

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Office of Commercial Space Transportation
Adoption of Environmental Assessment
and
Finding of No Significant Impact
for
Pacific Spaceport Complex Alaska Launch Site Operator License

Summary

The Federal Aviation Administration (FAA) prepared this Finding of No Significant Impact (FONSI) in response to Alaska Aerospace Corporation’s (AAC’s) request to modify its Pacific Spaceport Complex – Alaska (PSCA) Launch Site Operator License LSO-03-008 to add Areas 1, 4, and 5 (Proposed Areas) for government and commercial suborbital and small-lift orbital launch operations. This FONSI is based on the Missile Defense Agency’s (MDA)’s 2017 *Pacific Spaceport Complex Alaska Ballistic Missile Defense Flight Test Support Environmental Assessment* (MDA 2017 EA), adopted herein and supplemented by the FAA’s 2016 *Final Environmental Assessment for the Kodiak Launch Complex Launch Pad 3* (FAA 2016 EA). This FONSI is further supported by the FAA’s 2023 *Written Re-evaluation of the Missile Defense Agency 2017 Pacific Spaceport Complex Alaska Ballistic Missile Defense Flight Test Support Environmental Assessment and the Federal Aviation Administration 2016 Kodiak Launch Complex Launch Pad 3 Environmental Assessment* (FAA 2023 WR).

MDA acted as the lead agency in the preparation of the MDA 2017 EA, which analyzed the potential environmental impacts of MDA test launch operations at Pacific Spaceport Complex – Alaska (PSCA) and construction of Areas 1, 4, and 5 for hosting launch support equipment. The MDA 2017 EA was prepared in accordance with the National Environmental Policy Act of 1969, as amended (NEPA; 42 United States Code [U.S.C.] § 4321 et seq.); Council on Environmental Quality NEPA-implementing regulations (40 Code of Federal Regulations [CFR] parts 1500 to 1508); MDA NEPA Implementing Procedures;¹ Executive Order (EO) 12114, Environmental Effects Abroad of Major Federal Actions; and 32 CFR § 187,

¹ 79 Fed. Reg. 46,410 (Aug. 8, 2014) (amended Jan. 29, 2018).

Environmental Effects Abroad of Major Department of Defense Actions. The MDA signed a Finding of No Significant Impact (FONSI) on April 12, 2017 based on the MDA 2017 EA, which stated that neither the Proposed Action nor the No Action Alternative would individually or cumulatively result in a significant impact to any resources and that an Environmental Impact Statement (EIS) is not warranted.

FAA acted as the lead agency in the preparation of the FAA 2016 EA,² which analyzed the potential environmental impacts of expanding the launch capability of the PSCA to include medium-lift launch capability, with the addition of new infrastructure necessary to support these types of launches, particularly the construction of Launch Pad 3 (LP3). The 2016 FAA EA was prepared in accordance with NEPA and its implementing regulations as well as FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. Supported by the 2016 FAA EA, the FAA determined that the modification of Alaska Aerospace Corporation's (AAC's) Launch Site Operator License (LSOL) for PSCA would not significantly impact the quality of the human environment and subsequently issued a FONSI and Record of Decision (ROD).³

In 2023, the FAA prepared the *Written Re-evaluation of the Missile Defense Agency 2017 Pacific Spaceport Complex Alaska Ballistic Missile Defense Flight Test Support Environmental Assessment and the Federal Aviation Administration 2016 Kodiak Launch Complex Launch Pad 3 Environmental Assessment* (FAA 2023 WR). This document helps the FAA in determining whether a supplemental EA or Environmental Impact Statement (EIS) was required to support the AAC's proposal that the FAA modifies its LSOL at the PSCA to add Areas 1, 4, and 5 for government and commercial small-lift and suborbital launch operations in compliance with 14 CFR Part 420. The FAA 2023 WR found that the contents of the MDA 2017 EA and the FAA 2016 EA remain current and substantially valid to support the proposed modification.

