

A

Record of Air Analysis
Reports



AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Manual 32-7002, Environmental Compliance and Pollution Prevention; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

a. Action Location:

Base: LAUGHLIN AFB
State: Texas
County(s): Val Verde
Regulatory Area(s): NOT IN A REGULATORY AREA

b. Action Title: T-7A Recapitalization at Laughlin AFB - Alternative 1

c. Project Number/s (if applicable):

d. Projected Action Start Date: 1 / 2026

e. Action Description:

The Proposed Action is recapitalization of the T-38C Talon flight training program at Laughlin AFB with T-7A Red Hawk aircraft. Recapitalization would entail introduction of T-7A aircraft and flight operations at Laughlin AFB and associated special use airspace to replace all T-38C aircraft assigned to the installation; changes to the number of personnel and dependents in the Laughlin AFB region; and construction and upgrade of operations, support, and maintenance facilities. DAF is considering three alternative ways to implement the Proposed Action (i.e., Alternatives 1, 2, and 3), the No Action Alternative, and several military construction (MILCON) project alternatives.

For Alternative 1, Laughlin AFB would receive 63 T-7A aircraft and perform sufficient operations for sustaining pilot training while simultaneously phasing out the T-38C aircraft. Alternative 2 would also result in 63 T-7A aircraft being delivered to Laughlin AFB; however, T-7A operations would be performed at an intensity approximately 25 percent greater than Alternative 1 to cover a scenario in which DAF requires a surge or increase in pilot training operations above the current plan. For Alternative 3, Laughlin AFB would receive 79 T-7A aircraft and perform T-7A operations at an intensity identical to Alternative 2. Alternative 3 also incorporates a MILCON project alternative to construct 12 additional shelters for the additional T-7A aircraft. Alternative 3 is intended to provide DAF with operational flexibility, and inclusion of this alternative in the EIS provides analysis to evaluate future capacity needs. The No Action Alternative would not implement T-7A recapitalization at Laughlin AFB.

The analysis for all construction and operation actions assumes the following: (1) MILCON projects would occur over a period of 2 years and FSRM projects would occur over a period of 1 year; (2) during construction, no materials are required to be hauled on- or off-site as excavated spoils will be used on-site; (3) no new emergency generators, or if any were needed for new facilities, their emissions would be offset by removing generators that were supporting T-38C operations; and (4) T-7A fuel cell maintenance, composite repair, NDI testing, and fuel storage/dispensing operations/emissions would be equally offset by eliminating those corresponding operations/emissions supporting the T-38C operations.

f. Point of Contact:

Name: Carolyn Hein
Title: Contractor
Organization: HDR
Email:
Phone Number:

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

2. Air Impact Analysis: Based on the attainment status at the action location, the requirements of the General Conformity Rule are:

_____ applicable
 X not applicable

Total net direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the start of the action through achieving “steady state” (i.e., net gain/loss upon action fully implemented) emissions. The ACAM analysis used the latest and most accurate emission estimation techniques available; all algorithms, emission factors, and methodologies used are described in detail in the USAF Air Emissions Guide for Air Force Stationary Sources, the USAF Air Emissions Guide for Air Force Mobile Sources, and the USAF Air Emissions Guide for Air Force Transitory Sources.

“Insignificance Indicators” were used in the analysis to provide an indication of the significance of potential impacts to air quality based on current ambient air quality relative to the National Ambient Air Quality Standards (NAAQSs). These insignificance indicators are the 250 ton/yr Prevention of Significant Deterioration (PSD) major source threshold for actions occurring in areas that are “Clearly Attainment” (i.e., not within 5% of any NAAQS) and the GCR de minimis values (25 ton/yr for lead and 100 ton/yr for all other criteria pollutants) for actions occurring in areas that are “Near Nonattainment” (i.e., within 5% of any NAAQS). These indicators do not define a significant impact; however, they do provide a threshold to identify actions that are insignificant. Any action with net emissions below the insignificance indicators for all criteria pollutant is considered so insignificant that the action will not cause or contribute to an exceedance on one or more NAAQSs. For further detail on insignificance indicators see chapter 4 of the Air Force Air Quality Environmental Impact Analysis Process (EIAP) Guide, Volume II - Advanced Assessments.

The action’s net emissions for every year through achieving steady state were compared against the Insignificance Indicator and are summarized below.

