

Draft EIS is anticipated in early 2025. The Final EIS and a decision on which alternative to implement is expected later in 2025.

DAF invites the public, stakeholders, and other interested parties to attend a public scoping meeting. Two in-person public scoping meetings will be held from 4 to 7 p.m. on 25 and 26 June 2024. The location of both meetings will be at the Autry Technology Center (1201 W Willow Road, Enid, OK 73703) and information provided at the meetings will be available on the project website (<https://vance.t-7anepadocuments.com/>). Attendees of the public scoping meeting will have the opportunity to submit written comments. The scheduled date and time for the public scoping meeting will also be published in local media (*Enid News & Eagle*) a minimum of 15 days prior to the meeting.

**ADDRESSES:** The project website (<https://vance.t-7anepadocuments.com/>) provides additional information on the EIS and can be used to submit scoping comments. Scoping comments may also be submitted via email to [chinling.chen@us.af.mil](mailto:chinling.chen@us.af.mil) or via postal mail to Ms. Chinling Chen, AFCEC/CIE; Attn: Vance AFB T-7A Recapitalization EIS; Headquarters AETC Public Affairs; 100 H East Street, Suite 4; Randolph AFB, TX 78150. Please submit inquiries or requests for printed or digital copies of the scoping materials via the email or postal address above or contact the AETC Public Affairs office by phone at 210-652-4400. For printed material requests, the standard U.S. Postal Service shipping timeline will apply. Scoping materials are also available in print at the Enid Public Library at 120 W Maine Avenue, Enid, Oklahoma.

**SUPPLEMENTARY INFORMATION:** The purpose of the proposed action is to continue the T-7A recapitalization program to prepare pilots to operate modern fourth and fifth generation aircraft. The need for the proposed action is to provide infrastructure and training systems to support the newer T-7A aircraft, allow for enhanced and improved flight and simulator training, and ensure DAF pilot training requirements are met.

Recapitalization entails introduction of T-7A aircraft and flight operations at Vance AFB to replace all T-38C aircraft assigned to the installation; nighttime (between 10 p.m. and 7 a.m.) flight operations; temporary changes to the number of personnel and dependents in the Vance AFB region during the 2-year transition period; and construction and upgrade of support and maintenance facilities. DAF is considering three

alternatives to implement the Proposed Action and the No Action Alternative. For Alternative 1, Vance AFB would receive up to 68 T-7A aircraft and phase in T-7A operations at a level sustaining pilot training while simultaneously phasing out the T-38C. A temporary increase of approximately 100 personnel is projected. Several construction projects including (MILCON) projects, unspecified minor military construction (UMMC) projects, and facilities sustainment, restoration, and modernization would potentially occur at Vance AFB to provide modern facilities and infrastructure to support T-7A aircraft maintenance, training, and operational requirements.

For Alternative 2, Vance AFB would receive up to 68 T-7A aircraft and perform T-7A operations at a level that is approximately 25 percent greater than Alternative 1. Alternative 2 is intended to cover a scenario in which, for either broad strategic or tactical operational reasons, DAF requires a surge or increase in pilot training operations above current plan. The number of T-7A aircraft arriving at Vance AFB and timeline of increased aircraft operations, new and renovated facilities, and personnel changes would be the same as described for Alternative 1. For Alternative 2, beginning in 2032, T-7A aircraft would perform annual operations at Vance AFB and associated SUA at an operational tempo that is 25 percent greater than Alternative 1. T-7A nighttime operations would occur with up to 873 annual nighttime operations at Vance AFB.

For Alternative 3, Vance AFB would receive up to 99 T-7A aircraft and perform annual operations approximately 45% greater than Alternative 1 once the aircraft transition is complete. Alternative 3 is intended to provide DAF with operational flexibility, and inclusion of this alternative in this EIS provides analysis to evaluate future capacity needs.

For the No Action Alternative, DAF would not implement T-7A recapitalization at Vance AFB. If the No Action Alternative were implemented, the T-7A aircraft disposition would be determined separately. Vance AFB's existing fleet of T-38C aircraft would continue to be used in their current capacity even though they will reach the end of their service lives within the next decade.

