

**FINDING OF NO SIGNIFICANT IMPACT/FINDING OF NO SIGNIFICANT HARM
ENVIRONMENTAL ASSESSMENT / OVERSEAS ENVIRONMENTAL ASSESSMENT
(EA/OEA) FOR JOINT FLIGHT CAMPAIGN (JFC)**

AGENCY: Department of the Army, Department of the Navy

BACKGROUND: The Proposed Action, Joint Flight Campaign (JFC), is a joint action between the Department of the Navy (U.S. Navy) Strategic Systems Programs (SSP) and the U.S. Army Rapid Capabilities and Critical Technologies Office (RCCTO). SSP and RCCTO are the joint action proponents for this Environmental Assessment / Overseas Environmental Assessment (EA/OEA).

The Proposed Action entails up to six flight test launches at up to four different launch locations per year, over the next 10 years. Test objectives are expected to dictate range selection from Atlantic and Pacific test ranges. Due consideration will be given to existing launch ranges to avoid any unnecessary modifications to the environment. The launch range for each test will be determined based on the test objectives, availability, and technical suitability of the test range. Test scenarios are planned to include broad ocean area (BOA) impacts of the spent stages and the hypersonic payload, and do not include any land-based impacts. This EA/OEA is being prepared to provide an analysis of multiple alternative launch locations that will be available to the test directorates over the next 10 years. The launch selection process will utilize this EA/OEA and will also include a check of the relevancy of this document to support specific launch scenarios. It is anticipated that this EA/OEA will support future decisions; however, tiered National Environmental Policy Act (NEPA) documents could occur if there are significant changes to the proposed missile or facilities at a proposed launch location.

The U.S. Army RCCTO, the U.S. Navy SSP, the Missile Defense Agency, the Office of the Secretary of Defense, and the U.S. Army Space and Missile Defense Command, as Participating Agencies, along with the Department of Energy, the National Aeronautics and Space Administration (NASA), the U.S. Air Force Space Launch Delta 30, and the U.S. Air Force 45th Space Wing as Cooperating Agencies, have prepared this EA/OEA in accordance with the NEPA (42 United States Code 4321, as amended), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (Title 40 Code of Federal Regulations [CFR] Parts 1500-1508, 1978, July 1, 1986), the Department of the Army Procedures for Implementing NEPA (32 CFR Part 651), the Department of the Air Force Procedures for Implementing NEPA (32 CFR Part 989), Chief of Naval Operations Instruction (OPNAVINST) 5090.1E, and Executive Order [EO] 12114, Environmental Effects Abroad of Major Federal Actions. The Proposed Action was finalized prior to the 14 September 2020 version of the CEQ NEPA regulations, and therefore this document relies on CEQ NEPA regulations in effect prior to September 14, 2020.

PURPOSE OF AND NEED FOR THE PROPOSED ACTION: The purpose of the Proposed Action is to perform the land-based tests needed to prove that the U.S. Navy Conventional Prompt Strike (CPS) weapon system and Army Long Range Hypersonic Weapon (LRHW) system meet all key performance requirements within the capabilities of the All Up Round (AUR) missile used by both systems. The Proposed Action is needed to establish CPS and LRHW

capabilities required to improve the United States' capabilities to respond to time-sensitive threats, thereby maintaining technical superiority against its adversaries. The successful development and eventual fielding of the CPS and LRHW weapon systems has been identified as a National priority by the Department of Defense (DOD).

This series of land-based tests is needed to allow the U.S. Army and the U.S. Navy to collect the data required to prove that weapon system development has been successful, thereby enabling these key weapons systems to be fielded to the warfighter. To meet the CPS and LRHW program objectives, test events must satisfy certain critical objectives, to include demonstrating weapon system effectiveness, demonstrating applicable design features, and establishing effective operating procedures, which also ensure the safety of the warfighter and the public.

The AUR test configurations included in the Proposed Action include launches from a stool or from a canister. The U.S. Navy canister would be emplaced on a "box launcher," and the U.S. Army canister would be emplaced on the LRHW transporter erector launcher.

