



US Army Garrison Alaska



EIS for Stationing and Training of Increased Aviation Assets within U.S. Army Alaska

Siting Analysis of Chinook Helicopter Hangar and Outdoor Parking at Fort Wainwright, Alaska

January 15, 2009



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Purpose

- To provide an overview of alternative siting locations considered for construction of a new Chinook helicopter hangar and its associated outdoor helicopter parking along Ladd Army Airfield at Fort Wainwright, Alaska, and to recommend a reasonable location to carry forward for analysis under NEPA and NHPA.



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Bottom Line Up Front

Actions in support of aviation stationing at Fort Wainwright will result in an adverse affect to the Ladd Field National Historic Landmark



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Questions To Be Answered By This Siting Analysis

1. What alternative locations were considered?
2. What criteria were used to determine if a location was reasonable?
3. How was the preferred location determined for the proposed facilities?



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Proposed Action Analyzed in EIS:

- Station aviation personnel and assets (helicopters and vehicles) in Alaska
- Conduct aviation training on military training lands and airspace
- Construct new support facilities for aviation personnel and assets
- Utilize existing facilities to support aviation personnel and assets, where and when feasible



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Alternatives Currently Being Carried Forward for Analysis in EIS:

- No Action
- Station and Train an Aviation Task Force at FWA
 - Includes new facilities construction at FWA
- Station and Train a Combat Aviation Brigade at FWA, FRA and Eielson AFB
 - Includes new facilities construction at FWA and utilization of existing facilities at FRA and Eielson AFB



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- Siting Analysis Process:
 - Primary facilities being proposed under the Aviation Stationing undertaking that will cause the greatest adverse impact to the NHL are the construction of a new Chinook Hangar and helicopter parking near the southwest corner of the airfield.
 - Greatest adverse impacts result from change to viewshed between Hangar 1 and North Post and Hangars 2 and 3 due to placement of a new Chinook Hangar within the viewshed and placement of helicopter parking near Hangars 2 and 3.
 - Seven alternate locations for a new Chinook Hangar and parking were evaluated.
 - As the locations of other facilities associated with the Aviation Stationing were considered to pose less of an adverse impact on the NHL, alternate sitings for these buildings were not considered. However, the original siting of these buildings followed the same siting assumptions made for the Chinook Hangar and helicopter parking.



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Question One:

What alternative locations were considered?



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Alternative Siting for a new Chinook Hangar and Rotary Wing Parking was considered reasonable using the following assumptions:

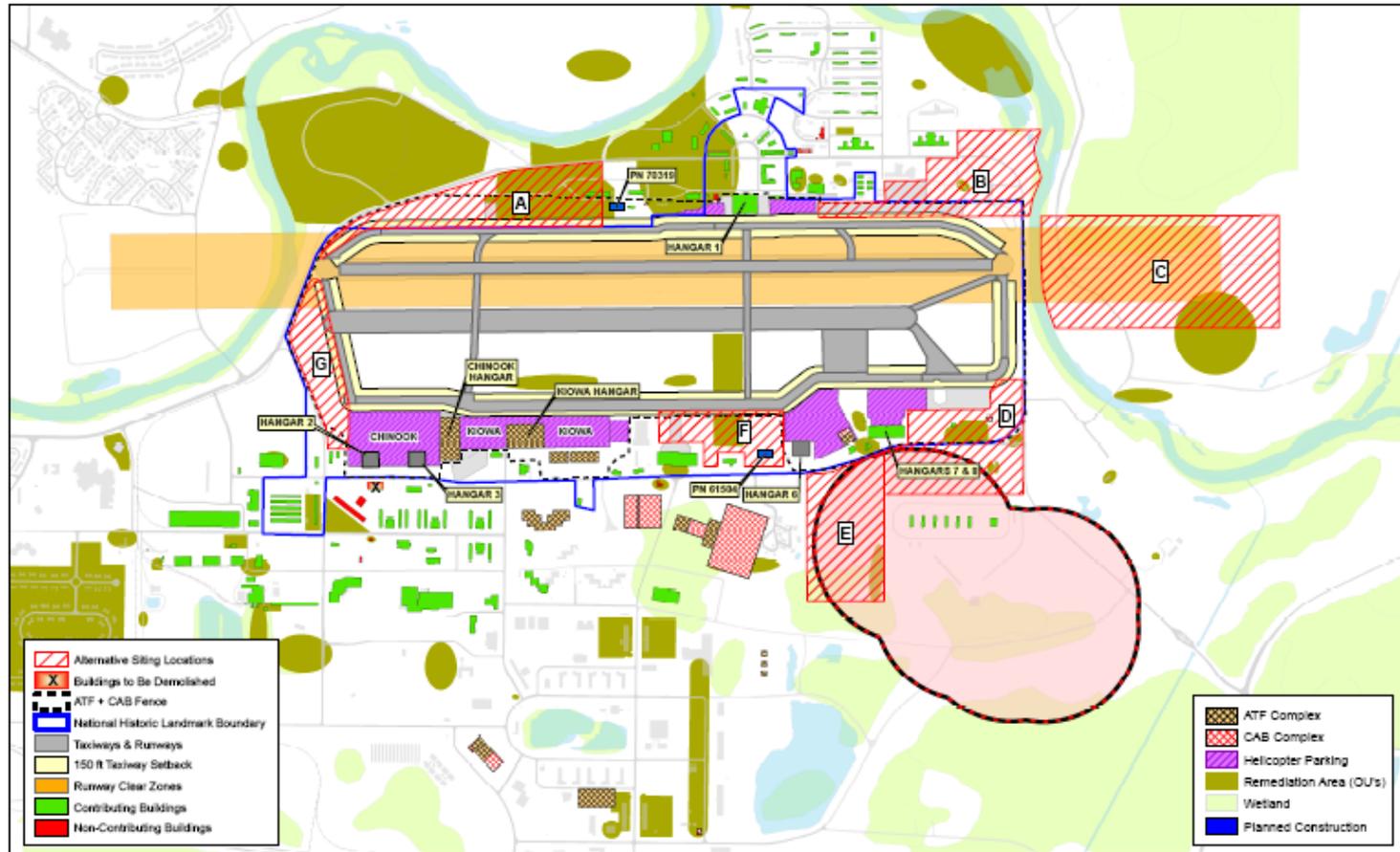
- Helicopters need to be parked next to their designated hangar.
- Hangars and helicopter parking need to be located on the airfield.
- Helicopters need indoor as well as outdoor storage/parking.
- Aviation units need to retain personnel, support, maintenance and Command and Control cohesion.
- Hangars 2 and 3 do not fully support current or future aviation mission needs.
- Chinook hangar placement is important to reduce damaging effects of rotary blade turbulence to Kiowa helicopters.