AAC is required to obtain a license modification from the FAA for the addition of Areas 1, 4, and 5 to the Launch Site Operator License for government and commercial launch operations, including MDA's operations. Based on its independent review and consideration of the MDA 2017 EA and the FAA 2016 EA, as reevaluated by the FAA 2023 WR, the FAA issues this Finding of No Significant Impact (FONSI). The FAA therefore concurs that the analysis of impacts and findings in the MDA 2017 EA and the FAA 2016 EA, as reevaluated in the FAA 2023 WR, supports the FAA's issuance of a license modification to AAC for adding PSCA Areas 1, 4, and 5 to AAC's Launch Site Operator License for government and commercial

² The PSCA was previously known as the Kodiak Launch Complex.

³ Available at: https://www.faa.gov/space/environmental/nepa_docs/kodiak_ea.

launch operations. Concurrently, the FAA formally adopts the analysis of impacts and findings in the MDA 2017 EA, as supplemented by the FAA 2016 EA and as reevaluated in the FAA 2023 WR. If, in its license application to the FAA, AAC makes changes to its proposed operations which fall outside the scope of the MDA 2017 EA or the FAA 2016 EA, additional environmental review would be required prior to the FAA issuing a license associated with such an application.

After reviewing and analyzing available data and information on existing conditions and potential impacts, the FAA has determined the modification of AAC's Launch Site Operator License to add PSCA Areas 1, 4, and 5 for government and commercial launch operations would not significantly affect the quality of the human environment within the meaning of NEPA. Therefore, the preparation of an EIS is not required, and the FAA is independently issuing this FONSI. The FAA has made this determination in accordance with applicable environmental laws and FAA regulations. The MDA 2017 EA and FAA 2016 EA, as reevaluated by the FAA 2023 WR, are incorporated by reference into this FONSI.

For any questions or to request a copy of the MDA 2017 EA, FAA 2016 EA, or FAA 2023 WR, contact:

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Purpose and Need

The FAA is reviewing AAC's proposal to modify its Launch Site Operator License (LSOL) to include Areas 1, 4, and 5 for government and commercial launch operations in compliance with 14 CFR Part 420. The FAA must review each application and determine whether to issue the license modification. The purpose of AAC's proposal is to fulfill the AAC charter as stated in Alaska Statute 26.27.090 to lead the development and exploration of space in the State of Alaska by developing the launch infrastructure to support space launch activity. AAC's need for the modification of its LSOL is to capitalize on the emergence of the commercial space industry by increasing the launch opportunities available for operators (including commercial and government) to launch from PSCA. Expanding the existing

capabilities at PSCA would provide operators schedule flexibility, cost competition, launch site resilience, and may keep space launch missions from going overseas.

Proposed Action

AAC is proposing to increase the number of launch locations at the PSCA. Specifically, AAC is requesting the FAA to modify its Launch Site Operator License to include PSCA Areas 1, 4, and 5 for government and commercial launch operations in compliance with 14 CFR Part 420. The modified license would allow AAC to use these Areas to support launch points for government (e.g., MDA) and commercial operations, as well as associated telemetry, tracking, and equipment associated with launches. The total number of launches from the PSCA would remain a maximum of nine per year, with a maximum of 3 medium-lift launches annually (there could be any combination of sub-orbital and small-lift vehicle operations within the total of nine), as considered in the MDA 2017 EA and consistent with the FAA 2016 EA.

MDA's Proposed Action, as stated in Section 2.1 of the MDA 2017 EA, is to conduct flight tests of various Ballistic Missile Defense (BMD) systems from PSCA, to potentially include Terminal High Altitude Area Defense (THAAD), PATRIOT, and similar defensive weapon systems. MDA already conducts such tests from PSCA, as supported by the MDA 2017 EA and FAA 2016 EA. Since 2017, MDA has conducted three flight test events. From 2023 to 2028, MDA plans to conduct a total of five flight test events (with no more than two per year). On average, MDA stated that they expected to conduct up to two flight test events per year over the next 10 years, with no more than three flight test events in any given 12-month period.

