

Final

IMPLEMENTATION OF DYESS AFB
BIRD AIRCRAFT STRIKE HAZARD PLAN
ENVIRONMENTAL ASSESSMENT

**United States Air Force
Air Combat Command**



Prepared for:
Dyess AFB
Abilene, Texas

August 2005

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ACRONYMS AND ABBREVIATIONS

AFB	Air Force Base
Air Force	United States Air Force
AFI	Air Force Instruction
AFPD	Air Force Policy Directive
B-1B	B-1 Bomber
BASH	Bird Aircraft Strike Hazard
BW	Bomb Wing
BWC	Bird Watch Code
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
DoD	Department of Defense
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EO	Executive Order
ESA	Endangered Species Act
FONSI	Finding of No Significant Impact
FY	Fiscal Year
IICEP	Interagency and Intergovernmental Coordination for Environmental Planning
NEPA	National Environmental Policy Act
SHPO	State Historic Preservation Office
USACE	United States Army Corps of Engineers
USC	United States Code
USDA/WS	United States Department of Agriculture Wildlife Services
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
317 AG	317 th Airlift Group

FINDING OF NO SIGNIFICANT IMPACT

1.0 NAME OF THE PROPOSED ACTION

Implementation of Dyess Air Force Base Bird Aircraft Strike Hazard Plan

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

The United States Air Force (Air Force) proposes to implement the Dyess Air Force Base (AFB) bird aircraft strike hazard (BASH) Plan at Dyess AFB, Texas. The BASH Plan would utilize airfield grounds maintenance and wildlife control measures to discourage and dissuade birds from gathering in the airfield and aircraft maintenance hangars. In addition to the proposed action, the Air Force analyzed the no-action alternative. Under the no-action alternative, the Air Force would not implement the Dyess AFB BASH Plan at this time.

3.0 SUMMARY OF ENVIRONMENTAL CONSEQUENCES

According to the analysis in this Environmental Assessment (EA), implementation of the proposed action or no-action alternative would not result in significant impacts in any resource category. An evaluation of the resources identified only safety and health and biological resources as being potentially affected by implementing the Dyess AFB BASH Plan. If the environmental management strategies were implemented air quality would not change, water resources and quality would remain unaffected, the socioeconomic environment within the region would not change, nor would the low income or minority populations be affected by this plan. In addition, cultural and traditional resources would not be affected, nor would hazardous material and waste. The noise environment would not change since any scare tactics used to startle birds would occur within the airfield and would be consistent with existing activities and not change the noise contours around the base. In conclusion, the resources evaluated in this EA are safety and health (including aircraft safety and human health) and biological resources. The following summarizes and highlights the results of this analysis by resource category.

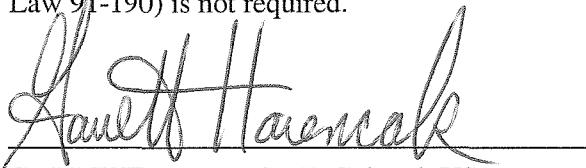
Safety and Health. Implementation of the Dyess AFB BASH Plan would decrease the risk of bird aircraft strikes in the airfield and meet Air Force requirements to reduce potential airfield mishaps on the base through execution of a BASH Plan. Under the no-action alternative, Dyess AFB aircrews could experience a greater risk of BASH incidents increasing the potential for human injury or fatality.

Biological Resources. Under the proposed action, vegetation would not be adversely affected. The base already conducts land management activities to promote uniform grass growth and eliminate weeds. Wildlife would be affected to the extent that hazardous populations of birds would be reduced through harassment, deterrents, or depredation. Prior to depredation of any native, migratory, and/or protected bird species, Dyess AFB would obtain a depredation permit from the U.S. Fish and Wildlife Service.

Wetlands exist in the affected environment; however, no wetlands would be drained or affected through implementation of the Dyess AFB BASH Plan. Special-status species could be adversely impacted if found in the BASH affected environment. The only known federally-listed species known to occur at Dyess AFB is the Texas horned lizard; however, the airfield lacks suitable habitat for the species and it is rarely observed by base personnel. No impacts beyond existing conditions would occur under the no-action alternative.

4.0 CONCLUSION

On the basis of the findings of the Environmental Assessment, no significant impact to human health or the natural environment would be expected from implementation of the proposed action or no-action alternative. Therefore, issuance of a Finding of No Significant Impact is warranted, and preparation of an Environmental Impact Statement, pursuant to the National Environmental Policy Act of 1969 (Public Law 91-190) is not required.


GARRETT HARENCAK, Colonel, USAF
Commander


Date

Final

IMPLEMENTATION OF DYESS AFB
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ENVIRONMENTAL ASSESSMENT

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Air Combat Command**

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EXECUTIVE SUMMARY

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This Environmental Assessment (EA) analyzes the potential environmental consequences resulting from the United States Air Force (Air Force) proposal to implement the Dyess Air Force Base (AFB) bird aircraft strike hazard (BASH) plan at Dyess AFB, Texas. This EA has been prepared by Dyess AFB in accordance with the requirements of the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations implementing NEPA (40 [Code of Federal Regulations] CFR 1500-1508), and Air Force Instruction (AFI) 32-7061, the Environmental Impact Analysis Process (EIAP), as promulgated in 32 CFR Part 989.

PURPOSE AND NEED FOR THE ACTION

Dyess AFB is an active installation that trains C-130 and B-1B aircrews year round to maintain a state of readiness. During fiscal years 2000 and 2004, Dyess AFB recorded 115 BASH incidents in the base airfield. Aircrews are at risk during take offs, landings, and flying patterns from hazardous bird populations in the airfield. Air Force Instruction (AFI) 91-202, *The U.S. Air Force Mishap Prevention Program* which implements Air Force Policy Directive (AFPD) 91-2, *Safety Programs*, directs that each installation develop a flight safety BASH program that includes data of all local wildlife strike hazards, potential effects on missions, and probable solutions.

The purpose of the proposed action is for Dyess AFB to implement their BASH Plan at the base. The Dyess AFB BASH Plan would include maintenance and control measures to reduce hazardous bird populations in the base airfield. Implementation of the Dyess AFB BASH plan would meet Air Force requirements to prevent mishaps while improving the health and safety of air and ground crews through hazard reduction.

PROPOSED ACTION AND NO-ACTION ALTERNATIVE

Under the proposed action, Dyess AFB would implement airfield grounds maintenance and wildlife control strategies identified in the Dyess AFB BASH Plan. Such grounds maintenance measures include:

- Mowing to maintain grass height between 7 and 14 inches to discourage use by flocks of birds;
- Fertilizing grass around the airfield to promote a uniform cover;
- Seeding bare areas to eliminate birds resting in the airfield;
- Herbicide application to control weeds as many produce seeds or berries which attract birds;
- Re-grade or fill low surface points to prevent freshwater pools which attracts birds and insects;
- Removal of dead vegetation to reduce potential cover for wildlife; and
- Removal of dead birds and animals from the airfield to avoid attracting other wildlife.

Wildlife control measures include:

- Harassing birds in the airfield through use of scare tactics (e.g., pyrotechnics, air horns);
- Netting placed in hangars to discourage and prevent bird roosting;
- Avicide application on bird perches;
- Trapping, removal, and release of wildlife; and
- Depredation, as needed, to reduce bird populations in the airfield.

In addition, changes to flight operations based on bird hazard condition codes would be implemented as necessary to protect aircrews. Dyess AFB aircrew response to bird watch condition codes (i.e., severe, moderate, and low) would be mission dependent. Under a severe and moderate bird watch condition code flight activity would be ceased or restricted unless it is mission essential. Under these codes, the potential for BASH incidents is either very high or at an increased level. No restrictions would apply under bird watch condition code 'low', representing the lowest potential for bird aircraft strikes.

MITIGATION MEASURES

In accordance with 32 CFR 989.22, the Air Force must indicate if any mitigation measures would be needed to implement the proposed action or any alternative selected as the preferred alternative under this EA. For purposes of this EA (to implement the Dyess AFB BASH Plan), no mitigation measures would be needed to arrive at a finding of no significant impact if the proposed action were selected for implementation at Dyess AFB.

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

According to the analysis in this EA, implementation of the proposed action or no-action alternative would not result in significant impacts in any resource category. An evaluation of the resources identified only safety and health and biological resources as being potentially affected by implementing the Dyess AFB BASH Plan. If the environmental management strategies were implemented air quality would not change, water resources and quality would remain unaffected, the socioeconomic environment within the region would not change, nor would the low income or minority populations be affected by this plan. In addition, cultural and traditional resources would not be affected, nor would hazardous material and waste. The noise environment would not change since any scare tactics used to startle birds would occur within the airfield and would be consistent with existing activities and not change the noise contours around the base. In conclusion, the resources evaluated in this EA are safety and health (including aircraft safety and human health) and biological resources. The following summarizes and highlights the results of this analysis by resource category.

Safety and Health. Implementation of the Dyess AFB BASH Plan would decrease the risk of bird aircraft strikes in the airfield and meet Air Force requirements to reduce potential airfield mishaps on the

base. Under the no-action alternative, Dyess AFB aircrews could experience a greater risk of BASH incidents increasing the potential for human injury or fatality.

Biological Resources. Under the proposed action, vegetation would not be adversely affected. The base already conducts land management activities to promote uniform grass growth and eliminate weeds. Wildlife would be affected to the extent that hazardous populations of birds would be reduced through harassment, deterrents, or depredation. Prior to depredation of any native, migratory, and/or protected bird species, Dyess AFB would obtain a depredation permit from the U.S. Fish and Wildlife Service. Wetlands exist in the affected environment; however, no wetlands would be drained or affected through implementation of the Dyess AFB BASH Plan. Special-status species could be adversely impacted if found in the BASH affected environment. The only known federally-listed species known to occur at Dyess AFB is the Texas horned lizard; however, the airfield lacks suitable habitat for the species and it is rarely observed by base personnel. No impacts beyond existing conditions would occur under the no-action alternative.

