



JAN 6 2011

To All Interested Government Agencies and Public Groups:

Under the National Environmental Policy Act, an environmental review has been performed on the following action.

TITLE: Environmental Assessment for the Disposal of NOAA AC-500S
Shrike Aero Commander Aircraft (N47RF)

LOCATION: NOAA Aircraft Operations Center, MacDill Air Force Base, Tampa, Florida

SUMMARY: OMAO proposes to dispose of the Shrike aircraft via the process established under OMAO Procedure 1102-500 Aircraft Sale/Disposal Decision Process and GSA Federal Property Management Regulations governing the exchange or sale of federally owned aircraft, resulting in the sale of the aircraft to a third party, as described in the EA. Pending authorization from GSA, sale of the Shrike would also include use of the proceeds from the sale to acquire an existing Jet Prop Commander 1000 aircraft which is better suited to perform NOAA's mission as a replacement to the Shrike.

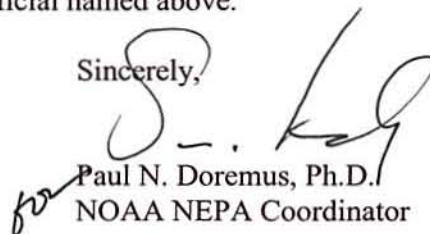
RESPONSIBLE

OFFICIAL: Jonathan W. Bailey, Rear Admiral, NOAA
Director, Office of Marine and Aviation Operations,
National Oceanic and Atmospheric Administration (NOAA)
8403 Colesville Road, Suite 500
Silver Spring, MD 20910
(301) 713-1045

The environmental review process led us to conclude that this action will not have a significant impact on the environment. Therefore, an environmental impact statement was not prepared. A copy of the finding of no significant impact (FONSI), including the environmental assessment, is enclosed for your information.

Although NOAA is not soliciting comments on this completed EA/FONSI we will consider any comments submitted that would assist us in preparing future NEPA documents. Please submit any written comments to the Responsible Official named above.

Sincerely,


Paul N. Doremus, Ph.D.
NOAA NEPA Coordinator

Enclosure



Environmental Assessment

Disposal of NOAA AC-500S Shrike Aero Commander Aircraft (N47RF)



**National Oceanic and Atmospheric Administration
Office of Marine and Aviation Operations
November 2010**

Environmental Assessment - Disposal of the NOAA owned and operated AC-500S Shrike Aero Commander Aircraft (N47RF)

This document is a concise Environmental Assessment (EA) for the National Oceanic and Atmospheric Administration (NOAA) Office of Marine and Aviation Operations (OMAO) prepared pursuant to the requirements of the National Environmental Policy Act (NEPA) and NOAA Administrative Order 216-6. The concise EA assesses environmental impacts associated with OMAO's proposed action to dispose of the NOAA owned and operated AC-500S Shrike Aero Commander Aircraft, tail number N47RF, hereafter referred to as the 'Shrike.'

Scope of Environmental Review. The scope of this concise EA is limited to assessment of the physical disposal and potential replacement of the Shrike aircraft and resultant effect on the natural and cultural environment and does not assess potential impacts as it relates to accomplishment and performance of NOAA's scientific missions.

Aircraft General Description. The Shrike is a twin-engine, piston powered, propeller driven aircraft built in 1976. The Shrike is operated by the NOAA Aircraft Operations Center (AOC) located at MacDill Air Force Base in Tampa, Florida. The Shrike has been in NOAA's inventory since August 2002 and has been used for visual and photographic surveys for aeronautical charts, marine mammal observations, damage assessment photography, and snow survey missions.

Purpose of and Need for Action. The Shrike aircraft has been underutilized in recent years due to a lack of funding for missions suited to the Shrike's limited capabilities (when compared with other available aircraft). Since NOAA took possession of the Shrike in fiscal year 2002, the aircraft has flown fewer hours than any other light aircraft at AOC based on data compiled in April 2010. The proposed action is disposal of the aircraft via the process established under OMAO Procedure 1102-500 Aircraft Sale/Disposal Decision Process and GSA Federal Property Management Regulations governing the exchange or sale of federally owned aircraft. A copy of OMAO Procedure 1102-500, Aircraft Sale/Disposal Decision Process is provided in Appendix A. Federal Property Management regulations applicable to management of government aircraft, including disposal, sale/exchange, and replacement are in Title 41 of the Code of Federal Regulations, Part 102-33.