Alternatives

Alternatives analyzed in the MDA 2017 EA include: (1) the MDA 2017 Proposed Action; and (2) the 2017 MDA No Action Alternative. Under the MDA 2017 Proposed Action, the MDA would conduct flight tests of various BMD systems from PSCA, to potentially include THAAD, PATRIOT, and similar defensive weapon systems (MDA 2017 EA, Section 2.1). Under the MDA 2017 No Action Alternative, the BMD defensive weapon system flight tests from PSCA would not be conducted as described for the Proposed Action. Activities described in the FAA 2016 EA for which potential environmental effects have been analyzed and approved, would continue (MDA 2017 EA, Section 2.2). Per AAC's Launch Site Operator

License, AAC would continue to be limited to nine launches per year across all commercial and governmental operators.

Under AAC's proposed action, government and commercial launch operations could be conducted from PSCA Areas 1, 4, and 5 in addition to the existing PSCA launch sites, with a total number of no more than nine launches per year across all commercial and government operators under AAC's Launch Site Operator License. This takes into consideration the MDA 2017 Proposed Action, with MDA's operations also potentially being conducted from Areas 1, 4, and 5 in addition to existing launch pads. Under the No Action Alternative, government and commercial launch operations could only be conducted at existing PSCA launch locations, and no launches could occur from PSCA Areas 1, 4, and 5. The total number of launches per year across all commercial and government operators would continue to be capped at nine.

Environmental Impacts

The following presents a brief summary of the potential environmental consequences considered in the MDA 2017 EA and the FAA 2016 EA for the Proposed Action. This FONSI incorporates the MDA 2017 EA and the FAA 2016 EA by reference and is based on the potential impacts discussed therein. The FAA has determined the analysis of impacts presented in the MDA 2017 EA and the FAA 2016 EA, as re-evaluated in the FAA 2023 WR, represents the best available information regarding the potential impacts associated with the FAA's regulatory responsibilities as described in this FONSI. Where environmental impact categories have been analyzed in both the MDA 2017 EA and the FAA 2016 EA, this FONSI only provides the most recent data and analyses for those resource categories.

The following FAA Order 1050.1F impact categories were dismissed from detailed analysis for the reasons described below:

- **Coastal resources:** There is no approved Coastal Zone Management Program in Alaska, nor are there coastal barrier resources or coral reefs, and therefore projects in Alaska do not fall under the jurisdiction of the Coastal Zone Management Act.
- **Historical, architectural, archaeological, and cultural resources:** The Proposed Action would not have the potential to cause direct or indirect effects of historical, architectural, archeological, or traditional resources in accordance with the National Historic Preservation Act at 36 CFR § 800. No resources have been added to the National Register of Historic Places since the MDA 2017

EA and FAA 2016 EA. The Proposed Areas have already been constructed and therefore, the current Proposed Action does not include ground disturbing activities. The Alaska State Historic Preservation Office agreed with the determinations in the MDA 2017 EA and FAA 2016 EA that no historic properties would be affected by MDA small-lift launch vehicle operations and providing the Proposed Areas for radar and supporting equipment or commercial medium-lift launch vehicle operations and construction of LP3, respectively.

- **Farmlands:** Prime and important farmland includes all land that is defined as prime, unique, or farmlands of statewide or local importance. There are no designated prime/unique farmlands or farmlands of local/statewide importance located on Kodiak Island. Therefore, “Farmland” under the jurisdiction of the Farmland Protection Policy Act need not be evaluated.
- **Visual effects:** Current activities at PSCA would remain constant, as the number of annual launches and light emissions would not be expected to change. The FAA 2016 EA concluded that due to the small number of launches per year at the PSCA (a maximum of nine), use of any high-powered outdoor lighting associated with launch operations would be infrequent and short-lived. The existing man-made structures at the PSCA are now part of the existing visual landscape, and the current Proposed Action would not include construction of any new structures.