Analysis Summary:

2026

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	5.466	250	
NOx	14.318	250	
CO	21.951	250	
SOx	0.049	250	
PM 10	14.076	250	
PM 2.5	0.539	250	
Pb	0.000	25	No
NH3	0.015	250	
CO2e	4799.0		

2027

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	1.962	250	
NOx	6.294	250	
CO	9.645	250	
SOx	0.021	250	
PM 10	0.219	250	
PM 2.5	0.218	250	
Pb	0.000	25	No
NH3	0.009	250	

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

CO2e	2060.2		
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2028

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.000	250	
NOx	-0.006	250	
CO	-0.005	250	
SOx	0.000	250	
PM 10	0.000	250	
PM 2.5	0.000	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	-6.8		

2029

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.000	250	
NOx	-0.006	250	
CO	-0.005	250	
SOx	0.000	250	
PM 10	0.000	250	
PM 2.5	0.000	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	-6.8		

2030

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	23.501	250	
NOx	83.174	250	
CO	-144.684	250	
SOx	3.868	250	
PM 10	-4.365	250	
PM 2.5	-3.928	250	
Pb	0.000	25	No
NH3	0.028	250	
CO2e	12627.2		

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

2031

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	58.152	250	
NOx	189.418	250	
CO	-264.041	250	
SOx	9.447	250	
PM 10	-8.081	250	
PM 2.5	-7.264	250	
Pb	0.000	25	No
NH3	0.028	250	
CO2e	29603.8		

2032

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	57.791	250	
NOx	189.205	250	
CO	-269.142	250	
SOx	9.443	250	
PM 10	-8.088	250	
PM 2.5	-7.270	250	
Pb	0.000	25	No
NH3	-0.009	250	
CO2e	29082.8		

2033

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	60.891	250	
NOx	195.857	250	
CO	-262.829	250	
SOx	9.911	250	
PM 10	-7.951	250	
PM 2.5	-7.144	250	
Pb	0.000	25	No
NH3	-0.009	250	
CO2e	30473.3		

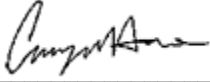
2034 - (Steady State)

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	60.891	250	
NOx	195.857	250	
CO	-262.829	250	
SOx	9.911	250	
PM 10	-7.951	250	
PM 2.5	-7.144	250	
Pb	0.000	25	No

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

NH3	-0.009	250	
CO2e	30473.3		

None of estimated annual net emissions associated with this action are above the insignificance indicators, indicating no significant impact to air quality. Therefore, the action will not cause or contribute to an exceedance on one or more NAAQSs. No further air assessment is needed.



Carolyn Hein, Contractor

3/31/2023

DATE

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Manual 32-7002, Environmental Compliance and Pollution Prevention; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

a. Action Location:

Base: LAUGHLIN AFB
State: Texas
County(s): Val Verde
Regulatory Area(s): NOT IN A REGULATORY AREA

b. Action Title: T-7A Recapitalization at Laughlin AFB - Alternative 2

c. Project Number/s (if applicable):

d. Projected Action Start Date: 1 / 2026

e. Action Description:

The Proposed Action is recapitalization of the T-38C Talon flight training program at Laughlin AFB with T-7A Red Hawk aircraft. Recapitalization would entail introduction of T-7A aircraft and flight operations at Laughlin AFB and associated special use airspace to replace all T-38C aircraft assigned to the installation; changes to the number of personnel and dependents in the Laughlin AFB region; and construction and upgrade of operations, support, and maintenance facilities. DAF is considering three alternative ways to implement the Proposed Action (i.e., Alternatives 1, 2, and 3), the No Action Alternative, and several military construction (MILCON) project alternatives.

For Alternative 1, Laughlin AFB would receive 63 T-7A aircraft and perform sufficient operations for sustaining pilot training while simultaneously phasing out the T-38C aircraft. Alternative 2 would also result in 63 T-7A aircraft being delivered to Laughlin AFB; however, T-7A operations would be performed at an intensity approximately 25 percent greater than Alternative 1 to cover a scenario in which DAF requires a surge or increase in pilot training operations above the current plan. For Alternative 3, Laughlin AFB would receive 79 T-7A aircraft and perform T-7A operations at an intensity identical to Alternative 2. Alternative 3 also incorporates a MILCON project alternative to construct 12 additional shelters for the additional T-7A aircraft. Alternative 3 is intended to provide DAF with operational flexibility, and inclusion of this alternative in the EIS provides analysis to evaluate future capacity needs. The No Action Alternative would not implement T-7A recapitalization at Laughlin AFB.