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Preferred Facility Locations for Aviation Task Force and Combat Aviation Brigade at FWA and Alternative Siting Locations A Through G



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Question Two:

What criteria were used to determine if a location was reasonable?



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- U.S. Army Garrison Alaska investigated whether or not the proposed Chinook hangar and helicopter parking could be located at another portion of FWA.
- Seven alternate siting locations were investigated using the following criteria. A site was considered reasonable if the answer to all the applicable criteria was **NO**.
 - Results in demolition of historic structure?
 - Encroaches upon 150 foot taxiway setback requirement?
 - Encroaches upon runway clear zone requirement?
 - Encroaches upon explosive safety zone?
 - Results in fill of wetland?
 - Encroaches upon remediation area?
 - Physically unable to accommodate square footage requirement for hangar and helicopter parking?
 - Requires relocation of existing occupants?
 - Disturbs permafrost?
 - Requires substantial extra utility infrastructure?
 - Encroaches upon other Aviation Stationing facilities?
 - Encroaches upon areas identified for other future MILCON projects?



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Question Three:

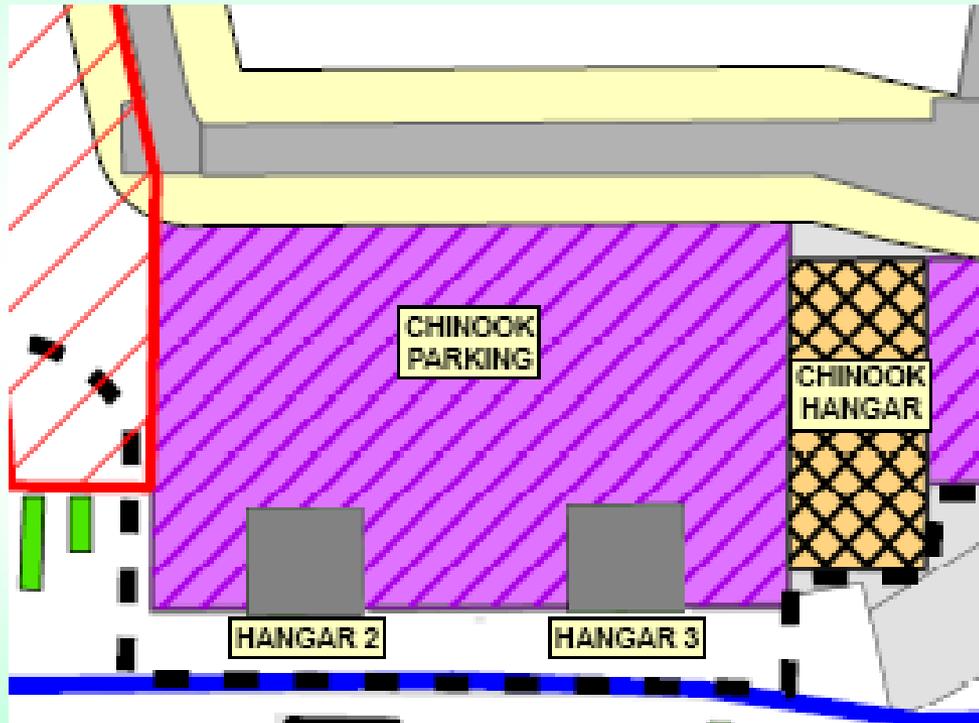
How was the preferred location determined for the proposed facilities?