ALTERNATIVES CONSIDERED: The U.S. Army RCCTO and U.S. Navy SSP determined that only four alternative launch locations meet the screening criteria / evaluation factors and the test requirements for vehicle performance and data collection. They also considered the No Action Alternative, as required by the CEQ regulations. There is one launch location on the west coast and one in Hawai'i, both with sites in the Pacific Ocean and two launch locations on the east coast, with both sites in the Atlantic Ocean. The Pacific locations analyzed are the Pacific Missile Range Facility (PMRF), Barking Sands, Kauai, Hawai'i; Vandenberg Space Force Base (VSFB), California; and BOAs in the Pacific Ocean. The east coast locations include the NASA Wallops Flight Facility (WFF), Virginia; Cape Canaveral Space Force Station (CCSFS), Florida; and the Atlantic BOA. VSFB is analyzed as an alternative launch location in the EA/OEA; however, the Action Proponents have determined that VSFB will not be considered as part of the Preferred Alternative in this Finding of No Significant Impact / Finding of No Significant Harm (FONSI/FONSH); therefore, it is not summarized in the Proposed Action below. Potential future actions of JFC Flight Tests at VSFB would therefore require additional NEPA documentation. The Preferred Alternative includes Alternative 1 - Launch from PMRF at the Sandia National Laboratories (SNL) / Kauai Test Facility (KTF) with impact in the Pacific BOA, Alternative 2 - Launch from WFF with impact in the Atlantic BOA, and Alternative 4 - Launch from CCSFS with impact in the Atlantic BOA. The Preferred Alternative includes up to six flight test launches annually over the next 10 years. Launches could occur from any of the three locations included in the Preferred Alternative.

SUMMARY OF ENVIRONMENTAL RESOURCES EVALUATED IN THE EA/OEA: CEQ regulations, NEPA, Army and Navy instructions for implementing NEPA, specify that an EA/OEA should address those resource areas potentially subject to impacts. In addition, the level of analysis should be commensurate with the anticipated level of environmental impact.

The following table summarizes the resources that were evaluated in detail in the EA/OEA. The resources that were not further evaluated had potential impacts that were determined to be negligible or nonexistent.

Resource	Preferred Alternative – Proposed Action				
	PMRF (SNL/KTF)	Pacific Ocean	WFF	CCSFS	Atlantic Ocean
Air Quality		E		E	E
Water Resources					
Geological Resources					
Cultural Resources	E		E	E	
Biological Resources	E	E	E	E	E
Land Use					
Airspace					
Noise					
Public Health & Safety	E		E	E	
Hazardous Materials & Wastes	E		E	E	
Socioeconomics					
Infrastructure				E	
Transportation				E	
Environmental Justice					
Visual Resources					
Marine Sediments					
Note: Shaded areas marked "E" indicate resource areas that were evaluated in detail.					

SUMMARY OF POTENTIAL ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED ACTION AND MAJOR MITIGATING ACTIONS

Alternative 1 (Preferred Alternative) – Proposed Action

Pacific Missile Range Facility

The Proposed Action will have no significant direct, indirect, or cumulative impacts to cultural resources, biological resources, public health and safety, and hazardous materials and wastes. There will be no disproportionate and adverse impacts to minority and low-income populations as a result of the Proposed Action.

Cultural Resources – The Proposed Action would not require construction at KTF Pad 42 or PMRF THAAD Launch Site. There are no properties eligible for listing on the National Register of Historic Places at either launch site. No impacts on cultural resources would be expected as a result of this Proposed Action.

