

April
2026



Final

Description of the Proposed Action and Alternatives

for the Environmental Assessment Addressing Runway
Approach Lighting System Replacement and Vegetation
Clearance at Andersen Air Force Base, Guam

*Department of the Air Force
Pacific Air Forces, 36th Civil Engineer Squadron
Joint Region Marianas
Air Force Civil Engineering Center
Andersen Air Force Base*



ACRONYMS AND ABBREVIATIONS

AFB	Air Force Base
AFCEC	Air Force Civil Engineer Center
AFCEC/CIE	Air Force Civil Engineer Center, Environmental Impact Analysis Process Division
AFI	Air Force Instruction
ALSF-1	Approach Lighting System with Sequenced Flashing Lights
CAHA	Guam Council on the Arts and Humanities Agency
CE	Civil Engineering
CES/CEIE	Civil Engineer Squadron, Environmental Flight
CFR	Code of Federal Regulations
DAF	Department of the Air Force
DON	Department of the Navy
DOPAA	Description of the Proposed Action and Alternatives
DoW	Department of War
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EO	Executive Order
FAA	Federal Aviation Administration
FONSI	Finding of No Significant Impact
GU	Guam
IRP	Installation Restoration Program
JRM	Joint Region Marianas
LED	Light Emitting Diode
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOA	Notice of Availability
NWF	Northwest Field
PACAF	Pacific Air Forces
SALS	Short Approach Lighting System
SHPO	State Historic Preservation Officer
T&E	Threatened and Endangered
UFC	United Facilities Criteria
U.S.	United States
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
WG	Wing

COVER SHEET

FINAL

DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES FOR THE ENVIRONMENTAL ASSESSMENT ADDRESSING RUNWAY APPROACH LIGHTING SYSTEM REPLACEMENT AND VEGETATION CLEARANCE AT ANDERSON AIR FORCE BASE, GUAM

Responsible Agencies: Department of the Air Force (DAF), Pacific Air Forces, 36th Civil Engineer Squadron, Environmental Flight (PACAF 36 CES/CEIE), Joint Region Marianas (JRM), Air Force Civil Engineering Center, Environmental Impact Analysis Process (EIAP) Division (AFCEC/CIE), Andersen Air Force Base (AFB).

Cooperating Agency: Department of the Navy (DON).

Affected Location: Andersen AFB, Guam.

Proposed Action: Runway approach lighting system replacement and vegetation clearance at Anderson AFB.

Report Designation: Preliminary Draft Description of the Proposed Action and Alternatives (DOPAA).

Abstract: This DOPAA was developed in compliance with the DAF's Environmental Impact Analysis Process (EIAP) in support of PACAF 36 CES/CEIE, JRM, AFCEC, and Andersen AFB. It supports a proposal by Andersen AFB to upgrade the existing runway approach lighting system at Runways 06L and 24R to meet U.S. Air Force requirements and current aviation industry standards and clear and grub vegetation along all four of the runway approach light corridors (Runways 06L, 06R, 24L, and 24R) to comply with Unified Facilities Criteria (UFC) 3-535-01 and 3-260-01.

PRIVACY ADVISORY

The Environmental Assessment (EA) will be made available for public review and comment in accordance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code [U.S.C.] Parts 4321–4370h), and the Department of War (DoW) NEPA Regulation (32 CFR Part 236), which establishes NEPA procedures for all DoW Components, including the Department of the Air Force (DAF).

Under NEPA, the public is provided an opportunity to review and comment on the DAF's analysis of the potential environmental effects of the Proposed Action and alternatives. Public input improves the quality of environmental review and supports informed agency decision-making. Written comments submitted during the public comment period may be included in the Final EA. As required by law, all substantive comments received will be addressed in the Final EA, and the Final EA will be made available to the public. Providing personal information as part of a public comment is voluntary. Any personal identifying information supplied (such as a home address, telephone number, or email address) will not be published in the Final EA. Only the commenter's name and the text of the comment may be made publicly available.

The EA will comply with DoW page limits for EAs. The analytical portion of an EA must not exceed 75 pages, excluding appendices. The document will also comply with Section 508 of the Rehabilitation Act, which requires that electronic documents be accessible to individuals using assistive technologies. Due to inherent limitations associated with figures, maps, tables, and other graphical elements, accessibility for these items is provided through descriptive titles or alternative text where feasible.

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1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

1.1 INTRODUCTION

Andersen Air Force Base (AFB) is located on the northern plateau of Guam and is the westernmost territory of the United States (U.S.). The installation covers roughly 20,000 acres within the village of Yigo and sits on a limestone bluff overlooking the Pacific Ocean (see Figure 1-1). Established in 1944, Andersen AFB has served as a key operating location for U.S. forces in the Indo-Pacific region for more than eight decades. The base is home to the 36th Wing (36 WG), which provides continuous forward presence, contingency response capabilities, and theater support across the Indo-Pacific area of responsibility. The mission of the 36 WG is to be prepared to execute the Pacing Oplan, which requires providing a U.S.-based war-fighting platform for deployment, reception, and throughput of air and space forces in the Asia-Pacific region. Rotational aircraft operating from Andersen AFB routinely include B-1B Lancers, B-52H Stratofortresses, B-2A Spirits, KC-135 Stratotankers, and various fighter, mobility, and support aircraft. Andersen AFB has two airfields, Andersen Main and Northwest Field (NWF). Andersen Main has two Class-B runways designed for all classes of military aircraft and NWF has two Landing Zones. The installation supports a wide range of missions, including bomber and tanker task force deployments, air mobility operations, intelligence and reconnaissance activities, and joint and coalition training.

