

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

**ADOPTION OF THE WYOMING ARMY NATIONAL GUARD'S FINAL
SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT**

and

FINDING OF NO SIGNIFICANT IMPACT/RECORD OF DECISION

for the

**ESTABLISHMENT OF SPECIAL USE AIRSPACE, RESTRICTED AREA (R-7001D),
FOR THE WYOMING ARMY NATIONAL GUARD AT CAMP GUERNSEY,
GUERNSEY, WYOMING**

January 2022

1.0 INTRODUCTION

This document serves as the Federal Aviation Administration's (FAA) adoption and Finding of No Significant Impact/Record of Decision (FONSI/ROD) of the final Supplemental Environmental Assessment (SEA) for the establishment of Special Use Airspace (SUA), R-7001D, for Wyoming Army National Guard (WYARNG) at Camp Guernsey, Guernsey, Wyoming.

The Proposed Action is to establish a new restricted area (RA), R-7001D, for WYARNG. A restricted area is a type of SUA as defined in FAA Order 7400.2N, Chapter 23. Under the Proposed Action, R-7001D would be established for high-angle artillery firing at an altitude greater in height than three current RAs at Camp Guernsey (R-7001 A/B/C). R-7001D would be placed above those RAs (R-7001 A/B/C) and not over the three RAs analyzed in the WYARNG's 2020 Training and Maneuver Environmental Assessment (EA) (R-7002 A/B/C). The altitude of R-7001D would be from 30,001–45,000 feet (ft) mean sea level (MSL). WYARNG would activate R-7001D approximately 20 days a year by a Notice to Air Missions (NOTAM). The proposed RA would prohibit nonparticipating aircraft from entering or traversing the airspace while hazardous activities (e.g., artillery firing) are being conducted. As the lead agency, WYARNG prepared a SEA and issued a FONSI/ROD on December 28, 2021, in accordance with the National Environmental Policy Act (NEPA). In 2018, WYARNG invited the FAA to participate as a cooperating agency (40 CFR § 1501.6) based on the FAA's jurisdiction by law to approve SUA under 49 U.S.C. § 40103(b)(3)(A). This is also in accordance with the October 17, 2019, "Memorandum of Understanding between the FAA and the Department of Defense (DoD) for Environmental Review of SUA Actions" (See FAA Order 7400.2M, Appendix 7). As a cooperating agency, the FAA coordinated closely with WYARNG and actively participated in the preparation of the WYARNG's draft and final SEA.

In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and applicable regulations¹ and guidance from the Council on Environmental Quality (CEQ), the

¹ The CEQ issued a final rule to update its regulations for Federal agencies to implement the National Environmental Policy Act (NEPA) on July 16, 2020, with an effective date of September 14, 2020. (40 CFR 1506.13 (2020)).

FAA has conducted an independent evaluation and analysis of WYARNG's SEA. The FAA is only adopting those portions of the SEA associated with the proposed R-7001D, including all associated appendices and materials identified in the SEA and incorporated by reference and made available to the public for the purpose of making its decision regarding the Proposed Action pursuant to 40 CFR § 1506.3. As discussed below, based on the information in the SEA, the FAA has determined that the Proposed Action will not have a significant effect on the human environment (40 CFR § 1508.13) and is issuing this FONSI/ROD for the Proposed Action (40 CFR § 1505.2).

2.0 BACKGROUND

In the SEA, WYARNG's Proposed Action consists of both land-based activities (training and maneuvers) and airspace activities that require SUA in the form of a RA (R-7001D). The proposed land-based activities will use high-angle field artillery. The RA would prevent aircraft from being struck by errant artillery fired from Camp Guernsey.

Restricted Areas

RAs are airspace established under 14 CFR Part 73 provisions, within which the flight of aircraft, while not wholly prohibited, is subject to restriction.² RAs are established when determined necessary to confine or segregate activities considered hazardous to nonparticipating aircraft. RAs are depicted on aeronautical charts and include a requirement for nonparticipating aircraft to avoid the RA. RAs are for joint use by a controlling agency and a using agency. Denver Air Route Traffic Control Center (ZDV) has been assigned as the controlling agency and WYARNG is the using agency. A letter of agreement (LOA) between the controlling and using agencies will need to be executed. The LOA provides for the operation of nonparticipating instrument flight rules (IFR) aircraft within the area. Flights within the RA are controlled by the using agency (WYARNG) except when the area has been released back to the controlling agency (ZDV). During such periods, the controlling agency (ZDV) may permit nonparticipating aircraft operations in the RA as described in FAA Order 7400.2N, Chapter 23. The RAs allow or both ground-based hazards (artillery) and permit hazardous military flight operations; however, nonparticipating aircraft (civilian or other military aircraft not associated with the operations or exercise) are not permitted to enter the RA during those periods when it is activated.