The following impact categories were analyzed:

Air Quality

During preparation of the MDA 2017 EA, Kodiak Island was in attainment for all criteria pollutants and air quality in the area was generally unimpaired. The MDA 2017 EA concluded that the operations analyzed had short-term minor impacts to air quality, including direct and indirect emissions of criteria pollutants (MDA 2017 EA, Section 3.1.2). Since the MDA 2017 EA, there has been no change in attainment status for any criteria pollutants on Kodiak Island under the National Ambient Air Quality Standards.

The number of annual launches or size of launch vehicle would not increase under the Proposed Action, so there would be no increase in emissions from launch operations at PSCA. Vehicle traffic and use of support equipment associated with launch operations would be consistent with those analyzed in the MDA 2017 EA. Additionally, the Proposed Action does not include new construction or modifications to the Proposed Areas. Therefore, the Proposed Action would not have a significant impact on air quality.

Biological Resources (including Fish, Wildlife, and Plants)

As described in the MDA 2017 EA, no federally listed threatened, endangered, or candidate terrestrial species occur within the boundaries of the PSCA. The MDA 2017 EA included the following Federally endangered and threatened species with the potential to occur in the project area: short-tailed albatross (*Phoebastria albatrus*), Steller's eider (*Polysticta stelleri*), Northern sea otter – southwest Alaska distinct population segment (DPS) (*Enhydra lutris*), Steller sea lion – Western DPS (*Eumetopias jubatus*), and humpback whale (*Megaptera novaeangliae*). The MDA 2017 EA concluded that noise and visual impacts from MDA's proposed launch and equipment operations would be lower than those previously analyzed in the FAA 2016 EA (MDA 2017 EA, Section 3.4.2). All potential impacts were below the FAA Order 1050.1F threshold for significance in earlier consultations with NMFS and USFWS in 2011 and 2016 (as described in the FAA 2016 EA) and the MDA 2017 EA concluded that there would be no significant impact to biological resources. The known distribution of species in the project area have not changed since the MDA 2017 EA.

The 2017 NMFS Letter of Authorization (LOA) for taking of small numbers of harbor seals incidental to space vehicle and mission launch operations at the PSCA for AAC expired on April 25, 2022. AAC's 5-year summary report for this LOA concluded that for the 11 successful launches monitored during the LOA time period, there was "no evidence of incidental taking or impacts to harbor seals or any other marine mammal populations due to rocket launch activities". Therefore, AAC does not currently plan to seek a new LOA from NMFS.

As the Proposed Action would not increase the number of launch operations and would not require an expansion of infrastructure, there would be little to no adverse effects from including the Proposed Areas for government and commercial launch operations on biological resources, including local vegetation and wildlife, protected species, and critical and other environmentally sensitive habitats. Accordingly, the Proposed Action would not result in significant impacts on biological resources.

Climate

The MDA 2017 EA included climate impacts in the *Air Quality and Climate Change* section. Greenhouse gas emissions associated with MDA launch operations and associated equipment at PSCA would be minor and equivalent to the commercial launch operations previously analyzed at PSCA (MDA 2017 EA, Section 3.1.2). Climate conditions and other sources of greenhouse gas emissions at the PSCA have not changed since preparation of the MDA 2017 EA.

Emissions from site operations would not change for the Proposed Action, as inclusion of the Proposed Areas for government and commercial launch operations would not increase the number of launches or change the type of launch vehicles. Accordingly, the Proposed Action would not result in a significant climate-related impact.