Several organizations play key roles in supporting operations and installation management at Andersen AFB. The Pacific Air Forces' 36th Civil Engineer Squadron, Environmental Flight (36 CES/CEIE), oversees the installation's environmental programs and provides technical expertise on natural resources, cultural resources, and environmental compliance matters. Joint Region Marianas (JRM), the region's installation management authority, is responsible for coordinating certain real property functions, regional support services, and broader interagency and community coordination affecting military activities in Guam. At the enterprise level, the Air Force Civil Engineer Center's Environmental Impact Analysis Process (EIAP) Division (AFCEC/CIE) supports environmental planning and engineering functions across the Department of the Air Force (DAF). Together, these organizations contribute to the installation's ability to carry out its mission while maintaining effective environmental management and coordination across the region.

As one of only a few major U.S. air bases in the Western Pacific, Andersen AFB remains central to maintaining regional stability, supporting humanitarian assistance and disaster response operations, and ensuring that U.S. and allied forces can operate throughout the region as required.

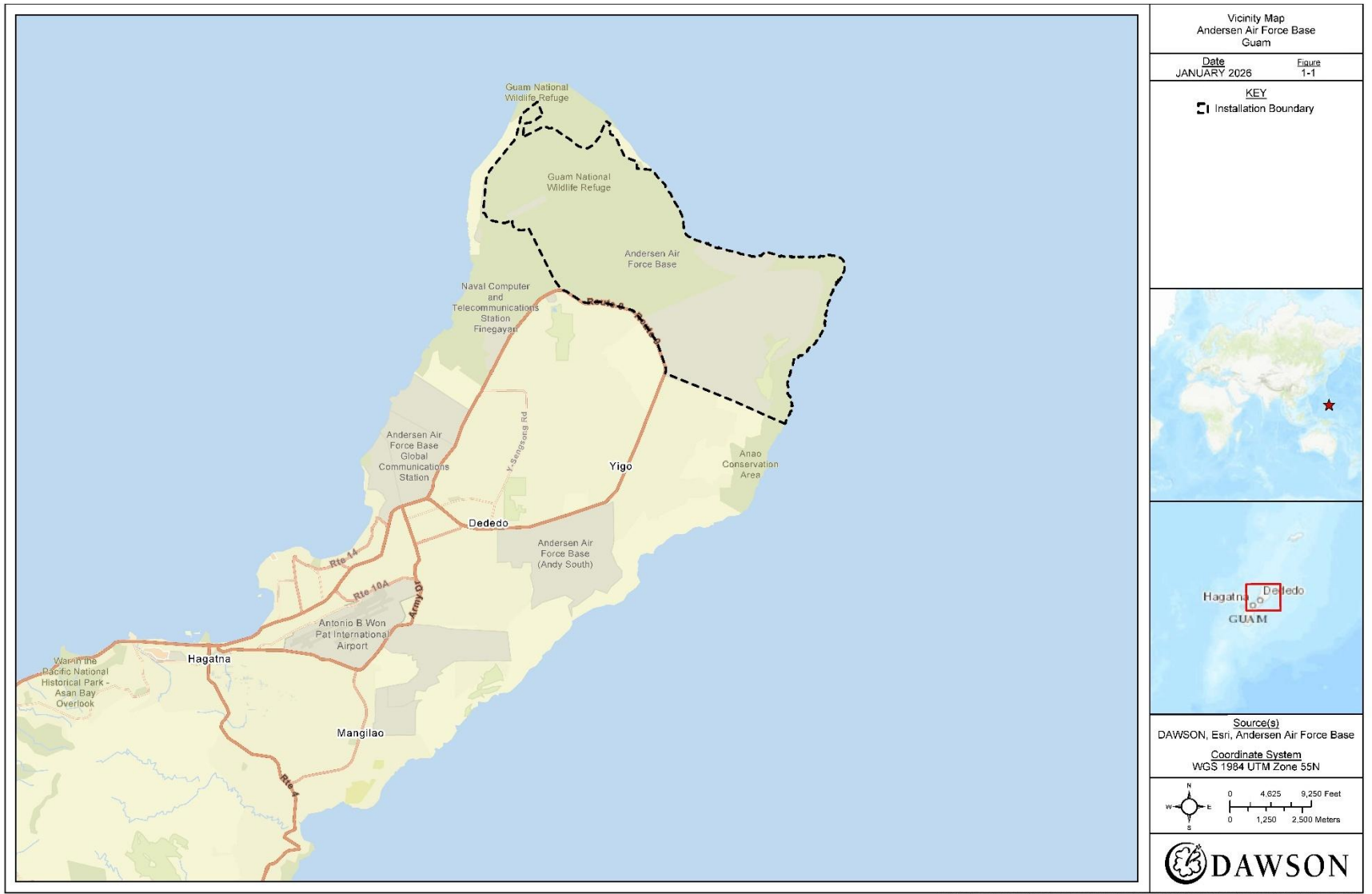


Figure 1-1. Andersen AFB Vicinity Map

1.2 COOPERATING AGENCY

The Department of the Navy (DON) is serving as a Cooperating Agency for this Environmental Assessment (EA). JRM provides installation management and regional support for both Andersen AFB and Naval Base Guam, and the Navy maintains jurisdiction over certain real property, environmental programs, and operational activities that are interrelated with DAF actions in Guam. Because the Proposed Action occurs within the JRM area of responsibility and has the potential to interact with shared infrastructure, natural resources, cultural resources, and regional environmental compliance obligations, the Navy has relevant expertise and authority that contribute to the environmental review.

As a Cooperating Agency, the DON participates in the environmental planning process through review of technical materials, identification of issues within its purview, coordination on shared environmental and operational considerations, and verification that Navy responsibilities under applicable federal environmental statutes are addressed. The DAF remains the Lead Agency responsible for preparing the EA, determining the adequacy of the analysis, and issuing a Finding of No Significant Impact (FONSI) or undertaking further National Environmental Policy Act (NEPA) review, while the Navy provides input and cooperation consistent with its roles under NEPA and Department of War (DoW) policy.

