

FLEXIBLE TARGET FAMILY ENVIRONMENTAL ASSESSMENT

AGENCY: Missile Defense Agency

ACTION: Finding of No Significant Impact

BACKGROUND: Pursuant to the National Environmental Policy Act (NEPA); the Council on Environmental Quality regulations that implement NEPA (Code of Federal Regulations [CFR], Title 40, Parts 1500-1508); Department of Defense (DoD) Instruction 4715.9, Environmental Planning and Analysis; and the applicable service regulations that implement these laws and regulations, the Missile Defense Agency (MDA) has made a Finding of No Significant Impact (FONSI) with respect to the proposed Flexible Target Family (FTF). The FTF would streamline MDA's target acquisition process by using a collection of common boosters, front sections, and components to assemble a variety of different target configurations. Specialized equipment used to transport, test, and handle assembled targets is also part of the FTF and is considered in the analysis documented in the FTF Environmental Assessment (EA).

DESCRIPTION OF THE PROPOSED ACTION:

MDA proposes to streamline its target development and acquisition process by using common processes and procedures, and common core components to assemble a standardized inventory of target boosters, front sections, and components. This would increase target reliability, minimize cost, and reduce target production time.

This EA considers the development, preparation, assembly, integration, testing, transportation, and use of the FTF to support Ballistic Missile Defense System (BMDS) testing. Development would consist of the conceptual and physical development of new boosters and targets or technologies. Preparation would consist of pre-assembly work and, in some cases, minor modifications to motors. Assembly, integration, and testing would include attaching the target missile front section, interstages, and boosters; loading of simulants or explosives; spinning of the target front section to confirm proper weight distribution; and testing electronics and components. If necessary, targets could be stored at the integration facility (liquid-propellant targets would be stored unfueled). The assembled targets would be transported by truck, aircraft, and/or barge to the launch/staging locations for land, sea, and air launches.

Land-launch locations requiring site preparation and construction to accommodate the FTF include Kodiak Launch Complex (KLC), Kodiak, Alaska; Vandenberg Air Force Base (VAFB), California; United States Army Kwajalein Atoll/Ronald Reagan Ballistic Missile Defense Test Site (USAKA/RTS), Meck Island, Republic of the Marshall Islands; and Wake Island. Land-launch locations not requiring any prior site preparation

or construction include Pacific Missile Range Facility (PMRF), Hawaii; White Sands Missile Range (WSMR), New Mexico; and Fort Wingate Army Depot (FWAD), New Mexico.

Sea launches would occur from the broad ocean area (BOA) and would be conducted from a free-floating (non-anchored) sea-based platform, such as MDA's Mobile Launch Platform (MLP). Sea-based platforms would be staged from Pearl Harbor, Hawaii, and staging activities could include final integration, testing, and securing the target.

Air launch of solid-propellant FTF targets would be from contractor- or government-supplied C-17 cargo aircraft. No air launches of liquid-propellant FTF targets would occur. Aircraft would be staged from Yuma Proving Ground (YPG), Arizona; Elmendorf AFB, Alaska; Misawa Air Base (AB), Japan; and/or PMRF, Hawaii. Following arrival of the target shipment at the appropriate staging location, the solid-propellant target would be secured to a pallet and final checkout would be performed. Additionally, a small amount of hydrazine would be loaded into the attitude control module attitude control system for the SR19, Castor IVB, SR19/SR19, and LV-2 targets. As part of air-launch activities, the solid-propellant target would be loaded onto a C-17 and flown to a predetermined drop point over the BOA.

ALTERNATIVES TO THE PROPOSED ACTION:

Alternative 1 would be the same as the proposed action except that the proposed new target configurations, the LV-2 and SR19/SR73, would only be launched from land locations and land and sea locations, respectively; air-based launches of the LV-2 and SR19/SR73 would not occur under Alternative 1. This would allow MDA to continue to produce targets to support tests but would restrict the development of some testing scenarios.