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Preferred Site



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Siting Criteria – Preferred Site	Yes	No
Results in demolition of historic structure?		X
Encroaches upon 150 foot taxiway setback requirement?		X
Encroaches upon runway clear zone requirement?		X
Encroaches upon explosive safety zone?		X
Results in fill of wetland?		X
Encroaches upon remediation area?		X
Physically unable to accommodate square footage requirement for hangar and helicopter parking?		X
Requires relocation of existing occupants?		X
Disturbs permafrost?		X
Requires substantial extra utility infrastructure?		X
Encroaches upon other Aviation Stationing facilities?		X
Encroaches upon areas identified for other future MILCON projects?		X



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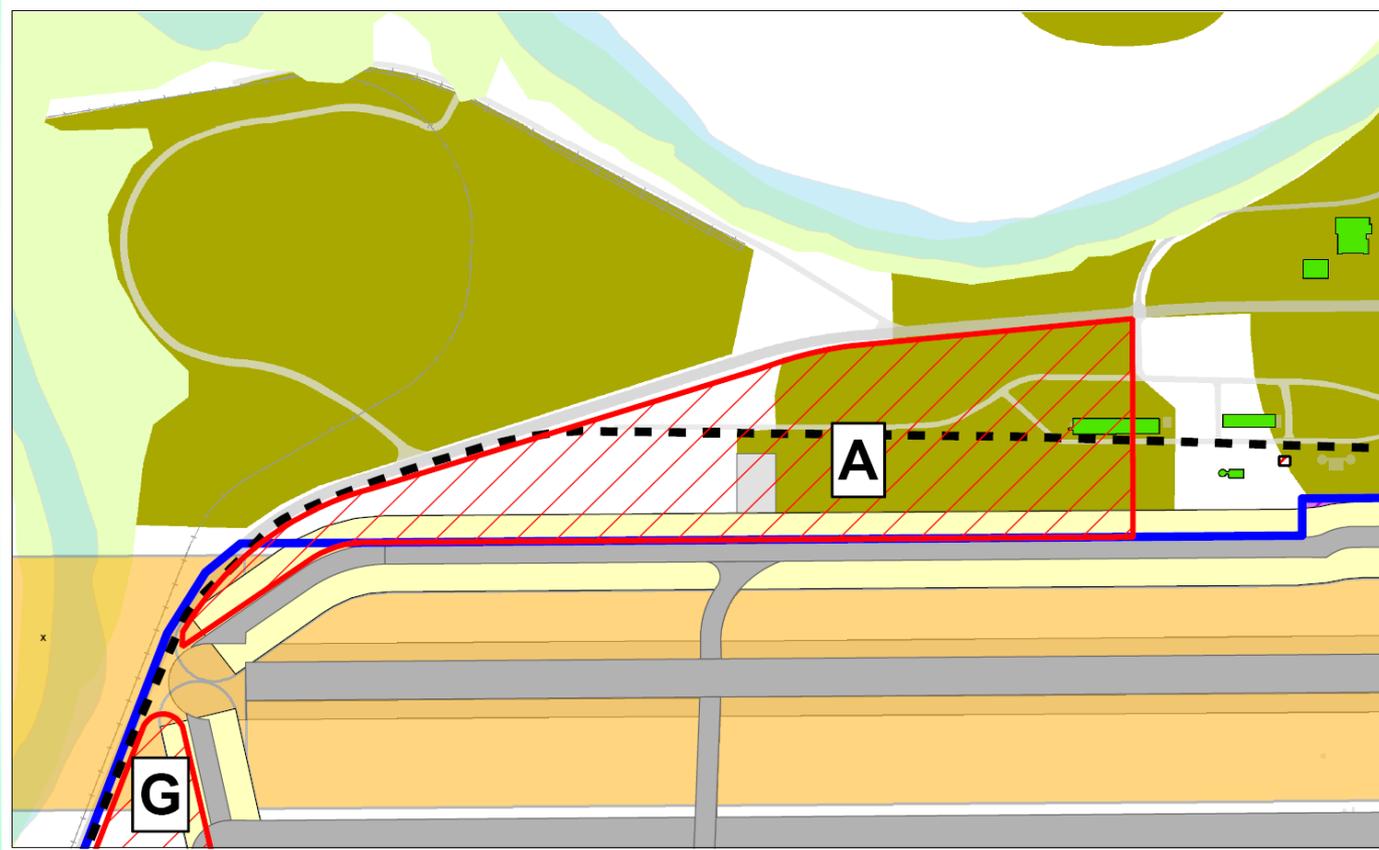
Siting Analysis Results of Seven Alternate Locations