Biological Resources – The potential impacts of the Proposed Action on terrestrial biological resources are expected to be minimal. No ground clearing or construction is expected and no long-term adverse impacts on vegetation are expected. Noise from launches may startle nearby wildlife but impacts will be minimal and short-term. The launch site at KTF is in an area that has routine human activity, equipment operation, and launch activity. Emissions from vehicle launches will have little effect on wildlife due to the low-levels and short-duration of emissions. Because aluminum oxide and hydrogen chloride do not bioaccumulate, no indirect effects on the food chain are anticipated from these exhaust emissions. Impact to Endangered Species Act-listed (ESA-listed) species will be minimal and short-term and are not expected to be different than those of ongoing operations at SNL/KTF. Potential effects on ESA-listed species

as a result of the Proposed Action are covered, in part, under Section 7 consultations for SNL/KTF operations and the existing Biological Opinion for base-wide operations at PMRF. The U.S. Navy and U.S. Army have determined that launch activities, including noise and emissions, are not likely to adversely affect terrestrial ESA-listed species and will ensure that the appropriate Section 7 consultations are completed prior to each flight test. Marine wildlife are not expected to be impacted by JFC activities. Vehicle launch and overflight will result in elevated noise levels in marine areas, but no marine wildlife will be exposed to artificial lighting or increased levels of human activity and equipment operation. At most, elevated noise levels might cause temporary behavioral disturbance. No impacts on marine wildlife due to direct contact from debris are expected during normal flight operations.

Public Health and Safety – JFC mission personnel will follow the same health and safety procedures developed under existing plans at PMRF. Federal, state, and local regulations as well as PMRF standard operating procedures (SOPs) will be followed for launch site preparation, booster handling, and all hazardous operations. PMRF Missile Flight Analysis, Ground Safety, Range Safety, Ocean Clearance, Transportation Safety, and Fire and Crash Safety procedures will be followed to ensure the safety of workers and members of the public. PMRF will issue Notice to Airmen (NOTAMs) and Notice to Mariners (NTMs) ahead of any JFC flight test, in accordance with range safety and Federal Aviation Administration (FAA) requirements. In accordance with EO 13045, Protection of Children from Environmental Health and Safety Risks, the proponents have determined that since the JFC flight tests will be conducted on DOD property and out in the open ocean, the JFC flight test has no environmental health and safety risks that may disproportionately affect children. The Proposed Action will not impact public health and safety at PMRF.

Hazardous Materials and Waste – All applicable local, state, and federal regulations, range operating procedures, and JFC-specific safety plans will be followed to prevent accidents that could release hazardous materials or waste into the local environment. Although unlikely, should a release of hazardous materials or waste occur, PMRF is capable of mitigating personnel and environmental health risks by following SOPs and utilizing on-site emergency response teams. The Proposed Action will not exceed PMRF's ability to manage, store, and dispose of hazardous materials and waste.

Major Mitigating Actions are not required for any of the noted resources at PMRF. Minor mitigation activities are incorporated into the Proposed Action such that there are no significant impacts to any resource from the planned activities.

Pacific Ocean Flight Corridor and Booster Drop/Payload Impact Zones

The Proposed Action will have no significant direct, indirect, or cumulative impacts to air quality or biological resources. There will be no disproportionate and adverse impacts to minority and low-income populations as a result of the Proposed Action.

Air Quality – Under the Proposed Action, following the JFC flight test, the majority of aluminum oxide will be removed from the stratosphere through dry deposition and precipitation. Emissions from a JFC launch (using Strategic Target System [STARS] vehicle emissions as a surrogate) will be relatively small compared to all emissions released on a global scale. The large air volume over which the JFC emissions are spread, and the dispersion of the emissions by

stratospheric winds will reduce potential impacts. Ozone-depleting gas emissions from up to six flight tests per year represent such a minute increase that any incremental effects on the global atmosphere will be discountable and insignificant. The Proposed Action will not have a significant impact on stratospheric ozone or on the upper atmosphere. The amount of Greenhouse Gas (GHG) emissions that will be released from activities associated with up to six JFC flight tests is assumed to be negligible based on the small number of vessels and aircraft utilized and the short period of time for conducting each flight test. This limited amount of emissions will not likely contribute to global warming and climate change to any discernible extent. Implementation of the Proposed Action will not result in significant impacts to air quality or GHG emissions.