TABLE OF CONTENTS

TABLE OF CONTENTS

EXECUTIVE SUMMARY	ES-1
1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION.....	1-1
1.1 Introduction.....	1-1
1.2 Location of the Proposed Action	1-1
1.3 Background.....	1-1
1.4 Purpose and Need for the Proposed Action	1-4
2.0 DESCRIPTION OF THE PROPOSED ACTION AND NO-ACTION	
ALTERNATIVE	2-1
2.1 Proposed Action.....	2-1
2.1.1 Environmental Management Strategies	2-1
2.1.2 Flight Operations Management.....	2-3
2.2 No-Action Alternative	2-4
2.3 Environmental Impact Analysis Process.....	2-4
2.4 Other Regulatory and Permit Requirements	2-5
2.5 Mitigation Measures	2-5
2.6 Summary of Potential Environmental Impacts	2-5
3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES ...	3-1
3.1 Analysis Approach.....	3-1
3.2 Safety and Health.....	3-4
3.3 Biological Resources	3-5
4.0 CUMULATIVE EFFECTS AND IRREVERSIBLE AND IRRETRIEVABLE	
COMMITMENT OF RESOURCES.....	4-1
4.1 Cumulative Effects.....	4-1
4.2 Scope of Cumulative Effects Analysis.....	4-1
4.3 Irreversible and Irretrievable Commitment of Resources.....	4-2
5.0 REFERENCES CITED	5-1
6.0 PERSONS AND AGENCIES CONTACTED	6-1
7.0 LIST OF PREPARERS AND CONTRIBUTORS.....	7-1

APPENDICES

A	INTERAGENCY AND INTERGOVERNMENTAL COORDINATION FOR ENVIRONMENTAL PLANNING CORRESPONDENCE	A-1
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LIST OF FIGURES

1-1	Regional Location of Dyess AFB	1-2
1-2	BASH Affected Environment	1-3
3-1	Vegetation Types at Dyess AFB	3-7
3-2	Dyess AFB Wetlands and Floodplains	3-9

LIST OF TABLES

1-1	Dyess AFB Airfield BASH Incidents FY 00 through FY 04.....	1-4
2-1	Bird Watch Code Operational Flight Restrictions for B-1B and C-130 Aircraft.....	2-4
3-1	Resources Analyzed in the Environmental Impact Analysis Process.....	3-2

CHAPTER 1

PURPOSE AND NEED FOR THE PROPOSED ACTION

CHAPTER 1

PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1 INTRODUCTION

The United States Air Force (Air Force) directs that all Air Force installations prepare and implement bird aircraft strike hazard (BASH) plans for the prevention and/or reduction of airfield mishaps. In accordance with Air Force Instruction (AFI) 91-202 *The U.S. Air Force Mishap Prevention Program*, Dyess Air Force Base (AFB) developed a base-specific BASH Plan to address the particular needs of the installation. All components and actions identified in the Dyess AFB BASH Plan (Dyess AFB 2004a) would be performed and conducted within and around the base airfield (i.e., runway and flightline). This environmental assessment (EA) evaluates the potential environmental consequences of implementing the proposed action and no-action alternative.

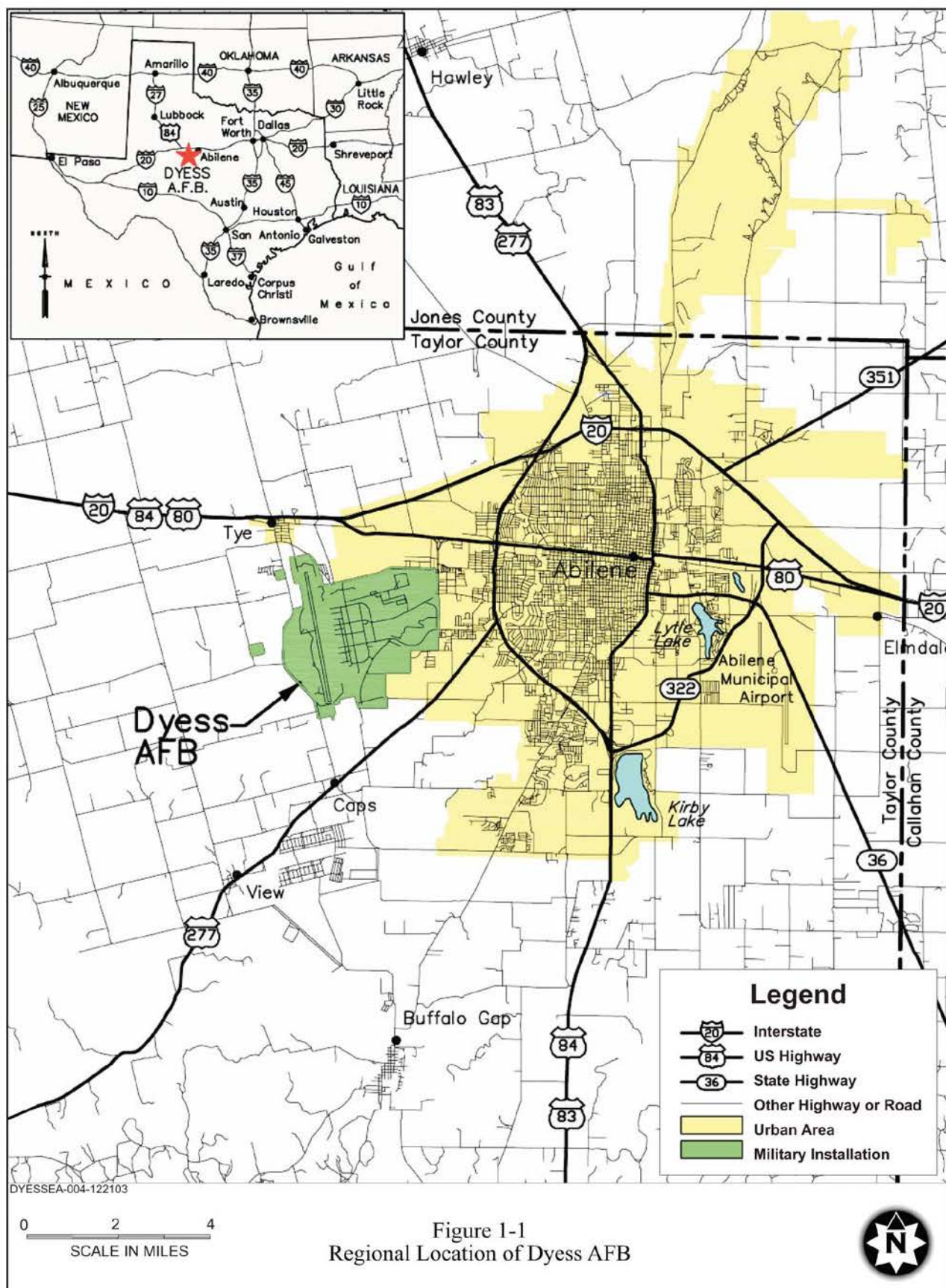
The proposed action, implementing the Dyess AFB BASH Plan, would incorporate varying environmental management strategies to reduce bird population levels in the airfield. Under the proposed action, the Dyess AFB would apply airfield grounds maintenance practices and wildlife control measures to discourage and dissuade birds from gathering in the airfield and aircraft maintenance hangars. In addition to the proposed action, the Air Force analyzes the no-action alternative. Under the no-action alternative, the Dyess AFB BASH Plan would not be implemented at this time.