The analysis for all construction and operation actions assumes the following: (1) MILCON projects would occur over a period of 2 years and FSRM projects would occur over a period of 1 year; (2) during construction, no materials are required to be hauled on- or off-site as excavated spoils will be used on-site; (3) no new emergency generators, or if any were needed for new facilities, their emissions would be offset by removing generators that were supporting T-38C operations; and (4) T-7A fuel cell maintenance, composite repair, NDI testing, and fuel storage/dispensing operations/emissions would be equally offset by eliminating those corresponding operations/emissions supporting the T-38C operations.

f. Point of Contact:

Name: Carolyn Hein
Title: Contractor
Organization: HDR
Email:
Phone Number:

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

2. Air Impact Analysis: Based on the attainment status at the action location, the requirements of the General Conformity Rule are:

_____ applicable
 X not applicable

Total net direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the start of the action through achieving “steady state” (i.e., net gain/loss upon action fully implemented) emissions. The ACAM analysis used the latest and most accurate emission estimation techniques available; all algorithms, emission factors, and methodologies used are described in detail in the USAF Air Emissions Guide for Air Force Stationary Sources, the USAF Air Emissions Guide for Air Force Mobile Sources, and the USAF Air Emissions Guide for Air Force Transitory Sources.

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The action’s net emissions for every year through achieving steady state were compared against the Insignificance Indicator and are summarized below.

Analysis Summary:

2026

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	5.466	250	
NOx	14.318	250	
CO	21.951	250	
SOx	0.049	250	
PM 10	14.076	250	
PM 2.5	0.539	250	
Pb	0.000	25	No
NH3	0.015	250	
CO2e	4799.0		

2027

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	1.962	250	
NOx	6.294	250	
CO	9.645	250	
SOx	0.021	250	
PM 10	0.219	250	
PM 2.5	0.218	250	
Pb	0.000	25	No
NH3	0.009	250	

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

CO2e	2060.2		
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2028

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.000	250	
NOx	-0.006	250	
CO	-0.005	250	
SOx	0.000	250	
PM 10	0.000	250	
PM 2.5	0.000	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	-6.8		

2029

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.000	250	
NOx	-0.006	250	
CO	-0.005	250	
SOx	0.000	250	
PM 10	0.000	250	
PM 2.5	0.000	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	-6.8		

2030

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	33.929	250	
NOx	105.415	250	
CO	-123.987	250	
SOx	5.435	250	
PM 10	-3.917	250	
PM 2.5	-3.516	250	
Pb	0.000	25	No
NH3	0.028	250	
CO2e	17282.5		

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

2031

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	81.704	250	
NOx	239.660	250	
CO	-217.296	250	
SOx	12.987	250	
PM 10	-7.070	250	
PM 2.5	-6.336	250	
Pb	0.000	25	No
NH3	0.028	250	
CO2e	40119.8		

2032

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	81.343	250	
NOx	239.447	250	
CO	-222.397	250	
SOx	12.984	250	
PM 10	-7.076	250	
PM 2.5	-6.341	250	
Pb	0.000	25	No
NH3	-0.009	250	
CO2e	39598.7		

2033

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	85.213	250	
NOx	247.747	250	
CO	-214.556	250	
SOx	13.568	250	
PM 10	-6.906	250	
PM 2.5	-6.185	250	
Pb	0.000	25	No
NH3	-0.009	250	
CO2e	41334.2		

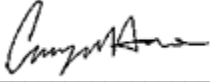
2034 - (Steady State)

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	85.213	250	
NOx	247.747	250	
CO	-214.556	250	
SOx	13.568	250	
PM 10	-6.906	250	
PM 2.5	-6.185	250	
Pb	0.000	25	No

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

NH3	-0.009	250	
CO2e	41334.2		

None of estimated annual net emissions associated with this action are above the insignificance indicators, indicating no significant impact to air quality. Therefore, the action will not cause or contribute to an exceedance on one or more NAAQSs. No further air assessment is needed.



