% relative to Existing Conditions (2023) and 29% relative to No Action modeled scenarios. All operations would use existing airfield airspace and procedures, so effects would not be significant. F-35A training would occur within the existing MOAs and W-93, with no changes to boundaries, altitudes, or management. Despite increased sortie levels, activities would remain consistent with Existing Conditions (2023) fighter training, and no airspace modifications are proposed, so effects on military training airspace would not be significant.
Air Quality	F-15C/D emissions would remain below *de minimis* thresholds (100 tpy for $PM_{2.5}$ precursors) and PSD thresholds (250 tpy for CO, PM_{10}). Military training airspace emissions are limited due to less than 2	Construction and F-35A operational emissions would remain below *de minimis* thresholds (100 tpy for $PM_{2.5}$ precursors) and PSD thresholds (250 tpy for CO, PM_{10}). Military training airspace

Resource	*No Action*	*Proposed Action*
	hours per year of flight below the mixing height. No significant effects on air quality are anticipated.	emissions are limited due to less than 2 hours per year of flight below the mixing height where emissions could affect ground-level concentrations. No significant effects on air quality are anticipated.
Socioeconomics/ Protection of Children and Elderly	Reduced F-15C/D operations would result in minor decreases in employment, spending, and investment, leading to small negative socioeconomic effects. Noise exposure would also decrease, with approximately 2,348 residents remaining within the DNL 65 dB contour, 599 fewer than Existing Conditions (2023). This includes 167 fewer children and 117 fewer elderly individuals. The demographic composition would remain nearly identical, and because exposure decreases without shifting proportions, effects on children and elderly would not be significant.	Increased military aircraft operations and associated support activities (civil operations would not change relative to the No Action Alternative) would generate an estimated $10–15 million in additional annual spending and create 30–40 indirect jobs, resulting in positive socioeconomic effects. Noise exposure around LMT/Kingsley Field ANGB would increase the population within the DNL ≥ 65 dB contour to approximately 4,629 residents, including 1,291 children (27.8%) and 916 elderly (19.8%). While the total number of exposed children and elderly would increase, their proportions remain similar to Existing Conditions (2023) and the No Action Alternative, so no disproportionate impact on these groups is expected.
Land Use/Noise Compatible Land Use	Land use patterns in the area surrounding LMT/Kingsley Field ANGB would remain generally consistent with Existing Conditions (2023), and land use compatibility conditions would not be expected to change materially. Within the DNL 65–85 dB contours, non-compatible land use acreage would include 416 acres of residential, 270 acres of commercial and industrial, and 12 acres of public land uses (approximately 698 acres total); therefore, land use effects would not be significant. Residential land uses within DNL 65 dB and greater are considered non-compatible.	Residential non-compatible acreage would increase from 416 acres to 688 acres, as residential land uses within DNL 65 dB and greater are considered non-compatible. Commercial and industrial non-compatible acreage would increase from 270 acres to 673 acres, and public non-compatible acreage would increase from 12 acres to 35 acres.
Water Resources/ Floodplains/Wild and Scenic Rivers	Potential water resource effects would be limited to short-term erosion and sedimentation during construction and minor changes in runoff volume and timing after construction. Erosion, sedimentation, and long-term runoff would be managed through project-specific erosion and sediment control measures, BMPs, and compliance with applicable Oregon requirements and NPDES permit conditions. With these measures in place, runoff and sediment would be controlled and discharges would remain regulated; therefore, potential effects on surface water, groundwater, and drainage features would be minor and localized, and effects on water resources under the No Action Alternative would not be significant.	Potential water resource effects would be limited to short-term erosion and sedimentation during construction and minor changes in runoff volume and timing after construction. These effects would be managed through project-specific erosion and sediment control measures, standard BMPs, and compliance with applicable Oregon requirements and NPDES permit conditions, along with existing and/or project-specific stormwater management practices as needed to meet state and federal requirements. With these measures in place, potential effects on surface water, groundwater, and drainage features would be minor and localized; therefore, effects on water resources under the Proposed Action would not be significant.
Geological Resources/Soils/ Farmlands	Ground-disturbing activities would occur to support ongoing base operations and would continue to follow Oregon erosion and sediment control laws, existing BMPs, and NPDES permit requirements, all of which are part of established base practices.	Ground-disturbing activities would occur under the Proposed Action and would continue to follow Oregon erosion and sediment control laws, existing BMPs, and NPDES permit requirements, all of which are part of established operations at Kingsley Field ANGB.