Biological Resources – The Proposed Action will have minimal to no impacts on marine wildlife in the BOA. The potential exists for exposure to elevated sound levels, direct contact from expended test components, hazardous materials, and vessel traffic. Based on the expected sound pressure levels and estimated density of special-status wildlife, no injury from elevated sound levels is expected. Any effects due to sound will likely be limited to short-duration behavioral response with no long-term impacts. Based on the available animal densities in the Pacific BOA and on the size and number of expended test components, no physical injury to special-status species is expected as a result of direct contact. Any hazardous chemicals introduced to the water column will be quickly diluted and dispersed and are not likely to impact marine wildlife or their habitats. Any test components or debris will sink to the ocean floor where most marine wildlife will not come into contact with it. The Proposed Action will not meaningfully increase vessel traffic in the BOA and vessel traffic will have minimal to no impacts. The Proposed Action may affect but is not likely to adversely affect ESA-listed marine species in the BOA. The U.S. Navy and U.S. Army consulted with the National Marine Fisheries Service (NMFS) under Section 7 of the ESA and NMFS concurred with the determination that proposed activities were not likely to adversely affect ESA-listed species. No incidental take or harassment of marine mammals protected under the Marine Mammal Protection Act (MMPA) is expected.

No impacts to environmentally sensitive habitats are expected, including designated critical habitat, Essential Fish Habitat (EFH), Habitat Areas of Particular Concern (HAPCs), marine national monuments, national marine sanctuaries, and Biologically Important Areas (BIAs).

Wallops Flight Facility

The Proposed Action will have no significant direct, indirect, or cumulative impacts to cultural resources, biological resources, public health and safety, and hazardous materials and wastes. There will be no disproportionate and adverse impacts to minority and low-income populations as a result of the Proposed Action.

Cultural Resources – The Proposed Action would not require new construction at Launch Pad 0-B—only the potential modification on an existing structure. In addition, the facilities to be used as part of the Proposed Action are not listed or eligible for listing on the National Register of Historic Places. The launch site does not contain a historic or tribal site of significance. Therefore, no impacts on cultural resources are anticipated as a result of the Proposed Action.

Biological Resources – Terrestrial vegetation will not be significantly impacted. No ground clearing or construction is expected for the Proposed Action, and the launch will take place at a location routinely used for launch activities. Terrestrial wildlife species have the potential to be impacted by elevated sound pressure levels from launch as well as hazardous chemicals, and artificial lighting. The launch site at WFF is in an area that has routine human activity, equipment operation, and launch activity. Noise from launches and launch related activity may startle nearby wildlife but any disturbance will be brief with no long-term impacts. Emissions from vehicle launches will have little effect on wildlife due to the low-levels and short-duration of emissions. No impacts on wildlife due to direct contact from debris are expected during normal flight operations. Vibrations from launches and lighting present at launch pads may affect loggerhead turtles at nest sites close to launch pads but the impacts of launch activities on loggerhead populations will be minor. Overall, terrestrial wildlife will not be significantly impacted by activities at WFF. Impacts to ESA-listed species will be minimal and short-term and are not expected to be different than those of ongoing operations at WFF. Any potential effects on ESA-listed species as a result of the Proposed Action are covered under Section 7 consultations and the existing Biological Opinion for ongoing launch operations at WFF. Marine wildlife are not expected to be significantly impacted by the Proposed Action. Any impacts, if realized, will likely be limited to short-term startle reactions due to elevated noise levels and marine wildlife will be expected to return to normal behaviors within minutes. Noise from launches and launch related activity may startle nearby wildlife, but this startle reaction will be of short duration and no injury will occur. No impacts on marine wildlife due to direct contact or exposure to hazardous chemicals from debris are expected during normal flight operations.

