



JAN 24 2012

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 (N51RF)

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

SUMMARY: The NOAA Office of Marine and Aviation Operations (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.

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
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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,

Patricia A. Montanio
NOAA NEPA Coordinator

Enclosure



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Environmental Assessment

Disposal of NOAA AC-500S Shrike Aero Commander Aircraft (N51RF)



**National Oceanic and Atmospheric Administration
Office of Marine and Aviation Operations
December 2011**

Environmental Assessment - Disposal of the NOAA owned and operated AC-500S Shrike Aero Commander Aircraft (N51RF)

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 N51RF, hereby referred to as the 'Shrike.'

Scope of Environmental Review. The scope of this concise EA is limited to assessment of the physical disposal 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 1977. The Shrike is operated by the NOAA Aircraft Operations Center (AOC) located at MacDill Air Force Base in Tampa, Florida. The Shrike has been used for snow survey missions, flood surveys, and marine mammal observations.

Purpose of and Need for Action. The Shrike aircraft was involved in a mishap during a routine training flight on April 8, 2011. Damage to the structure of the aircraft is severe and not cost effective to repair. 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 as scrap and OMAO using the proceeds toward a service life-extension of an existing Twin Otter aircraft currently operated by AOC.
2. The second 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 selling the aircraft as scrap with the proceeds going to the U.S. Treasury general fund.
3. The third alternative is the no action alternative which would result in OMAO retaining the aircraft.

Affected Environment. In order to assess environmental impacts, a determination has been made regarding what constitutes the affected environment. It is established that both the Shrike and the Twin Otter 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, brought about due to the proposed actions associated with each alternative, are considered.

Physical attributes of the Shrike (including known hazardous materials on board) and physical attributes of the Twin Otter are provided in Appendix B. Considerations related to permanently removing the Shrike from operation and continued operation of the Twin Otter includes affect on airspace, airport location and use, and regions the aircraft may operate.

The environment affected by operation of the Twin Otter and final disposition of the Shrike include: 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 – NOAA currently operates and maintains twelve aircraft. Selling the Shrike aircraft for scrap and performing service-life extension maintenance on a Twin Otter aircraft would result in one fewer aircraft operated by NOAA. Operation of any aircraft requires the use of various oils, lubricants, paints, anti-corrosives, degreasers and cleaning products. From that perspective, all aircraft contain and use similar hazardous materials and produce similar solid waste streams as it relates to the aircrafts' operation, maintenance, and final disposal. Owning and operating one fewer aircraft may result in a slightly reduced environmental impact.

Performing service-life extension maintenance on a Twin Otter will not change the aircraft's physical attributes, however, it may improve the aircraft's operational efficiency and reduce unplanned maintenance activities. This may result in a slight improvement with respect to environmental impacts due to a potential reduction in fuel consumption and a decrease in the use of maintenance products. Regarding socioeconomic impacts and the local environment, the Twin Otter will be operated from the same locations it currently operates. There will be no adverse socioeconomic impacts and no impacts related to airspace or changes in noise levels. In addition, safety and environmental laws and regulations affecting the operation and maintenance of the aircraft are applicable and adhered to regardless of location. As a result, collectively, service-life extension of a Twin Otter will have no significant impact on the current environment.

As it relates to selling the Shrike for scrap, the aircraft is not unique in that it has no intrinsic historic value. Not operating and disposing one of twelve aircraft will have no measurable cultural or socioeconomic impacts. As mentioned previously, maintenance

and operation 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 of the aircraft to the extent possible and as required by law. The aircraft may also contain other hazardous materials that could be harmful if allowed to enter the environment including asbestos, for example. Information regarding potential hazardous materials should be disclosed in the aircraft description as part of the sale process. The new owner will be required to assume responsibility for final disposal of these materials in accordance with any applicable environmental laws and regulations.

Alternative 2 - NOAA currently operates and maintains twelve aircraft. Selling the Shrike aircraft for scrap would result in one fewer aircraft operated by NOAA. Operation of any aircraft requires the use of various oils, lubricants, paints, anti-corrosives, degreasers and cleaning products. From that perspective, all aircraft contain and use similar hazardous materials and produce similar solid waste streams as it relates to the aircrafts' operation, maintenance, and final disposal. Owning and operating one fewer aircraft may result in a slightly reduced environmental impact.

As it relates to selling the Shrike for scrap, the aircraft is not unique in that it has no intrinsic historic value. Not operating and disposing one of twelve aircraft will have no measurable cultural or socioeconomic impacts.

As mentioned previously, maintenance and operation 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 of the aircraft to the extent possible and as required by law. The aircraft may also contain other hazardous materials that could be harmful if allowed to enter the environment including asbestos, for example. Information regarding potential hazardous materials should be disclosed in the aircraft description as part of the sale process. The new owner will be required to assume responsibility for final disposal of these materials in accordance with any applicable environmental laws and regulations.