The role of the FAA, in the establishment of R-7001D, is to authorize the proponent to conduct their operations (high-angle artillery firing) based on FAA-approved safety measures. Under the Proposed Action, R-7001D would prevent aircraft from potentially being struck by errant artillery, as the safety measures in place dictate that aircraft operations are restricted when activated.

3.0 FAA's PROPOSED ACTION

The FAA's Proposed Action for this FONSI/ROD is the establishment of R-7001D.

WYARNG submitted an aeronautical request on May 27, 2020, that included R-7001D as described above. RAs are permanent, and the process to establish an RA may take years due to the required rulemaking actions (14 CFR, Part 73).

² FAA Order 7400.2N, paragraphs 23-1-1 (definition) and 23-1-2 (purpose).

R-7001D would be located in the airspace above the Camp Guernsey installation boundary in Platte County, Wyoming. The proposed RA legal description is depicted in Figure 1 and described as follows:

Designated Altitudes:

30,001 ft MSL to 45,000 ft MSL.

Time of Use:

Activated by Notice to Air Missions (NOTAM). Approximately 20 days per year.

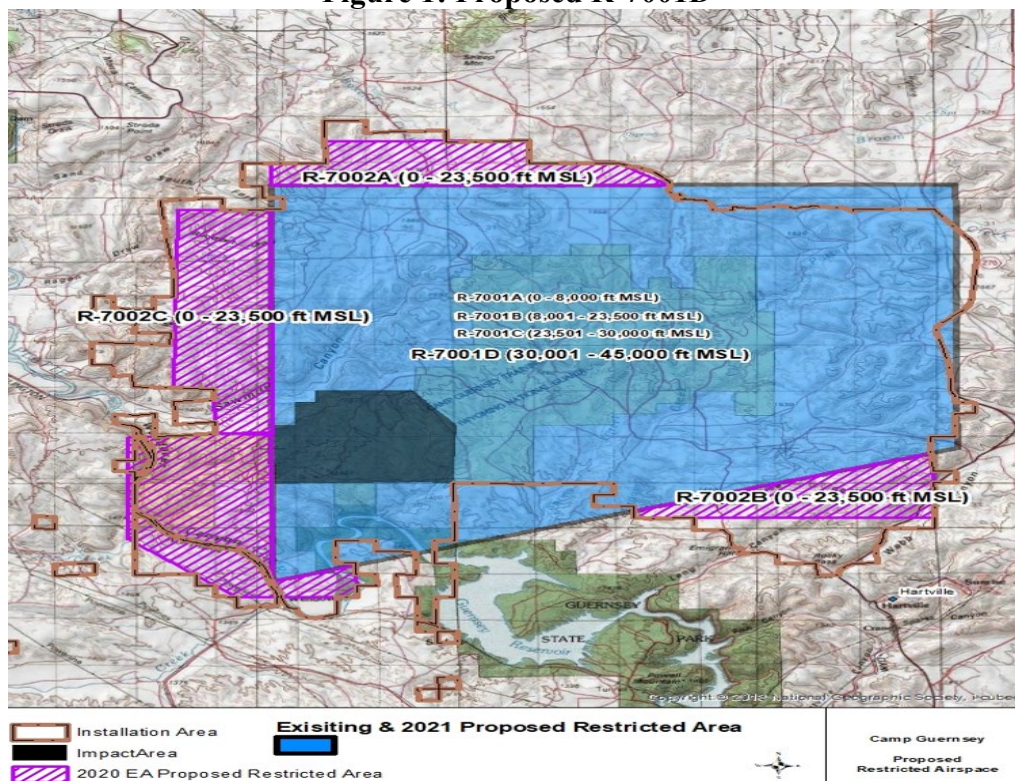
Controlling Agency:

ZDV

Using/ Agency:

WYARNG – Camp Guernsey.

Figure 1: Proposed R-7001D



4.0 PURPOSE AND NEED

The FAA’s Proposed Action would establish R-7001D, which would provide for high-angle artillery firing to train field artillery crews at Camp Guernsey. This action is needed for field artillery units to meet military training standards set forth in: Army Doctrine Reference Publication (ADRP) 3-09 C1 Fires (DA 2013); Army Techniques Publication (ATP) 3-09.30 Observed Fires (DA 2017); Training Circular (TC) 3-09.8 Field Artillery Gunnery (DA 2013); TC 3-09.81 Field Artillery Manual Cannon Gunnery (DA2016); ATP 3-09.02 Field Artillery Survey (DA 2016); ATP 3-09.23 Field Artillery Cannon Battalion (DA 2015); ATP 3-09.24 Techniques for the Fires Brigade (DA 2012); ATP 3-09.50 The Field Artillery Cannon Battery (DA 2016); and Field Manual (FM) 3-09 Field Artillery Operations and Fire Support (DA 2014).

The proposed RA would prevent aircraft from entering the proposed area and being struck by errant artillery fired from Camp Guernsey. The implementation of the proposed RA would fulfill the FAA's requirements to ensure the safe and efficient use of navigable airspace pursuant to 49 U.S.C. §47101(a)(1), which describes the FAA's authority and regulatory responsibilities.