Public Health and Safety – JFC launch activities will follow established protocols at WFF and will involve risks to safety that are similar to those previously analyzed in NEPA documents (Flight Experiment-2, etc.). WFF will implement protective measures to ensure risks to personnel and the general public from these operations are minimized. The JFC mission personnel will follow the same health and safety procedures developed under existing plans at WFF. Federal, state, NASA, and local regulations as well as WFF SOPs will be followed for launch site preparation, booster handling, and all hazardous operations. WFF Missile Flight Analysis, Ground Safety, Range Safety, Ocean Clearance, Transportation Safety, and Fire and Crash Safety procedures will be followed to ensure the safety of workers and members of the public. WFF will issue NOTAMs and NTMs ahead of any JFC flight test, in accordance with range safety and FAA requirements. In accordance with EO 13045, Protection of Children from Environmental Health and Safety Risks, NASA and the JFC proponents have determined that since the JFC flight tests will be conducted on NASA property and out in the open ocean, the JFC flight test has no environmental health and safety risks that may disproportionately affect children. The Proposed Action will not impact health and safety in the WFF region of influence (ROI).

Hazardous Materials and Waste – All applicable local, state, and federal regulations, range operating procedures, NASA requirements, and JFC-specific safety plans will be followed to prevent accidents that could release hazardous materials or waste into the local environment. The modification of the existing Mobile Service Structure (MSS) at the launch pad will have no impact on management of hazardous materials and wastes at WFF. All federal, state, local and WFF-specific SOPs will be followed during MSS modification to ensure worker and environmental safety. Although unlikely, should a release of hazardous materials or waste occur, WFF is capable of mitigating personnel and environmental health risks by following SOPs

and utilizing on-site emergency response teams. The Proposed Action will not exceed WFF's ability to manage, store, and dispose of hazardous materials and waste.

Major Mitigating Actions are not required for any of the noted resources at WFF. Minor mitigation activities are incorporated into the Proposed Action such that there are no significant impacts to any resource from the planned activities.

Cape Canaveral Space Force Station

The Proposed Action will have no significant direct, indirect, or cumulative impacts to air quality, cultural resources, biological resources, public health and safety, hazardous materials and wastes, infrastructure, and transportation resources. There will be no disproportionate and adverse impacts to minority and low-income populations as a result of the Proposed Action.

Air Quality – No significant impacts to air quality are expected at CCSFS. Estimated annual emissions do not exceed the Prevention of Significant Deterioration (PSD) significant indicator levels for pollutants of concern, and where applicable, launch activities are conducted in compliance with all applicable Brevard County rules and regulations equating to insignificance. Therefore, no significant impacts to air quality are anticipated from the JFC flight test.

Cultural Resources – The Proposed Action would not require new construction at Launch Complex-46, only the potential modification of an existing structure. In addition, the facilities to be used as part of the Proposed Action are not listed or eligible for listing on the National Register of Historic Places. The launch site does not contain a historic or tribal site of significance. Therefore, no impacts on cultural resources are anticipated as a result of the Proposed Action.

Biological Resources – Terrestrial vegetation near the launch complex may be temporarily affected by heat and launch emissions. However, impacts will be minimal and short-term. Terrestrial wildlife may be impacted by elevated sound pressure levels from launch as well as hazardous chemicals, and artificial lighting. The launch site is in an area that has routine human activity, equipment operation, and launch activity. Noise from launches and launch related activity may startle nearby wildlife but disturbance to wildlife from launches will be brief and is not expected to have any long-term impacts. Wildlife are not likely to be physically harmed by heat or emissions during launch. Overall, terrestrial wildlife will not be significantly impacted. Impact to ESA-listed species will be minimal and short-term and are not expected to be different than those of ongoing operations at CCSFS. Any potential effects on ESA-listed species as a result of the Proposed Action are covered under numerous Section 7 consultations and existing Biological Opinions for ongoing launch operations at CCSFS. Marine wildlife are not expected to be significantly impacted by the Proposed Action. Any impacts, if realized, will likely be limited to short-term startle reactions due to elevated noise levels and marine wildlife will be expected to return to normal behaviors within minutes. No impacts on marine wildlife due to direct contact or exposure to hazardous chemicals from debris are expected during normal flight operations.