Alternative 3 - There are no environmental consequences associated with the no action alternative provided the Shrike 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.

The environmental impacts associated with all three alternatives are of relative equal and minimal consequence and will not result in a significant change to the current environment. Alternative one is the preferred alternative, and it actually has potential to result in a slightly beneficial impact to the environment due to reduced fuel consumption and decreased unplanned maintenance activities associated with operation of the Twin Otter.

All three alternatives result in one fewer aircraft being operated by NOAA which will not significantly impact the environment. Additionally, there will be no negative impacts on the environment given the fact that the aircraft involved in the proposed action are required to be managed, operated, and disposed of 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 remaining hazardous materials in the description of the aircraft prior to sale.
2. 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.

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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/O Director, Office of Marine and Aviation Operations

DIR/M Director, Marine and Aviation Operations Centers

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 DeHavilland Twin Otter (DHC-6)



TWIN OTTER STANDARD AIRCRAFT SPECIFICATIONS

Type:	Engines De Havilland DHC-6 Twin Otter, Series 300 United Aircraft of Canada Limited PT6A-27 (turboprop)
Crew:	2 Pilots + 6 Scientists
Ceiling:	12,500 feet (without supplemental cabin oxygen) 25,000 feet (with supplemental cabin oxygen)
Rate of Climb:	1600 feet/minute
Operational Airspeeds:	80-160 knots Electrical Two 28 VDC 250 ampere starter-generators
Scientific Power:	3 KVA of 115 VAC, 60 Hz and 70 A of 28 VDC
Max. Gross Weight:	12,500 lbs.
Empty Weight:	8,100 lbs.
Useful Load:	4,400 lbs. (fuel, personnel, cargo)
Fuel Load:	2,500 lbs. with additional 1,000 lbs. in optional cabin auxiliary tank (Note: installation of auxiliary tank reduces useful load)
Type Fuel:	Jet

Standard Fuel Burn:	Normal Cruise Speed - 580 lbs./hr Fuel Burn for specific mission configuration will be calculated during mission planning and will vary with environmental conditions. Maximum Range and Duration Vary with power setting and fuel tank configuration.
Dimensions (external):	Wing Span - 65 ft. Total Length - 52 ft Fuselage Height - 9 ft 1 in Tail Height - 19 ft 6 in Cabin Doors (removable) - 50 in x 56 in Baggage Doors (rear) - 35.7 in x 25.7 in (nose - see diagram)
Dimensions (internal):	(Cabin Length - 18 ft 5 in Cabin Height - 59 in Cabin Width - 52.5 in (floor) 63.2 in (ceiling) Useable Volumes Cabin - 384 cu ft Nose Baggage - 38 cu ft Aft Baggage - 88 cu ft
Additional Standard Equipment (Cockpit):	Weather radar, radar altimeter, dual GPS/Loran-C navigation system, HF radio
Additional Standard Equipment (Cabin):	Camera and instrumentation ports GPS data link to cockpit GPS units Dye marker drop tube

**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 (N51RF)**

Purpose and Need

The NOAA Shrike Aero Commander Aircraft (Tail Number N51RF), henceforth referred to as the Shrike, was involved in a mishap during a routine training flight on April 8, 2011. Damage to the structure of the aircraft is severe and not cost effective to repair. Retaining the Shrike, given its operational condition, is of no benefit.

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 for scrap 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 toward service-life extension of an existing NOAA Twin Otter aircraft.

Environmental Consequences

The EA evaluated the proposed action and found that the environmental impact of disposal of the Shrike aircraft for scrap, and use of the proceeds to conduct a service life extension of an existing NOAA Twin Otter aircraft is minimal and may actually have a slightly positive environmental impact due to decreased fuel consumption and reduced unplanned maintenance activities associated with operation of the Twin Otter. All alternatives associated with the proposed action result in one fewer aircraft being operated by NOAA which will also result in no significant impact to the environment.

Potential impacts to the environment from hazardous material release and contamination resulting from the dismantling of the Shrike for scrap will be mitigated in accordance with all environmental laws and regulations.

Specific impacts to air quality, water quality, land use, natural resources, noise, historic value, cultural impact, and other socioeconomic considerations are summarized below.

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.
- 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. Disposing of one aircraft and continuing to operate 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 and continued operation of a Twin Otter 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. Disposing of one aircraft and continuing to operate 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?

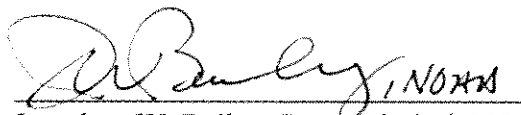
No. The effect of the proposed action on the human environment has been analyzed with respect to applicable Federal, State, and local environmental laws and regulations. No regulatory violations or other significant environmental effects are expected as a result of the proposed action.

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, NOAA

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

1/13/2012
Date