5.0 ALTERNATIVES

The SEA evaluated WYARNG's Proposed Action and the No Action alternative. Screening criteria for various alternative actions were used and determined there were no other reasonable action alternatives. Existing conditions provided a baseline and also represented the No Action alternative conditions.

Proposal

R-7001D would extend from 30,001 ft MSL up to 45,000 ft MSL over three current RAs (R-7001 A/B/C) and not over the three RAs analyzed in the 2020 Training and Maneuver EA (R-7002 A/B/C). The implementation of the No Action alternative would continue to limit WYARNG's full training potential. The No Action alternative is not considered a reasonable alternative because it does not meet the purpose and need of the FAA's Proposed Action. However, as required under CEQ regulations (40 CFR § 1502.14[d]), the No Action alternative provides a description of the conditions against which the impacts of the FAA's Proposed Action can be compared.

No Action Alternative

Under the No Action alternative, R-7001D would not be established. There would be no SUA additions at Camp Guernsey to accommodate high-angle artillery firing. Training at Camp Guernsey would continue to use RAs that extend up to 30,000 ft MSL (R-7001 A/B/C). The No Action alternative does not meet the purpose and need of the Proposed Action.

6.0 ENVIRONMENTAL IMPACTS

The following summarizes the results of the FAA's independent evaluation of the SEA regarding its Proposed Action and the potential environmental impacts associated with the establishment of R-7001D in accordance with FAA Order 1050.1F.

Given the nature of the Proposed Action, the FAA's only involvement in establishing an RA is to authorize the proponent to conduct their operations based on FAA-approved safety measures. Under the Proposed Action, R-7001D protects aircraft from potentially being struck by errant artillery by restricting aircraft from entering the airspace during high-angle firing periods.

The following NEPA impact categories were assessed:

Air Quality

The FAA impact category of Air Quality is incorporated into the Air Quality section (3.2) of the SEA. FAA Order 1050.1F provides the FAA's significance threshold for air quality: potentially significant air quality impacts associated with an FAA project or action would be demonstrated by the project or action exceeding one or more of the National Ambient Air Quality Standards (NAAQS) for any of the time periods analyzed. The Clean Air Act (CAA) established NAAQS for six criteria pollutants. The six criteria pollutants are carbon monoxide (CO), lead (Pb),

nitrogen dioxide (NO₂), ozone (O₃), particulate matter (PM-10 and PM-2.5), and sulfur dioxide (SO₂).

For attainment area criteria pollutants, the project air quality analysis uses the U.S. Environmental Protection Agency's (EPA) Prevention of Significant Deterioration (PSD) permitting threshold of 250 tons per year (TPY) as an initial indicator of the local significance of potential impacts to air quality. In the context of criteria pollutants for which the proposed project region is in the attainment of a NAAQS, the analysis compares the estimated annual net increase in emissions to the 250 TPY PSD permitting threshold. There are no nonattainment areas or maintenance areas for any ambient air quality standards for the Proposed Action.

Section 176(c) of the CAA, as articulated in the U.S. EPA General Conformity Rule, states that a federal agency cannot issue a permit for or support, an activity unless the agency determines that it will conform to the most recent EPA-approved State Implementation Plan (SIP). This means that projects using federal funds or requiring federal approval must not: (1) cause or contribute to any new violation of a NAAQS; (2) increase the frequency or severity of any existing violation; or (3) delay the timely attainment of any standard, interim emission reduction, or other milestone.

The General Conformity Rule applies to NAAQS in federal nonattainment areas. Since the air basin in the region of interest (ROI) is in the attainment of all NAAQS for all criteria pollutants, the General Conformity Rule would not apply to the FAA's Proposed Action.

The establishment of R-7001D would not result in the generation of air emissions. Therefore, the FAA has determined that its Proposed Action will not result in significant impacts on air quality when compared to the No Action alternative.

Biological Resources (including Fish, Wildlife, and Plants)

The FAA impact category of Biological Resources (including fish, wildlife, and plants) is incorporated into four sections (3.9, 3.10, 3.11, and 3.12) of the SEA. FAA Order 1050.1F, Exhibit 4-1, states the FAA's significance threshold for biological resources (including fish, wildlife, and plants): "The U.S. Fish and Wildlife Service or the National Marine Fisheries Service determines that the action would be likely to jeopardize the continued existence of a federally-listed threatened or endangered species, or would result in the destruction or adverse modification of federally designated critical habitat."

Under the Proposed Action, an SUA designation would be approved for R-7001D. The Proposed Action would be limited to airspace establishment and would not include any ground activities, including ground disturbance. WYARNG coordinated with the U.S. Fish and Wildlife Service (USFWS) on the determination that the Proposed Action would have no effect on biological resources. The USFWS concurred that this determination was appropriate and that no further formal or informal consultation would be required. Consultation with the USFWS does not cover state-listed species; instead, impacts to state-listed species are analyzed using context and intensity. As the Proposed Action does not include any change in operational type or tempo and does not include any land-based activities, impacts to state-listed species are not anticipated.