1.3 PROJECT DESCRIPTION

This Description of the Proposed Action and Alternatives (DOPAA) provides the framework for the EA by outlining the proposed activities associated with the action under consideration. The EA serves as a planning and decision-making tool to ensure that Andersen AFB implements the Proposed Action in a manner consistent with applicable federal, territorial, and local environmental requirements and with DAF standards for environmental stewardship. This DOPAA supports a proposal by the DAF to replace runway approach lights and clear vegetation to meet U.S. Air Force requirements and current aviation industry standard in training and operational requirements at Andersen AFB (see **Figure 1-2** and **Section 2.2.1**).

1.4 PURPOSE OF AND NEED FOR THE PROPOSED ACTION

The purpose of the Proposed Action is to upgrade the existing runway approach lighting systems at Runways 06L and 24R at Andersen AFB to meet U.S. Air Force requirements and current aviation industry standards as well as clear and grub vegetation along all four of the runway approach light corridors (Runways 06L, 06R, 24L, and 24R) to comply with Unified Facilities Criteria (UFC) 3-535-01 paragraph 3-1.4.4 and UFC 3-260-01 (addresses the vegetation requirements). The UFCs require an imaginary rectangular plane—extending 200 feet to either side of the runway centerline and the length of the approach lighting system plus an additional 200 feet—to remain free of obstructions. While Andersen AFB has been upgrading its approach lighting systems since 2008 to allow operations during inclement weather, the approach lighting system's effectiveness is currently restricted by the growth of trees and vegetation. This has degraded the efficacy and the ability to meet mission requirements during reduced visibility and

eliminated the basic means to transition from instrument flight to visual flight for landing. Additionally, the approach light system at Runway 24R was damaged during Typhoon Mawar. Replacing the existing runway approach lighting system would ensure that Andersen AFB meets U.S. Air Force requirements and current aviation industry standards.

The Proposed Action is needed because the existing runway approach lighting system at Andersen AFB does not meet U.S. Air Force requirements and current aviation industry standards. An upgrade to the current system, through replacement/modification and new installation, is needed to bring the runway approach lighting system up to U.S. Air Force requirements and current aviation industry standard and DAF requirements. In inclement weather, pilots cannot see the approach lights to guide them to align with the runway in time because vegetation obstructs the lights, posing a potentially catastrophic safety risk.

Without replacement of the existing approach lighting system and clearance of vegetation, U.S. Air Force requirements and current aviation industry standards would not be met, and vegetation obstructions could jeopardize the safety of ongoing flight operations and ultimately compromise the mission of Andersen AFB. Continued reliance on the current system would negatively affect the unit's ability to meet flight operations, increase safety risks, and constrain critical actions necessary for maintaining runway capability in support of Andersen AFB and broader DAF mission requirements. Additionally, the vegetation currently provides habitat for various birds and ungulates, which increases the risk of bird and wildlife strikes.

1.5 DECISION TO BE MADE

The EA will evaluate whether the Proposed Action would result in significant impacts on the environment. If significant impacts are identified, Andersen AFB would undertake mitigation to reduce impacts to below the level of significance, undertake the preparation of an Environmental Impact Statement addressing the Proposed Action, or abandon the Proposed Action. If significant impacts are not identified, then the EA would be finalized and a Finding of No Significant Impact (FONSI) would be signed. The decision would be made by the approving official and could incorporate the Proposed Action, its alternatives, or any combination of the Proposed Action and alternatives. The EA will be prepared in accordance with NEPA, as amended, (42 United States Code Section 4321 et seq.) and the DAF EIAP Regulations at 32 Code of Federal Regulations (CFR) Part 989.

1.6 INTERGOVERNMENTAL COORDINATION AND CONSULTATIONS

1.6.1 Interagency and Intergovernmental Coordination and Consultations

EO 12372, *Intergovernmental Review of Federal Programs*, as amended by EO 12416, requires federal agencies to provide opportunities for consultation by elected officials of state and local governments that would be directly affected by a federal proposal. In compliance with NEPA, Andersen AFB will notify relevant stakeholders about the Proposed Action and alternatives (see **Appendix A** for all stakeholder coordination materials). The notification process will provide these stakeholders the opportunity to



Figure 1-2. Andersen Main Airfield

cooperate with Andersen AFB and provide comments on the Proposed Action and alternatives.

Per the requirements of Section 106 of the National Historic Preservation Act (NHPA) and implementing regulations (36 CFR Part 800), Section 7 of the Endangered Species Act and implementing regulations (50 CFR Part 17) including the Migratory Bird Treaty Act, findings of effect and a request for concurrence will be transmitted to the State Historic Preservation Officer (SHPO) and the United States Fish and Wildlife Service (USFWS). A brief summary of comments received will be provided in the EA and all correspondence with the SHPO and USFWS will be included in **Appendix A**. Additionally, correspondence regarding the findings, concurrence, and resolution of any adverse effect will be included in **Appendix A**.

1.6.2 Government to Government Coordination and Consultations

Section 106 of the NHPA and its implementing regulations (36 CFR Part 800) require federal agencies to consider the effects of their undertakings on historic properties and to consult with appropriate parties during the review process. Consultation typically includes coordination with the Guam SHPO, local government representatives, and any federally recognized tribes or Native Hawaiian Organizations that may ascribe traditional, cultural, or religious significance to properties within the area of potential effects.

For undertakings in Guam, consultation is conducted in accordance with NHPA requirements and with sensitivity to the island's Indigenous CHamoru cultural heritage and historic resources. Although there are no federally recognized tribes located in Guam, the DAF consults with the SHPO and engages local stakeholders, cultural practitioners, and other interested parties, as appropriate, to identify historic properties and potential effects. Federally recognized tribes with ancestral or cultural interest in the region, if identified, will also be invited to participate in consultation consistent with 36 CFR Part 800.

Consultation letters and supporting materials will be provided to the SHPO and any other consulting parties to initiate Section 106 review for the proposed undertakings described in this EA. All correspondence and documentation related to Section 106 coordination are included in **Appendix A**.