Infrastructure – CCSFS launch pad suitability, data collection and storage capabilities, booster and explosive materials storage capabilities, and security systems were reviewed to be suitable for the JFC Flight Tests. CCSFS power, potable water management, wastewater, and stormwater management resources are numerous and will be capable of absorbing any

potential stressors from the JFC Flight Launch. The modification of the existing MSS at the launch pad will have no significant impact on infrastructure resources at CCSFS. Any ground-disturbing activities are not expected to remove vegetation or earth as the MSS will be designed on existing man-made structures. All federal, state, local, and CCSFS-specific SOPs will be followed during MSS modification to ensure worker and environmental safety. The Proposed Action will not impact infrastructure resources in the CCSFS ROI.

Transportation – The transportation network at CCSFS will be capable of absorbing any potential stressors from the JFC Flight Launch. Fewer than 100 support personnel will be at each JFC Flight Test, and are required to follow all applicable federal, state, DOD and local traffic laws, rules, and regulations. The modification of the existing MSS at the launch pad will have no significant impact on infrastructure resources at CCSFS. Any ground-disturbing activities are not expected to remove vegetation or earth as the MSS will be designed on existing man-made structures and will not impact the CCSFS transportation network. All federal, state, local, and CCSFS-specific SOPs will be followed during MSS modification to ensure worker and environmental safety. The Proposed Action will not impact transportation resources in the CCSFS ROI.

Public Health and Safety – JFC launch activities will follow established protocols at CCSFS and will involve risks to safety that are similar to those previously analyzed in NEPA documents. CCSFS will implement protective measures to ensure risks to personnel and the general public from these operations are minimized. The JFC mission personnel will follow the same health and safety procedures developed under existing plans at CCSFS. Federal, state, and local regulations as well as CCSFS SOPs will be followed for launch site preparation, booster handling, and all hazardous operations. CCSFS Missile Flight Analysis, Ground Safety, Range Safety, Ocean Clearance, Transportation Safety, and Fire and Crash Safety procedures will be followed to ensure the safety of workers and members of the public. CCSFS will issue NOTAMS and NTMs ahead of any JFC flight test, in accordance with range safety and FAA requirements. In accordance with EO 13045, Protection of Children from Environmental Health and Safety Risks, the proponents have determined that since the JFC flight tests will be conducted on DOD property and out in the open ocean, the JFC flight test has no environmental health and safety risks that may disproportionately affect children. The Proposed Action will not impact health and safety in the CCSFS ROI.

Hazardous Materials and Waste – All applicable local, state, and federal regulations, range operating procedures, and JFC-specific safety plans will be followed to prevent accidents that could release hazardous materials or waste into the local environment. The modification of the existing MSS at the launch pad will have no impact on management of hazardous materials and wastes at CCSFS. All federal, state, local, and CCSFS-specific SOPs will be followed during MSS modification to ensure worker and environmental safety. Although unlikely, should a release of hazardous materials or waste occur, CCSFS is capable of mitigating personnel and environmental health risks by following SOPs and utilizing on-site emergency response teams. The Proposed Action will not exceed CCSFS's ability to manage, store, and dispose of hazardous materials and waste.

Major Mitigating Actions are not required for any of the noted resources at CCSFS. Minor mitigation activities are incorporated into the Proposed Action such that there are no significant impacts to any resource from the planned activities.

Atlantic Ocean Flight Corridor and Booster Drop/Payload Impact Zones

The Proposed Action will have no significant direct, indirect, or cumulative impacts to air quality or biological resources. There will be no disproportionate and adverse impacts to minority and low-income populations as a result of the Proposed Action.