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Site A



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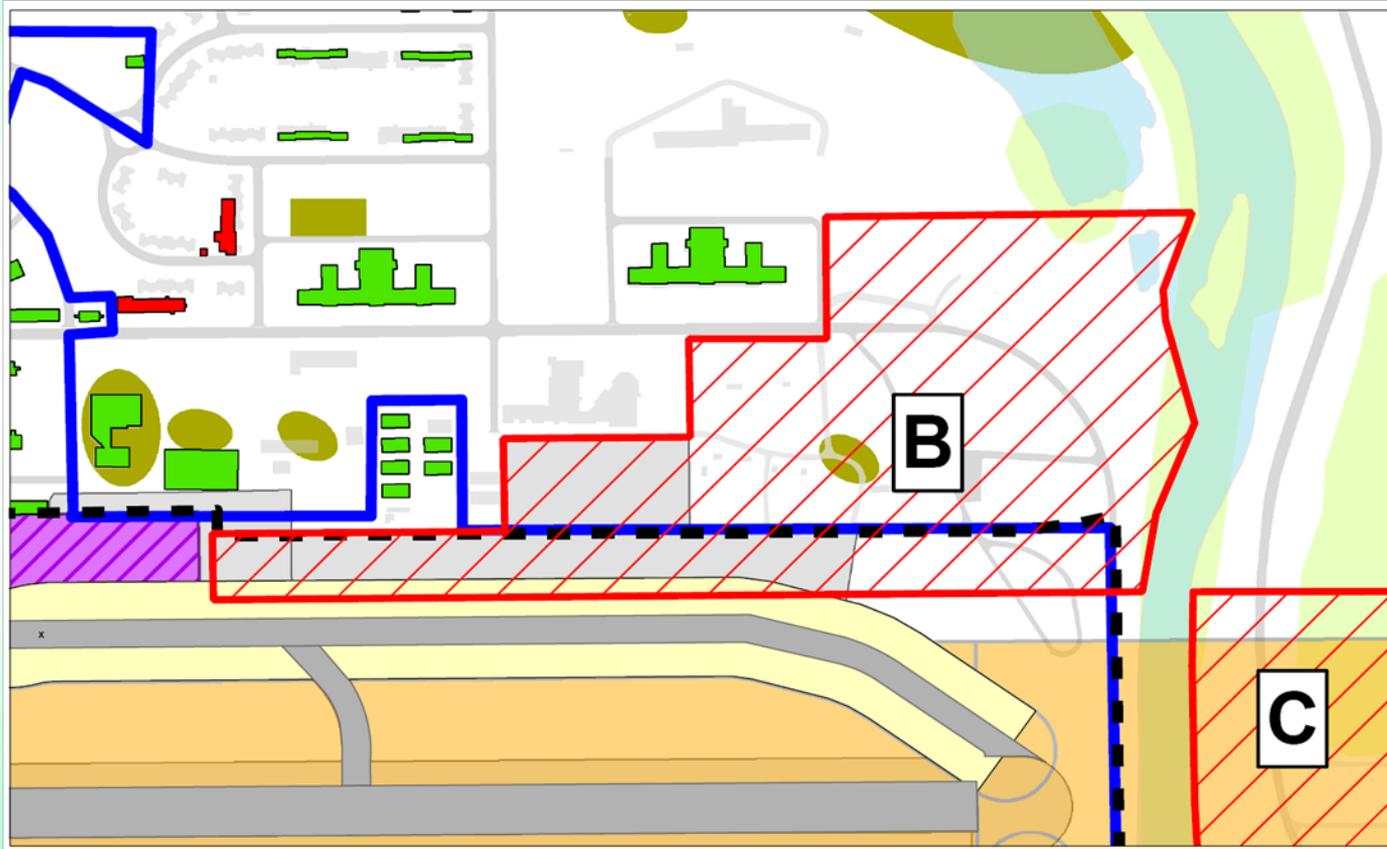
Siting Criteria – Site A	Yes	No
Results in demolition of historic structure?	X	
Encroaches upon 150 foot taxiway setback requirement?	X	
Encroaches upon runway clear zone requirement?		X
Encroaches upon explosive safety zone?		X
Results in fill of wetland?		X
Encroaches upon remediation area?	X	
Physically unable to accommodate square footage requirement for hangar and helicopter parking?	X	
Requires relocation of existing occupants?		X
Disturbs permafrost?		X
Requires substantial extra utility infrastructure?		X
Encroaches upon other Aviation Stationing facilities?		X
Encroaches upon areas identified for other future MILCON projects?		X