Description of Alternatives. Three alternatives associated with the proposed action are identified and described below.

1. The preferred alternative is designating the aircraft excess property with authorization from GSA for OMAO to recover proceeds from the sale of the aircraft. This process would result in GSA selling the aircraft and OMAO using the proceeds to purchase a replacement aircraft. The replacement aircraft of choice would be an existing aircraft, an AC-1000 Jetprop Commander Aircraft, hereby referred to as the 'Commander 1000.' A business case analysis of alternatives conducted by AOC identified the Commander 1000 as a more capable, productive, and reliable aircraft than the Shrike. The Commander 1000 is a turbine aircraft with similar mission capabilities to the Shrike, and with the

added benefits of extended range, longer endurance, and lower estimated maintenance costs. These advantages will allow AOC to better utilize the Commander 1000 for current and potential missions over the Shrike.

2. Another alternative is designating the aircraft excess property, without being granted authorization from GSA for OMAO to use the proceeds. This process would result in GSA transferring or selling the aircraft, and OMAO not purchasing a replacement aircraft with the proceeds from the sale.

Both of the above alternatives result in transfer, exchange or sale of the Shrike aircraft which would either lead to operational reuse, storage of the aircraft, or dismantling it for parts by the receiving/purchasing party.

3. The no action alternative would result in OMAO retaining the aircraft.

Affected Environment. In order to assess environmental impacts, a determination must be made regarding what constitutes the affected environment. It is established that both the Shrike and the Commander 1000 exist in the current environment. Changes to the physical attributes of the aircraft, and changes in the relationship of those attributes to the natural and cultural environment, that may be brought about due to the proposed actions associated with each alternative, were considered. Physical attributes of the Shrike (including known hazardous materials on board) and the Commander 1000 aircraft are provided in Appendix B. Other considerations include the environment in which the aircraft will be operated including airspace, airport location, regions the aircraft may operate, and the environment affected by final disposition.

The Commander 1000 would be managed, operated, and maintained from the same location (AOC, MacDill Air Force Base, Tampa Florida) and in a similar manner as that of the Shrike. The Shrike would either be purchased by a commercial operator and operated and maintained from an existing airport or air field, or purchased by a business enterprise established to store and dismantle the aircraft for reuse of its parts. Aircraft parts would either be sold and used as replacement parts for existing aircraft, or sold as scrap and recycled. As a result of the above considerations, the affected environment includes: air quality, water quality, land use, natural resources, noise, historic value, cultural impact, and other socioeconomic considerations.

Environmental Consequences. The environmental consequences, in terms of the affected environment, associated with each alternative are discussed below.

Alternative 1 – Selling and replacing the Shrike. Selling the Shrike and acquiring an existing Commander 1000, in and of itself, will not change any of the physical attributes of either aircraft. A comparison of the two aircraft from an operational perspective reveals that the Shrike burns one-third the amount of fuel of the Commander 1000 at normal cruise speeds. In general terms, all operational factors being equal, the Shrike engines are likely to produce approximately twice the amount of particulate matter per pound of fuel burned than the Commander 1000. The Commander 1000 is likely to

produce approximately ten times the amount of NO_x per pound of fuel burned than the Shrike. From an environmental contamination perspective, the Shrike burns 100LL Avgas, which contains a low level of tetra-ethylene lead, a highly toxic substance. The Commander 1000 burns Jet A fuel, which is non-lead containing. Neither of these fuels is unique. Respectively, both are burned in piston-powered and turbine-powered aircraft worldwide. In addition, all aircraft require the use of various oils, lubricants, paints, anti-corrosives, degreasers and cleaning products. From that perspective, both aircraft contain and use similar hazardous materials and produce similar solid waste streams as it relates to the aircrafts' operation, maintenance, and final disposal.

The Commander 1000, will be operated from the same or similar locations as the Shrike. The final location and disposition of the Shrike is not known at this time and will be addressed under alternative 2 below. The differences in noise produced, from either aircraft, and the additive value of that noise is negligible given the fact that the aircraft will be operated from an existing U.S. Air Force Base, airport, or airfield.