1.7 PUBLIC AND AGENCY REVIEW OF DRAFT EA

A Notice of Availability (NOA) for the Draft EA will be published in both the *Pacific Daily News* and *Guam Daily Post*, announcing the availability of the Draft EA. Letters will be provided to relevant federal, state, and local agencies and those with cultural interests informing them that the Draft EA is available for review. The publication of the NOA will initiate a 30-day comment period. Copies of the Draft EA will be made available for review at the following libraries:

Hagåtña Public Library/
Nieves M. Flores Memorial Library
15 Judge Sablan Street
Hagåtña, GU 96910

Dededo Branch Library
In Harmon Loop
Dededo, GU 96929

A copy of the Draft EA will also be made available for review online at <https://www.andersen.af.mil/Environment/>. At the closing of the public review period, applicable comments from the general public and interagency and intergovernmental coordination and consultation will be incorporated into the analysis of potential environmental impacts performed as part of the EA, where applicable, and included in **Appendix A** of the Final EA.

2.0 DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES

2.1 SELECTION STANDARDS

The scope and location of the Proposed Actions and, where applicable, their alternatives, will undergo extensive review by Andersen AFB personnel, local government agencies, and supporting installation and DAF staff specialists. Along with meeting the purpose and need, potential alternatives are being evaluated against the following selection standards:

- **Selection Standard 1:** The alternative(s) must be consistent with all Andersen AFB internal planning documents and zoning requirements, applicable installation architectural compatibility guides, and relevant legal and regulatory requirements, and must accommodate applicable, known man-made and natural development constraints (e.g., Environmental Restoration Program sites, protected plant or animal species habitat, known cultural resources, or floodplains—the relevant constraints vary depending on the project).
- **Selection Standard 2:** The alternative(s) must avoid and/or mitigate direct and indirect, adverse impacts on safety, cultural or natural resources, or other environmental constraints, such as impacts on an environmental restoration site.
- **Selection Standard 3:** The alternative(s) must make as much use as possible of existing land and facilities, avoid creating or maintaining redundant space or infrastructure, avoid or minimize operational inefficiencies, and represent the most cost-effective and sustainable alternative.
- **Selection Standard 4:** The alternative(s) must maintain or improve the quality of life enjoyed by personnel and dependents at Andersen AFB.

2.2 DETAILED DESCRIPTION OF THE ALTERNATIVES

2.2.1 Proposed Action

2.2.1.1 *Approach Lighting System Replacement*

The airfield at Andersen Main includes runways equipped with two types of approach lighting systems: Approach Lighting Systems with Sequenced Flashing Lights (ALSF-1), which were installed in 2008-09, serving Runways 06R and 24R, and a Short Approach Lighting System (SALS) serving Runway 06L. Runway 24L had a Modified SALS, which is shortened from the standard 1,500 feet to 1,300 feet due to terrain. All runways have High Intensity Runways Lights and Precision Approach Path Indicators installed. Currently, only the ALSF-1 system at Runway 06R is operational, as the ALSF-1 system at Runway 24R was damaged during Typhoon Mawar. The SALS on Runway 06L and Modified SALS on Runway 24L are simplified lighting systems that are not approved by AFCEC and require a waiver to comply with UFCs 3-535-01 and 3-260-01. Airfield Management is working to also install the ALSF-1 system at Runway 06L in fiscal year 2027.

According to the 36th Wing Instruction 13-204, the current approach light configurations are as follows:

- Runway 06R: ALSF-1 standard with one exception: one sequence flasher at the 1,000-foot roll bar has been removed (roll bar on paved taxiway shoulder)
- Runway 06L: SALS
- Runway 24R: ALSF-1
- Runway 24L: Modified SALS System, shortened to 1,300 feet due to terrain (outer two barrettes omitted).

Under the Proposed Action, Andersen AFB would replace the existing runway approach lighting systems at Runways 06L and 24R to align with U.S. Air Force requirements and current aviation industry standards. The upgraded systems would incorporate Light Emitting Diode (LED) technology, which offers higher luminance, improved reliability, and reduced maintenance-related outages. Repair and replacement activities at Runway 24R would include:

- Replacing tower manual cranks and associated cables with new galvanized steel, heavy-duty 3,000-pound manual crank assemblies and cables;
- Replacing frangible fiberglass mast-locking mechanisms on the steel skeleton support towers;
- Replacing two complete tower units;
- Replacing sequence flasher fixtures, lamps, and the sequenced flashing light controller;
- Replacing damaged cross-arms on existing towers;
- Replacing all inoperable or broken steady-burn lights; and
- Replacing all broken or damaged mast tower supports.

2.2.1.2 Vegetation Clearing and Grubbing

The existing approach lighting systems are not in compliance with UFCs 3-535-01 and 3-260-01 due to vegetation obstructing pilots' visibility of the approach lights. These obstructions limit a pilot's ability to visually align the aircraft with the runway centerline, creating a safety concern for both military aircraft and any commercial passenger flights operating from Won Pat International Airport that may require an emergency landing or weather divert.

To meet the requirements of UFCs 3-535-01 and 3-260-01, the Proposed Action would include clearing and grubbing vegetation along all four runway approach light corridors (Runways 06L, 06R, 24L, and 24R). The UFCs require an imaginary rectangular plane—400 feet wide (200 feet on either side of the runway centerline) and extending the length of each approach lighting system plus an additional 200 feet—that must remain free of obstructions. To maintain this obstruction-free zone, vegetation would be removed within a 400-foot-wide by 2,200-foot-long area for three of the runway approaches, and within a 400-foot-wide by 1,500-foot-long area for Runway 24L, due to its shorter length. This expanded clearing would prevent future vegetation encroachment and support long-term

compliance. Following clearing, the areas would be planted with grass and routinely mowed to minimize the need for frequent tree or branch trimming.