Plants

The FAA's Proposed Action would be limited to airspace establishment. It would not affect ground-based training activities and, therefore, would not result in any physical development that would require clearing native vegetation at Camp Guernsey or the surrounding vicinity.

Fish and Wildlife

All proposed activities under the Proposed Action would be consistent with activities that currently occur at Camp Guernsey. Given the ongoing operations in the region of influence (ROI), wildlife in the proposed ROI is already habituated, to some extent, to noise levels associated with ongoing operations.

The potential exists for bird/bat-aircraft strikes within R-7001D. However, activities under the Proposed Action would not present a change from existing airspace use. Therefore, there would be no increase in the potential for bird/bat-aircraft strikes under the Proposed Action. As there would be no change in the level of activities and no shift from current operations, there would be no impact on wildlife, including special status wildlife species, beyond current conditions in the ROI. The Proposed Action would not result in significant impacts on biological resources when compared to the No Action alternative.

Endangered Species Action Consultation

WYARNG downloaded an official USFWS species list for Camp Guernsey on December 27, 2019, from the USFWS's Information, Planning, and Conservation (IPaC) system website (<http://ecos.fws.gov/ipac/>). The USFWS Official Species List for Camp Guernsey listed the following species as federally protected: Preble's meadow jumping mouse (*Zapus hudsonius preblei*); Ute ladies'-tresses (*Spiranthes diluvialis*); and Platte River Species including least tern (*Sterna antillarum*), piping plover (*Charadrius melodus*), whooping crane (*Grus americanus*), pallid sturgeon (*Scaphirhynchus albus*), and western prairie fringed orchid (*Platanthera praeclara*). The USFWS has not designated any critical habitat on Camp Guernsey. An Endangered Species Act (ESA) Section 7 review and effects determination for the federally-listed species was completed by WYARNG. A "no effect" determination was made for all the species listed above.

The northern long-eared bat was federally-listed as threatened in 2015. The current USFWS range map does not include Platte County within the range of the northern long-eared bat; therefore, it is not on the USFWS species list for Camp Guernsey. However, neighboring Goshen County is within this species' range. No maternity roost trees, hibernacula, or swarming sites for the northern long-eared bat have been identified on Camp Guernsey.

While no northern long-eared bats or habitats have been identified on Camp Guernsey, long-eared bats could potentially occur on the land below R-7001D; however, the FAA's Proposed Action does not have the potential to affect the long-eared bat.

The Proposed Action will not create any new or additive impacts to threatened and endangered species that were not addressed in the 2020 Training and Maneuver EA. Therefore, the FAA has determined that its Proposed Action will not result in significant impacts on biological resources when compared to the No Action alternative.

Climate

The FAA's Climate impact category is incorporated into the Climate Change/Greenhouse Gases section (3.3) of the SEA. Significant increases in the emissions of greenhouse gases (GHG) and associated climate change impacts could occur if the Proposed Action would result in GHG emissions equal to or greater than 25,000 metric tons of carbon dioxide equivalent (CO₂e) annually. In draft guidance released on December 24, 2014, the CEQ recommended that emissions equal to or greater than 25,000 metric tons of CO₂e annually should be included in NEPA assessments (CEQ 2014). On August 1, 2016, the CEQ released final guidance; however, pursuant to Executive Order (EO) 13783, the CEQ withdrew its final guidance for federal agencies on how to consider GHG emissions and the effects of climate change in NEPA reviews.³ FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, requires an assessment of GHG emissions as they relate to climate. However, the FAA has not established significant criteria for GHG emissions or impacts to climate. Therefore, given the nature of the FAA's Proposed Action and the uncertainty around long-term training schedules, GHG emissions are discussed qualitatively below.

Under the FAA's Proposed Action, there would be no new aircraft operations that would have an effect on the acceleration of global climate change. The Proposed Action does not permit military aircraft operations and, therefore, there would be no change from the No Action alternative. Therefore, the FAA has determined that its Proposed Action will not result in significant impacts on climate when compared to the No Action alternative.

Coastal Resources

There are no coastal resources in the study area; therefore, this resource is not relevant to the FAA's Proposed Action and was eliminated from further consideration.

Land Use

The FAA's Land Use impact category is incorporated into the Land Use, Surface Ownership, Recreation, Aesthetics, and Visual Resources section (3.1) of the SEA. The FAA has not established a significance threshold for land use. The compatibility of existing and planned land uses with an aeronautical proposal is usually associated with noise impacts, disruption of communities, relocation, and induced socio-economic impacts. The determination that significant impacts exist usually depends on whether the Proposed Action would result in other impacts exceeding thresholds of significance that have land use ramifications. The FAA's Proposed Action would be entirely airspace-based and would not involve construction, physical improvements, or modifications. As a result, there would be no shifts in patterns of population movement and growth, public service demands, or changes in business and economic activity resulting from the Proposed Action.