DAF anticipates potential for increased air emissions, particularly nitrogen oxides, and increased noise from the Proposed Action. Increased noise could have a disproportionate impact on environmental justice populations and impact off-installation

land use compatibility. The EIS will model air emissions, noise levels, and the number of disturbance events, that would result from implementation of the proposed action and alternatives and compare them to current conditions. DAF will also consult with appropriate resource agencies and Native American tribes to determine the potential for significant impacts. Consultation will be incorporated into the preparation of the EIS and will include, but not be limited to, consultation under Section 7 of the Endangered Species Act and consultation under Section 106 of the National Historic Preservation Act.

**Scoping and Agency Coordination:** To identify important environmental issues deserving of study and to deemphasize unimportant issues, narrowing the scope of the environmental impact statement process, DAF is soliciting comments from interested Federal, State, Tribal, and local, officials and agencies, as well as likely affected or interested members of the public. Comments are requested on alternatives and effects, as well as on relevant information, studies, or analyses with respect to the proposed action.

**Tommy W. Lee,**

*Acting Air Force Federal Register Liaison Officer.*

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**BILLING CODE 3911-44-P**

## DEPARTMENT OF DEFENSE

### Department of the Air Force

#### Notice of Intent To Prepare an Environmental Impact Statement (EIS) for F-35A Lightning II Formal Training Unit Beddown at Kingsley Field Air National Guard Base, Klamath Falls, Oregon

**AGENCY:** National Guard Bureau, Department of the Air Force, Department of Defense.

**ACTION:** Notice of Intent.

**SUMMARY:** The Department of the Air Force (DAF) is issuing this Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) to assess the potential social, economic, and environmental impacts associated with beddown of F-35A aircraft that would replace the legacy F-15C/D aircraft at Kingsley Field Air National Guard Base in Klamath Falls, Oregon. The DAF and NGB are joint lead agencies preparing the EIS and the Federal Aviation Administration is participating as a cooperating agency.

**DATES:** A public scoping period of 30 days will take place starting from the date of this NOI publication in the **Federal Register**. Identification of potential alternatives, information, and analyses relevant to the Proposed Action are requested and will be accepted at any time during the EIS process. To ensure sufficient time to consider public input in the preparation of the Draft EIS, scoping comments should be submitted in writing to the website, or the address listed below within the 30-day scoping period. An in-person scoping meeting is scheduled at Klamath Falls, OR on June 26, 2024 at the Crater Lake-Klamath Regional Airport. The Draft EIS is anticipated in Spring 2025 and the Final EIS is anticipated in Spring 2026. The Record of Decision would be approved and signed no earlier than 30 days after the Final EIS is published.

**ADDRESSES:** The project website [www.KingsleyFieldF35EIS.com](http://www.KingsleyFieldF35EIS.com) provides information on the EIS and the scoping process and can be used to submit scoping comments on-line. Scoping comments may also be submitted by email to [NGB.A4.A4A.NEPA.COMMENTS.org@us.af.mil](mailto:NGB.A4.A4A.NEPA.COMMENTS.org@us.af.mil), including "F-35A Beddown EIS" in the subject line, or by mail to Mr. Devin Scherer, National Guard Bureau, NGB/A4FR 3501 Fetchet Avenue, Joint Base Andrews, MD 20762; (240) 612-8244. EIS inquiries and requests for digital or print copies of scoping materials are available upon request to Mr. Scherer at the email or mailing address provided. For printed material requests, the standard U.S. Postal Service shipping timeline will apply. Members of the public who want to receive future mailings informing them about the availability of the Draft and Final EIS, or to receive periodic fact sheets, are encouraged to submit a comment that includes their name and email or postal mailing address.