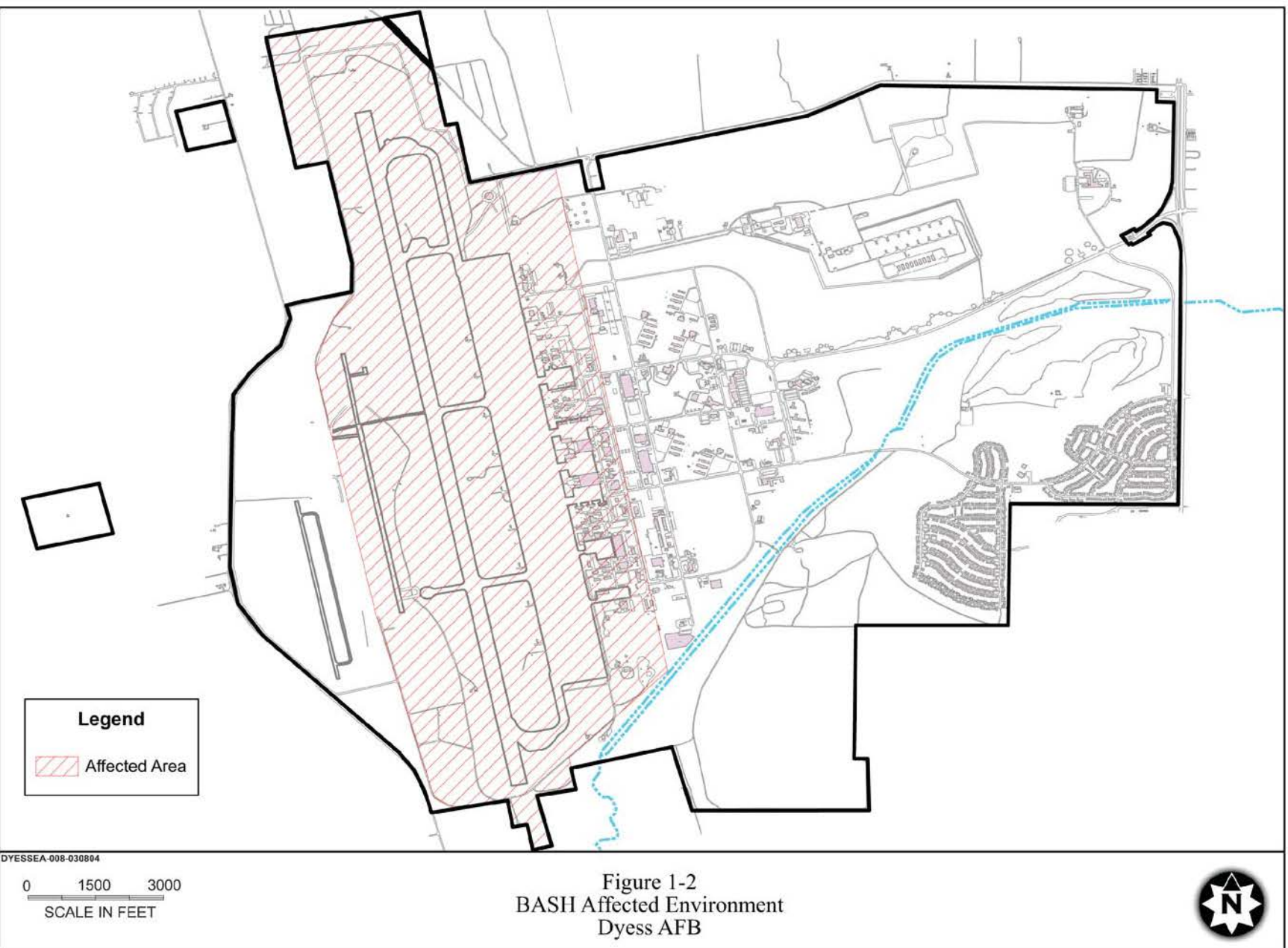
1.2 LOCATION OF THE PROPOSED ACTION

Dyess AFB is located in the northeast corner of Taylor County, west Texas, about 180 miles west of Dallas (Figure 1-1). The base occupies 6,432 acres on the western side of the city of Abilene (Figure 1-2); Interstate Highway 20, U.S. Highway 83/84 lie just north of the base and to the east and south is U.S. Highway 277 (Dyess AFB 2003). Dyess AFB includes, moving from west to east, the airfield (runway and flightline), aircraft maintenance and industrial areas adjacent to the airfield, administrative buildings and housing accommodations, recreational areas, and open space. The area which the BASH Plan would affect is shown in Figure 1-2.

1.3 BACKGROUND

Dyess AFB hosts the 7th Bomb Wing (7 BW) Air Combat Command, the Air Force's only B-1 formal training unit which operates combat-ready B-1 Bombers (B-1B). In addition, the 317th Airlift Group (317 AG) of Air Mobility Command represents the major tenant organization at Dyess AFB, operating C-130 cargo transport aircraft to support airlift requirements worldwide. T-1A Jayhawk training aircraft of Air Education and Training Command assigned to Randolph AFB, Texas also use the Dyess AFB airfield.





During fiscal years 2000 (FY 00) through FY 04, Dyess AFB experienced 115 BASH incidents in the base airfield (Table 1-1). Eighty-six percent of the BASH incidents involved aircraft assigned to Dyess AFB (i.e., B-1B and C-130). Bird aircraft strike hazards constitute a safety concern because of the potential for damage to aircraft or injury to aircrews or local populations if an aircraft crash should occur in a populated area. However, the concern is not limited to birds. Other wildlife, such as deer, coyote, and rabbit, also represent potential strike hazards. The Air Force has developed procedures to reduce bird/wildlife aircraft strike hazards through awareness, bird/wildlife control, and avoidance; the BASH Plan outlines and prescribes these procedures.

Table 1-1 Dyess AFB Airfield BASH Incidents FY 00 through FY 04					
	<i>FY 00</i>	<i>FY 01</i>	<i>FY 02</i>	<i>FY 03</i>	<i>FY 04</i>
October				3*	1
November	3	1	2	1	
December	2			2	
January	2*			2	1
February				2	
March			3	1	3
April	4	2*	2	2	6*
May		1		10*	6*
June	1	2	2	11*	6*
July	1	5*	3	4	1
August	1	1	1	2	4
September				3	5*
<i>Total</i>	14	12	13	43	33
*Indicates single day multiple BASH incidents Source: 7 BW/SEF, Dyess AFB 2004					

1.4 PURPOSE AND NEED FOR IMPLEMENTATION OF THE DYESS AFB BASH PLAN

Dyess AFB is an active installation with B-1B and C-130 aircrews training year round to maintain a state of combat readiness. As indicated in Table 1-1, a BASH condition exists at the installation. Birds flying in the airfield put in-flight aircrews at risk during take off, landings, and patterns. In addition, bird strikes are capable of causing extensive damage to aircraft with the potential for loss of human life. The majority of the FY 00 through FY 04 BASH incidents occurred during flight landing patterns (7 BW/SEF).

The Air Force currently monitors the Dyess AFB airfield conditions and incorporates flight operations changes as needed to avoid bird aircraft strikes. AFI 91-202, *The U.S. Air Force Mishap Prevention Program* which implements Air Force Policy Directive (AFPD) 91-2, *Safety Programs*, directs that each installation, to include tenant organizations, develop and implement a BASH program. Dyess AFB has developed a BASH Plan that includes bird aircraft strike hazards data, potential effects on Air Force missions, and probable solutions for reducing the potential for wildlife strikes. The purpose of the

proposed action is to implement a BASH Plan at Dyess AFB. Implementation of the Dyess AFB BASH Plan would improve airfield safety, protect the health and safety of air and ground crews, and reduce aircraft damage repair costs.

CHAPTER 2

DESCRIPTION OF THE PROPOSED ACTION AND NO-ACTION ALTERNATIVE

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DESCRIPTION OF THE PROPOSED ACTION AND NO-ACTION ALTERNATIVE

This chapter describes the Air Force proposal to implement the Dyess AFB BASH Plan (Dyess AFB 2004a). The proposed action analyzed in this EA would be implementation of environmental management strategies presented in the Dyess AFB BASH Plan that would be utilized to reduce hazardous bird population levels in the Dyess AFB airfield (runway and flightline) and aircraft maintenance hangars. The environmental management strategies would include airfield grounds maintenance and wildlife control measures. In concert with the proposed environmental management strategies, the Air Force would continue to monitor the airfield conditions and incorporate flight operations changes as needed to avoid bird aircraft strikes. The Air Force also analyzes the no-action alternative in which Dyess AFB would not implement the BASH Plan at this time.

2.1 PROPOSED ACTION

The proposed action is to implement a BASH Plan at Dyess AFB. The purpose of the proposed action is to fulfill AFI 91-202, *The U.S. Air Force Mishap Prevention Program* that incorporates AFPD 91-2 *Safety Programs*. Further guidance for implementation of the BASH Plan is provided in AFP 91-212, *Bird Aircraft Strike Hazard (BASH) Management Techniques*. The need to have a BASH Plan is to reduce the increased number of mishaps within the Dyess AFB airfield. To fulfill this purpose and need, therefore, Dyess AFB considered only the proposed action, which is to implement the BASH Plan at Dyess AFB. This Plan identifies base-specific environmental maintenance strategies that would reduce the potential risk to air and ground crews from BASH-related incidents. Dyess AFB proposes to implement the BASH Plan in 2005.

2.1.1 Environmental Management Strategies

The BASH Plan identifies the following environmental management strategies on and around the airfield to reduce the conditions favorable to wildlife. The strategies would be implemented in accordance with the Dyess AFB Integrated Pest Management and Integrated Natural Resource Management Plans (Dyess AFB 2004b; Dyess AFB 2004c). The environmental management strategies include:

Airfield Grounds Maintenance. Dyess AFB currently conducts grounds maintenance throughout the installation (Dyess 1992). The following methods, consistent with those recommended by AFI 91-202, would be used specifically in the runway and flightline areas of the base:

- Quickly remove dead birds and animals from the airfield to avoid attracting other wildlife;
- Maintain drainage ditches to discourage standing water.

- Re-grade or fill low surface points to prevent pools of fresh/standing water which attracts birds and insects;
- Maintain grass height between 7 and 14 inches to discourage use by flocks of birds;
- Fertilize grass to promote a uniform cover of between 10 and 14 inches;
- Seed bare areas to eliminate birds resting in the airfield;
- Create a smooth transition between distinct habitats (e.g., brush to grassland);
- Apply herbicides for weed control as many produce seeds or berries which attract birds; and
- Remove dead vegetation to reduce potential cover for wildlife.



Wildlife Control Measures. Airfield grounds maintenance activities alone would not be sufficient in reducing hazardous populations of birds and wildlife in the airfield; therefore, wildlife control measures would be implemented in accordance with the Dyess AFB Integrated Pest Management and Integrated Natural Resource Management Plans (Dyess AFB 2004b; Dyess AFB 2004c).

A two-tier wildlife control measures approach would be implemented. Tier I would use non-invasive techniques to discourage wildlife from entering or roosting in the flightline and hangar areas as described below:

- Harass wildlife in the airfield during the daylight hours through use of scare tactics (e.g., pyrotechnics, air horns) and at night in the hangars through use of high-pressure air or water;
- Place netting in hangar rafters to discourage and prevent bird roosting; and
- Use netting or plastic strips over hangar openings to inhibit bird entries.



Tier II would require invasive wildlife control measures to be implemented in accordance with the Dyess AFB Integrated Pest Management and Integrated Natural Resource Management Plans (Dyess AFB 2004b; Dyess AFB 2004c). If native, migratory and/or protected bird species are affected by these Tier II activities, Dyess AFB will obtain a depredation permit from the U.S. Fish and Wildlife Service (USFWS).