Camp Guernsey is located in Platte County, Wyoming. The area also contains an airstrip/airfield (Camp Guernsey Joint-Use Airport). R-7001D would occupy airspace located over three existing RAs (R-7001 A/B/C), not over the three RAs analyzed in the 2020 Training and Maneuver EA (R-7002 A/B/C) at Camp Guernsey, and within the installation boundaries. All of the land under the proposed SUA is either owned or managed by WYARNG under a variety of different permits and memorandums of understanding (MOU) and is primarily vacant and undeveloped. Adjacent

³ EO 13990 and EO 14008 were issued after the completion of the SEA analysis so were not applied to this SEA.

land use that is not under the proposed R-7001D is used for ranching and a few dozen residences. The largest nearby town is Guernsey, with a population of 1,092 in 2020.

All land within the installation boundary of Camp Guernsey is considered federal property, and the public is not permitted on installation property without permission or except during known designated public access periods. A small portion of the Guernsey State Park is located within the installation boundaries. Public access to this portion of the Guernsey State Park is restricted except for the limited activities described below during specified time periods. The main portion of Guernsey State Park is located directly south of the installation boundary and contains a reservoir.

Under existing conditions (No Action alternative), the public is not permitted on installation property unless permitted for specific activities. Little to no public recreation is allowed during the summer months when military training activities are being conducted. However, WYARNG does allow hunting, fishing, trapping, firewood gathering, and holiday tree cutting during the fall and winter months. Under WYARNG's Proposed Action, Camp Guernsey would remain closed to recreational activities during the summer when military training activities are being conducted. R-7001D would be utilized approximately 20 days per year to complete high-angle fire training. The establishment of R-7001D would add a higher altitude to three existing RAs (R-7001 A/B/C) over Camp Guernsey and not over the three RAs analyzed in the 2020 Training and Maneuver EA (R-7002 A/B/C). The addition of R-7001D would have no reasonably foreseeable significant adverse effect on land use.

The FAA's Proposed Action is well over 18,000 ft above ground level (AGL), an altitude at which the potential for significant noise/visual impacts is greatly diminished. Therefore, the nearby land uses that may be sensitive to noise and visual effects (Guernsey State Park located on the installation, Guernsey State Park located off the installation, and residences) would not be affected.

Since the FAA's Proposed Action would not involve land acquisition, physical disturbance, or construction activities, there would be no potential that any of the FAA impact areas would affect land use. Therefore, the FAA has determined that its Proposed Action will not result in significant impacts on land use when compared to the No Action alternative.

Department of Transportation Act: Section 4(f)

Per FAA Order 1050.1F, Change 1, Appendix A, Section 6, this SEA does not provide a Section 4(f) analysis. The designation of airspace for military flight operations is exempt from Section 4(f) of the Department of Transportation Act. The DoD reauthorization in 1997 provided that "no military flight operations (including a military training flight), or designation of airspace for such an operation, may be treated as a transportation program or project for purposes of Section 303(c) of Title 49, U.S. Code (Public Law 105-85)." Per FAA Order 1050.1F, SUA actions are exempt from the requirements of Section 4(f) and, therefore, this resource is not relevant to the FAA's Proposed Action and was eliminated from further consideration.

Farmlands

The FAA impact category of Farmlands is incorporated into the Geology, Topography, and Soils section (3.5) of the SEA. The Farmland Protection Policy Act regulates federal actions with the

potential to convert farmland to non-agricultural uses. The Proposed Action would not involve any ground disturbance or conversion of farmland to non-agricultural uses; therefore, this impact category is not relevant to FAA's Proposed Action and was eliminated from further consideration.

Hazardous Materials, Solid Waste, and Pollution Prevention

The FAA impact category of Hazardous Materials, Solid Waste, and Pollution Prevention is incorporated into the Hazardous Material, Waste, and Toxic Substances section (3.17) of the SEA. No ground-disturbing activities would occur as a part of the FAA's Proposed Action. Therefore, this resource is not relevant to FAA's Proposed Action and was eliminated from further consideration.

Historical, Architectural, Archeological, and Cultural Resources

The FAA impact category of Historical, Architectural, Archeological, and Cultural Resources is incorporated into the Cultural Resources section (3.13) and Native American Resources section (3.14) of the SEA. National Historic Preservation Act (NHPA) Section 106 regulations direct federal agencies to make reasonable and good faith efforts to identify historic properties in regards to a Proposed Action (36 CFR § 800.4(b)(1)). Federal agencies are to take into account the nature and extent of potential effects on historic properties and the likely nature and location of historic properties within areas that may be affected. Compliance with Section 106 requires consultation with the State Historic Preservation Officer and/or the Tribal Historic Preservation Officer if there is a potential adverse effect to historic properties within the Area of Potential Effect (APE) that are on, or eligible for listing on, the National Register of Historic Places.

