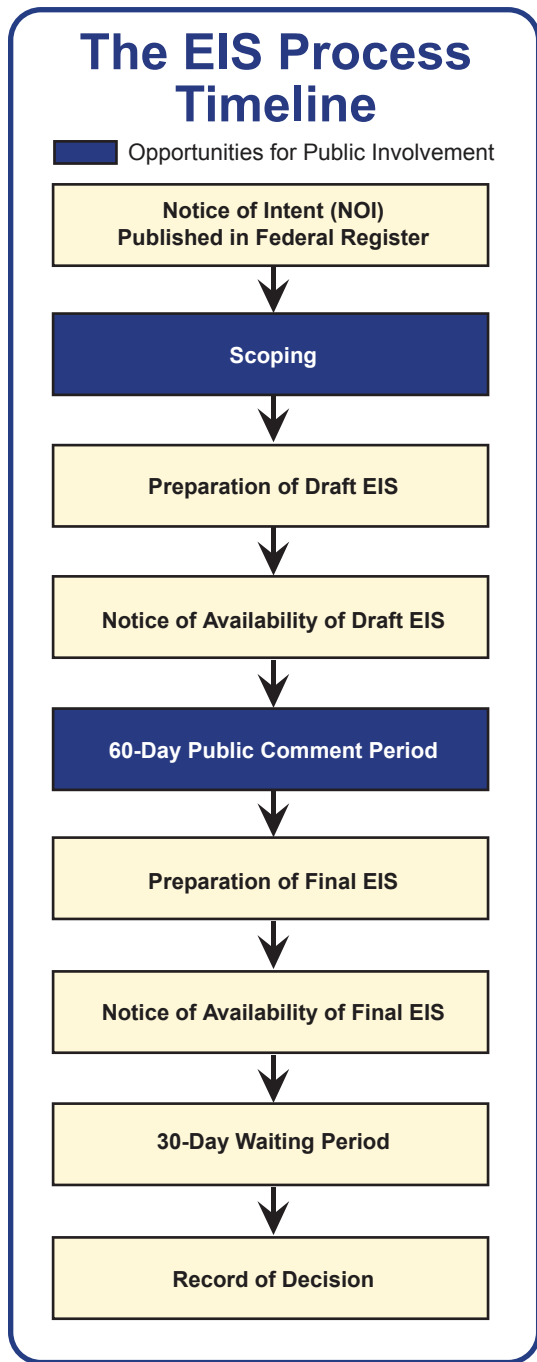


**The National Environmental Policy Act guides the PRTC EIS.**

NEPA requires federal decision makers to consider potential environmental consequences of proposed actions and reasonable alternatives, including a No-Action Alternative in an EIS. The EIS complies with environmental regulations and documents potential impacts to the natural and human environment.

**Resources initially identified for analysis in the EIS include (but are not limited to) the following:**

- **Airspace Operations**  
Airspace, Noise, Air Quality, and Safety (ground and air)
- **Natural Resources**  
Physical and Biological Resources
- **Cultural Resources**  
Cultural, Native American, Traditional, and Historic Resources
- **Human Resources**  
Land Use, Quality of Life, Socioeconomics, and Environmental Justice



**Scoping Meetings  
for the Powder River Training Complex (PRTC)  
Environmental Impact Statement (EIS)**

**Welcome!**

The United States Air Force is conducting scoping meetings for the PRTC EIS. The Air Force is preparing an EIS to determine the potential environmental consequences of a proposal to expand the Powder River Complex to create the PRTC. The PRTC would allow for more effective use of limited resources and finite flying hours by providing, locally, the realistic training needed by B-1 and B-52 aircrews flying from Ellsworth and Minot AFBs. The options being analyzed could:

- 1 Restructure and reconfigure the existing PRC Military Operations Areas (MOAs) and associated Air Traffic Control Assigned Airspace (ATCAA) and add new MOA/ATCAA airspace with a floor of 500 feet above ground level (AGL).
- 2 Increase sortie-operations (aircraft training) in the new and modified training airspace.
- 3 Support additional ground-based simulated threat emitters under the MOAs.
- 4 Authorize use of training chaff and flares throughout the new and modified airspace.
- 5 Permit supersonic flight above 10,000 feet AGL.



Scoping meetings provide the public an opportunity to learn about the proposed PRTC and provide input into this environmental impact analysis process.

The scoping process helps us identify and address community-specific issues and concerns regarding the proposed airspace use.

**Meeting Agenda**

Open House.....4:00 p.m. - 7:00 p.m.