The following measures would be used in the Tier II approach:

- Apply avicides to bird perches;
- Trap birds in cages and either release or destroy; and
- Use pellet guns to destroy nuisance birds (e.g., pigeons, starlings, and sparrows) in the hangars.

2.1.2 Flight Operations Management

Environmental management strategies constitute the basic measures Dyess AFB would employ to reduce BASH potential; however, they may not be enough to effectively reduce bird hazard conditions in the airfield for aircraft. To address this situation, Dyess AFB has developed a bird watch condition (BWC) code system to identify and quickly communicate to aircrews potentially hazardous bird conditions in the airfield. Descriptions for each of the bird watch codes are described below:

1. **Severe** – high bird population, more than 15 large birds or 30 small birds. Concentrations of birds on or immediately above the active runway, taxiways, in-field areas and other specific areas that represent an immediate hazard to safe flying operations;
2. **Moderate** – increased bird population, 5 to 15 large birds or 15 to 30 small birds. Concentrations of birds observable that represent a possible hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by all aircrews; and
3. **Low** – normal bird activity, fewer than 5 large birds or fewer than 15 small birds, on or above the airfield with a low probability of hazards.

The following changes to flight operations are considered to avoid wildlife strikes when known bird watch condition codes indicate hazardous conditions exist in the Dyess AFB airfield:

- Change pattern direction and raise pattern altitude;
- Limit or prohibit formation takeoffs and landings;
- Reschedule location training; and/or
- Make full stop landings – no touch-and-goes.

Table 2-1 indicates Dyess flight operations restrictions for the 7 BW B-1Bs and 317 AG C-130s. Under severe and moderate BWC conditions, B-1B and C-130 restrictions vary slightly.

Table 2-1 Bird Watch Code Operational Flight Restrictions for B-1B and C-130 Aircraft		
<i>Condition Code</i>	B-1B Aircraft	C-130 Aircraft*
Severe	Only full stop landings permitted; takeoffs only with approval by 7 Operating Group (OG)	All takeoffs and landings prohibited; Waiver authorization by 7 OG/CC
Moderate	Only mission-essential takeoffs, low approaches, and touch-and-goes	Restricted to initial takeoffs and final landings
Low	No restrictions, normal operating procedures	No restrictions, normal operating procedures
* Source: AFI 11-2C-130V3		

In addition, all aircraft at Dyess AFB, mission permitting, currently avoid takeoffs and landings one hour before and after dawn and dusk when birds are most active.

2.2 NO-ACTION ALTERNATIVE

Under the no-action alternative, Dyess AFB would not implement the BASH Plan at this time. However, selection of this alternative would not meet Air Force requirements to reduce mishaps through development and application of a base BASH Plan.

2.3 ENVIRONMENTAL IMPACT ANALYSIS PROCESS

This EA examines the affected environment for implementation of the Dyess AFB BASH Plan, considers the potential effects of the proposed action, and compares those to current conditions under the no-action alternative. The steps involved in the environmental impact analysis process (EIAP) used to prepare this EA are outlined below.

1. *Conduct Interagency and Intergovernmental Coordination for Environmental Planning (IICEP).*
IICEP requires comments to be solicited from local governments as well as federal and state agencies to ensure their concerns and issues about the BASH Plan proposal are included in the analysis. It also requires that the public in the region local to the proposed action be solicited for their comments as well. In December 2004, the Air Force sent IICEP letters to these agencies requesting their input on Dyess AFB's proposal. Chapter 6 provides the list of people and agencies contacted and Appendix A provides copies of IICEP correspondence.
2. *Prepare a draft EA.* The first comprehensive document for public and agency review is the draft EA. This document examines the environmental impacts of the proposed action and no-action alternative.

3. *Announce that the draft EA has been prepared.* An advertisement is posted in the *Abilene Reporter-News*, a newspaper local to the proposed action, notifying the public as to the draft EA's availability for review in a local library.
4. *Provide a public comment period.* The goal during this process is to solicit comments concerning the analysis presented in the draft EA. A 30-day public comment period begins on the date of notification of the document availability in the *Abilene Reporter-News*.
5. *Prepare a final EA.* Following the public comment period, the final EA is prepared. This document is a revision (if necessary) of the draft EA, includes consideration of public comments, and provides the decisionmaker with a comprehensive review of the proposed action and the potential environmental impacts. Because no comments were received from the public during the comment period, no revisions have been made to this EA.
6. *Issue a Finding of No Significant Impact (FONSI).* Following the public comment period, the last step in the process is either a FONSI, if the analysis supports this conclusion, or a determination that an EIS would be required for the proposal. Notice of the FONSI availability is announced in the *Abilene Reporter-News* and is sent to local libraries for public review. For purposes of this EA, no significant impacts would occur with implementation of the BASH plan at Dyess AFB; therefore, a FONSI is justified.

2.4 OTHER REGULATORY AND PERMIT REQUIREMENTS

This EA has been prepared in compliance with the National Environmental Policy Act (NEPA), other federal statutes, such as the Clean Air Act, the Clean Water Act, Endangered Species Act (ESA), and the National Historic Preservation Act, Executive Orders, and other applicable statutes and regulations. Dyess AFB has initiated informal consultation with the USFWS and the Texas State Historic Preservation Office (SHPO). Dyess AFB would be required to obtain a permit from the USFWS prior to depredation of any native, migratory and/or protected bird species.

2.5 MITIGATION MEASURES

In accordance with 32 Code of Federal Regulations (CFR) 989.22, the Air Force must indicate if any mitigation measures would be needed to implement the proposed action or any alternative selected as the preferred alternative under this environmental assessment. For purposes of this EA (to implement the Dyess AFB BASH Plan), no mitigation measures would be needed to arrive at a finding of no significant impact if the proposed action were selected for implementation at Dyess AFB.

2.6 SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS

According to the analysis in this EA, implementation of the proposed action or no-action alternative would not result in significant impacts in any resource category. An evaluation of the resources identified only safety and health and biological resources as being potentially affected by implementing the Dyess AFB BASH Plan. If the environmental management strategies were implemented, air quality would not change, water resources and quality would remain unaffected, the socioeconomic environment within the region would not change, nor would the low income or minority populations be affected by this plan. In addition, cultural and traditional resources would not be affected, nor would hazardous material and waste. The noise environment would not change since any scare tactics used to startle birds would occur within the airfield and would be consistent with existing activities and not change the noise contours around the base. In conclusion, the resources evaluated in this EA are safety and health (including aircraft safety and human health) and biological resources. The following summarizes and highlights the results of this analysis by resource category.

Safety and Health. Implementation of the Dyess AFB BASH Plan would decrease the risk of bird aircraft strikes in the airfield and meet Air Force requirements to reduce potential airfield mishaps on the base through execution of a BASH Plan. Under the no-action alternative, Dyess AFB aircrews could experience a greater risk of BASH incidents increasing the potential for human injury or fatality.

Biological Resources. Under the proposed action, vegetation would not be adversely affected. The base already conducts land management activities to promote uniform grass growth and eliminate weeds. Wildlife would be affected to the extent that hazardous populations of birds would be reduced through harassment, deterrents, or depredation. Prior to depredation of any native, migratory, and/or protected bird species, Dyess AFB would obtain a depredation permit from the USFWS. Wetlands exist in the affected environment; however, no wetlands would be drained or affected through implementation of the Dyess AFB BASH Plan. Special-status species could be adversely impacted if found in the BASH affected environment. The only known federally-listed species known to occur at Dyess AFB is the Texas horned lizard; however, the airfield lacks suitable habitat for the species and it is rarely observed by base personnel. No impacts beyond existing conditions would occur under the no-action alternative.

CHAPTER 3

DESCRIPTION OF THE AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

CHAPTER 3

DESCRIPTION OF THE AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

3.1 ANALYSIS APPROACH

NEPA requires focused analysis of the areas and resources potentially affected by an action or alternative. It also provides that an EA should consider, but not analyze in detail, those areas or resources not potentially affected by the proposal. Therefore, an EA should not be encyclopedic; rather, it should be succinct. NEPA also requires a comparative analysis that allows decision-makers and the public to differentiate among the alternatives. This EA; therefore, focuses on those resources that would be affected by the proposed BASH plan implementation in the airfield of Dyess AFB in Abilene, Texas.

Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) for NEPA also require an EA to discuss impacts in proportion to their significance and present only enough discussion of other than significant issues to show why more study is not warranted. The analysis in this EA considers the current conditions of the affected environment and compares those to conditions that might occur should either of the alternatives be implemented.

Resources Analyzed

Table 3-1 presents the results of the process of identifying resources to be analyzed in this EA. This assessment evaluates two resource categories 1) safety and health; and 2) biological resources (i.e., vegetation, wildlife, wetlands, and special-status species). These resources have shown to be potentially affected by implementation of the proposed action.

Resources Eliminated from Further Analysis

The Air Force assessed numerous resources (Table 3-1) that, in accordance with CEQ regulations, warranted no further examination in the EA. The following describes the rationale for this approach.

Table 3-1 Resources Analyzed in the Environmental Impact Analysis Process		
<i>Resource</i>	<i>Potentially Affected by BASH Plan Implementation</i>	<i>Analyzed in this EA</i>
Safety and Health	Yes	Yes
Biological (Vegetation, Wildlife, Wetlands, Special-Status Species)	Yes	Yes
Airspace Management	No	No
Land Management, Use, Recreation, and Visual	No	No
Air Quality	No	No
Noise	No	No
Soils and Water	No	No
Hazardous Materials/Hazardous Waste	No	No
Socioeconomics/Environmental Justice	No	No
Cultural and Traditional	No	No
Transportation	No	No

Airspace Management. Airspace management would not be affected by the proposed action. The action would not employ or influence airspace operations in any manner that would impact either the management or use of airspace. However, air traffic within the airfield environment would experience reduced bird aircraft strike hazard with implementation of the BASH Plan. If the no-action alternative were to be selected there would be the increased potential of aircraft mishaps within the airfield environment.