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Site B



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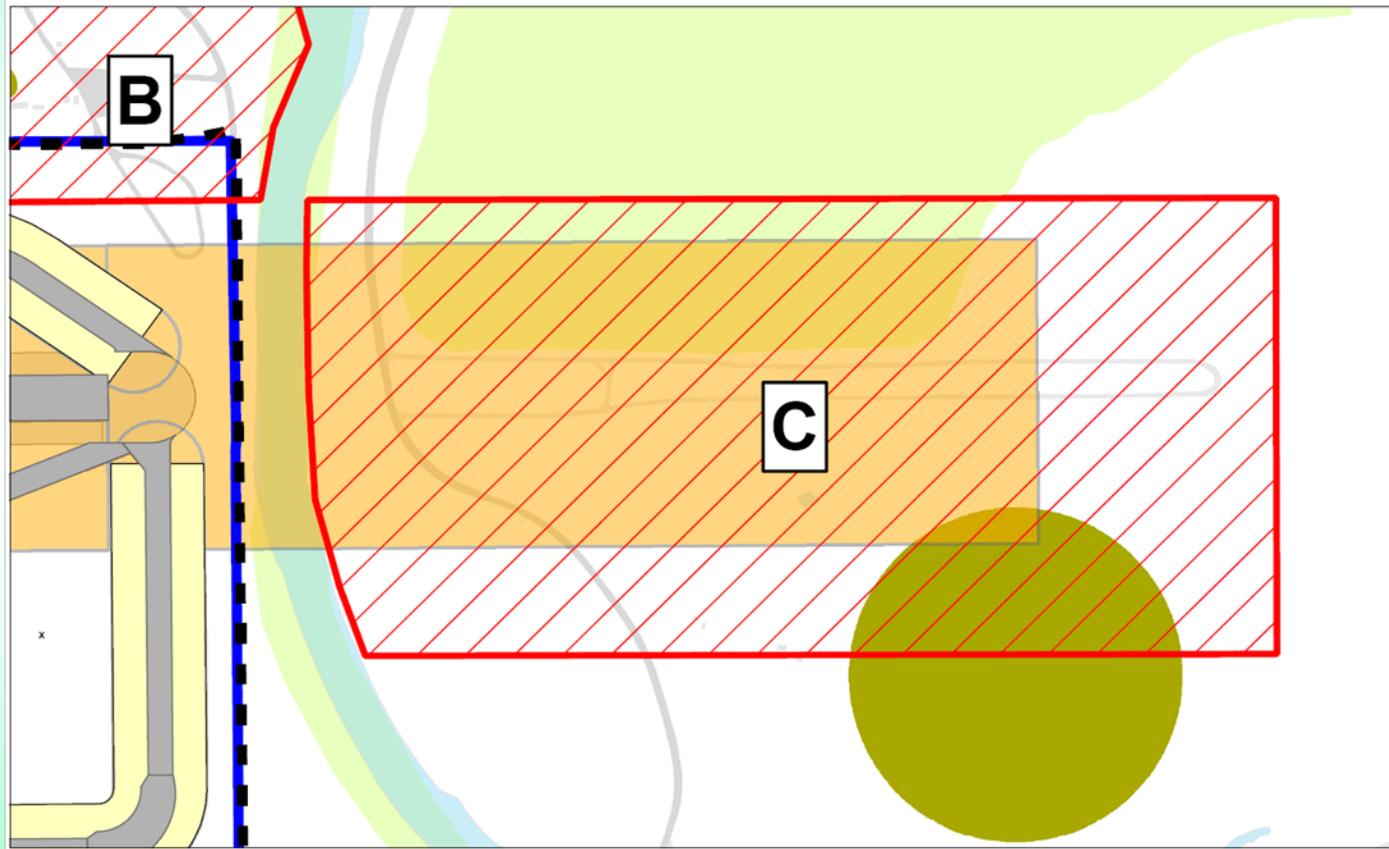
Siting Criteria – Site B	Yes	No
Results in demolition of historic structure?		X
Encroaches upon 150 foot taxiway setback requirement?	X	
Encroaches upon runway clear zone requirement?		X
Encroaches upon explosive safety zone?		X
Results in fill of wetland?		X
Encroaches upon remediation area?	X	
Physically unable to accommodate square footage requirement for hangar and helicopter parking?	X	
Requires relocation of existing occupants?	X	
Disturbs permafrost?		X
Requires substantial extra utility infrastructure?		X
Encroaches upon other Aviation Stationing facilities?		X
Encroaches upon areas identified for other future MILCON projects?		X



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Site C



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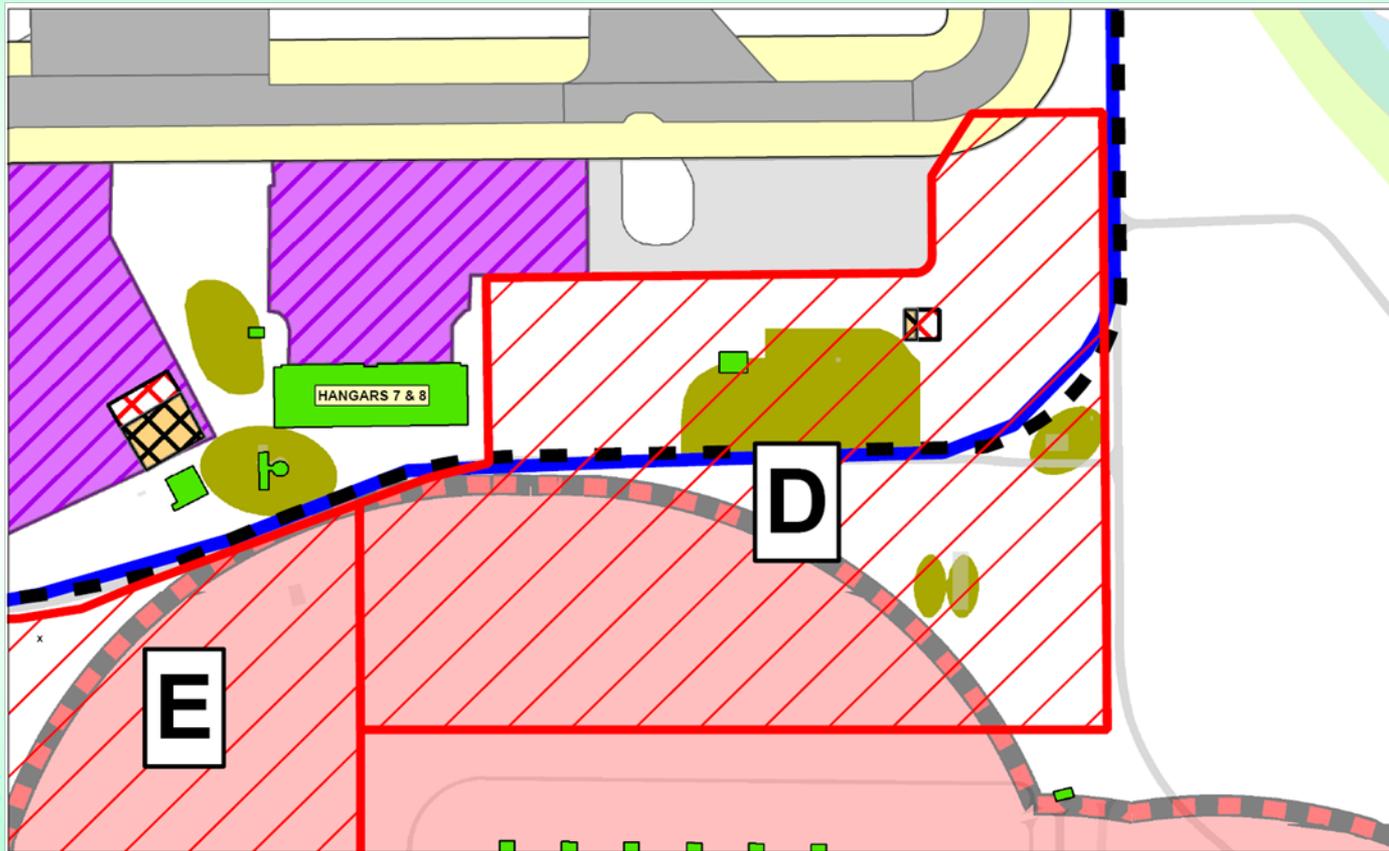
Siting Criteria – Site C	Yes	No
Results in demolition of historic structure?		X
Encroaches upon 150 foot taxiway setback requirement?		X
Encroaches upon runway clear zone requirement?	X	
Encroaches upon explosive safety zone?		X
Results in fill of wetland?	X	
Encroaches upon remediation area?	X	
Physically unable to accommodate square footage requirement for hangar and helicopter parking?		X
Requires relocation of existing occupants?		X
Disturbs permafrost?	X	
Requires substantial extra utility infrastructure?	X	
Encroaches upon other Aviation Stationing facilities?		X
Encroaches upon areas identified for other future MILCON projects?		X