The Shrike is not unique in that it has no intrinsic historic value, nor will operating one aircraft in lieu of the other from the same location, have any measurable cultural or socioeconomic impacts. In addition, safety and environmental laws and regulations affecting the operation and maintenance of the aircraft are in place, and are applicable, regardless of owner.

Maintenance and operation over the life of the aircraft has required the use of various oils, lubricants, paints, anti-corrosives, degreasers and cleaning products. Presence of these materials should be minimized prior to sale to the extent possible and as required by law, and information regarding known remaining materials should be disclosed as part of the aircraft description. The aircraft may also contain other hazardous materials that could be harmful if allowed to enter the environment including asbestos, for example. The new owner assumes responsibility for final disposal of these materials in accordance with any applicable environmental laws and regulations.

Alternative 2 – Selling and/or disposing of the Shrike. Selling the Shrike could result in its reuse. Reuse of the aircraft will have few if any environmental consequences since there will be no appreciable changes to the physical attributes of the aircraft. In addition, there will be little if any changes in the relationship of those attributes with the natural and cultural environment considering that existing environmental regulations, local zoning laws, and ordinances affecting operation and maintenance of the aircraft will be applicable to the new owner. Operating the aircraft from another location may have a slight impact on the local environment from the standpoint of noise, pollution, and traffic patterns. However, it is unlikely this impact will be appreciable considering the aircraft will be operated from an existing airport or airfield. The relative changes that occur from adding one aircraft at a location capable of accommodating numerous aircraft will be minimal. Similarly, regional impacts will be minimal.

Selling the Shrike could result in storage and dismantling of the aircraft for parts. As above, maintenance and operation over the life of the aircraft has required the use of

various oils, lubricants, paints, anti-corrosives, degreasers and cleaning products. Presence of these materials should be minimized prior to sale to the extent possible and as required by law, and information regarding known remaining materials should be disclosed as part of the aircraft description. The aircraft may also contain other hazardous materials that could be harmful if allowed to enter the environment including asbestos, for example. The new owner assumes responsibility for final disposal of these materials in accordance with any applicable environmental laws and regulations.

Alternative 3 – No action. There are no environmental consequences associated with the no action alternative provided the aircraft is properly stored and maintained to an acceptable degree, so as to prevent it from falling into a state of disrepair which could lead to contamination of local land or water resources.

Summary of Potential Impacts.

As it relates to the preferred alternative, in general terms, all operational factors being equal, the Commander 1000 engines burn approximately three times more fuel and produce approximately ten times more NO_x than the Shrike. This would remain true regardless of ownership. Since both aircraft are existing aircraft, this difference contributes little if any change to the overall impact on the environment.

The remaining environmental impacts associated with all of the alternatives are of relative equal and minimal consequence, given the fact that regardless of owner, the aircraft is required to be managed and operated in accordance with all environmental laws and regulations.

Suggested Mitigation Measures

1. Remove, abate, and mitigate existing hazardous materials aboard the Shrike, to the extent possible and as required by law, and disclose the presence of any remaining known hazardous materials in the description of the aircraft prior to sale.
2. As it pertains to the preferred alternative, mitigate increased fuel consumption and increased NO_x emissions associated with operation of the Commander 1000 by ensuring the aircraft is maintained in a manner to sustain or improve fuel efficiency. It is also recommended that AOC explore technology to reduce fuel consumption and engine exhaust NO_x emissions.
3. Comply with applicable federal environmental law regarding the disposal of federal property when selling the aircraft. Possible applicable environmental laws and regulations include the Resource Conservation and Recovery Act (RCRA), the Toxic Substances Control Act (TSCA), and the Hazardous and Solid Waste Amendments (HSWA) of 1984.