Under the No-Action Alternative, MDA would continue to launch those targets currently in use and no new FTF target missile configurations would be used to support testing. The No-Action Alternative does not meet the purpose and need for the proposed action because it would severely limit MDA's ability to provide increasingly realistic test scenarios as needed to adequately test the BMDS.

ENVIRONMENTAL EFFECTS:

Environmental Impacts

Potential impacts to the human environment associated with implementing the FTF arise primarily from site preparation and construction activities at KLC, VAFB, USAKA/RTS, and Wake Island; and the transportation of solid- and liquid-propellant target missiles from the Courtland Target Assembly Facility, Courtland, Alabama, and the Lockheed

Martin Target Missile Systems facility, Madison County, Alabama, respectively, to the proposed staging and launch sites.

Site preparation and construction activities could increase levels of particulate matter and engine exhaust emissions. Best management practices would be used to reduce fugitive dust and timely equipment tune-up and maintenance would help to keep exhaust emissions below federal *de minimus* standards. All ground-disturbing activities would occur in accordance with applicable cultural resources management plans. Erosion and siltation of water bodies near construction sites would be minimized by implementing best management practices. Standard and approved safety and occupational health procedures in accordance with regulatory requirements would be followed to protect all personnel on the site during proposed activities.

Transportation of target missiles by truck over 43 miles of public roads from the Courtland Target Assembly Facility and the Lockheed Martin Target Missile Systems Facility to Redstone Arsenal in Huntsville, Alabama would require up to a maximum of 12 trucks. Transportation of target missiles would require up to seven C-17 and one C-5 aircraft from Redstone Arsenal to a designated launch site.

If the maximum of 20 FTF target shipments per year occurred from the Redstone Arsenal Army Airfield, those shipments would add up to 140 additional C-17 takeoffs, 140 additional C-17 landings, 20 additional C-5 takeoffs, and 20 additional C-5 landings to the airfield per year (a total of 320 additional takeoffs and landings per year). The addition of a maximum 320 movements per year to the airfield's current operations tempo would result in an increase of only 1.4% over current operating conditions. This would not be considered a significant increase in operations.

Total annual emissions resulting from transportation of target missiles by truck to Redstone Arsenal and by air transport from Redstone Arsenal to designated launch sites were compared to, and determined to be less than, the *de minimis* annual emission levels for NAAQS non-attainment areas. Therefore, the emissions of all criteria air pollutants and precursor pollutants associated with the transportation of FTF targets from assembly and integration facilities to Redstone Arsenal and then to target launch facilities would not result in a significant impact on air quality in the region.

Cumulative Impacts

MDA considered the cumulative impacts of the transportation of FTF targets by ground from the target integration facility in Alabama to Redstone Arsenal, transportation by air from the Redstone Arsenal Army Airfield to the launch and staging locations, and the pre-launch, launch, and post-launch FTF activities that would occur at specific land-launch locations that already support MDA target launches and staging locations on

existing installations worldwide. The MDA has determined that no cumulative impacts would be associated with implementing the FTF.

PUBLIC REVIEW AND COMMENT: MDA announced the availability of the EA and draft FONSI for public review in local newspapers; placed copies of the EA and Draft FONSI in local libraries in Alaska, California, Hawaii, New Mexico, Utah, and the Republic of the Marshall Islands; and posted the EA and draft FONSI on the MDA website at <http://www.mda.mil/mdalink/html/enviro.html>. The public comment period closed November 13, 2007 and no comments were received.

CONCLUSION: An analysis of the proposed action has concluded that there are no significant short-term, long-term, or cumulative effects to the environment or surrounding populations. After thoroughly considering the facts herein, the undersigned finds that the proposed Federal action is consistent with existing national environmental policies and objectives set forth in Section 101(a) of NEPA and that it will not significantly affect the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102 (2) (c) of NEPA. Therefore, an EIS for the proposed action is not required.

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PROPONENT:

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MARY ANN STASIAK
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APPROVED:

D. M. Altwegg DATE: 11/22/07
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Deputy for Agency Operations