Department of Transportation Act, Section 4(f)

The FAA 2016 EA concluded that impacts to Section 4(f) resources from the operation of up to nine small- or medium-lift launch vehicles would not constitute *physical use* or *constructive use* and therefore would not be significant (FAA 2016 EA, Section 4.1.3.1). The only Section 4(f) resource that occurs in the vicinity of the PSCA is the Pasagshak State Recreation Site, which is located 6 miles from the PSCA. The FAA 2016 EA concluded that impacts from launch noise from small- or medium-lift launch vehicles, up to nine times annually, would be minor, temporary, and infrequent, and would therefore not substantially impair Section 4(f) resources.

MDA similarly concluded in its MDA 2017 EA that its launch operations would not require any changes to infrastructure to Section 4(f) properties, and therefore *physical use* of Section 4(f) resources would not occur. The *Recreational Land Use* section of the MDA 2017 EA noted that there may be closures during pre-flight preparations and MDA launch operations; up to three test launch operations were expected per year, and for each there would be typically eight hours of closures per day for three straight days.⁴ This would result in a maximum of nine days of closures which would be consistent with the closures described in the FAA 2016 EA. Additional shorter closures may be required when moving launch vehicles to and within the launch complex. Closures would restrict access along the Pasagshak Point Road where it enters PSCA (about two miles from the launch site) and would restrict public access to recreational activities at Twin Lakes, Fossil Beach, Surf Beach, and Narrow Cape. These closures would be infrequent and would therefore not substantially diminish the attributes of these public recreational areas that contribute to their significance. Noise associated with launch operations would not measurably change compared to previously assessed operations in the FAA 2016 EA and therefore would not result in *constructive use* of Section 4(f) resources.

⁴ For many analyses, the MDA 2017 EA were conservative by considering up to nine launches (the maximum authorized under AAC's Launch Site Operator License); however, MDA's operations would need to stay within the maximum of nine days of closures from the FAA 2016 EA.

Impacts to Section 4(f) properties would not change due to inclusion of the Proposed Areas for government and commercial launch operations compared to the operations analyzed in the FAA 2016 EA. Accordingly, the Proposed Action would not result in significant impacts to Section 4(f) properties.

Hazardous Materials, Solid Waste, and Pollution Prevention

As described in the MDA 2017 EA, hazardous material and waste-handling capacities would not be exceeded, and management programs would not have to change as a result of the Proposed Action. The MDA 2017 EA analyzed the impacts of hazardous materials used and wastes generated as a part of flight test preparations (including fueling and maintenance) and flight activities. The former could potentially result in accidental release of petroleum, oils, and lubricants; solvents; and coolant; but all hazardous and non-hazardous wastes would be properly disposed of in accordance with applicable federal, state, and local regulations. The latter would nominally not utilize hazardous materials or generate hazardous waste, and, if a mishap were to occur, actions would be taken immediately for recovery of unburned propellants and any other hazardous materials. As a result, the MDA 2017 EA concluded that no adverse impacts from the management of hazardous materials and waste were expected (MDA 2017 EA, Section 3.9.2).

Impacts related to hazardous materials, solid waste, and pollution prevention under the Proposed Action would be comparable to those impacts described in the MDA 2017 EA. Inclusion of the Proposed Areas for government and commercial launch operations would not substantially change hazardous materials, solid waste, and pollution prevention impacts as the total number of annual launches would not increase under the Proposed Action. Accordingly, the Proposed Action would not result in significant impacts related to hazardous materials, solid waste, and pollution prevention.

Land Use

The FAA 2016 EA determined that the operation of small- and medium-class launch vehicles at the PSCA would have a negligible effect on compatible land use as there would be no change in land use compatibility, and a negligible increase in temporary noise effects when compared to the existing launch effects (FAA 2016 EA, Section 4.1.2.1). The Proposed Areas are located within the PSCA launch site boundary and therefore their use for MDA launch operations and supporting equipment would not require a change in land use. There have not been additional changes in land use compatibility within the PSCA since the FAA 2016 EA. Therefore, the Proposed Action would not result in significant impacts on land use.