Land Management, Use, Recreation, and Visual Resources. Land management and use along the flightline would not change. The airfield area does not support recreational use of the land. Activities associated with implementation of the proposed action would not affect visual resources in and around the Dyess AFB airfield. Because no changes to land management or use would be expected and no impacts to recreational or visual resources would occur, this resource does not require further analysis in this EA.

Air Quality. Implementation of the proposed action would not affect or change the air quality in the region including and surrounding Dyess AFB. Mobile and stationary source emissions at the base would not be expected to change. Because no change to existing baseline emissions would occur, analysis of air quality is not required, and therefore eliminated from further consideration in this EA.

Noise. Noise is often defined as any sound that is undesirable because it interferes with communication, is intense enough to damage hearing, diminishes the quality of the environment, or is otherwise annoying. Response to noise varies by the type and characteristics of the noise source, distance from the source, receptor sensitivity, and time of day. Noise can be intermittent or continuous, steady or impulsive, and it may be generated by stationary or mobile sources. Noise generated from shotguns or pyrotechnics used to disperse wildlife populations could be noticeable to those in the airfield; however, the noise would be

sporadic and short-term in duration and not consistent with aircraft noise found at airfields. No significant impact to noise levels would occur through use of wildlife dispersal equipment; therefore, this resource has been eliminated from further analysis.

Soils and Water. No construction or earth moving activities would occur through implementation of the proposed action which would affect soil or water resources. Depressions would be filled or graded to prevent water retention, and bare areas in the vicinity of the airfield would be seeded and watered to promote grass growth. Use of water resources to establish seeded areas would be minimal and short term. Because the impacts to soil and water resources occur within already disturbed areas and would be short-term in duration, these resources will not require further analysis.

Hazardous Materials and Waste. Herbicides would be used to control weeds and most specifically, seed-producing weeds that provide a food source for small mammals and birds. Dyess AFB has a program for use of herbicides in landscape maintenance and under the proposed action this use would not change hazardous materials found at the base nor create any new hazardous waste streams. Therefore, no further analysis of these resources will occur.

Socioeconomics/Environmental Justice. Socioeconomics focuses on the general features of the local economy that could be affected by the proposed action or alternative. Because no jobs would be created or affected through implementation of the Dyess AFB BASH Plan, this resource has been eliminated from further discussion. Environmental justice evaluates the disproportionate effect of a federal action on low-income or minority populations. Since the proposal would not impose a risk to communities or population centers nor disproportionately impact low income or minority populations, environmental justice has been eliminated from further analysis.

Cultural and Traditional Resources. No known cultural or traditional resources occur in the vicinity of the proposed action airfield environment. Based on conclusions reached in consultation with the Texas SHPO, National Park Service, Abilene Preservation League, and City of Abilene, as presented in the Dyess AFB Cultural Resource Management Plan, there are no known or suspected cultural or historical resources of significance on the base (Dyess AFB 2001a). Therefore, an analysis of cultural and traditional resources has been eliminated from further discussion.

Transportation. Implementation of the proposed action is not expected to affect transportation resources. The base contains sufficient on-base access and roadways to support any traffic diversions, if required, for implementation of the Dyess AFB BASH Plan activities. Traffic studies at the base established that existing local and regional road networks provide acceptable levels of service (Dyess AFB 2003). Because of the lack of impacts, transportation resources were eliminated from further analysis.

The following discussion provides analysis of two resource categories: safety and health and biological resources.

3.2 SAFETY AND HEALTH

Safety and health resources for this EA address potential aircraft mishaps due to hazardous bird populations in the airfield. Bird aircraft strikes pose a large safety risk to aircrews and cost the military thousands of dollars each year in aircraft damage repair costs. The Air Force Chief of Safety is required to ensure implementation of AFI 91-202, *The U.S. Air Force Mishap Prevention Program* which incorporates AFPD 91-2, *Safety Programs*. Additionally, the Air Force is required to ensure the health and safety of personnel as defined by the Occupational Safety and Health Administration and Air Force Occupational and Environmental Safety, Fire Protection, and Health. Base-level commanders have responsibility for protecting Air Force resources (i.e., pilots and aircraft) when functional group managers are responsible for correcting hazards in their areas that could lead to mishaps.

The Air Force has established five categories (Class A, B, C, D, and E) to define mishaps or events as they relate to safety issues:

- Class A mishaps, the most serious, result in a loss of life, permanent total disability, a total cost in excess of \$1 million, destruction of an aircraft, or damage to an aircraft beyond economical repair.
- Class B mishaps result in a total cost of \$200,000 or more, but less than \$1 million in property damage; a permanent partial disability; or inpatient hospitalization of three or more personnel.
- Class C mishaps result in total damage of \$20,000 or more, but less than \$200,000; and injury that results in 8 hours or more of lost work or occupational illness that causes loss of time from work at any time; or a mishap that does not meet the requirements for a Class A or Class B mishap, but does require reporting under the guidance in Air Force Instructions.
- Class D mishaps result in total damage of \$2,000 or more, but less than \$20,000; a loss of worker productivity of more than 1 hour, but less than 8 hours; a nonfatal injury that does not result in a loss of worker productivity; or a mishap that does not meet the criteria for a Class A, B, or C mishap, but does require reporting. Class D mishaps are not applicable to aircraft-related mishaps.
- Class E events do not meet the requirement for reportable mishaps but the data are used for the development and dissemination of mishap prevention information. They are categorized as follows:
 1. Hazardous Air Traffic Report events are hazardous air traffic or hazardous air movements that endanger the safety of an aircraft or unmanned aerial vehicle;
 2. High Accident Potential events represent incidents with high potential for becoming a mishap, but does not meet the criteria for Hazardous Air Traffic Report; and

3. Wildlife Strike (BASH) events involving aircraft or unmanned aerial vehicle not meeting a criteria for Class A, B, or C mishap.

Affected Environment

The affected environment for health and safety for this EA is the Dyess AFB runway and flightline areas. Dyess AFB experienced 115 Class E mishaps during FY 00 through FY 04 (See Table 1-1). None of the mishaps resulted in human injury or death, and damage from most of the incidents was less than \$20,000 (7 BW/SEF). Use of the Air Force BWC system permits aircrews to maneuver around potentially hazardous bird conditions in the airfield; however, bird movements can be unpredictable and erratic.

Environmental Consequences

Proposed Action

No adverse impacts to health and safety would be expected through implementation of the Dyess AFB BASH Plan. Measures taken to improve known hazardous conditions in the airfield would improve the health and safety environment of air and ground crews. Even with implementation of the Dyess AFB BASH Plan, bird and wildlife aircraft strikes would be expected to continue; however with measures in place to reduce hazardous bird populations in the airfield, the risk to air and ground crews would be further reduced.

No-Action Alternative

Under the no-action alternative, the Air Force would not implement the Dyess AFB BASH Plan at this time. Selection of this alternative would not meet the Air Force requirement to reduce BASH incidents on military installations. Failure to implement the BASH Plan at Dyess AFB would place air and ground crews at unnecessary risk from conditions that permit bird populations to proliferate in and around the airfield.

BASH incident involving a C-130 and turkey vulture



3.3 BIOLOGICAL RESOURCES

Biological resources encompass plant and animal species and the habitats within which they occur. Plant species are often referred to as vegetation and animal species are referred to as wildlife. Habitat can be defined as the area or environment where the resources and conditions are present that cause or allow a plant or animal to live there (Hall *et al.* 1997). Biological resources for this EA include vegetation, wildlife, wetlands, and special-status species occurring in and around the Dyess AFB airfield.

Vegetation includes all existing terrestrial plant communities with the exception of special-status species.

Wildlife includes all vertebrate animals with the exception of those identified as endangered or sensitive. Wildlife includes fish, amphibians, reptiles, birds, and mammals. Wildlife also includes those bird species protected under the federal Migratory Bird Treaty Act. Assessment of a project's effects on migratory birds places an emphasis on "Species of Concern" as defined by Executive Order (EO) 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds*. Additional assessment of potential impacts to regionally rare, migratory birds occurs under the special-status category.

Wetlands are considered special category sensitive habitats and are subject to regulatory authority under Section 404 of the Clean Water Act and EO 11990 *Protection of Wetlands*. They include jurisdictional and non-jurisdictional wetlands. Jurisdictional wetlands are those defined by the U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency as those areas that meet all the criteria defined in the USACE's *Wetlands Delineation Manual* (USACE 1987) and under the jurisdiction of the USACE.