Prepared by:

William R. Cunningham
Physical Scientist
Safety and Environmental Compliance Division
NOAA Office of Marine and Aviation Operations
301-713-7666
Bill.cunningham@noa.gov

Persons contacted:

Peter V. Siegel, Lieutenant Commander, NOAA
Aircraft Operations Liaison
Marine and Aviation Operations Centers
NOAA Office of Marine and Aviation Operations
301-713-7705
Peter.siegel@noaa.gov

Steven A. Kokkinakis
Environmental Protection Specialist
Office of Program, Planning, and Integration
National Oceanic and Atmospheric Administration
301-713-1622 x 189
Steve.kokkinakis@noaa.gov

Thomas Street
Attorney Advisor
Office of General Counsel
National Oceanic and Atmospheric Administration
301-713-7390
Thomas.Street@noaa.gov

Appendix A – OMAO Procedure 1102-500 Aircraft Sale/Disposal Decision Process

AIRCRAFT SALE/DISPOSAL DECISION PROCESS

Procedure: 1102-500 MAOC Date Signed: 08/18/2009 Review Date: 08/18/2011 Version: 1.0

Approved By: /s/ Jonathan W. Bailey

1. Purpose and Scope

PURPOSE

- 1.1 This document prescribes the formal process required for the National Oceanic and Atmospheric Administration (NOAA) to discuss fleet aircraft utilization and subsequently approve disposal or retention of airborne assets.
- 1.2 This process ensures NOAA's Aircraft Operations Center (AOC) has analyzed NOAA's airborne requirements prior to selling or disposal of NOAA aircraft.

SCOPE

This procedure applies to all NOAA aircraft.

2. Definitions

No definitions required for this procedure.

3. Responsible Offices/Positions

CO/AOC Commanding Officer, Aircraft Operations Center

DIR/M Director, Marine and Aviation Operations Centers

DIR/O Director, Office of Marine and Aviation Operations

FC NOAA Fleet Council

4. Procedures

4.1 CO/AOC Recommendation for Disposal of Aircraft

The Commanding Officer, Aircraft Operations Center, (CO/ AOC) can initiate the sale/disposal of aircraft based on the requirements for airborne data collection identified by NOAA Mission Goals; reason for recommendation must be included. A NOAA Line Office or NOAA Mission Goal Lead (MGL) can also initiate such sales/disposals of aircraft and forward the proposal to the CO/AOC for analysis and recommendation. Factors that may lead to a formal recommendation include, but are not limited to, underutilization, end of aircraft service life, or changing requirements.

4.2 CO/AOC Endorsement or Denial of Recommendation

The CO/AOC will forward a sale/disposal recommendation to the Director, Marine and Aviation Operation Centers (DIR/M), for review.

4.3 DIR/M Review and Recommendation

Upon review and approval, the DIR/M, will forward the recommendation to the Director, Office of Marine and Aviation Operations (DIR/O), with supporting/dissenting opinion.

4.4 DIR/O Review and Approval

The DIR/O will review DIR/M recommendation, and consult with OMAO Chief Financial Officer/Resource Management Division to estimate financial impact to the fleet and if the proposed disposal method is in the best interest of OMAO. The DIR/O shall then approve or deny the request.

4.5 DIR/O Submission to MGLs

Upon approval, the DIR/O shall forward a recommendation to the MGLs for their opinion and ensure all MGLs opinions are presented to the NOAA Fleet Council (FC).

4.6 FC FC Recommendation The FC shall review all proposals and provide concurring comments/approval or dissenting opinions, and vote on the recommendation.

4.7 DIR/O NOAA Executive Panel (NEP) Briefing

If the Fleet Council recommends disposal, the NEP will be briefed on the disposition.

4.8 CO/AOC Execution

The execution of this decision will be the responsibility of the CO/AOC. The CO/AOC shall ensure compliance with Federal Management Regulation Subchapter B, Part 102-33 Subpart D, regarding Capital Assets. If applicable, CO/AOC will make a formal request to the General Services Administration for sale proceeds to be applied toward approved planned acquisitions. The DIR/O shall ensure the NEP and FC are provided quarterly updates until execution is complete.

5. References

5.1 Related Procedures

No procedures are related to this procedure.

5.2 Reference Documents

NAO 216-104, Management and Utilization of Aircraft

http://www.corporateservices.noaa.gov/~ames/NAOs/Chap_216/naos_216_104.html

6. Records

No records are created by this procedure.