Carolyn Hein, Contractor

3/31/2023

DATE

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a. Action Location:

Base: LAUGHLIN AFB
State: Texas
County(s): Val Verde
Regulatory Area(s): NOT IN A REGULATORY AREA

b. Action Title: T-7A Recapitalization at Laughlin AFB - Alternative 3

c. Project Number/s (if applicable):

d. Projected Action Start Date: 1 / 2026

e. Action Description:

The Proposed Action is recapitalization of the T-38C Talon flight training program at Laughlin AFB with T-7A Red Hawk aircraft. Recapitalization would entail introduction of T-7A aircraft and flight operations at Laughlin AFB and associated special use airspace to replace all T-38C aircraft assigned to the installation; changes to the number of personnel and dependents in the Laughlin AFB region; and construction and upgrade of operations, support, and maintenance facilities. DAF is considering three alternative ways to implement the Proposed Action (i.e., Alternatives 1, 2, and 3), the No Action Alternative, and several military construction (MILCON) project alternatives.

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AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

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_____ applicable
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The action’s net emissions for every year through achieving steady state were compared against the Insignificance Indicator and are summarized below.

Analysis Summary:

2026

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	5.466	250	
NOx	14.318	250	
CO	21.951	250	
SOx	0.049	250	
PM 10	14.076	250	
PM 2.5	0.539	250	
Pb	0.000	25	No
NH3	0.015	250	
CO2e	4799.0		

2027

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	1.963	250	
NOx	6.317	250	
CO	9.660	250	
SOx	0.021	250	
PM 10	0.219	250	
PM 2.5	0.219	250	
Pb	0.000	25	No
NH3	0.009	250	

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

CO2e	2072.4		
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2028

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.000	250	
NOx	-0.006	250	
CO	-0.005	250	
SOx	0.000	250	
PM 10	0.000	250	
PM 2.5	0.000	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	-6.8		

2029

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.000	250	
NOx	-0.006	250	
CO	-0.005	250	
SOx	0.000	250	
PM 10	0.000	250	
PM 2.5	0.000	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	-6.8		

2030

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	34.021	250	
NOx	105.918	250	
CO	-122.523	250	
SOx	5.465	250	
PM 10	-3.883	250	
PM 2.5	-3.486	250	
Pb	0.000	25	No
NH3	0.028	250	
CO2e	17374.0		

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

2031

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	81.796	250	
NOx	240.163	250	
CO	-215.833	250	
SOx	13.018	250	
PM 10	-7.036	250	
PM 2.5	-6.305	250	
Pb	0.000	25	No
NH3	0.028	250	
CO2e	40211.3		

2032

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	81.435	250	
NOx	239.950	250	
CO	-220.933	250	
SOx	13.014	250	
PM 10	-7.042	250	
PM 2.5	-6.311	250	
Pb	0.000	25	No
NH3	-0.009	250	
CO2e	39690.2		

2033

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	85.305	250	
NOx	248.250	250	
CO	-213.092	250	
SOx	13.598	250	
PM 10	-6.873	250	
PM 2.5	-6.155	250	
Pb	0.000	25	No
NH3	-0.009	250	
CO2e	41425.7		

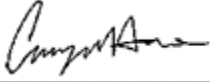
2034 - (Steady State)

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	85.305	250	
NOx	248.250	250	
CO	-213.092	250	
SOx	13.598	250	
PM 10	-6.873	250	
PM 2.5	-6.155	250	
Pb	0.000	25	No

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

NH3	-0.009	250	
CO2e	41425.7		

None of estimated annual net emissions associated with this action are above the insignificance indicators, indicating no significant impact to air quality. Therefore, the action will not cause or contribute to an exceedance on one or more NAAQSs. No further air assessment is needed.



Carolyn Hein, Contractor

3/31/2023

DATE

AIR CONFORMITY APPLICABILITY MODEL REPORT

RECORD OF AIR ANALYSIS (ROAA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Manual 32-7002, Environmental Compliance and Pollution Prevention; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

a. Action Location:

Base: LAUGHLIN AFB

State: Texas

County(s): Crockett; Dimmit; Irion; Pecos; Reagan; Schleicher; Sutton; Terrell; Upton; Val Verde; Edwards; Kinney; Maverick; Uvalde; Webb; Zavala; Brewster

Regulatory Area(s): NOT IN A REGULATORY AREA

b. Action Title: T-7A Recapitalization at Laughlin AFB - Alternative 1

c. Project Number/s (if applicable):

d. Projected Action Start Date: 1 / 2030

e. Action Description:

The Proposed Action is recapitalization of the T-38C Talon flight training program at Laughlin AFB with T-7A Red Hawk aircraft. Recapitalization would entail introduction of T-7A aircraft and flight operations at Laughlin AFB and associated special use airspace to replace all T-38C aircraft assigned to the installation; changes to the number of personnel and dependents in the Laughlin AFB region; and construction and upgrade of operations, support, and maintenance facilities. DAF is considering three alternative ways to implement the Proposed Action (i.e., Alternatives 1, 2, and 3), the No Action Alternative, and several military construction (MILCON) project alternatives.