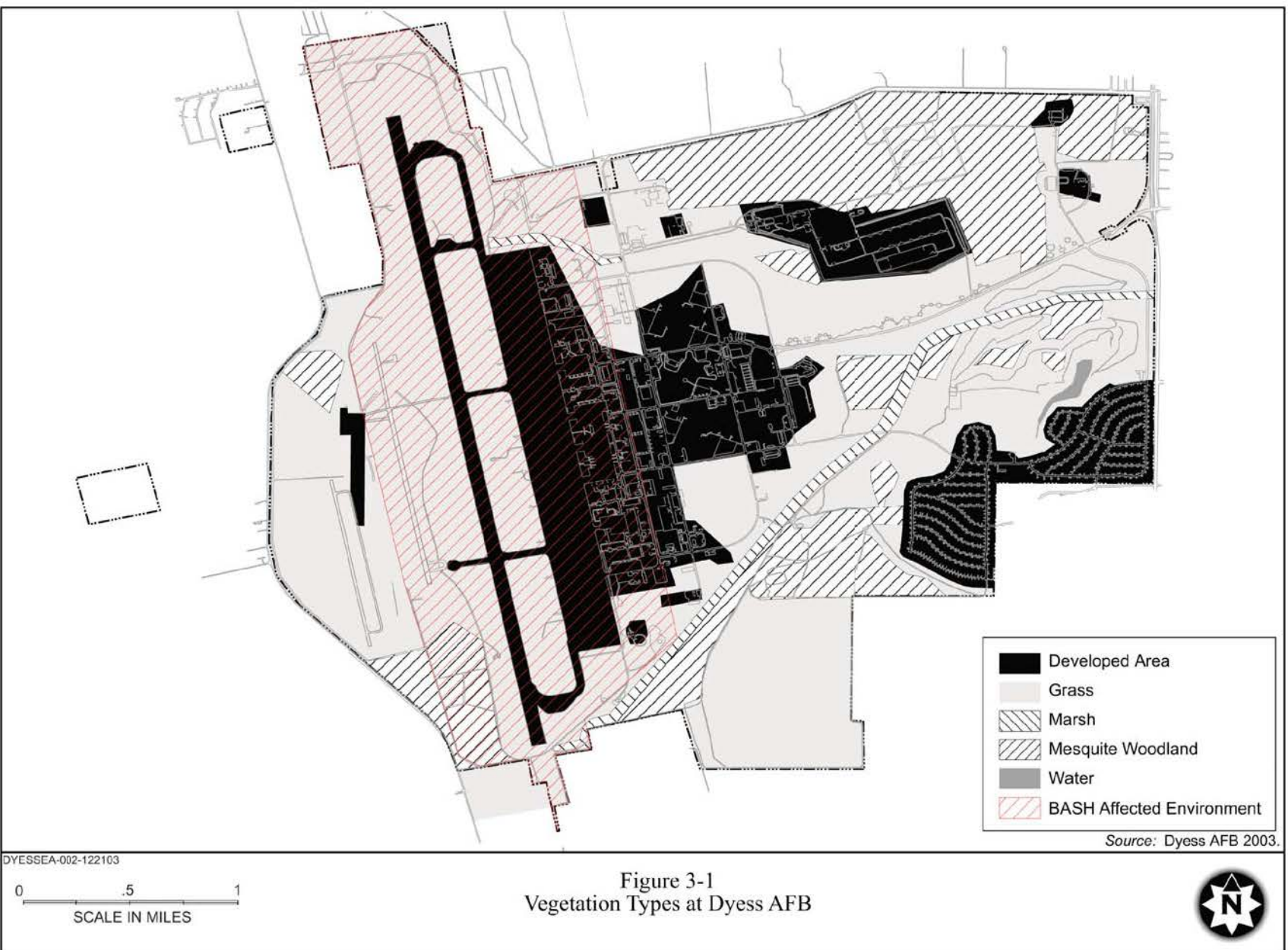
Special-Status Species are defined as those plant and animal species listed as threatened, endangered, or proposed as such by the USFWS. The Endangered Species Act (ESA) protects federally listed, threatened, and endangered plant and animal species. Species of concern are not protected by the ESA; however, these species could become listed and protected at any time.

Affected Environment

The affected environment for the proposed action is the Dyess AFB airfield which includes the runway, flightline, aircraft hangars, and the open area adjacent to the flightline in the west portion of the base (refer to Figure 1-2).



Vegetation. The long-term effects of cultivation and urbanization have altered the area vegetation so that the current plant community bears little resemblance to the historical vegetation communities. Dyess AFB consists of four distinct habitats: grassland, mesquite woodlands, marsh habitat, and disturbed habitat (Figure 3-1). Grassland species include silver bluestem, perennial threeawn, buffalograss, curly mesquite, sideoats grama, and cane bluestem. Mesquite woodlands are honey mesquite which grows in dense even-aged stands. Shade-tolerant Texas wintergrass or speargrass is the dominant groundcover within the mesquite woodlands. Red-berry juniper is sparsely scattered within the mesquite-grasslands in the northeastern portion of the base (Dyess AFB 2004c). The area potentially affected by implementation of the proposed action overlies mostly grassland but includes a large portion of mesquite woodlands in the southwest and possibly marsh areas in the extreme south eastern portion.



Wildlife. Native mammalian fauna present on Dyess AFB are typical of urban environments. Mammals known to occur in or around the flightline include bats, cottontail rabbit, black-tailed jackrabbit, fox squirrel, gray woodrat, coyote, red fox, bobcat, and badger.



Red-tailed hawk



Coyote

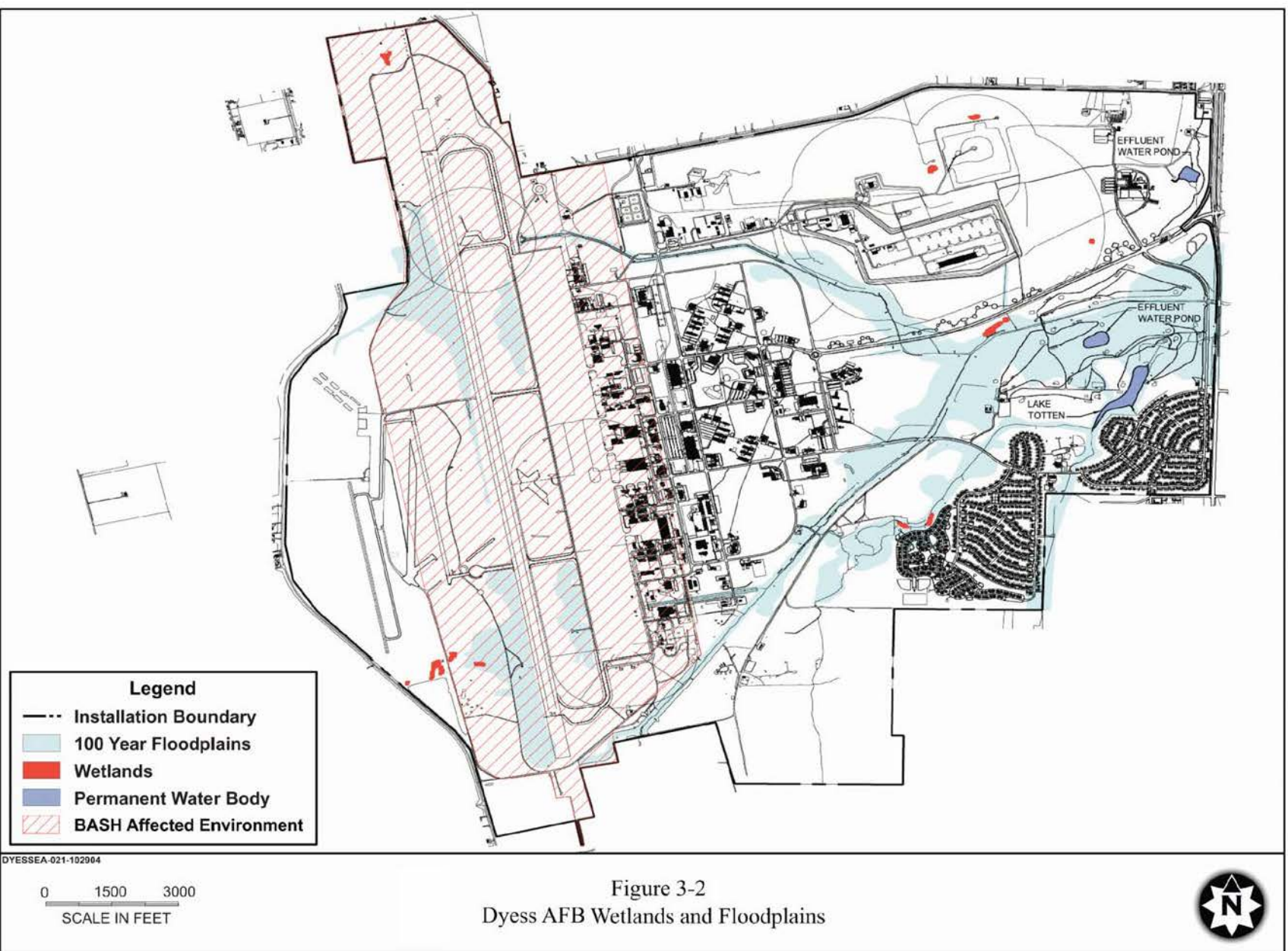
A wide array of birds has been observed in the flightline area. Migratory species include meadowlarks and blackbirds, sparrows and finches, waxwings, and starlings (Dyess AFB 2004c). Resident bird species observed throughout the base and in the flightline area includes wild turkeys and black vultures, Mississippi kites, Cooper's hawks, red-tailed hawks, Swainson's hawks, ferruginous hawks,

Harris hawks, northern harriers, kestrels, northern bobwhites, great blue herons, yellow-crowned night herons, owls, pigeons, mourning doves, golden-fronted woodpeckers, ladder-backed woodpeckers, scissor-tailed flycatchers, swallows, jays and crows, roadrunners, goatsuckers, shrikes, and mockingbirds (Dyess AFB 2004c).

Low habitat diversity and availability preclude a high diversity and abundance of reptiles and amphibians. Those species with relatively wide niche breadth such as red-eared sliders and bullfrogs are abundant. Snake species observed in the flightline area on Dyess AFB include the western diamondback rattlesnake, prairie rattlesnake, bullsnake, and the Texas rat snake pictured here (Dyess AFB 2004c). Lizards commonly found in the flightline area include Texas spiny lizard, Eastern collard lizard, short line skink, Texas spotted whiptail, and the federal-listed Texas horned lizard (see Special-Status Species).