7. References

OMAO Policy 1102 – MAOC Operational Plans and Procedures

8. Notes

Effect on Other Documents: None

Distribution: OMAO, AOC

Revision History: Initial version

Appendix B – Aircraft Physical Attributes

The Shrike



SHRIKE STANDARD AIRCRAFT SPECIFICATIONS

Type:	Rockwell AC-500S Aero Commander
Engines:	Lycoming IO-540-E1B5 (piston)
Crew:	2 Pilots + 3 Scientists
Ceiling:	12,500 feet (without supplemental cabin oxygen) 18,000 feet (with supplemental cabin oxygen)
Rate of Climb:	1750 feet/minute
Operational Airspeeds:	90-150 knots
Electrical:	Two 28 VDC 100 ampere alternators
Max. Gross Weight:	6,750 lbs.
Empty Weight:	5,341 lbs. (5,621 lbs. including RC-8 Aerial Camera) (5,756 lbs. including Snow System)
Useful Load:	1,409 lbs. (fuel, personnel, cargo) (1,129 lbs. with camera installed) (994 lbs. with Snow System installed)
Fuel Load:	958 lbs. (159 gal)
Type Fuel:	100 LL

Standard Fuel Burn:	Normal Cruise Speed - 164 lbs./hr (27.3 gal/hr) Fuel Burn for specific mission configuration will be calculated during mission planning and will vary with environmental conditions.
Maximum Range and Duration:	@Normal Cruise - 670 nm @Max. Endurance - 860 nm @Normal Cruise - 4 hr 30 min @Max. Endurance - 6 hr 10 min
Dimensions (external):	Wing Span - 49 ft 0.6 in Total Length - 36 ft 9.7 in Fuselage Height - 14 ft 3.5 in Tail Height - 14 ft 8.2 in Forward Cabin Doors - 3 ft 10 in x 1 ft 11in Aft Cabin Doors - 3 ft 9 in x 2 ft 4 in Baggage Doors - 1 ft 11 in x 1 ft 7 in
Dimensions (internal):	Cabin Length - 10 ft 7.5 in Cabin Height - 4 ft 5 in Cabin Width - 4 ft 4 in
Useable Volumes:	Cabin - 177 cu ft Baggage compartment - 32 cu ft Additional Standard Equipment Cockpit: Weather radar, radar altimeter, GPS navigation system Cabin: Camera ports on bottom of fuselage (approx. 1' x 1') RC-8 aerial camera GPS data port

Oils and Lubricants

Engine - Aeroshell 15W50

Hydraulic - MIL-H-5606

Propeller - Aeroshell #6

Landing Gear - C&C 880 (red) / Mil-G-81322 or equivalent, General Purpose SAE 10W spry. (LPS)

Airframe - ACF 50 / Corrosion X, General Purpose SAE 10W spry (LPS), 1300L

Adhesive, ICE-X Boot Dress, Isopropyl Alcohol.

Paint

Sherwin Williams Jet Glo paint system, consisting of two-part epoxy primer and polyurethane topcoat.

Construction Materials

The structure of the airframe is made primarily of type 2014 and type 2024 aluminum. Plastics in the aircraft are of the “royal light” brand. Asbestos containing materials may be present in the insulation around heaters and exhausts, and in brake linings. The aircraft may be equipped with a compressed gas oxygen cylinder.

The Commander 1000



COMMANDER 1000 STANDARD AIRCRAFT SPECIFICATIONS

Type:	Jet Prop Commander AC-695A
Engines:	Garrett TPE-331-10 (turboprop) 800 HP/each
Crew:	2 Pilots and 1 Observer (as needed)
Ceiling:	35,000 feet (pressurized)
Rate of Climb:	2,800 feet/minute
Operational Airspeeds:	120-250 knots
Electrical:	Two 30 volt 300 ampere starter-generators, Two 24 volt lead acid batteries
Scientific Power:	115V AC, 60 Hz
Max. Gross Weight:	11,250 lbs Empty Weight: 7,300 lbs
Useful Load:	3,950 lbs (fuel, personnel, cargo) Fuel Load 3,175 lbs
Type Fuel:	Jet A Standard Fuel Burn
Maximum Cruise Speed:	600 lbs/hr Normal Cruise Speed – 500 lbs/hr Fuel Burn varies with mission configuration and environmental conditions.
Range:	(max. cruise) - 1750 nm Range (normal cruise) - 1950 nm