For Alternative 1, Laughlin AFB would receive 63 T-7A aircraft and perform sufficient operations for sustaining pilot training while simultaneously phasing out the T-38C aircraft. Alternative 2 would also result in 63 T-7A aircraft being delivered to Laughlin AFB; however, T-7A operations would be performed at an intensity approximately 25 percent greater than Alternative 1 to cover a scenario in which DAF requires a surge or increase in pilot training operations above the current plan. For Alternative 3, Laughlin AFB would receive 79 T-7A aircraft and perform T-7A operations at an intensity identical to Alternative 2. Alternative 3 also incorporates a MILCON project alternative to construct 12 additional shelters for the additional T-7A aircraft. Alternative 3 is intended to provide DAF with operational flexibility, and inclusion of this alternative in the EIS provides analysis to evaluate future capacity needs. The No Action Alternative would not implement T-7A recapitalization at Laughlin AFB.

The analysis for all construction and operation actions assumes the following: (1) MILCON projects would occur over a period of 2 years and FSRM projects would occur over a period of 1 year; (2) during construction, no materials are required to be hauled on- or off-site as excavated spoils will be used on-site; (3) no new emergency generators, or if any were needed for new facilities, their emissions would be offset by removing generators that were supporting T-38C operations; and (4) T-7A fuel cell maintenance, composite repair, NDI testing, and fuel storage/dispensing operations/emissions would be equally offset by eliminating those corresponding operations/emissions supporting the T-38C operations.

f. Point of Contact:

Name: Carolyn Hein

Title: Contractor

Organization: HDR

Email:

Phone Number:

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

2. Air Impact Analysis: Based on the attainment status at the action location, the requirements of the General Conformity Rule are:

_____ applicable
 X not applicable

Total net direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the start of the action through achieving “steady state” (i.e., net gain/loss upon action fully implemented) emissions. The ACAM analysis used the latest and most accurate emission estimation techniques available; all algorithms, emission factors, and methodologies used are described in detail in the USAF Air Emissions Guide for Air Force Stationary Sources, the USAF Air Emissions Guide for Air Force Mobile Sources, and the USAF Air Emissions Guide for Air Force Transitory Sources.

“Insignificance Indicators” were used in the analysis to provide an indication of the significance of potential impacts to air quality based on current ambient air quality relative to the National Ambient Air Quality Standards (NAAQSs). These insignificance indicators are the 250 ton/yr Prevention of Significant Deterioration (PSD) major source threshold for actions occurring in areas that are “Clearly Attainment” (i.e., not within 5% of any NAAQS) and the GCR de minimis values (25 ton/yr for lead and 100 ton/yr for all other criteria pollutants) for actions occurring in areas that are “Near Nonattainment” (i.e., within 5% of any NAAQS). These indicators do not define a significant impact; however, they do provide a threshold to identify actions that are insignificant. Any action with net emissions below the insignificance indicators for all criteria pollutant is considered so insignificant that the action will not cause or contribute to an exceedance on one or more NAAQSs. For further detail on insignificance indicators see chapter 4 of the Air Force Air Quality Environmental Impact Analysis Process (EIAP) Guide, Volume II - Advanced Assessments.

The action’s net emissions for every year through achieving steady state were compared against the Insignificance Indicator and are summarized below.

Analysis Summary:

2030

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.356	100	
NOx	3.971	100	
CO	-4.242	250	
SOx	0.185	250	
PM 10	-0.097	250	
PM 2.5	-0.089	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	559.5		

2031

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.712	100	
NOx	7.943	100	
CO	-8.483	250	
SOx	0.370	250	
PM 10	-0.195	250	
PM 2.5	-0.179	250	
Pb	0.000	25	No

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

NH3	0.000	250	
CO2e	1119.0		

2032

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.712	100	
NOx	7.943	100	
CO	-8.483	250	
SOx	0.370	250	
PM 10	-0.195	250	
PM 2.5	-0.179	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	1119.0		


2033

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.712	100	
NOx	7.943	100	
CO	-8.483	250	
SOx	0.370	250	
PM 10	-0.195	250	
PM 2.5	-0.179	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	1119.0		

2034 - (Steady State)

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.712	100	
NOx	7.943	100	
CO	-8.483	250	
SOx	0.370	250	
PM 10	-0.195	250	
PM 2.5	-0.179	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	1119.0		

None of estimated annual net emissions associated with this action are above the insignificance indicators, indicating no significant impact to air quality. Therefore, the action will not cause or contribute to an exceedance on one or more NAAQSs. No further air assessment is needed.