WYARNG has identified all cultural resource properties (including listed, eligible, and unevaluated) within the installation boundary and are documented in the Camp Guernsey Integrated Cultural Resource Management Plan (ICRMP - WYARNG 2017b). WYARNG has identified eligible and unevaluated historic properties as sensitive resources on their Environmental Restrictions Map and they would be avoided during the proposed high-angle artillery firing. WYARNG applied the criteria of adverse effect, as stipulated in 36 CFR § 800.5(a)(1), and determined that the Proposed Action will not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. WYARNG transmitted this "no adverse effects" determination to the Wyoming State Historic Preservation Office (SHPO) on May 10, 2021. The Wyoming SHPO responded on May 13, 2021, and concurred with the no adverse effect determination.

WYARNG conducted tribal consultation by mailing 18 letters dated April 28, 2021, to the 18 federally recognized Native American tribes and Tribal Historic Preservation Offices that have a cultural affiliation with Wyoming. This Native American consultation letter stated that WYARNG is unaware of any tribal trust resources, treaty rights, protected tribal resources, tribal rights, tribal lands, or sacred sites on, or adjacent to, Camp Guernsey. WYARNG requested the identification of any such tribal resources so potential impacts could be assessed, as necessary. WYARNG received no responses from these tribal consultation letters.

The FAA's Proposed Action does not include any project components that would directly or indirectly affect the ground surface. Cultural resources within the APE would not be disturbed since there would be no ground-disturbing activities (e.g., construction or demolition) associated with the FAA's R-7001D. Additionally, the potential for effects on cultural resources underlying the proposed R-7001D would not occur as there are no changes to aircraft operations associated with the Proposed Action. No noise or visual impacts would occur under the Proposed Action.

Based on WYARNG's consultation efforts, that the Proposed Action has no adverse effect on cultural resources, the FAA agrees that its Proposed Action will not result in significant impacts on Historical, Architectural, Archeological, and Cultural Resources when compared to the No Action alternative.

Natural Resource and Energy Supply

The FAA has not established a significance threshold for this category. The term "natural resources" refers to the materials or substances—such as minerals, forests, water, and land—that occur in nature. In the context of this project, natural resources and energy supply refers to the natural or depletable resources found within or near the project area, such as water, and energy supplies, such as electricity, natural gas, and fuels. The applicable natural resource to FAA's Proposed Action is fuel supply needed for nonparticipating IFR aircraft to deviate around the active RAs. Since aircraft are already avoiding existing RAs (R-7001 A/B/C), no impact to fuel consumption is anticipated for the proposed R-7001D. Therefore, the FAA has determined that its Proposed Action would not have significant impacts on natural resources and energy supply when compared to the No Action alternative.

Noise and Compatible Land Use

The FAA noise impact category is incorporated into the Noise section (3.19) of the SEA. Noise was analyzed in detail in the 2020 Training and Maneuver EA. The U.S. Army Public Health Center conducted a noise assessment for the 2020 EA, including an evaluation of baseline noise conditions at Camp Guernsey to meet the noise metrics and methodologies of both the FAA and WYARNG (USAPHC 2019). The noise assessment concluded that noise emanating from Camp Guernsey is compatible with surrounding land uses, including ranching and dispersed rural residences. The 2020 Training and Maneuver noise assessment report is incorporated by reference into the SEA.

The Proposed Action would result in no significant or reportable noise levels. The FAA's Proposed Action is well over 18,000 ft AGL, an altitude at which the potential for significant noise impacts is greatly diminished. Adding an additional, higher altitude to the existing RAs (R-7001 A/B/C) over Camp Guernsey would have no reasonably foreseeable significant adverse effect on noise. There are no new circumstances, additive impacts, or information relevant to noise that have a bearing on the Proposed Action or its impact that were not addressed in the 2020 Training and Maneuver EA. The previous environmental analysis remains current, accurate, and valid. The FAA has determined that its Proposed Action would not result in significant impacts for noise when compared to the No Action alternative.

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

This FAA impact category is incorporated into the Socioeconomics section (3.20) and Health and Safety section (3.21) of the SEA. The FAA has not established a significance threshold for these impacts. However, the determination that significant impacts exist can be determined by whether an alternative would substantially alter the location and distribution of the human population, cause the population to exceed historical growth rates, or substantially affect the local housing market and vacancy rates, or create a need for new or increased fire or police protection or medical services, beyond the current capability of the local community. An alternative that involves substantial acquisition of real estate, relocation of residents or community businesses, disruption of local traffic patterns, substantial loss in the community tax base, or changes to the fabric of the community could also result in a significant effect.