- View video presentation
- Visit information booths
- Discuss proposal with Air Force personnel
- Submit written comments

The Air Force is committed to community outreach and will consider your input to determine the scope of the issues to be addressed and to help identify the significant environmental issues to be analyzed in depth. Your involvement and input are vital to help us focus the environmental analysis.



**Why is the PRTC Needed?**

- Aircrews need adequately sized, configured, and available airspace to train as they fight during worldwide deployment.
- Increasing training in local airspace optimizes the limited amount of training hours allocated.
- Reducing commute time to remote training ranges like Nevada Test and Training Range (NTTR) reduces fuel consumption.
- Use of chaff and flares allows aircrews to deploy defensive countermeasures as they would in combat.
- Supersonic training assists aircrews to train for show of force and for quick reaction to enemy threats in combat.
- More effectively use limited resources and finite flying hours.

**Your input is essential to the environmental analysis process!**

**Providing Comments**

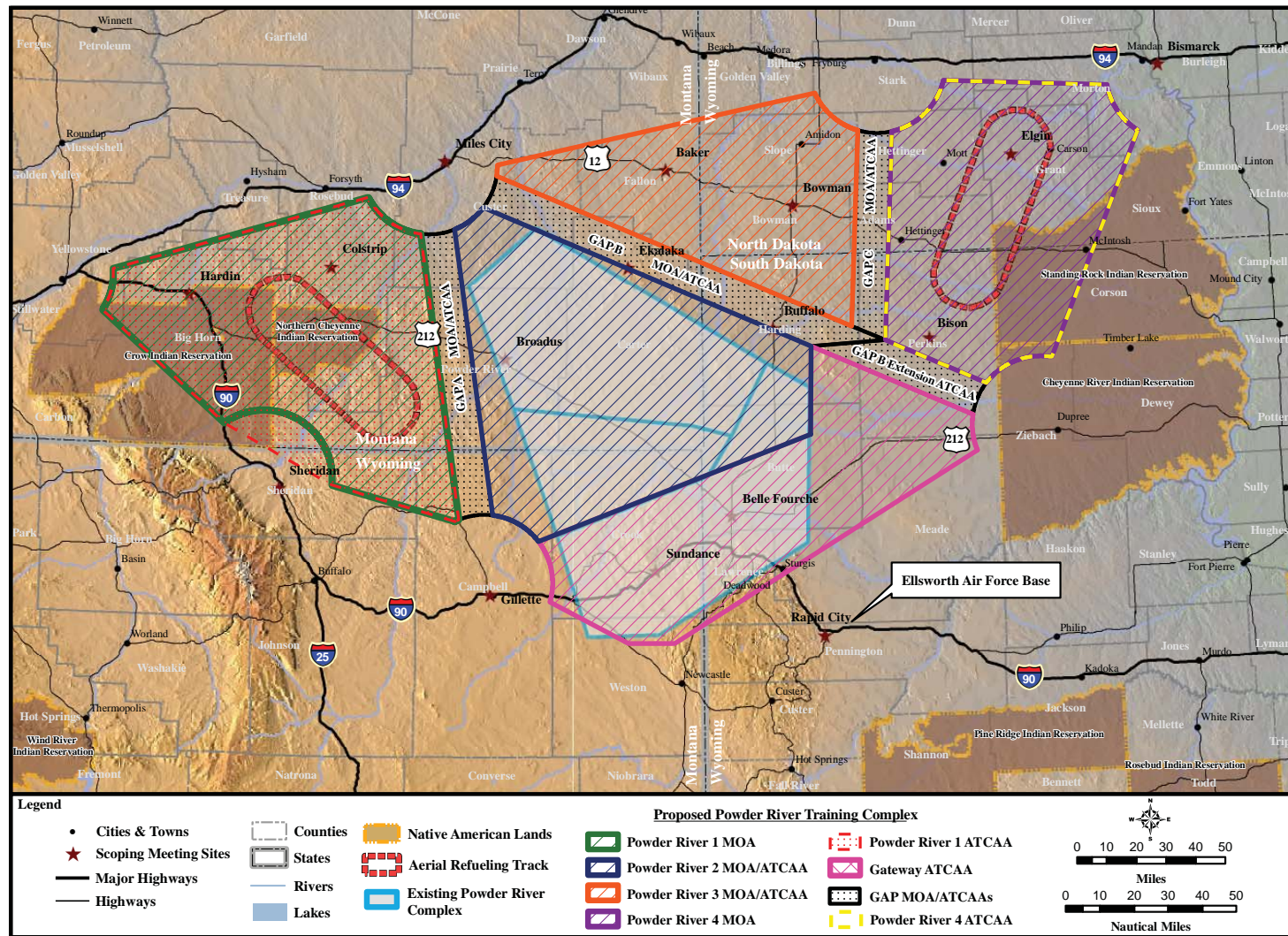
To provide comments, please fill out a comment sheet. Please give your comments to an Air Force representative or place it in the comment box. Comment forms, or your own letter, may also be mailed to:

**Ms. Linda DeVine  
HQ ACC/A7PP  
129 Andrews Street, Room 317  
Langley AFB, VA 23665-2769**

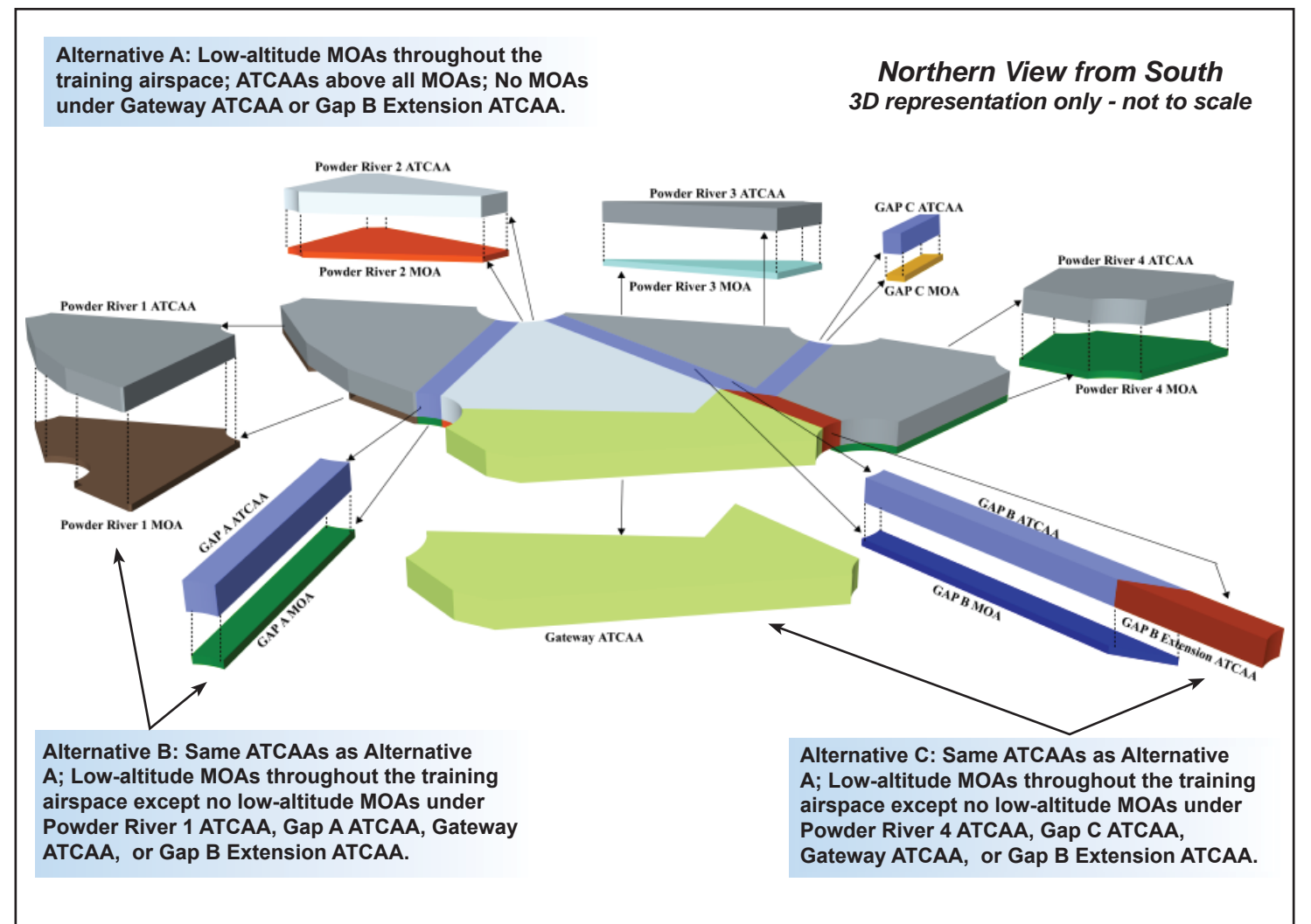
To ensure your comments are considered in the Draft EIS, please submit your comments before **August 4, 2008.**

Public comments on this Draft EIS are requested pursuant to the NEPA, 42 USC 4321, et seq. All written comments received during the comment period will be made available to the public and considered during EIS preparation. Your provision of private address information with your comment is voluntary. Your private address information will not be released in the EIS or for any other purpose, unless required by law. However, your private address information will be used to compile the mailing list for EIS distribution. Failure to provide such information will result in your name not being included on the distribution list.