**SUPPLEMENTARY INFORMATION:** The purpose of the Proposed Action is to replace aging F-15C/D aircraft currently utilized by the 173d Fighter Wing (173 FW) with the state-of-the-art fighter aircraft to better address future mission requirements, offer expanded capability, and provide life-cycle cost savings in comparison to continued operation of existing F-15C/D aircraft. The Proposed Action is needed because the F-15C/D aircraft are reaching the end of their service life. The EIS will assess the potential environmental consequences of beddown, operation, and associated infrastructure construction of one formal training unit squadron of F-35A Lightning II (F-35A) aircraft at Kingsley

Field Air National Guard Base (ANGB) at the Crater Lake-Klamath Regional Airport in Klamath Falls, Oregon. The squadron would consist of 24 F-35A Primary Aerospace Vehicles Authorized and two Backup Aerospace Vehicles Authorized and would replace the existing 26 F-15C/D aircraft currently operating at Kingsley Field ANGB. The EIS will also assess a No Action Alternative.

Resource areas being analyzed for include noise, biological resources, cultural resources, socioeconomic, soils and geology, water resources, infrastructure and transportation, land use, hazardous materials and wastes, health and safety, air quality, and environmental justice and other sensitive receptors. Potential significant impacts include those related to aircraft noise, air quality, and land use. Should any permits or other authorizations be required, the NGB and DAF will identify and obtain each. The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA) of 1969; the Council on Environmental Quality regulations implementing NEPA; 40 Code of Federal Regulations (CFR) parts 1500-1508 as well as agency implementing regulations.

**Scoping and Agency Coordination:** Consultation will include, but not necessarily be limited to, Section 7 of the Endangered Species Act, Section 106 of the National Historic Preservation Act, and will include consultations with federally recognized Native American Tribes. The scoping process will be used to involve the public early in the planning and development of the EIS to assist in identifying issues and information to be addressed in the analysis. To effectively define the full range of issues to be evaluated, NGB and DAF will determine the scope of the analysis by requesting comments, including potential alternatives, information, and analyses from interested local, State, and Federal elected officials and agencies, Tribes, members of the public, and others. Comments will be accepted throughout the process, but in order to have comments incorporated into the Draft EIS, comments should be received within 30 days of the publication of this notice in the **Federal Register**. The scheduled dates, times, locations, and addresses for the scoping meetings are concurrently being published in local media and on the website. Public scoping will be accomplished by an in-person meeting during the scoping period and the project website will provide posters, a presentation, informational fact sheets, downloadable

comment forms to fill out and return by mail, and the capability for the public to submit scoping comments on-line. Comments received at the scoping meeting, via email, on the website, or by U.S. mail will be considered equally.

**Tommy W. Lee,**

*Acting Air Force Federal Register Liaison Officer.*

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**BILLING CODE 3911-44-P**

## DEPARTMENT OF EDUCATION

### Applications for New Awards; Basic Needs for Postsecondary Students Program

**AGENCY:** Office of Postsecondary Education, Department of Education.

**ACTION:** Notice.

**SUMMARY:** The Department of Education (Department) is issuing a notice inviting applications (NIA) for new awards for fiscal year (FY) 2024 for the Basic Needs for Postsecondary Students Program, Assistance Listing Number 84.116N. This notice relates to the approved information collection under OMB control number 1894-0006.

**DATES:**

*Applications Available:* June 4, 2024.

*Deadline for Transmittal of Applications:* August 5, 2024.

*Deadline for Intergovernmental Review:* October 2, 2024.

**ADDRESSES:** For the addresses for obtaining and submitting an application, please refer to our Common Instructions for Applicants to Department of Education Discretionary Grant Programs, published in the **Federal Register** on December 7, 2022 (87 FR 75045) and available at [www.federalregister.gov/d/2022-26554](http://www.federalregister.gov/d/2022-26554).

**FOR FURTHER INFORMATION CONTACT:**

Njeri Clark, U.S. Department of Education, 400 Maryland Avenue SW, 5th floor, Washington, DC 20202-4260. Telephone: (202) 453-6224. Email: [Njeri.Clark@ed.gov](mailto:Njeri.Clark@ed.gov).

If you are deaf, hard of hearing, or have a speech disability and wish to access telecommunications relay services, please dial 7-1-1.

**SUPPLEMENTARY INFORMATION:**

**Full Text of Announcement**

**I. Funding Opportunity Description**

*Purpose of Program:* The Basic Needs for Postsecondary Students Program provides grants to eligible institutions of higher education (IHEs), or a consortia or system of such institutions, to advance systemic and sustainable