The FAA's Proposed Action does not involve any activities that would cause noise or visual effects as part of the proposed R-7001D. The FAA's Proposed Action is well over 18,000 ft AGL, an altitude at which the potential for significant noise/visual impacts is greatly diminished. R-7001D would occur entirely in the airspace above the existing boundaries of Camp Guernsey, and they would not affect nearby airspaces (e.g., Class D airspace in the vicinity of Camp Guernsey Joint-Use Airport). Additionally, the airspace in the vicinity of Camp Guernsey and the Camp Guernsey Joint-Use Airport is most commonly used by military aircraft associated with training activities, with very few civilian flight movements.

The FAA has not established a significance threshold for Environmental Justice or for Children's Environmental Health and Safety Risks. Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and the accompanying Presidential Memorandum, and Order DOT 5610.2, *Environmental Justice*, require the FAA to provide for meaningful public involvement by minority and low-income populations, and analysis that identifies and addresses potential impacts to these populations that may be disproportionately high and adverse.

Camp Guernsey does not have any residential structures that house employees and their families within the installation boundary. Additionally, Camp Guernsey does not have any school or hospital uses within the boundaries of the installation. R-7001D would occur in airspace above and within the boundaries of Camp Guernsey and not in close proximity to any children. R-7001D would not cross the installation's boundary and would not be in close proximity to any children.

The ROI and surrounding communities do not have a disproportionately high minority or low-income population. Also, there are no significant impacts on the human environment resulting from the implementation of the FAA's Proposed Action that would affect an environmental justice population in a way that is unique or significant to that population. In addition, there are no specific impacts on the general health or quality of life that would adversely or disproportionately impact the ROI population, including increased environmental health risks or safety risks to children.

The CEQ defines minority populations as members of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; or Hispanic. Minority populations are identified where either: 1) the minority population of the affected area exceeds 50%, or 2) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate unit of geographic analysis. The FAA's Proposed Action occurs in airspace located above and within the boundaries of Camp Guernsey. Based on the EPA's Environmental Justice Mapping and Screening Tool (EJSCREEN) (2020), no minority population or low-income populations that meet the CEQ definition are located within or immediately adjacent to Camp Guernsey (i.e., EJSCREEN reports local minority population as 28% in the town of Guernsey).

Therefore, the FAA's Proposed Action would not have the potential to result in any significant impacts to minority or low-income communities as none exist within or immediately adjacent to Camp Guernsey. Similarly, there are no potential impacts to Children's Environmental Health and Safety Risks or Environmental Justice as there are no child, minority, or low-income communities present. Therefore, the Proposed Action would have no significant impacts on Socioeconomics, Children's Environmental Health and Safety Risks, or Environmental Justice when compared with the No Action alternative.

Visual Effects (including Light Emissions)

The FAA impact category of Visual Effects (including light emissions) is incorporated into the Land Use, Surface Ownership, Recreation, Aesthetics and Visual Resources section (3.1) of the SEA. The FAA has not established a significance threshold for visual effects. The FAA's Proposed Action would not result in any visual changes, since changes are occurring above 30,001 ft MSL above Camp Guernsey and the surrounding vicinity.

Therefore, the Proposed Action would have no significant impacts on Visual Effects (including light emissions) when compared with the No Action alternative.

Water Resources (including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)

No construction activities or other ground-based activities would occur under the FAA's Proposed Action, and its implementation would not cause any disturbance of water resources; therefore, this resource is not relevant to the FAA's Proposed Action and was eliminated from further consideration.

Cumulative Impacts

Cumulative impacts result from incremental impacts of an action when combined with other past, present, and reasonably foreseeable future actions (40 CFR § 1508.7). Cumulative impacts can result from individually minor but collectively significant actions over a period of time (CEQ, 1997). Cumulative impacts would occur if incremental impacts of the Proposed Action, added to the environmental impacts of past, present, and reasonably foreseeable future actions, would result in an adverse effect to resources in the region.

The cumulative impacts analysis focuses on those resource areas that may be significantly impacted by the FAA's Proposed Action, and/or those resource areas currently in poor or declining health or at risk, even if the Proposed Action impacts would be relatively small.

Past, Present, and Reasonably Foreseeable Future Actions

Helicopter Aerial Gunnery Range—Foreseeable Future Action

A potential future action is the construction and operation of a new U.S. Air Force Helicopter Aerial Gunnery Range in the northern training area. This Proposed Action would not require an action by the FAA for the establishment or modification of any SUA, as it would use the existing SUA and/or the newly proposed SUA that is part of the subject Proposed Action. WYARNG would conduct a separate NEPA analysis for this action in the future. This action has not been determined to be an immediate need for WYARNG and, therefore, is not ripe for analysis.