In total, approximately 74.4 acres of vegetation (20.2 acres for Runways 06R, 06L, and 24R, and 13.8 acres for Runway 24L) would be converted from forested habitat to maintained grass/field for all four runway corridors. Vegetation management activities would include vegetation removal, trimming, or otherwise controlling vegetation to prevent encroachment onto the Andersen AFB airfield environment. Under the Proposed Action, vegetation that has expanded into the runway light plans and approach light corridors would be clear-cut to reduce wildlife attractants, particularly for birds and ungulates. Currently, the vegetation near the western end of the Andersen Main runways provides habitat for various birds and ungulates, increasing the potential for wildlife hazards.

Vegetation clearing activities would include grubbing and removing vegetation within the proposed limits (approximately 74.4 acres) and then maintaining the area as managed grass with a uniform height of 7 to 14 inches. Maintaining vegetation at this height is a requirement and recognized airfield management technique used to discourage foraging and nesting by ground-dwelling birds, as well as to deter ungulates from entering operational areas.

Overall, the Proposed Action would ensure that the Andersen AFB airfield continues to meet U.S. Air Force requirements and current aviation industry standards and would enhance the safety of ongoing flight operations. It would also prevent future vegetation encroachment that could result in noncompliance with airfield safety requirements. Although this action would require clear-cutting 80.8 acres of vegetation, no vegetation off base would be affected; all impacts would occur entirely within Andersen AFB.

2.2.2 No Action Alternative

Under the No Action Alternative, Andersen AFB would not replace existing runway approach lights or clear any vegetation from the runway approach light corridors. Flight operations would remain in violation of U.S. Air Force requirements and current aviation industry standards and would not comply with UFCs 3-535-01 and 3-260-01. Existing trees and vegetation would continue to grow, further obstructing pilots' view of the approach lights corridor during inclement weather. Existing flight operation safety concerns would persist, compromising the mission of the Andersen AFB and planned mission requirements. As mission needs continue to grow, the lack of proper runway approach lights and vegetation clearance would result in decreased safety and unacceptable potentially catastrophic safety risks.

The DAF EIAP requires consideration of the No Action Alternative (32 CFR Part 989.8[d]); therefore, this alternative will be carried forward for detailed analysis in the EA. However, the No Action Alternative would not meet the purpose of or need for the Proposed Action as described in **Section 1.3**.

2.3 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER CONSIDERATION

The following alternatives were considered but eliminated from further consideration based on the selection standards outlined in **Section 2.2** and other reasons as explained below.

2.3.1 Upgrade Existing Runway Approach Lighting Systems Only

Upgrading only the existing approach lighting systems for Runways 06L and 24R was considered because it would replace inoperable light beams and supports, and incorporate Light Emitting Diode (LED) technology. These actions would bring the Andersen AFB runway into accordance with U.S. Air Force requirements and current aviation industry standards. However, while this option offered logistical benefits, it would not meet the obstruction-clearance requirements of UFCs 3-535-01 and 3-260-01. As a result, this alternative was eliminated from further consideration.

2.3.2 Remove Specific Ironwood (Gagu) Trees

Removing specific ironwood (Gagu) trees was considered because these trees are currently the most significant obstructions along the Runway 06R flight path. Although these trees are native to the Marianas, the population has been artificially increased, and this is not a threatened and endangered (T&E) species. Therefore, removing these trees would not have a significant impact on the habitat and would not impact the Guam Micronesian Kingfisher. Even though the removal of these trees would improve compliance with aviation safety requirements, the runway would still not comply with UFCs 3-535-01 and 3-260-01 due to other vegetation along the runway approach light corridor. The remaining vegetation would increase the risk of bird strikes and attract wildlife. Given these risks and the fact that this option would leave the airfield in noncompliance with UFCs 3-535-01 and 3-260-01, the alternative of removing only specific ironwood (Gagu) trees was eliminated from further consideration.

2.3.3 Limited Vegetation Management

Implementing limited vegetation management was considered because trimming and maintaining vegetation within the designated zone could bring the flightline into compliance with UFCs 3-535-01 by reducing immediate obstructions. However, this approach would require constant monitoring and frequent maintenance to prevent vegetation from reestablishing, significantly increasing long-term operation demands. Ongoing evaluations would also be necessary to ensure that no adverse effects occur to T&E species. Additionally, the existing vegetation provides cover and attracts ungulates and birds, which can obstruct visibility and prevent air traffic controllers from issuing timely wildlife hazard advisories to DAF pilots. Because limited vegetation management would not provide a sustained solution and would not reliably maintain compliance with UFCs 3-535-01 and 3-260-01, this alternative was eliminated from further consideration.

APPENDIX A

**INTERAGENCY AND INTERGOVERNMENTAL COORDINATION
FOR ENVIRONMENTAL PLANNING AND
PUBLIC INVOLVEMENT MATERIALS**

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Appendix A

Interagency and Intergovernmental Coordination for Environmental Planning and Public Involvement Materials

Federal, State, and Local Agencies – Scoping Letter Distribution List

Delegate, Guam
United States House of Representatives
228 Cannon House Office Building
Washington DC 20515-0001

The Honorable Lourdes A. Leon
Guerrero
Governor of Guam
Office of the Governor
P.O. Box 2950
Hagåtña Guam 96932

The Honorable Joshua F. Tenorio
Lieutenant Governor of Guam
Office of the Lieutenant Governor
P.O. Box 2950
Hagåtña Guam 96932

Mr. Jay Rojas
Director, Guam Washington Office
444 North Capitol Street, Suite 619
Washington DC 20001

Ms. Michelle C.R. Lastimoza
Administrator
Guam Environmental Protection Agency
17-3304 Mariner Avenue
Tiyan, Barrigada Guam 96913-1617

Mr. Dean Higuchi
Pacific Islands Contact Office
US Environmental Protection Agency,
Region 9
300 Ala Moana Boulevard, Room 5-511
Honolulu HI 96850

Mr. Tyler A. Cherry
Regional Environmental Officer
US Department of the Interior
Office of Environmental Policy and
Compliance, Pacific Region
300 Ala Moana Boulevard, Room 5-231
Honolulu HI 96850