Duration:	(max. cruise) - 5 hr Duration (normal cruise) - 6 hr
Max Cruise Range:	(w/reserves) - 1500 nm
Normal Cruise Range:	(w/reserves) – 1700 nm
Dimensions Wing Span:	52 ft Total Length – 43 ft
External	
Fuselage Height:	5 ft 7 in Tail Height – 14 ft 11.5 in
Cabin Doors:	47 in x 26 in
Baggage Doors:	31.25 in x 19.75 in
Internal	
Cabin Length:	17 ft 5 in
Cabin Height:	4 ft 9 in
Cabin Width:	4 ft 2 in
Useable Volumes Cabin:	278 cu ft
Baggage Compartment:	46 cu ft

**National Oceanic and Atmospheric Administration
Office of Marine and Aviation Operations**

**Finding of No Significant Impact (FONSI) for Disposal of
NOAA Aircraft AC-500S Shrike Aero Commander Aircraft (N47RF)**

Purpose and Need

The NOAA Shrike Aero Commander Aircraft (Tail Number N47RF) has been underutilized in recent years due to a lack of funding for missions suited to the Shrike's limited capabilities (when compared with other available aircraft). Since NOAA took possession of the Shrike in fiscal year 2002, the plane has flown fewer hours than any other light aircraft at NOAA's Aircraft Operations Center (AOC) based on data compiled in April 2010. Maintaining the Shrike, given its limited mission capabilities, is no longer advantageous.

NOAA's Office of Marine and Aviation Operations (OMAO) has prepared a concise environmental assessment (EA) pursuant to the requirements of the National Environmental Policy Act (NEPA) and NOAA Administrative Order 216-6. The concise EA assesses environmental impacts associated with OMAO's proposed action.

Description of Proposed Action

OMAO proposes to dispose of the Shrike aircraft via the process established under OMAO Procedure 1102-500 Aircraft Sale/Disposal Decision Process and GSA Federal Property Management Regulations governing the exchange or sale of federally owned aircraft, resulting in the sale of the aircraft to a third party, as described in the EA. Pending authorization from GSA, sale of the Shrike would also include use of the proceeds from the sale to acquire an existing Jet Prop Commander 1000 aircraft which is better suited to perform NOAA's mission as a replacement to the Shrike.

Environmental Consequences

The EA evaluated the proposed action and found that the environmental impact of disposal of the Shrike, and replacement with a Commander 1000 aircraft, is minimal. Specific impacts to air quality, water quality, land use, natural resources, noise, historic value, cultural impact, and other socioeconomic considerations are summarized below.

In general terms, all operational factors being equal, the Commander 1000 engines burn approximately three times more fuel and produce approximately ten times more NO_x than the Shrike. This would remain true regardless of ownership. Since both aircraft are existing aircraft, this difference contributes little if any change to the overall impact on the environment.

The remaining environmental impacts associated with all of the alternatives are of relative equal and minimal consequence, given the fact that regardless of owner, the aircraft is required to be managed and operated in accordance with all environmental laws and regulations.

Mitigation Measures

The mitigation measures listed below, intended to reduce or eliminate potential environmental impacts identified in the EA, shall be implemented as necessary.

- Remove, abate, and mitigate existing hazardous materials aboard the Shrike, to the extent possible and as required by law, and disclose the presence of any remaining known hazardous materials prior to sale.
- Mitigate increased fuel consumption and increased NOx emissions associated with operation of the Commander 1000 by ensuring the aircraft is maintained in a manner to sustain or improve fuel efficiency. It is also recommended that NOAA's Aircraft Operation Center explore technology to reduce the Commander 1000 fuel consumption and engine exhaust NOx emissions.
- Comply with applicable federal environmental law regarding the disposal of federal property when selling the aircraft. Possible applicable environmental laws and regulations include the Resource Conservation and Recovery Act (RCRA), the Toxic Substances Control Act (TSCA), and the Hazardous and Solid Waste Amendments (HSWA) of 1984.