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Site D



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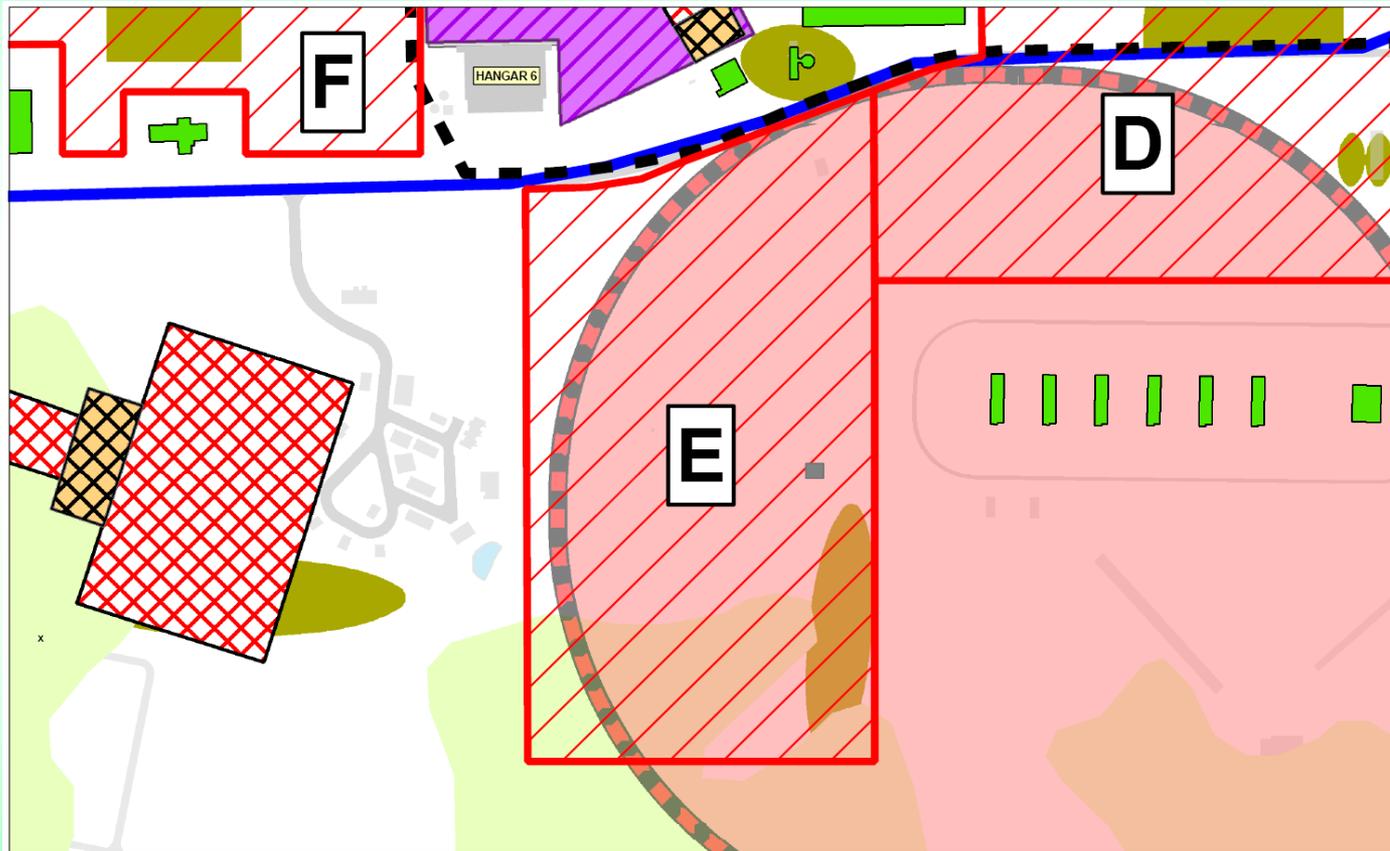
Siting Criteria – Site D	Yes	No
Results in demolition of historic structure?	X	
Encroaches upon 150 foot taxiway setback requirement?		X
Encroaches upon runway clear zone requirement?	X	
Encroaches upon explosive safety zone?	X	
Results in fill of wetland?		X
Encroaches upon remediation area?	X	
Physically unable to accommodate square footage requirement for hangar and helicopter parking?	X	
Requires relocation of existing occupants?	X	
Disturbs permafrost?		X
Requires substantial extra utility infrastructure?		X
Encroaches upon other Aviation Stationing facilities?	X	
Encroaches upon areas identified for other future MILCON projects?		X