Ms. Marisel Salas Matos
Field Supervisor, Guam Office
US Fish and Wildlife Service, Pacific
Islands
Guam National Wildlife Refuge
Route 3, Unit 17
Dededo Guam 96929

Mr. Chelsa M. Muña-Baleto
Director
Guam Department of Agriculture
163 Dairy Road
Mangilao Guam 96913

Mr. Eric M. Palacios
Administrator
Bureau of Statistics and Plans
Government of Guam
Office of the Director
P.O. Box 2950
Hagåtña Guam 96932

Mr. Roland U. Quitugua
Director
Guam Department of Parks and
Recreation
490 Chalan Palasyo
Aguada Guam 96910

Mr. Joab Siguenza
Acting Director
Guam Coastal Management Program
Bureau of Statistics and Plans
Government of Guam
P.O. Box 2950
Hagåtña Guam 96932

Mr. Victor Torres
Acting Director
Guam Historic Resources Division
Department of Parks and Recreation
490 Chalan Palasyo
Aguada Guam 96910

Ms. Charlayne M. J. Nelson
State Conservationist
USDA Natural Resources Conservation
Service
Pacific Islands Area Office
300 Ala Moana Boulevard, Room 4-118
Honolulu HI 96850

Mr. Bernard Breen
District Conservationist
USDA Natural Resources Conservation
Service – Guam Service Center
590 South Marine Corps Drive, Suite
305
Tamuning Guam 96913

Mr. Walt Christensen
Division Manager
Guam Waterworks Authority
Engineering Division
P.O. Box 3010
Hagåtña Guam 96932

Mr. Frank Leon Guerrero
Administrator
Guam Power Authority
P.O. Box 2977
Hagåtña Guam 96932

Mr. Vince Leon Guerrero, General
Manager
Guam International Airport Authority
Route 10A, Airport Road
Tamuning Guam 96913

Federal, State, and Local Agencies – Example Scoping Letter



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 36TH WING (PACAF)
ANDERSEN AIR FORCE BASE GUAM

30 March 2026

JESSE E. LANTZ, Lt Col, USAF
Commander, 36th Civil Engineer Squadron
Unit 14007
Andersen AFB Guam 96543-4003

The Honorable James C. Moylan
United States House of Representatives
228 Cannon House Office Building
Washington DC 20515-0001

Dear Representative Moylan

In accordance with the National Environmental Policy Act (NEPA) of 1969 and United States Department of the Air Force (DAF) NEPA regulations, the DAF is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with upgrading the existing runway approach lighting system at runways 06Left and 24Right at Andersen Air Force Base (AFB) to meet the current aviation industry standards as well as clearing and grubbing vegetation along all four of the runway approach light corridors (06Left, 06Right, 24Left, and 24Right). The project is needed because the existing runway approach lighting system at Andersen AFB does not meet current aviation industry standards. An upgrade to the current system through replacement/modification and new installation is needed in order to bring the runway approach lighting system to meet the current aviation industry standard and DAF requirements. In inclement weather, pilots cannot see the approach lights to guide them to align with the runway in time because vegetation obstructs the lights, posing a potentially catastrophic safety risk. Without replacement of the existing approach lighting system and clearance of vegetation, the current aviation industry standards would not be met, and vegetation obstructions could jeopardize the safety of ongoing flight operations and ultimately compromise the mission of Andersen AFB.

If you have additional information regarding impacts of the Proposed Action on the natural environment or other environmental aspects of which we are unaware, we would appreciate receiving such information for inclusion and consideration during the NEPA compliance process. A copy of the *Final Description of the Proposed Action and Alternatives for the Environmental Assessment Addressing Runway Approach Lights Replacement and Vegetation Clearance at Anderson Air Force Base, Guam* is available at <https://www.andersen.af.mil/Environment/>. A hardcopy can also be provided upon request. We look forward to and welcome your participation in this process. Please respond within 45 days of the date of this letter to ensure your concerns are adequately addressed in the EA.

Please send your written responses to Mr. Gerard Chargualaf, 36th Civil Engineer Squadron, ATTN: CEIE Unit 14007, APO, AP 96543-4007, or by email to raymond.chargualaf.1@us.af.mil. Thank you in advance for your assistance in this effort.

Sincerely

LANTZ.JESSE.E.1026 Digitally signed by
LANTZ.JESSE.E.1026650450
650450 Date: 2026.02.18 17:05:48 +10'00'
JESSE E. LANTZ, Lt Col, USAF
Commander, 36th Civil Engineer Squadron

Attachment:
Map of Proposed Project Locations

State Historical Preservation Office – Scoping Letter Distribution List

Mr. Patrick Lujan, State Historic Preservation Officer
Guam Historic Resources Division
Department of Parks and Recreation 490 Chalan Palasyo
Agana Heights GU 96910

State Historical Preservation Office – Example Scoping Letter



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 36TH WING (PACAF)
ANDERSEN AIR FORCE BASE GUAM

30 March 2026

JESSE E. LANTZ, Lt Col, USAF
Commander, 36th Civil Engineer Squadron
Unit 14007
Andersen AFB Guam 96543-4003

Mr. Patrick Lujan
State Historic Preservation Officer
Guam Historic Resources Division
490 Chalan Palasyo
Agana Heights GU 96910

Dear Mr. Lujan

In accordance with the National Environmental Policy Act (NEPA) of 1969 and United States Department of the Air Force (DAF) NEPA regulations, the DAF is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with upgrading the existing runway approach lighting system at runways 06Left and 24Right at Andersen Air Force Base (AFB) to meet the current aviation industry standards as well as clearing and grubbing vegetation along all four of the runway approach light corridors (06Left, 06Right, 24Left, and 24Right). The project is needed because the existing runway approach lighting system at Andersen AFB does not meet current aviation industry standards. An upgrade to the current system through replacement/modification and new installation is needed in order to bring the runway approach lighting system to meet the current aviation industry standard and DAF requirements. In inclement weather, pilots cannot see the approach lights to guide them to align with the runway in time because vegetation obstructs the lights, posing a potentially catastrophic safety risk. Without replacement of the existing approach lighting system and clearance of vegetation, the current aviation industry standards would not be met, and vegetation obstructions could jeopardize the safety of ongoing flight operations and ultimately compromise the mission of Andersen AFB.