Natural Resources and Energy Supply

The FAA 2016 EA determined that up to nine small- or medium-lift launches annually would have a negligible effect on the local energy supply during peak launch operations and no measurable effect when averaged over time (FAA 2016 EA, Section 4.1.9.1). The majority of PSCA facilities are only in full operation during launch-related activities, although some electricity is used at the PSCA year-round for support functions. Similarly, the FAA 2016 EA determined that the proposed operations would not have a significant impact to natural resources.

The inclusion of the Proposed Areas for government and commercial launch operations would not increase the number of annual launches or size of vehicle used, and thus would not require additional liquid fuels or energy for launch operations. There have been no substantive changes to PSCA energy and natural resources use since the FAA 2016 EA. Accordingly, the Proposed Action would not result in significant impacts related to natural resources and energy supply.

Noise and Noise-Compatible Land Use

The MDA 2017 EA concluded that the vehicles analyzed therein would be substantially smaller than the vehicles analyzed in the FAA 2016 EA, and therefore expected noise impacts would be less than those in the FAA 2016 EA. The FAA 2016 EA concluded that noise impacts from launching suborbital, small-lift, or medium-lift launch vehicles would not result in any significant changes to the noise environment in the affected area (FAA 2016 EA, Section 4.1.10.1). The PSCA is located in a rural area, so there are few noise sensitive receivers and residences near the launch site. Based on noise modeling that conservatively assumed all nine annual launches would be medium-lift vehicles, the overall increase in daily or annual averages would only be measurable at one nearby noise-sensitive property, with an increase of 45 to 49 dBA, which is below the FAA's 65 dBA significance threshold.

Total launch operations (government or commercial) have not increased since the FAA 2016 EA and MDA 2017 EA. Impacts related to noise and compatible land use for inclusion of the Proposed Areas for government launch operations would be comparable to those impacts described in the FAA 2016 EA and the MDA 2017 EA, as vehicles would not be larger than those previously analyzed (only suborbital and small-lift launch vehicles would conduct launch operations from the Proposed Areas). Noise generated from launch operations would be compatible with the existing land use, as the Proposed Areas are located within close proximity to existing operational launch pads. Accordingly, the Proposed Action would not result in significant impacts related to noise and noise-compatible land use.

Socioeconomics and Children’s Environmental Health and Safety Risks

The MDA 2017 EA considered the potential restrictions on commercial and tourist activities to the offshore waters near PSCA and impacts to the nearby City of Kodiak for up to nine annual launches from PSCA and found that there would be an insignificant impact on tourism (MDA 2017 EA, Section 3.8.2) and commercial fishing activities, although they would be temporarily restricted due to the maximum of nine closures of recreational areas and marine vessel restrictions prior to and during launches. There would be 200 to 300 personnel temporarily located on Kodiak Island during test events; supporting these employees would not have a significant impact on the local economy, as they would provide a short-term benefit but could replace an equivalent amount of tourism. Similarly, there would be the same or lesser amount of personnel temporarily located on Kodiak Island during other governmental or commercial operations that may occur at PSCA.

Environmental Justice and children’s environmental health were analyzed in the FAA 2016 EA. The FAA 2016 EA concluded that there would be no significant impacts to environmental justice, as minority or low-income populations would not be disproportionately affected (FAA 2016 EA, Section 4.1.11.1). Children would not be allowed at the PSCA at the time of a launch, as the facilities and surrounding areas are closed to the general public, so the FAA 2016 EA concluded that there would be no significant impacts to children’s environmental health and safety (FAA 2016 EA, Section 4.1.11.1) The City of Kodiak and surrounding areas are currently not identified Environmental Justice communities. There are no other substantive changes to environmental justice and children’s environmental health and safety risks on Kodiak Island.

