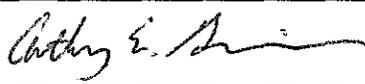
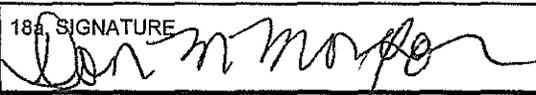


DFRC REQUEST FOR ENVIRONMENTAL IMPACT ANALYSIS		DFRC CONTROL NUMBER 09-09	
INSTRUCTIONS: Section I to be completed by Proponent. Sections II and III to be completed by the Safety, Health & Environmental Office. Continue in Block 19 or attach additional sheets as necessary and reference appropriate item number(s).			
SECTION I - PROPONENT INFORMATION		Start Date: 8/1/2009	
1. TO: Code SH	2. FROM: (Proponent organization and functional address symbol) Code Z - US Army	3a. TELEPHONE NO. X 3530	
3. TITLE OF PROPOSED ACTION/START DATE US Army Twin Otter Aircraft Operating Out of the Dryden Aircraft Operations Facility (DAOF)			
4. PURPOSE AND NEED FOR ACTION (Describe why you need to take this action.) The Army's Night Vision & Electronics Sensors Directorate (NESVD) has asked Dryden for permission to operate the Twin Otter Aircraft out of the DAOF while they participate in military exercises at China Lake Naval Weapons Center.			
5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA)(Provide sufficient details for evaluation of the total action. The Twin Otter would operate out of the DAOF for the duration of the exercise. The aircraft is a twin turbine powered aircraft similar to NASA KingAirs, only larger. The Army would operate the aircraft out of the DAOF for two flights per day between 01 Aug 2009 and 21 Aug 2009. No weekend flights are planned. They would refuel the aircraft using our standard fueling truck at the DAOF. The aircraft would be started with an Antelope Valley Air Quality Management District permitted AGE generator cart provided by Dryden and operate within			
6. PROPONENT Tony Ginn			6b. DATE 7/21/2009
SECTION II - PRELIMINARY ENVIRONMENTAL ANALYSIS (Check appropriate box and describe potential environmental effects and mitigations.) (+ = positive effect; 0 = no effect; - = adverse effect; U = Unknown effect)			+ 0 - U
7. AIR INSTALLATION COMPATIBLE USE ZONE (Noise, accident potential, land use, etc.)			X
8. AIR QUALITY (Emmissions, attainment status, state implementation plan, etc.)			X
9. WATER RESOURCES (Quality, quantity, source, etc.)			X
10. SAFETY & OCCUPATIONAL HEALTH (Asbestos/radiation/chemical exposure, explosives safe quantity-distance, etc.)			X
11. HAZARDOUS MATERIALS/WASTE (Use/storage/generation/solid waste, etc.)			X
12. BIOLOGICAL RESOURCES (Wetlands/Floodplains, flora, fauna, etc.)			X
13. CULTURAL RESOURCES (Native American burial sites, archeological, historical etc.)			X
14. GEOLOGY & SOILS (Topography, minerals, geothermal, Superfund Program, seismicity, etc.)			X
15. SOCIOECONOMIC (Employment/population projections, school and local fiscal impacts, etc.)			X
16. OTHER (Potential impacts not addressed abo			X
SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATAION			
17	<input checked="" type="checkbox"/>	PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX)	4.2.1(e) ; OR
	<input type="checkbox"/>	PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.	
18. SHE OFFICE CERTIFICATION Dan Morgan	18a. SIGNATURE 		18b. DATE 7/21/09

#5 cont. - established airspace.
No alternatives were considered.

ACCIDENT POTENTIAL: Project activities (including driving) in close proximity to the flightline may increase the potential for foreign objects on taxiways, aprons, or runways used by aircraft. Dryden Centerwide Procedure Code O, Aircraft Maintenance and Safety Manual (AM&SM) (DCP-O-001) shall be followed. The proponent/contractor shall contact the Aviation Ground Safety Officer (Code OG) at extension 3366 or 2710 for additional guidance on measures to implement to reduce the presence of foreign object damage (FOD) materials on the flightline.

AIR QUALITY: A short-term degradation of air quality may occur during the proposed project. These emissions will be minor and are well below the de minimis thresholds for non-attainment areas; therefore, a formal conformity determination is not required. Vehicle emissions from additional personnel required for temporary duty are exempt under 40 CFR 51.853(c) (2)(vii) & (x) and were not evaluated. Air quality impacts from this project would not be significant.

SAFETY AND OCCUPATIONAL HEALTH: Major noise sources at the DAOF are from aircraft and helicopter operations, engine testing, and the operation of powered aircraft ground equipment (AGE). As such, workers along the flightline may be exposed to increased noise levels that may be above acceptable levels established by OSHA regulations. The contractor/proponent shall be responsible for implementing OSHA hearing protection measures for their employees.

CUMULATIVE IMPACT: This is a one-time project using aircraft and ground support operations within the existing mission of Dryden Flight Research Center. No specific follow-on actions have been determined at this time and no cumulative environmental impact is expected.

CONCLUSION: Based on the above environmental impact analysis it is concluded that this is a categorically excluded action [NASA NPR 8580.1, paragraph 4.2.1 e., Continuing operations of a NASA facility at a level of effort, or altered operations, provided the alterations induce only social and/or economic effects but no or minimal natural or physical environmental effects.] that do not substantially impact the human environment; therefore, neither an EA nor an EIS is required.