Air Quality – Under the Proposed Action, following the JFC flight test, the majority of aluminum oxide will be removed from the stratosphere through dry deposition and precipitation. Emissions from a JFC vehicle launch (using STARS vehicle emissions as a surrogate) will be relatively small compared to all emissions released on a global scale. The large air volume over which the JFC emissions are spread, and the dispersion of the emissions by stratospheric winds will reduce potential impacts. Ozone-depleting gas emissions from up to six flight tests per year represent such a minute increase that any incremental effects on the global atmosphere will be discountable and insignificant. The Proposed Action will not have a significant impact on stratospheric ozone or on the upper atmosphere. The amount of GHG emissions that will be released from activities associated with up to six JFC flight tests is assumed to be negligible based on the small number of vessels and aircraft utilized and the short period of time for conducting a JFC flight test. This limited amount of emissions will not likely contribute to global warming and climate change to any discernible extent. Implementation of the Proposed Action will not result in significant impacts to air quality or GHG emissions.

Biological Resources – The Proposed Action will have minimal to no impacts on marine wildlife in the BOA. The potential exists for exposure to elevated sound levels, direct contact from expended test components, hazardous materials, and vessel traffic. Based on the expected sound pressure levels and estimated density of special-status wildlife, no injury from elevated sound levels is expected. Any effects due to sound will likely be limited to short-duration behavioral response with no long-term impacts. Based on the available animal densities in the Atlantic BOA and on the size and number of expended test components, no physical injury to special-status species is expected as a result of direct contact. Any hazardous chemicals introduced to the water column will be quickly diluted and dispersed and are not likely to impact marine wildlife or their habitats. Any test components or debris will sink to the ocean floor where most marine wildlife will not come into contact with it. The Proposed Action will not meaningfully increase vessel traffic in the BOA and vessel traffic will have minimal to no impacts. The Proposed Action may affect but is not likely to adversely affect ESA-listed species in the BOA. The U.S. Navy and U.S. Army consulted with NMFS under Section 7 of the ESA and NMFS concurred that proposed activities were not likely to adversely affect ESA-listed species. No incidental take or harassment of marine mammals protected under the MMPA is expected.

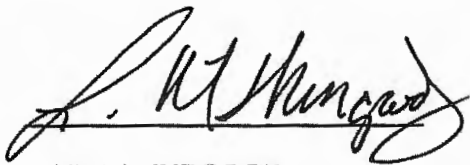
No impacts to environmentally sensitive habitats are expected, including designated critical habitat, EFH, HAPCs, marine national monuments, national marine sanctuaries, and BIAs.

PUBLIC INVOLVEMENT: The U.S. Navy and U.S. Army circulated the Draft EA/OEA for public review for 30 days from June 11, 2021 to July 10, 2021. Thirty-six comments were received from the public. U.S. agencies provided two comments on the Draft EA/OEA, and responses to those comments are provided in Appendix B of the Final EA/OEA.

POINT OF CONTACT: The EA/OEA addressing this action may be obtained from: U.S. Army Space and Missile Defense Command, P.O. Box 1500 Huntsville, AL 35807, Attn: David Fuller, 256-425-2016, or at the project website: JFCeaoea.govsupport.us

CONCLUSION: Based on the analysis presented in the EA/OEA, the U.S. Navy and U.S. Army conclude that the Proposed Action will not significantly impact the quality of the human and natural environment. Accordingly, there is no requirement to prepare an Environmental Impact Statement.

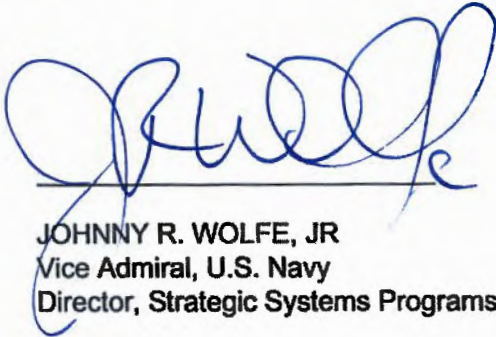
APPROVED:



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2022 05 01

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14 APR 2022

DATE