Resource	*No Action*	*Proposed Action*
	These activities would take place on previously developed or industrialized areas and would not disturb prime farmland or convert farmland to non-agricultural uses. Because construction would remain within areas already altered by prior development and standard protective practices are part of the Existing Conditions (2023), potential impacts to geological resources, soils, and farmland would remain below the threshold of significance. Therefore, no significant effects are anticipated.	Construction would occur on previously developed areas and would not disturb prime farmland or convert farmland to non-agricultural uses. Because construction would be confined to areas already altered by prior development and standard protective practices are part of the Existing Conditions (2023), potential impacts to geological resources, soils, and farmland would remain below the threshold of significance. Therefore, no significant effects on these resources are anticipated.
Cultural Resources	Implementation would not result in significant effects on cultural resources (i.e., archaeological, architectural, traditional cultural places/sacred sites). There are no known historic properties within the APE at the installation; therefore, there would be no historic properties affected per 36 CFR Section 800.4(d)(1), and no adverse effects would occur to historic properties exposed to DNL 65 dB or beneath military training airspace, in accordance with 36 CFR section 800.5(b).	Implementation would not result in significant effects on known cultural resources (i.e., archaeological, architectural, traditional cultural places/sacred sites). There are no known historic properties within the APE at the installation; therefore, there would be no historic properties affected per 36 CFR Section 800.4(d)(1), and no adverse effects would occur to historic properties at Kinglsey Field ANGB, exposed to DNL 65 dB, or beneath military training airspace, per 36 CFR section 800.5(b).
Safety	Safety risks associated with the aging F-15C/D fleet could increase due to rising maintenance needs and the potential for in-flight emergencies. Construction to support base operations would be designed and implemented to meet applicable safety requirements and standards, including AT/FP, explosive safety, and fire protection. BASH management and mid-air collision avoidance measures would remain unchanged. With reduced airfield operations and no changes to safety protocols, safety effects would not be significant.	Proposed construction would be designed and implemented to meet applicable fire protection and AT/FP requirements and standards. Modifications to munitions storage facilities would be carried out, but explosive safety requirements (e.g., siting/quantity-distance and operational controls) would continue to apply, and explosive safety risks would remain similar. Airfield safety procedures, the MACA program and BASH management would remain unchanged, with no substantial change in the risk of bird/wildlife strikes or mid-air collisions. Overall, safety effects under the Proposed Action would not be significant.
Hazardous Materials/Waste	Hazardous materials and wastes would continue to be managed in accordance with applicable plans and regulations. ACM, LBP, and any contaminated media encountered during limited construction activities would be handled per established procedures. No significant effects on closed ERP sites or areas of interest are anticipated.	Hazardous materials and waste would increase with higher airfield operations but would be managed through the SPCC Plan and HWMP. ACM, LBP, and any contaminated media encountered during construction would be handled per established procedures. No significant effects on closed ERP sites or areas of interest are anticipated.
Biological Resources/Coastal Resources/ Wetlands	Biological resources would remain exposed to operational noise at these reduced levels. Construction activities would occur on previously developed sites with BMPs to protect aquatic species and water resources. No significant effects on biological or wetland resources are anticipated, and effects would remain consistent with Existing Conditions (2023).	LMT/Kingsley Field ANGB is primarily developed and wildlife in the area is already exposed to elevated aircraft and military noise (as established in the Existing Conditions [2023]), so additional noise effects would not be significant. Applegate's milk-vetch, the only threatened or endangered species on base, would not be affected by construction, demolition, or renovation. BMPs would be implemented

Resource	*No Action*	*Proposed Action*
	No new ground disturbance would occur, and ordnance delivery, chaff, and flare use would remain within Existing Conditions (2023) levels in authorized locations. No significant effects on biological resources are expected in the military training airspace.	to protect aquatic species, and no projects are located in or adjacent to wetlands. Overall, effects on biological and wetland resources would not be significant.
Visual Resources	Construction, renovation, and demolition activities to support ongoing base operations would be implemented. The base and surrounding visual environment would remain largely consistent with Existing Conditions (2023), and no notable changes to the overall landscape or visual character are expected. Therefore, no significant effects on visual resources would occur.	All proposed construction would occur within the leasehold of Kingsley Field ANGB and be visually consistent with existing infrastructure. No aesthetically sensitive areas or historic districts are within the viewshed, and light emissions would not appreciably increase beyond Existing Conditions (2023) levels. Effects on visual resources would not be significant.
Infrastructure/ Utilities/ Natural Resources and Energy Supply/ Transportation/ Public Transportation	Construction under the No Action Alternative would add approximately 331,600 SF of impervious surface, with temporary runoff managed via drainage controls. Brief utility interruptions and minor increases in energy demand and solid waste generation could occur, but existing systems can accommodate these. Effects on infrastructure, utilities, energy, and transportation would not be significant.	Construction would add approximately 704,900 SF of impervious surface. Slight increases in water use, wastewater, electricity, natural gas, and solid waste would occur, but regional systems can accommodate these. Standard construction practices and energy-efficient designs would minimize stormwater and utility impacts. An additional 30 personnel would not result in significant changes to traffic. Overall effects on infrastructure, utilities, energy, and transportation would not be significant.

Legend: % = percent; ≥ = greater than or equal to; 173 FW = 173d Fighter Wing; ACM = asbestos-containing material; ANGB = Air National Guard Base; APE = Area of Potential Effects; AT/FP = antiterrorism/force protection; BASH = Bird/Wildlife Aircraft Strike Hazard; BMP = Best Management Practice; CFR = Code of Federal Regulations; CO = Carbon Monoxide; dB = decibel; DNL = Day-Night Average Sound Level; ERP = Environmental Restoration Program; HWMP = Hazardous Waste Management Plan; LBP = lead-based paint; L_{dnmr} = Onset-Rate Adjusted Monthly Day-Night Average A-weighted Sound Level; LMT = Crater Lake-Klamath Regional Airport; MACA = Mid-air Collision Avoidance; MOA = Military Operations Area; NPDES = National Pollutant Discharge Elimination System; PM_{10} = particulate matter less than or equal to 10 microns in diameter; $PM_{2.5}$ = particulate matter less than or equal to 2.5 microns in diameter; POI = Point of Interest; PSD = Prevention of Significant Deterioration; SF = square foot/feet; SPCC = Spill Prevention Control and Countermeasures; tpy = tons per year; W- = Warning Area.