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Site E



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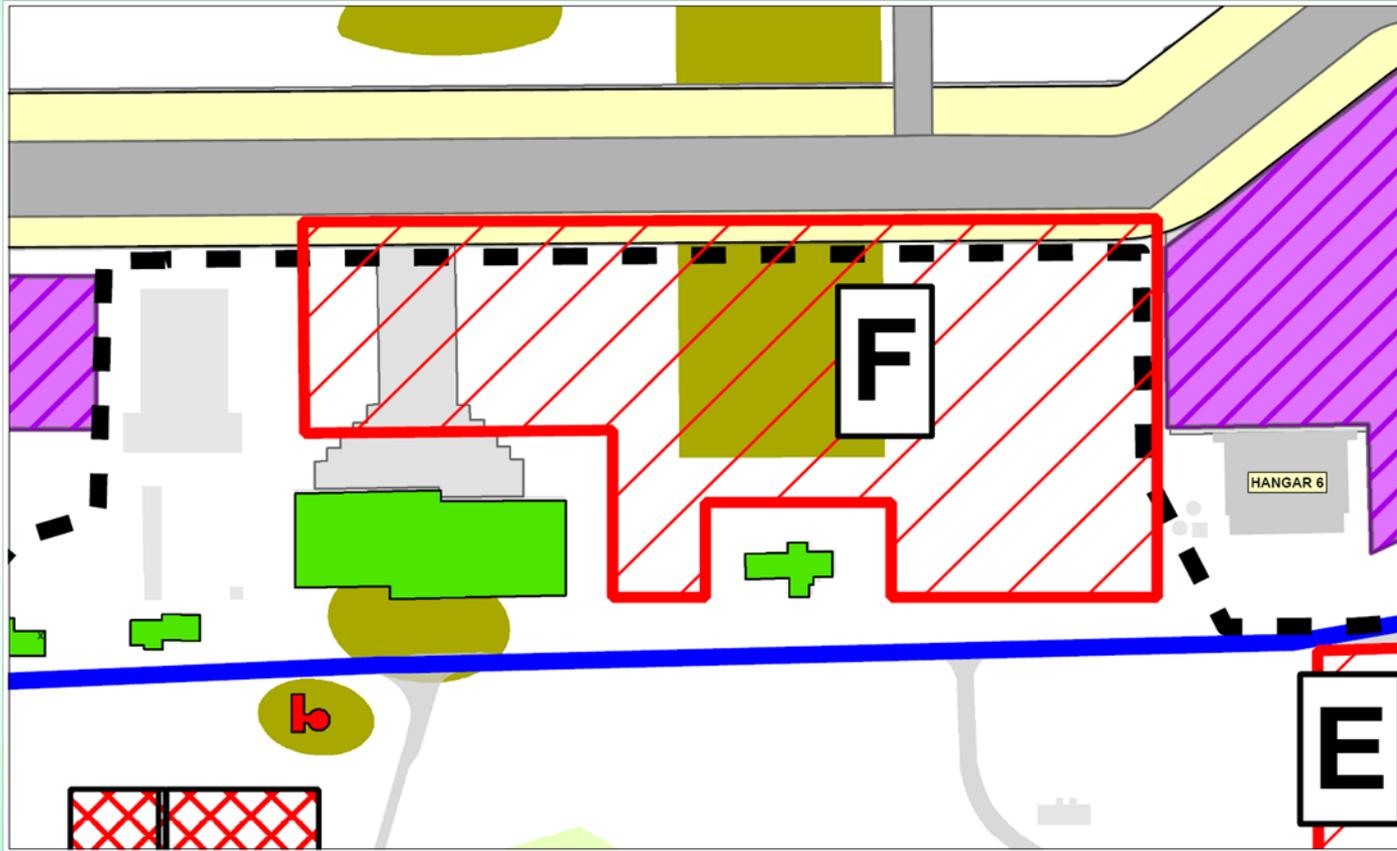
Siting Criteria – Site E	Yes	No
Results in demolition of historic structure?		X
Encroaches upon 150 foot taxiway setback requirement?		X
Encroaches upon runway clear zone requirement?		X
Encroaches upon explosive safety zone?	X	
Results in fill of wetland?	X	
Encroaches upon remediation area?	X	
Physically unable to accommodate square footage requirement for hangar and helicopter parking?	X	
Requires relocation of existing occupants?		X
Disturbs permafrost?	X	
Requires substantial extra utility infrastructure?		X
Encroaches upon other Aviation Stationing facilities?		X
Encroaches upon areas identified for other future MILCON projects?		X