Wetlands. There are 12 sites on Dyess AFB currently delineated as jurisdictional wetlands (Figure 3-2). Two of these sites are naturally occurring playas (small depressions sometimes temporarily covered with water). Of the remaining ten, seven are the result of soil manipulation or were dug as stock watering tanks by ranchers prior to existence of the base (Dyess AFB 2003). Several wetlands lie within the BASH affected environment.



Special-Status Species. One federally-listed species, the Texas horned lizard, is known to occur at Dyess AFB. However, the airfield lacks suitable habitat for the species and is rarely observed by base personnel. The federally-listed threatened bald eagle and federally-listed endangered interior least tern may potentially migrate through or seasonally visit the base during wet seasons, when preferred habitat is available. The state-listed peregrine falcon has been observed as an occasional visitor to the base as a migrant or winter visitor. No federally-listed bird species is known to nest at the base, nor are there any federally-listed mammals known to occur on the base (Dyess AFB 2004c).



Environmental Consequences

Determination of the significance of potential impacts to biological resources is based on: 1) the importance (i.e., legal, commercial, recreational, ecological, or scientific) of the resource; 2) the proportion of the resource that would be affected relative to its occurrence in the region; 3) the sensitivity of the resource to proposed activities; and 4) the duration of ecological ramifications. Impacts to biological resources are significant if species or habitats of concern are adversely affected over relatively large areas or disturbances cause reductions in population size or distribution of a species of concern.

Proposed Action

Vegetation and wetlands would be negligibly affected. Grassy areas around the runway and flightline have been and are currently mowed regularly to maintain an average grass height between 7 and 14 inches. Chemical application would not be beyond that currently used to control weeds and promote desired grass types on the installation. Short term impacts to populations of pigeons and starlings would occur; however, populations of these bird species would quickly regenerate and overall population would not be regionally affected. Dyess AFB would obtain a permit from the USFWS to harass or take (i.e., remove or kill) native wildlife species, migratory birds, or special-status species. The potential impact to special-status bird species would likely be negligible because environmental conditions that harbor prey species would be reduced in the airfield directing predator species away from the BASH affected area. Wetlands exist in the affected environment; however, no wetlands would be drained or impacted through implementation of the Dyess AFB BASH Plan.

No-Action Alternative

Impacts to biological resources would not be significant through implementation of the no-action alternative. The Air Force would continue to incorporate bird avoidance strategies in the airfield using the BWC system; however, the potential for BASH incidents at Dyess AFB would not change. Selection of this alternative would not meet Air Force requirements to reduce potential airfield mishaps on the base through execution of a base specific BASH Plan.

CHAPTER 4

CUMULATIVE EFFECTS AND IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

CHAPTER 4

CUMULATIVE EFFECTS AND IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

4.1 CUMULATIVE EFFECTS

CEQ regulations stipulate that the cumulative effects analysis within an EA should consider the potential environmental impacts resulting from “the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions” (40 CFR 1508.7). Assessing cumulative effects involves defining the scope of the other actions and their interrelationship with the proposed action and alternatives, if they overlap in space and time.

Cumulative effects are most likely to arise when a proposed action is related to other actions that occur in the same location or at a similar time. Actions geographically overlapping or close to the proposed action and alternatives would likely have more potential for a relationship than those farther away. Similarly, actions coinciding in time with the proposed action and alternatives would have a higher potential for cumulative effects.

To identify cumulative effects, three fundamental questions need to be addressed:

1. Does a relationship exist such that affected resource areas of the proposed action might interact with the affected resource areas of past, present, or reasonably foreseeable actions?
2. If one or more of the affected resource areas of the proposed action and another action could be expected to interact, would the proposed action affect or be affected by impacts of the other action?
3. If such a relationship exists, then does an assessment reveal any potentially significant impacts not identified when the proposed action is considered alone?

4.2 SCOPE OF CUMULATIVE EFFECTS ANALYSIS

The scope of the cumulative effects analysis involves both the geographic extent of the effects and the time in which the effects could occur. Since the potential impacts of the proposed action are primarily found on base, the cumulative effects analysis includes only those actions occurring within the boundary of Dyess AFB. Public documents prepared by federal, state, and local government agencies were the primary sources of information for identifying reasonable foreseeable actions.

Past and Present Actions

No past and/or present actions were identified, that when combined with the BASH Plan, would result in any negligible cumulative effects.

Future Proposed Actions

In 2003, Dyess AFB approved the Dyess AFB General Plan, which identified areas on the base where existing missions could be expanded and where new missions could be located (Dyess AFB 2003). Various military construction and other projects are proposed and would require environmental analysis if undertaken. Examples of these projects include providing new housing, administration, operations, support facilities, and utility system upgrades.

The potential for significant cumulative impacts of the proposed action and future base actions are not anticipated. Implementation of the environmental management strategies when combined with any future construction, operations, or utilities upgrade would not introduce an adverse impact in this already disturbed and industrial area of the base.

4.3 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

NEPA requires that environmental analysis include identification of any irreversible and irretrievable commitment of resources which would be involved in the proposed action should it be implemented. Irreversible and irretrievable resource commitments are related to the use of nonrenewable resources and the effects this use could have on future generations. Irreversible effects primarily result from the use or destruction of a specific resource (e.g., energy and minerals) that cannot be replaced within a reasonable time frame. Irretrievable resource commitments involve the loss in value of an affected resource that cannot be restored as a result of the action (e.g., extinction of a threatened or endangered species or the disturbance of a cultural resource).

Implementation of the Dyess AFB BASH Plan would not result in an irreversible or irretrievable commitment of resources. Vehicles used in transport activities would consume fuel, oil, and lubricants; however, the amount of these materials used would not exceed that currently used by base personnel. Wildlife depredation would not result in species decimation or affect species populations throughout the region. Prior to removal or depredation of a native wildlife species, migratory birds, or special-status species, Dyess AFB would obtain a permit from the USFWS.

CHAPTER 5

REFERENCES CITED

CHAPTER 5

REFERENCES CITED

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CHAPTER 6

PERSONS AND AGENCIES CONTACTED

CHAPTER 6

PERSONS AND AGENCIES CONTACTED

James Robertson, Chief, Projects, Programs and Analysis Section. 7 CES/CEVA.

Kim Walton, Natural and Cultural Resources Manager. 7 CES/CEVA.

SSgt Erick Lombardo. 7 BW/SE.

Wendy Wyman, Environmental Policy Director, Budget Planning and Policy Office.

Richard Green, Regional Administrator, U.S. Environmental Protection Agency Region VI

Robert L. Cook, Executive Director, Texas Parks and Wildlife

Winona Henry, Regional Director, Texas Commission on Environmental Quality

F. Lawrence Oaks, SHPO, Texas Historical Commission

CHAPTER 7

LIST OF PREPARERS AND CONTRIBUTORS

CHAPTER 7

LIST OF PREPARERS AND CONTRIBUTORS

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Years of Experience: 8

APPENDIX A

INTERAGENCY AND INTERGOVERNMENTAL COORDINATION FOR ENVIRONMENTAL PLANNING CORRESPONDENCE



DEPARTMENT OF THE AIR FORCE

7TH CIVIL ENGINEER SQUADRON

710 THIRD STREET

DYESS AIR FORCE BASE TEXAS 79607-1670

MEMORANDUM FOR Texas Historical Commission

P.O. Box 12276

Austin TX 78711-2276

Attn: F. Lawrence Oaks, SHPO

DEC 16 2004

FROM: 7 CES/CEVA
710 Third Street
Dyess AFB TX 79607

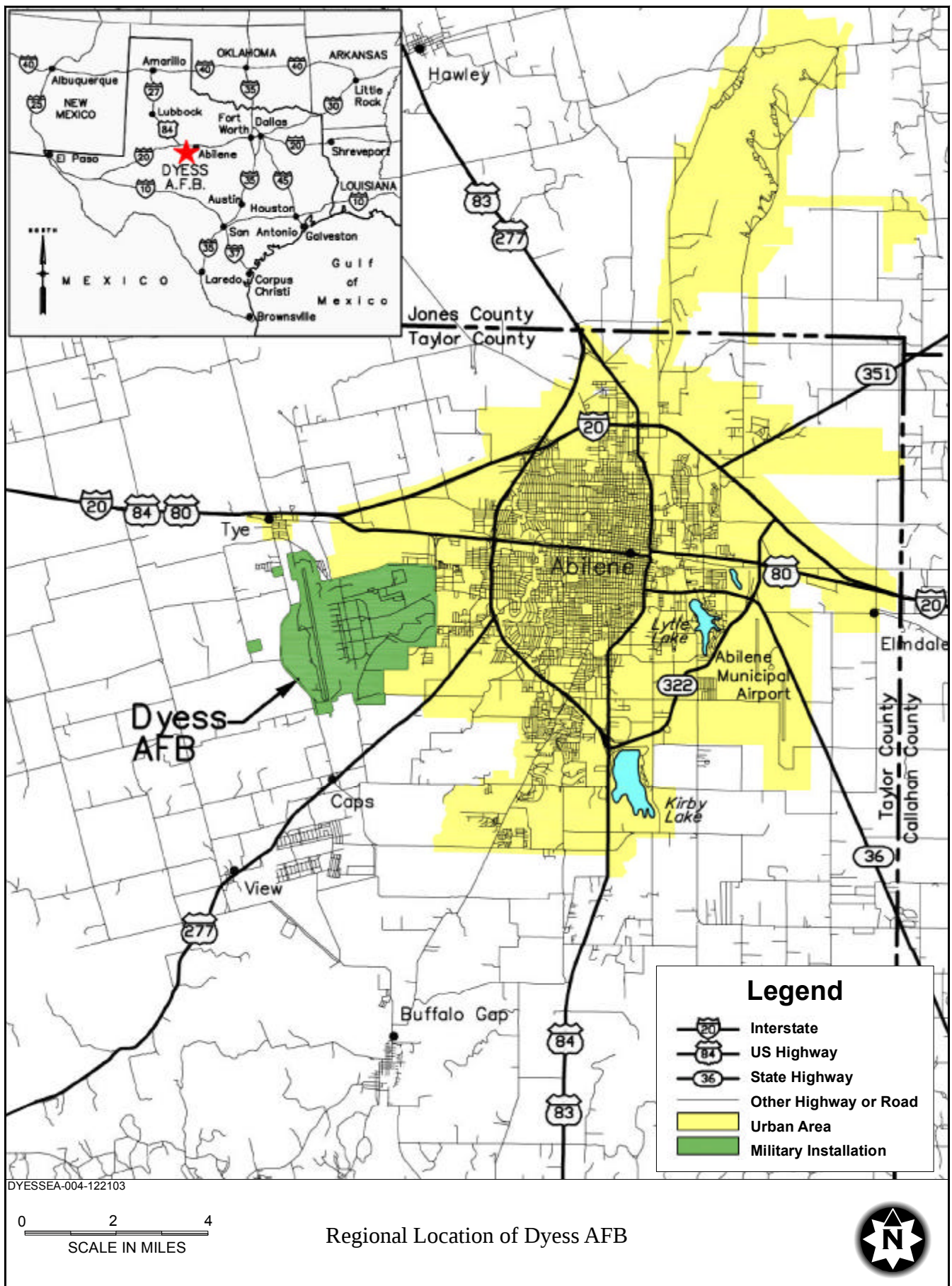
SUBJECT: Proposed Implementation of Bird-Aircraft Strike Hazard Plan at Dyess Air Force Base (AFB), TX