Carolyn Hein, Contractor

3/15/2023

DATE

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Manual 32-7002, Environmental Compliance and Pollution Prevention; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

a. Action Location:

Base: LAUGHLIN AFB

State: Texas

County(s): Crockett; Dimmit; Irion; Pecos; Reagan; Schleicher; Sutton; Terrell; Upton; Val Verde; Edwards; Kinney; Maverick; Uvalde; Webb; Zavala; Brewster

Regulatory Area(s): NOT IN A REGULATORY AREA

b. Action Title: T-7A Recapitalization at Laughlin AFB - Alternative 2

c. Project Number/s (if applicable):

d. Projected Action Start Date: 1 / 2030

e. Action Description:

The Proposed Action is recapitalization of the T-38C Talon flight training program at Laughlin AFB with T-7A Red Hawk aircraft. Recapitalization would entail introduction of T-7A aircraft and flight operations at Laughlin AFB and associated special use airspace to replace all T-38C aircraft assigned to the installation; changes to the number of personnel and dependents in the Laughlin AFB region; and construction and upgrade of operations, support, and maintenance facilities. DAF is considering three alternative ways to implement the Proposed Action (i.e., Alternatives 1, 2, and 3), the No Action Alternative, and several military construction (MILCON) project alternatives.

For Alternative 1, Laughlin AFB would receive 63 T-7A aircraft and perform sufficient operations for sustaining pilot training while simultaneously phasing out the T-38C aircraft. Alternative 2 would also result in 63 T-7A aircraft being delivered to Laughlin AFB; however, T-7A operations would be performed at an intensity approximately 25 percent greater than Alternative 1 to cover a scenario in which DAF requires a surge or increase in pilot training operations above the current plan. For Alternative 3, Laughlin AFB would receive 79 T-7A aircraft and perform T-7A operations at an intensity identical to Alternative 2. Alternative 3 also incorporates a MILCON project alternative to construct 12 additional shelters for the additional T-7A aircraft. Alternative 3 is intended to provide DAF with operational flexibility, and inclusion of this alternative in the EIS provides analysis to evaluate future capacity needs. The No Action Alternative would not implement T-7A recapitalization at Laughlin AFB.

The analysis for all construction and operation actions assumes the following: (1) MILCON projects would occur over a period of 2 years and FSRM projects would occur over a period of 1 year; (2) during construction, no materials are required to be hauled on- or off-site as excavated spoils will be used on-site; (3) no new emergency generators, or if any were needed for new facilities, their emissions would be offset by removing generators that were supporting T-38C operations; and (4) T-7A fuel cell maintenance, composite repair, NDI testing, and fuel storage/dispensing operations/emissions would be equally offset by eliminating those corresponding operations/emissions supporting the T-38C operations.

f. Point of Contact:

Name: Carolyn Hein

Title: Contractor

Organization: HDR

Email:

Phone Number:

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

2. Air Impact Analysis: Based on the attainment status at the action location, the requirements of the General Conformity Rule are:

_____ applicable
 X not applicable

Total net direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the start of the action through achieving “steady state” (i.e., net gain/loss upon action fully implemented) emissions. The ACAM analysis used the latest and most accurate emission estimation techniques available; all algorithms, emission factors, and methodologies used are described in detail in the USAF Air Emissions Guide for Air Force Stationary Sources, the USAF Air Emissions Guide for Air Force Mobile Sources, and the USAF Air Emissions Guide for Air Force Transitory Sources.