Impacts related to socioeconomics, environmental justice, and children’s environmental health and safety risks under the Proposed Action would be comparable to those impacts described in the MDA 2017 EA and the FAA 2016 EA. As the number of annual launches would not increase under the Proposed Action, previously analyzed impacts on commercial and tourist activities and City of Kodiak are not expected to change. The Notice to Mariners (NOTMAR) and Notice to Air Missions (NOTAM) issuances identified in the MDA 2017 EA would remain under the Proposed Action.

Inclusion of the Proposed Areas for government and commercial launch operations would have a negligible impact on health and safety risks, as existing fueling, storage, and launch operations would be expected to continue at current levels. No additional health and safety risks would be expected with the inclusion of the Proposed Areas for government and commercial launch operations. Accordingly, the

Proposed Action would not result in significant impacts related to socioeconomics, environmental justice, and children's environmental health and safety risks.

Water Resources (including Wetlands, Floodplains, Surface Waters, Groundwater, and Wild and Scenic Rivers)

The MDA 2017 EA analyzed impacts to water resources based on nine annual launches from PSCA. Previous surface water quality monitoring efforts for rocket launches have shown no effects on local water bodies (MDA 2017 EA, Section 3.3.2). All transportation of launch systems and support equipment for pre-flight preparations would be performed in accordance with appropriate DOT approved procedures, as well as OSHA requirements and DoD safety regulations. Non-hazardous wastes (used motor oil and/or coolant) would be handled in accordance with PSCA user guidelines and all applicable regulatory requirements. Any minor leaks of potential contaminants into surface water or groundwater would be monitored and mitigated by onsite personnel in accordance with the PSCA Spill Prevention, Control, and Countermeasures Plan.

No changes to existing water resources in the vicinity of the PSCA have occurred since the MDA 2017 EA. Impacts on water resources in or near the PSCA, potable water resources, storm water drainage, are not expected to change from the MDA 2017 EA as the Proposed Areas are already used to hold support equipment and the total number of launches from the PSCA would not increase. Accordingly, the Proposed Action would not result in a significant impact on water resources.

Cumulative Impacts

Two commercial space operators currently hold licenses to conduct small-lift launch vehicle operations at existing PSCA launch pads: ABL Space Systems and Astra Space, Inc. MDA currently conducts ballistic vehicle launch operations at existing PSCA launch pads and would also conduct ballistic vehicle launches from PSCA Areas 1, 4, and 5 if they are added to AAC's Launch Site Operator License. No more than nine launches (and nine days of closures) annually would occur at the PSCA, including both commercial and government operators, which would be consistent with the analyses of the MDA 2017 EA and the FAA 2016 EA. The FAA would prepare additional environmental documentation in accordance with FAA Order 1050.1F if AAC proposes to increase the number of launches and days of closures from PSCA.

The Proposed Action would not result in significant cumulative impacts to any environmental impact category. Further, the Proposed Action would not result in cumulative impacts which would be

substantially different from those cumulative impacts analyzed in the MDA 2017 EA and the FAA 2016 EA. The MDA 2017 EA and the FAA 2016 EA analyzed the environmental impacts of the Proposed Action along with the potential environmental impacts of past, present, and reasonably foreseeable future actions and determined that the Proposed Action would not result in significant cumulative impacts to any environmental impact category. As discussed above, no significant impacts are expected from the Proposed Action. Further, impacts associated with the Proposed Action would not be expected to increase beyond those considered in the MDA 2017 EA and FAA 2016 EA. Accordingly, the Proposed Action would not result in significant cumulative impacts.

Agency Finding and Statement

The FAA has determined that no significant impacts would occur as a result of modifying AAC’s Launch Site Operator License to add PSCA Areas 1, 4, and 5 for government and commercial launch operations in compliance with 15 CFR Part 420 and, therefore, that preparation of an EIS is not warranted and a FONSI in accordance with 40 CFR §1501.6 is appropriate.

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed federal action is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and 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.

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