Finding of No Significant Impact

The Council on Environmental Quality (CEQ) Regulations state that the determination of significance using an analysis of effects requires examination of both context and intensity, and lists ten criteria for intensity (40 CFR 1508.27). In addition, the National Oceanic and Atmospheric Administration Administrative Order (NAO) 216-6 Section 6.01 b. I-11 provides eleven criteria, the same ten as the CEQ Regulations and one additional, for determining whether the impacts of a proposed action are significant. Each criterion is discussed below with respect to the proposed action and considered individually as well as in combination with the others.

1. Can the proposed action reasonably be expected to cause both beneficial and adverse impacts that overall may result in a significant effect, even if the effect will be beneficial?

No. The effects of the proposed action have been analyzed for both beneficial and adverse impacts. The proposed action will not cause significant effects, beneficial or adverse, in part or collectively.

2. Can the proposed action reasonably be expected to significantly affect public health or safety?

No. The effects of the proposed action have been analyzed relative to public health and safety. Operating or disposing of one aircraft in lieu of another, either in the public or private domain will not significantly affect public health or safety.

3. Can the proposed action reasonably be expected to result in significant impacts to unique characteristics of the geographic area, such as proximity to historic or cultural resources, park land, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas?

No. The proposed action will involve use of existing areas where similar activities are currently undertaken and will not result in significant impacts to unique characteristics of the geographic area, such as proximity to historic or cultural resources, park land, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.

4. Are the proposed action's effects on the quality of the human environment likely to be highly controversial?

No. The proposed action's effects on the quality of the human environment will not be highly controversial. Actions similar to that which is proposed occur daily throughout the U.S. and the world.

5. Are the proposed action's effects on the human environment likely to be highly uncertain or involve unique or unknown risks?

No. The proposed action's effects on the quality of the human environment will not be highly uncertain or involve unique or unknown risks. Actions similar to that which is proposed occur daily throughout the U.S. and the world.

6. Can the proposed action reasonably be expected to establish a precedent for future actions with significant effects or represent in principle about a future consideration?

No. The proposed action is limited to disposal of the NOAA Shrike aircraft. No precedents would result for future actions with significant effects or would a decision in principle about a future consideration be made without implementing NEPA requirements applicable to the future action.

7. Is the proposed action related to other actions that when considered together will have individually insignificant but cumulatively significant impacts?

No. The proposed action along with related actions (past, present, and foreseeable future) have been considered and analyzed individually and collectively as part of the EA process. The proposed action and related actions, whether considered individually or collectively, will not have significant impacts.

8. Can the proposed action reasonably be expected to adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources?

No. The EA has considered and analyzed geographic locations, infrastructure, land use, historic, cultural and socioeconomic impacts. The proposed action is not expected to adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.

9. Can the proposed action reasonably be expected to have a significant impact on endangered or threatened species, or their critical habitat as defined under the Endangered Species Act of 1973?

No. Operating or disposing of one aircraft in lieu of another from existing locations, currently established for that purpose, is not expected to have a significant impact on endangered or threatened species, or their critical habitat as defined under the Endangered Species Act of 1973.

10. Can the proposed action reasonably be expected to threaten a violation of Federal, state, or local law or requirements imposed for environmental protection?

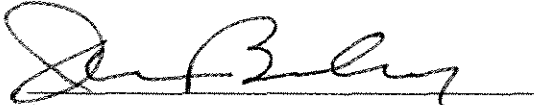
No. The effect of the proposed action on the human environment has been analyzed with respect to applicable Federal, State, and local environmental laws and regulations. No regulatory violations or other significant environmental effects are expected as a result of the proposed action.

11. Can the proposed action reasonably be expected to result in the introduction or spread of a non-indigenous species?

No. The proposed action does not change, nor is it reasonably expected that it will result in an increase in the likelihood, of the introduction or spread of a non-indigenous species.

Determination

After thorough consideration of the EA, the undersigned NOAA official finds the proposed federal action is consistent with applicable environmental policies and objectives and the requirements set forth in the National Environmental Policy Act, and it will not affect the quality of the human environment. As described in Section 5.03.c of NOAA Administrative Order 216-6, a Finding of No Significant Impact (FONSI) is supported and appropriate for the Proposed Action.



Jonathan W. Bailey, Rear Admiral, NOAA
Director, Office of Marine and Aviation Operations
National Oceanic and Atmospheric Administration

12/30/2010
Date