1. Dyess AFB is in the process of preparing an Environmental Assessment (EA) for implementation of a base bird-aircraft strike hazard (BASH) plan. Under the proposed action, Dyess AFB would use environmental maintenance and control measures to reduce hazardous bird populations in the base airfield. BASH implementation techniques would occur at Dyess AFB in Abilene, TX (see attachment).
2. We will use information collected for the EA to identify historic properties and consider them, if any. This information will be coordinated with your office according to the steps outlined in 36 CFR 800.3 through 36 CFR 800.7.
3. In advance, we thank you for your assistance in this activity. If you have any specific questions relative to the proposal, we would like to hear from you. Please contact Mr. Gary Burling, Environmental Scientist, Programs and Analysis Section, Dyess AFB at (325) 696-5649.

TERESA CLOUSE

Chief, Environmental Flight

Attachment (1):
Map of Dyess AFB





DEPARTMENT OF THE AIR FORCE

7TH CIVIL ENGINEER SQUADRON

710 THIRD STREET

DYESS AIR FORCE BASE TEXAS 79607-1670

MEMORANDUM FOR Texas Commission on Environmental Quality

1977 Industrial Boulevard

Abilene TX 79602-7833

Attn: Winona Henry, Regional Director

DEC 16 2004

FROM: 7 CES/CEVA

710 Third Street

Dyess AFB TX 79607

SUBJECT: Proposed Implementation of Bird-Aircraft Strike Hazard Plan at Dyess Air Force Base (AFB), TX

1. Dyess AFB is in the process of preparing an Environmental Assessment (EA) for implementation of a base bird-aircraft strike hazard (BASH) plan. Under the proposed action, Dyess AFB would use environmental maintenance and control measures to reduce hazardous bird populations in the base airfield. BASH implementation techniques would occur at Dyess AFB in Abilene, TX (see attachment).

2. The EA will be prepared to evaluate potential environmental and mission impacts resulting from implementation of the proposed action while examining the potential for cumulative impacts when combined with past, present, and any future proposals.

3. As part of the environmental analysis, Dyess AFB or its contractor, The Environmental Company, Inc. may contact you during data collection efforts. In advance, we thank you for your assistance in this activity and will add you to the EA mailing list as part of the environmental impact analysis process. If you have any specific questions relative to the proposal, we would like to hear from you. Please contact Mr. Gary Burling, Environmental Scientist, Programs and Analysis Section, Dyess AFB at (325) 696-5649.

TERESA CLOUSE

Chief, Environmental Flight

Attachment (1):

Map of Dyess AFB



DEPARTMENT OF THE AIR FORCE
7TH CIVIL ENGINEER SQUADRON
710 THIRD STREET
DYESS AIR FORCE BASE TEXAS 79607-1670

MEMORANDUM FOR Texas Parks and Wildlife
4200 Smith School Road
Austin TX 78744
Attn: Robert L. Cook, Executive Director

DEC 16 2004

FROM: 7 CES/CEVA
710 Third Street
Dyess AFB TX 79607

SUBJECT: Proposed Implementation of Bird-Aircraft Strike Hazard Plan at Dyess Air Force Base (AFB), TX

1. Dyess AFB is in the process of preparing an Environmental Assessment (EA) for implementation of a base bird-aircraft strike hazard (BASH) plan. Under the proposed action, Dyess AFB would use environmental maintenance and control measures to reduce hazardous bird populations in the base airfield. BASH implementation techniques would occur at Dyess AFB in Abilene, TX (see attachment).
2. The EA will be prepared to evaluate potential environmental and mission impacts resulting from implementation of the proposed action while examining the potential for cumulative impacts when combined with past, present, and any future proposals.
3. As part of the environmental analysis, Dyess AFB or its contractor, The Environmental Company, Inc. may contact you during data collection efforts. In advance, we thank you for your assistance in this activity and will add you to the EA mailing list as part of the environmental impact analysis process. If you have any specific questions relative to the proposal, we would like to hear from you. Please contact Mr. Gary Burling, Environmental Scientist, Programs and Analysis Section, Dyess AFB at (325) 696-5649.

A handwritten signature in cursive script, reading "Teresa Clouse", is positioned above the printed name.

TERESA CLOUSE
Chief, Environmental Flight

Attachment (1):
Map of Dyess AFB



DEPARTMENT OF THE AIR FORCE

7TH CIVIL ENGINEER SQUADRON

710 THIRD STREET

DYESS AIR FORCE BASE TEXAS 79607-1670

MEMORANDUM FOR U.S. Environmental Protection Agency Region VI

1445 Ross Avenue, Suite 1200

Dallas TX 75202-2733

Attn: Richard Green, Regional Administrator

DEC 16 2004

FROM: 7 CES/CEVA
710 Third Street
Dyess AFB TX 79607

SUBJECT: Proposed Implementation of Bird-Aircraft Strike Hazard Plan at Dyess Air Force Base (AFB), TX

1. Dyess AFB is in the process of preparing an Environmental Assessment (EA) for implementation of a base bird-aircraft strike hazard (BASH) plan. Under the proposed action, Dyess AFB would use environmental maintenance and control measures to reduce hazardous bird populations in the base airfield. BASH implementation techniques would occur at Dyess AFB in Abilene, TX (see attachment).
2. The EA will be prepared to evaluate potential environmental and mission impacts resulting from implementation of the proposed action while examining the potential for cumulative impacts when combined with past, present, and any future proposals.
3. We will add you to the EA mailing list as part of the environmental impact analysis process. If you have any specific questions relative to the proposal, we would like to hear from you. Please contact Mr. Gary Burling, Environmental Scientist, Programs and Analysis Section, Dyess AFB at (325) 696-5649.

TERESA CLOUSE

Chief, Environmental Flight

Attachment (1):
Map of Dyess AFB



DEPARTMENT OF THE AIR FORCE

7TH CIVIL ENGINEER SQUADRON

710 THIRD STREET

DYESS AIR FORCE BASE TEXAS 79607-1670

MEMORANDUM FOR Budget Planning and Policy Office

1100 San Jacinto

Austin TX 78701

Attn: Wendy Wyman, Environmental Policy Director

DEC 16 2004

FROM: 7 CES/CEVA

710 Third Street

Dyess AFB TX 79607

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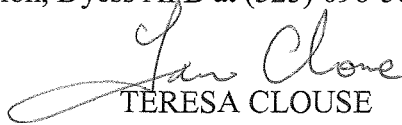
MEMORANDUM FOR U.S. Fish and Wildlife Service
Ecological Services Field Office
711 Stadium Drive, Suite 252
Arlington TX 76011

DEC 16 2004

FROM: 7 CES/CEVA
710 Third Street
Dyess AFB TX 79607

SUBJECT: Proposed Implementation of Bird-Aircraft Strike Hazard Plan at Dyess Air Force Base (AFB), TX

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2. The EA will be prepared to evaluate potential environmental and mission impacts resulting from implementation of the proposed action while examining the potential for cumulative impacts when combined with past, present, and any future proposals.
3. The EA will analyze the potential effects of this proposed action on environmental resources. Pursuant to the Endangered Species Act and the National Environmental Policy Act, we are requesting information regarding federally listed or proposed species that may be present in the potentially affected area. If any of this information is available digitally, we would appreciate receiving it in that format. Until the extent of the potential impact to listed species is determined, we will make no decision regarding the need for a Section 7 consultation.
4. As part of the environmental analysis, Dyess AFB or its contractor, The Environmental Company, Inc. may contact you during data collection efforts. In advance, we thank you for your assistance in this activity. If you have any specific questions relative to the proposal, we would like to hear from you. Please contact Mr. Gary Burling, Environmental Scientist, Programs and Analysis Section, Dyess AFB at (325) 696-5649.


TERESA CLOUSE
Chief, Environmental Flight

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