Restricted Areas—R-7002A, R-7002B, and R-7002C—Past

WYARNG submitted an Aeronautical Proposal in May 2020 that includes future RAs (R-7002A, R-7002B, and R-7002C). WYARNG completed the 2020 Training and Maneuver EA for RAs R-7002 A/B/C and issued a FONSI concluding that firing field artillery would not result in a significant impact (ARNG 2020). The FAA agreed to be a NEPA cooperating agency on this EA in a letter dated November 19, 2018, to the Department of Army, U.S. Army Aeronautical Services Agency. The FAA, as a NEPA cooperating agency, also issued a FONSI/ROD concluding that adding the additional RAs (R-7002A/B/C) at Camp Guernsey would have no significant impact (FAA 2020).

The FAA's Proposed Action would not result in significant impacts to any of the impact categories assessed in this FONSI/ROD. Incremental effects from implementation of the FAA's Proposed Action, when combined with other actions, would result in a less than significant cumulative impact to the impact categories assessed in this FONSI/ROD. Based on its independent review of the FAA's Proposed Action, the FAA has determined there would be no significant cumulative impacts as a result of the establishment of the FAA's Proposed Action.

Mitigation

This SEA concludes that the proposed high-angle artillery firing and the creation of an additional altitude for R-7001D over Camp Guernsey would not result in a reasonably foreseeable significant adverse effect, and mitigation measures would not be necessary to reduce the significance of any effects. The proposed high-angle artillery firing would continue to implement and comply with various WYARNG management plans—including but not limited to the Integrated Natural Resources Management Plan (INRMP), Integrated Cultural Resources Management Plan (ICRMP), Programmatic Agreement (PA) for Section 106 Compliance, Integrated Wildland Fire Management Plan (IWFMP), Integrated Training Area Management Plan, Hazardous Waste Management Plan, Camp Guernsey Airfield Industrial Storm Water Pollution Prevention Plan, and Cantonment Storm Water Pollution Prevention Plan—which guide the implementation of management activities and standard Best Management Practices (BMP) at Camp Guernsey. This SEA likewise concludes that high-angle artillery firing and the creation of an additional altitude for R-7001D over Camp Guernsey will not result in a reasonably foreseeable significant adverse effect, and mitigation measures will not be necessary to reduce the significance of any effects.

7.0 PUBLIC INVOLVEMENT

As part of the NEPA process, the Draft SEA provided for a 30-day public review period from September 22, 2021, through October 22, 2021. A Notice of Availability (NOA) announced the review period and the NOA was published in a local newspapers on September 20, 2021, and September 22, 2021. The NOA was also mailed to federal, state, and local agencies and interested members of the public who were encouraged to review and comment on the draft SEA during the 30-day public review period. Members of the public could request a copy of the Draft SEA through the project website.

Comments could be delivered by U.S. mail or email at:

Public Comments – R-7001D SEA

Mr. Scott Benson

5410 Bishop Boulevard

Cheyenne, WY 82009

Email: scott.a.benson25.nfg@mail.mil

All comments were to be received by October 22, 2021, for consideration in the Final SEA. No comments were received on the draft SEA.

The SEA was finalized in November 2021, and WYARNG signed its FONSI on December 28, 2021. The FONSI is WYARNG's decision to implement the preferred alternative identified in the SEA as the Proposed Action.

8.0 DECISIONS AND ORDERS

WYARNG has requested airspace changes in the form of the Proposed Action, namely, to establish the proposed R-7001D.

Finding

The FAA has determined that no significant impacts would occur as a result of the Proposed Action.

Adoption

In accordance with CEQ regulation 40 CFR § 1506.3, paragraph 8-2 and FAA Order 1050.1F, the FAA has conducted an independent review and evaluation of WYARNG's SEA for the proposed R-7001D. Based on its independent review, the FAA has determined that the sections of the SEA pertaining to the proposed R-7001D and its supporting documentation, as incorporated by reference, adequately assess and disclose the environmental impacts of the FAA's Proposed Action and that the adoption of the SEA by the FAA is authorized.

Accordingly, the FAA adopts the sections of the SEA pertaining to the proposed R-7001D, appendices, and all information identified therein, incorporated by reference, and made publicly available.

Decision and Approval

After careful and thorough consideration of the adopted SEA and the facts contained herein, the undersigned finds that the FAA's Proposed Action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(C) of NEPA. Therefore an environmental impact statement will not be prepared.

The undersigned has carefully considered the FAA's statutory mandate under 49 U.S.C. § 40103 to ensure the safe and efficient use of the National Airspace System as well as the other aeronautical goals and objectives discussed in this SEA. The undersigned finds that the FAA's Proposed Action provides the best approach for meeting the purpose and need of that action.

Accordingly, under the authority delegated to the undersigned by the Administrator of the FAA, the undersigned approves and authorizes all necessary agency action to implement the FAA's Proposed Action.

This decision signifies that applicable federal environmental requirements relating to the FAA's Proposed Action have been met. The decision enables the FAA to implement that action.

Approved: _____

Natasha A. Durkins
Director, Policy, AJV-P
Air Traffic Organization, Mission Support Services,
Federal Aviation Administration

Right of Appeal

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay implementation of the FONSI/ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.