“Insignificance Indicators” were used in the analysis to provide an indication of the significance of potential impacts to air quality based on current ambient air quality relative to the National Ambient Air Quality Standards (NAAQSs). These insignificance indicators are the 250 ton/yr Prevention of Significant Deterioration (PSD) major source threshold for actions occurring in areas that are “Clearly Attainment” (i.e., not within 5% of any NAAQS) and the GCR de minimis values (25 ton/yr for lead and 100 ton/yr for all other criteria pollutants) for actions occurring in areas that are “Near Nonattainment” (i.e., within 5% of any NAAQS). These indicators do not define a significant impact; however, they do provide a threshold to identify actions that are insignificant. Any action with net emissions below the insignificance indicators for all criteria pollutant is considered so insignificant that the action will not cause or contribute to an exceedance on one or more NAAQSs. For further detail on insignificance indicators see chapter 4 of the Air Force Air Quality Environmental Impact Analysis Process (EIAP) Guide, Volume II - Advanced Assessments.

The action’s net emissions for every year through achieving steady state were compared against the Insignificance Indicator and are summarized below.

Analysis Summary:

2030

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.520	100	
NOx	4.852	100	
CO	-3.125	250	
SOx	0.259	250	
PM 10	-0.063	250	
PM 2.5	-0.058	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	781.6		

2031

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.953	100	
NOx	9.683	100	
CO	-8.285	250	
SOx	0.484	250	
PM 10	-0.181	250	
PM 2.5	-0.167	250	
Pb	0.000	25	No

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

NH3	0.000	250	
CO2e	1462.2		

2032

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.953	100	
NOx	9.683	100	
CO	-8.285	250	
SOx	0.484	250	
PM 10	-0.181	250	
PM 2.5	-0.167	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	1462.2		

2033

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.953	100	
NOx	9.683	100	
CO	-8.285	250	
SOx	0.484	250	
PM 10	-0.181	250	
PM 2.5	-0.167	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	1462.2		

2034 - (Steady State)

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.953	100	
NOx	9.683	100	
CO	-8.285	250	
SOx	0.484	250	
PM 10	-0.181	250	
PM 2.5	-0.167	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	1462.2		

None of estimated annual net emissions associated with this action are above the insignificance indicators, indicating no significant impact to air quality. Therefore, the action will not cause or contribute to an exceedance on one or more NAAQSs. No further air assessment is needed.



Carolyn Hein, Contractor

3/15/2023

DATE

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

1. General Information: The Air Force's Air Conformity Applicability Model (ACAM) was used to perform an analysis to assess the potential air quality impact/s associated with the action in accordance with the Air Force Manual 32-7002, Environmental Compliance and Pollution Prevention; the Environmental Impact Analysis Process (EIAP, 32 CFR 989); and the General Conformity Rule (GCR, 40 CFR 93 Subpart B). This report provides a summary of the ACAM analysis.

a. Action Location:

Base: LAUGHLIN AFB

State: Texas

County(s): Crockett; Dimmit; Irion; Pecos; Reagan; Schleicher; Sutton; Terrell; Upton; Val Verde; Edwards; Kinney; Maverick; Uvalde; Webb; Zavala; Brewster

Regulatory Area(s): NOT IN A REGULATORY AREA

b. Action Title: T-7A Recapitalization at Laughlin AFB - Alternative 3

c. Project Number/s (if applicable):

d. Projected Action Start Date: 1 / 2030

e. Action Description:

The Proposed Action is recapitalization of the T-38C Talon flight training program at Laughlin AFB with T-7A Red Hawk aircraft. Recapitalization would entail introduction of T-7A aircraft and flight operations at Laughlin AFB and associated special use airspace to replace all T-38C aircraft assigned to the installation; changes to the number of personnel and dependents in the Laughlin AFB region; and construction and upgrade of operations, support, and maintenance facilities. DAF is considering three alternative ways to implement the Proposed Action (i.e., Alternatives 1, 2, and 3), the No Action Alternative, and several military construction (MILCON) project alternatives.

For Alternative 1, Laughlin AFB would receive 63 T-7A aircraft and perform sufficient operations for sustaining pilot training while simultaneously phasing out the T-38C aircraft. Alternative 2 would also result in 63 T-7A aircraft being delivered to Laughlin AFB; however, T-7A operations would be performed at an intensity approximately 25 percent greater than Alternative 1 to cover a scenario in which DAF requires a surge or increase in pilot training operations above the current plan. For Alternative 3, Laughlin AFB would receive 79 T-7A aircraft and perform T-7A operations at an intensity identical to Alternative 2. Alternative 3 also incorporates a MILCON project alternative to construct 12 additional shelters for the additional T-7A aircraft. Alternative 3 is intended to provide DAF with operational flexibility, and inclusion of this alternative in the EIS provides analysis to evaluate future capacity needs. The No Action Alternative would not implement T-7A recapitalization at Laughlin AFB.