## Proposed Alternative A Airspace Changes



## Proposed Action: Create Powder River Training Complex (PRTC)



### The proposed action would make the following modifications to the existing PRC.

**Create PRTC Airspace:** create new low altitude (500 feet AGL - 17,999 feet MSL) MOA airspace and new high altitude (18,000 - 60,000 feet MSL) ATCAA airspace and restructure and reconfigure the existing PRC MOAs and ATCAAs.

**Increase Flight Operations:** increase number, frequency and variety of sortie-operations.

**Employ Large Force Exercises (LFE):** use entire proposed PRTC for LFEs of 4 to more than 20 aircraft during scheduled exercises (typically once a quarter).

**Support Training Transmitters:** support additional ground based simulated emitters under the MOAs.

**Permit Supersonic Flight:** authorize above 10,000 feet AGL within the proposed PRTC.

**Authorize Defensive Countermeasures:** allow training chaff and flare deployment throughout the proposed PRTC.

### Alternative A

Under Alternative A, training aircraft in high-altitude ATCAAs would overfly approximately 37,800 square miles and training aircraft in low-altitude MOAs, under the ATCAAs, would overfly approximately 31,700 square miles.

- Expand existing Powder River A/B MOAs and rename expanded airspace - Powder River 2 MOA (500 feet AGL to 17,999 feet MSL).
- Establish Powder River 1, 3, and 4 MOAs (500 feet AGL to 17,999 feet MSL).
- Combine and modify existing Crossbow and Powder River 1 ATCAAs to overlie Powder River 2 MOA and rename the ATCAAs - Powder River 2 ATCAA.
- Modify the Gateway ATCAA to lie adjacent to Powder River 2 ATCAA.
- Create the Powder River 1, 3, and 4 ATCAAs to connect/correspond with underlying MOAs.
- Establish Gap MOAs and ATCAAs between the Powder River 1, 2, 3, and 4 MOA/ATCAAs.

All or portions of the following Reservations/counties have the potential of being affected by the training airspace under one or more of the alternatives: **Montana:** Crow and Northern Cheyenne Reservations and the counties of Big Horn, Carter, Custer, Fallon, Powder River, Rosebud, Treasure, and Yellowstone; **North Dakota:** Standing Rock Reservation and Adams, Billings, Bowman, Golden Valley, Grant, Hettinger, Morton, Sioux, Slope, and Stark counties; **South Dakota:** Standing Rock and Cheyenne River Reservations, and Butte, Corson, Harding, Lawrence, Meade, Pennington, Perkins, and Ziebach counties; and **Wyoming:** Campbell, Crook, Sheridan, and Weston counties.

### Alternative A Continued

- Configuration of the MOAs matches their corresponding and overlying ATCAAs, except Powder River 1 MOA.
- Locate two aerial refueling tracks (one each in Powder River 1 and 4 ATCAA).

### Alternative B

Same as Alternative A except no low-altitude MOAs under proposed Powder River 1 or proposed Gap A ATCAA. Training aircraft in high-altitude ATCAAs would overfly approximately 37,800 square miles and training aircraft in low-altitude MOAs, under the ATCAAs, would overfly approximately 22,800 square miles.

### Alternative C

Same as Alternative A except no low-altitude MOAs under proposed Powder River 4 or proposed Gap C ATCAA. Training aircraft in high-altitude ATCAAs would overfly approximately 37,800 square miles and training aircraft in low-altitude MOAs, under the ATCAAs, would overfly approximately 24,500 square miles.

### No-Action Alternative

Training aircraft would continue to train in the existing PRC and to overfly parts or all of the following counties: **Montana:** Carter, Custer, Powder River; **South Dakota:** Butte, Custer, Harding, Lawrence, Meade, Pennington; **Wyoming:** Campbell, Crook, Weston.

Training aircraft in high-altitude ATCAAs would continue to overfly approximately 14,100 square miles and training aircraft in low-altitude MOAs, under the ATCAAs, would continue to overfly approximately 5,900 square miles.