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Site F



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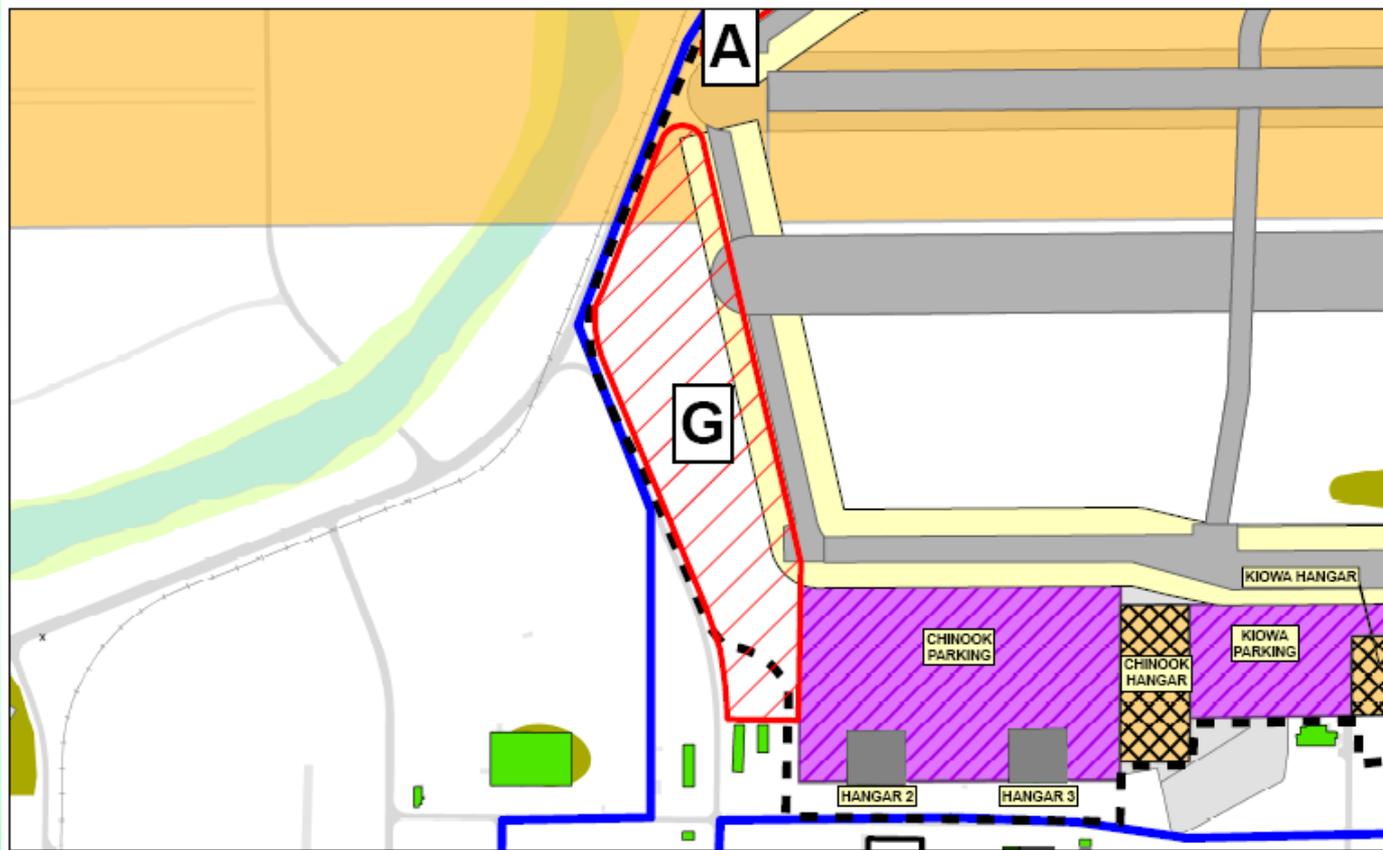
Siting Criteria – Site F	Yes	No
Results in demolition of historic structure?		X
Encroaches upon 150 foot taxiway setback requirement?	X	
Encroaches upon runway clear zone requirement?		X
Encroaches upon explosive safety zone?		X
Results in fill of wetland?		X
Encroaches upon remediation area?	X	
Physically unable to accommodate square footage requirement for hangar and helicopter parking?	X	
Requires relocation of existing occupants?	X	
Disturbs permafrost?		X
Requires substantial extra utility infrastructure?		X
Encroaches upon other Aviation Stationing facilities?		X
Encroaches upon areas identified for other future MILCON projects?	X	



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Site G



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Siting Criteria – Site G	Yes	No
Results in demolition of historic structure?		X
Encroaches upon 150 foot taxiway setback requirement?	X	
Encroaches upon runway clear zone requirement?	X	
Encroaches upon explosive safety zone?		X
Results in fill of wetland?		X
Encroaches upon remediation area?		X
Physically unable to accommodate square footage requirement for hangar and helicopter parking?	X	
Requires relocation of existing occupants?		X
Disturbs permafrost?		X
Requires substantial extra utility infrastructure?		X
Encroaches upon other Aviation Stationing facilities?		X
Encroaches upon areas identified for other future MILCON projects?	X	



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Siting Analysis Conclusion

- The preferred site for construction of a new Chinook helicopter hangar and associated parking is located in the southwest portion of Ladd Army Airfield.
- No other locations near Ladd Army Airfield meet all reasonable criteria established for construction of the Chinook Hangar and helicopter parking.