The analysis for all construction and operation actions assumes the following: (1) MILCON projects would occur over a period of 2 years and FSRM projects would occur over a period of 1 year; (2) during construction, no materials are required to be hauled on- or off-site as excavated spoils will be used on-site; (3) no new emergency generators, or if any were needed for new facilities, their emissions would be offset by removing generators that were supporting T-38C operations; and (4) T-7A fuel cell maintenance, composite repair, NDI testing, and fuel storage/dispensing operations/emissions would be equally offset by eliminating those corresponding operations/emissions supporting the T-38C operations.

f. Point of Contact:

Name: Carolyn Hein

Title: Contractor

Organization: HDR

Email:

Phone Number:

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

2. Air Impact Analysis: Based on the attainment status at the action location, the requirements of the General Conformity Rule are:

_____ applicable
 X not applicable

Total net direct and indirect emissions associated with the action were estimated through ACAM on a calendar-year basis for the start of the action through achieving “steady state” (i.e., net gain/loss upon action fully implemented) emissions. The ACAM analysis used the latest and most accurate emission estimation techniques available; all algorithms, emission factors, and methodologies used are described in detail in the USAF Air Emissions Guide for Air Force Stationary Sources, the USAF Air Emissions Guide for Air Force Mobile Sources, and the USAF Air Emissions Guide for Air Force Transitory Sources.

“Insignificance Indicators” were used in the analysis to provide an indication of the significance of potential impacts to air quality based on current ambient air quality relative to the National Ambient Air Quality Standards (NAAQSs). These insignificance indicators are the 250 ton/yr Prevention of Significant Deterioration (PSD) major source threshold for actions occurring in areas that are “Clearly Attainment” (i.e., not within 5% of any NAAQS) and the GCR de minimis values (25 ton/yr for lead and 100 ton/yr for all other criteria pollutants) for actions occurring in areas that are “Near Nonattainment” (i.e., within 5% of any NAAQS). These indicators do not define a significant impact; however, they do provide a threshold to identify actions that are insignificant. Any action with net emissions below the insignificance indicators for all criteria pollutant is considered so insignificant that the action will not cause or contribute to an exceedance on one or more NAAQSs. For further detail on insignificance indicators see chapter 4 of the Air Force Air Quality Environmental Impact Analysis Process (EIAP) Guide, Volume II - Advanced Assessments.

The action’s net emissions for every year through achieving steady state were compared against the Insignificance Indicator and are summarized below.

Analysis Summary:

2030

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.520	100	
NOx	4.852	100	
CO	-3.125	250	
SOx	0.259	250	
PM 10	-0.063	250	
PM 2.5	-0.058	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	781.6		

2031

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.953	100	
NOx	9.683	100	
CO	-8.285	250	
SOx	0.484	250	
PM 10	-0.181	250	
PM 2.5	-0.167	250	
Pb	0.000	25	No

AIR CONFORMITY APPLICABILITY MODEL REPORT RECORD OF AIR ANALYSIS (ROAA)

NH3	0.000	250	
CO2e	1462.2		

2032

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.953	100	
NOx	9.683	100	
CO	-8.285	250	
SOx	0.484	250	
PM 10	-0.181	250	
PM 2.5	-0.167	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	1462.2		

2033

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.953	100	
NOx	9.683	100	
CO	-8.285	250	
SOx	0.484	250	
PM 10	-0.181	250	
PM 2.5	-0.167	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	1462.2		

2034 - (Steady State)

Pollutant	Action Emissions (ton/yr)	INSIGNIFICANCE INDICATOR	
		Indicator (ton/yr)	Exceedance (Yes or No)
NOT IN A REGULATORY AREA			
VOC	0.953	100	
NOx	9.683	100	
CO	-8.285	250	
SOx	0.484	250	
PM 10	-0.181	250	
PM 2.5	-0.167	250	
Pb	0.000	25	No
NH3	0.000	250	
CO2e	1462.2		

None of estimated annual net emissions associated with this action are above the insignificance indicators, indicating no significant impact to air quality. Therefore, the action will not cause or contribute to an exceedance on one or more NAAQSs. No further air assessment is needed.



Carolyn Hein, Contractor

3/15/2023

DATE