The DAF has determined that the Area of Potential Effects (APE) for this Undertaking consists of the four runway approach light corridors (06Left, 06Right, 24Left, and 24Right). Pursuant to Section 106 of the National Historical Preservation Act (NHPA) of 1966 (36 CFR Part 800), as amended, the DAF would like to initiate consultation to allow you and your designee the opportunity to identify any comments, concerns, and suggestions relevant to the NEPA compliance process concerning the Proposed Action. A copy of the *Final Description of the Proposed Action and Alternatives for the Environmental Assessment Addressing Runway Approach Lights Replacement and Vegetation Clearance at Anderson Air Force Base, Guam* is available at <https://www.andersen.af.mil/Environment/>.

As noted above, the DAF would like to initiate consultation pursuant to Section 106 of the NHPA concerning this Undertaking and is seeking concurrence on the APE, as defined. Please send your written responses Mr. Gerard Chargualaf, 36th Civil Engineer Squadron, ATTN: CEIE Unit 14007, APO, AP 96543-4007, or by email to raymond.chargualaf.1@us.af.mil. Please contact Mr. Ben Guzman, Cultural Resources Program Manager, at jose.guzman.13@us.af.mil if you have any technical questions. Thank you in advance for your assistance in this effort.

Sincerely

LANTZ.JESSE.E.10266
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JESSE E. LANTZ, Lt Col, USAF
Commander, 36th Civil Engineer Squadron

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Attachment:
Map of Proposed Project Locations

US Fish and Wildlife Service - Scoping Letter Distribution List

Dr. Earl Campbell
U.S. Fish and Wildlife Service
Pacific Island Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu HI 96850

US Fish and Wildlife Service – Example Scoping Letter



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 36TH WING (PACAF)
ANDERSEN AIR FORCE BASE GUAM

26 February 2026

JESSE E. LANTZ, Lt Col, USAF
Commander, 36th Civil Engineer Squadron
Unit 14007
Andersen AFB Guam 96543-4003

Dr. Earl Campbell
U.S. Fish and Wildlife Service
Pacific Island Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu, HI 96850

Dear Dr. Campbell

Hafa Adai from the 36th CES! In accordance with the National Environmental Policy Act (NEPA) of 1969 and United States Department of the Air Force (DAF) NEPA regulations, the DAF is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with upgrading the existing runway approach lighting system at runways 06Left and 24Right at Andersen Air Force Base (AFB) to meet the current aviation industry standards as well as clearing and grubbing vegetation along all four of the runway approach light corridors (06Left, 06Right, 24Left, and 24Right). The project is needed because the existing runway approach lighting system at Andersen AFB does not meet current aviation industry standards. An upgrade to the current system through replacement/modification and new installation is needed in order to bring the runway approach lighting system to meet the current aviation industry standard and DAF requirements. In inclement weather, pilots cannot see the approach lights to guide them to align with the runway in time because vegetation obstructs the lights, posing a potentially catastrophic safety risk. Without replacement of the existing approach lighting system and clearance of vegetation, the current aviation industry standards would not be met, and vegetation obstructions could jeopardize the safety of ongoing flight operations and ultimately compromise the mission of Andersen AFB.

Pursuant to Section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 United States Code 1531, et seq.), Andersen AFB conducted an effect determination for the Proposed Action. All interrelated and interdependent actions were analyzed during that review. The United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) Official Species and Habitat List was received on 3 December 2025 under Consultation Code 2026-0022438. The USFWS IPaC tool listed 23 federally listed threatened, endangered, or candidate species with the potential to occur within the project area (see table below).

Common Name	Scientific Name	Status	Critical Habitat
Mammals			
Mariana Fruit Bat	<i>Pteropus mariannus mariannus</i>	Threatened	No overlap
Birds			
Guam Kingfisher	<i>Todiramphus cinnamominus</i>	Endangered	No overlap
Guam Rail	<i>Gallirallus owstoni</i>	Endangered	None designated
Mariana Common Moorhen (pulattat)	<i>Gallinula chloropus guami</i>	Endangered	None designated
Reptiles			
Slevin's Skink	<i>Emoia slevini</i>	Endangered	None designated
Snails			
Fragile Tree Snail	<i>Samoana fragilis</i>	Endangered	None designated
Guam Tree Snail	<i>Partula radiolata</i>	Endangered	None designated
Humped Tree Snail	<i>Partula gibba</i>	Endangered	None designated
Insects			
Mariana Eight-spot Butterfly	<i>Hypolimnas octocula marianensis</i>	Endangered	None designated
Mariana Wandering Butterfly	<i>Vagrans egistina</i>	Endangered	None designated
Flowering Plants			
Aplokating-palaoan	<i>Psychotria malaspinae</i>	Endangered	None designated
Berenghenas Halomtano	<i>Solanum guamense</i>	Endangered	None designated
Cebello Halumtano	<i>Bulbophyllum guamense</i>	Threatened	None designated
-	<i>Dendrobium guamense</i>	Threatened	None designated
-	<i>Eugenia bryanii</i>	Endangered	None designated
Hayun Iagu (=guam), Tronkon Guafi (rota))	<i>Serianthes nelsonii</i>	Endangered	None designated
-	<i>Maesa walkeri</i>	Threatened	None designated
-	<i>Nervilia jacksoniae</i>	Threatened	None designated
-	<i>Tabernaemontana rotensis</i>	Threatened	None designated
-	<i>Tinospora homosepala</i>	Endangered	None designated
-	<i>Tuberolabium guamense</i>	Threatened	None designated
Ufa-halomtano	<i>Heritiera longipetiolata</i>	Endangered	None designated
Conifers & Cycads			
Fadang	<i>Cycas micronesica</i>	Threatened	None designated

In accordance with Executive Order 12372, *Intergovernmental Review of Federal Programs*, we solicit your comments concerning the proposal and any potential environmental consequences of the action. If you have additional information regarding impacts of the Proposed Action on the natural environment or other environmental aspects of which we are unaware, we would appreciate receiving such information for inclusion and consideration during the NEPA compliance process. A copy of the *Final Description of the Proposed Action and Alternatives for the Environmental Assessment Addressing Runway Approach Lights Replacement and Vegetation Clearance at Anderson Air Force Base, Guam* is available at <https://www.andersen.af.mil/Environment/>. A hardcopy can also be provided upon request. We look forward to and welcome your participation in this process. Please respond within 30 days of the date of this letter to ensure your concerns are adequately addressed in the EA.

Please send your written responses to Mr. Gerard Chargualaf, 36th Civil Engineer Squadron, ATTN: CEIE (EA Title) Unit 14007, APO, AP 96543-4007, or by email to raymond.chargualaf.1@us.af.mil. Thank you in advance for your time and support!

Sincerely,
LANTZ.JESSE.E.102
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JESSE E. LANTZ, Lt Col, USAF
Commander, 36th Civil Engineer Squadron

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LANTZ.JESSE.E.1026650450
Date: 2026.02.26 20:33:56 +1000

Attachment:
Map of Proposed Project Locations

Guam Cultural / CHamoru Organizations – Scoping Letter Distribution List

Mr. Melvin Won Pat-Borja
Director
Department of CHamoru Affairs
Dagupan Center, 2nd Floor
Hagåtña Guam 96910

Mr. Jasper F.C. Naputi
President
Guam Humanities Council
#3 Juan M. Santos Lane
Hagåtña Guam 96910

Ms. Monica Guzman
Executive Director
Guam Preservation Trust
167 Padre Palomo Street
Hagåtña, Guam 96910

Ms. Kimberlyn Taitano
Executive Director
Guam Museum Foundation, Inc.
193 Chalan Santo Papa
Hagåtña Guam 96910

Chairperson
CHamoru Land Trust Commission
615 South Marine Corps Drive
Tiyan, Barrigada Guam 96913

Chairperson
Guam Council on the Arts and Humanities Agency (CAHA)
201 W. Chalan Santo Papa
Hagåtña Guam 96910

President
Kumisión i Fino' CHamoru (CHamoru Language Commission)
Guam Department of CHamoru Affairs
P.O. Box 2950
Hagåtña Guam 96932

Guam Cultural / CHamoru Organizations – Example Scoping Letter



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 36TH WING (PACAF)
ANDERSEN AIR FORCE BASE GUAM

30 March 2026

JESSE E. LANTZ, Lt Col, USAF
Commander, 36th Civil Engineer Squadron
Unit 14007
Andersen AFB Guam 96543-4003

Mr. Melvin Won Pat-Borja
Director
Department of CHamoru Affairs
Dagupan Center, 2nd floor
Hagåtña GU 96910

Dear Mr. Won Pat-Borja

In accordance with the National Environmental Policy Act (NEPA) of 1969 and United States Department of the Air Force (DAF) NEPA regulations, the DAF is preparing an Environmental Assessment (EA) to evaluate potential environmental impacts associated with upgrading the existing runway approach lighting system at runways 06Left and 24Right at Andersen Air Force Base (AFB) to meet the current aviation industry standards as well as clearing and grubbing vegetation along all four of the runway approach light corridors (06Left, 06Right, 24Left, and 24Right). The project is needed because the existing runway approach lighting system at Andersen AFB does not meet current aviation industry standards. An upgrade to the current system through replacement/modification and new installation is needed in order to bring the runway approach lighting system to meet the current aviation industry standard and DAF requirements. In inclement weather, pilots cannot see the approach lights to guide them to align with the runway in time because vegetation obstructs the lights, posing a potentially catastrophic safety risk. Without replacement of the existing approach lighting system and clearance of vegetation, the current aviation industry standards would not be met, and vegetation obstructions could jeopardize the safety of ongoing flight operations and ultimately compromise the mission of Andersen AFB.

The DAF has determined that the Area of Potential Effects (APE) for this Undertaking consists of the four runway approach light corridors (06Left, 06Right, 24Left, and 24Right). The DAF is currently conducting research and investigations to identify historic properties within the APE to determine the potential effects, if any, of the Undertaking.

Pursuant to Section 106 of the National Historical Preservation Act (NHPA) (36 CFR Part 800) and Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*, the DAF would like to initiate government-to-government consultation concerning this Undertaking to allow you and your designee the opportunity to identify any comments, concerns, and suggestions you might have. Andersen AFB does not know of any historic properties of religious and/or cultural significance with tribal association within the APE.

Nevertheless, we ask for your assistance in identifying any historic properties of which we may be unaware, particularly those which may be affected by the proposed Undertaking. A copy of the *Final Description of the Proposed Action and Alternatives for the Environmental Assessment Addressing Runway Approach Lights Replacement and Vegetation Clearance at Anderson Air Force Base, Guam* is available at <https://www.andersen.af.mil/Environment/>. A hardcopy can also be provided upon request. As we move forward through this process, we welcome your participation and input.

As noted above, the DAF would like to initiate government-to-government consultation pursuant to Section 106 of the NHPA concerning this Undertaking and is seeking concurrence on the APE, as defined. For technical information, please contact Mr. Ben Guzman, 36th Civil Engineer Squadron, ATTN: CEIE (EA Title) Unit 14007, APO, AP 96543-4007, or by email to jose.guzman.13@us.af.mil. Thank you in advance for your assistance in this effort.

Sincerely

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Attachment: Map of Proposed Project Locations



Map of Proposed Project Locations

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