DFRC Record of Environmental Consideration	DFRC CONTROL NUMBER 10-17

INSTRUCTIONS: Section I to be completed by Proponent. Sections II and III to be completed by the Safety, Health & Environmental Office. Continue on page 2 or attach additional sheets as necessary and reference appropriate item number(s).

SECTION I - PROPONENT INFORMATION Start Date: 6-22-2010

1. TO:	2. FROM: (Proponent organization and functional address symbol)	2a. TELEPHONE NO.
Safety, Health, & Environmental Office Code SH	Code PS	x 8696

3. TITLE OF PROPOSED ACTION/START DATE
Uninhabited Aerial Vehicle Synthetic Aperture Radar (UAVSAR)/G-III Gulf Coast Oil Spill

4. PURPOSE AND NEED FOR ACTION (Describe why you need to take this action.)
The purpose of this project is to provide a unique set of measurements that would: (1) aid in the development and validation of algorithms for the improved discrimination of oil slicks over water and in the determination of their properties;(2) aid in the development of algorithms for determining the extent of oil penetration into sensitive coastal ecological zones; and (3) provide baseline data for future use to provide data on the persistence, location, and damage recovery processes to various coastal ecological zones. This project is needed to (Continued on Pg. 2)

5. DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES (DOPAA)(Provide sufficient details for evaluation of the total action.)
This project would include flights based out of Pensacola Naval Air Station in Florida and Ellington Field in Houston, Texas. All science flights would consist of a G-III takeoff, climb to an altitude of 41,000 feet, UAVSAR data collection, and descent and landing. Schedule: Day 1 - transit to Pensacola, FL from Palmdale; conduct science mission; Day 2 - Science mission; transit from Pensacola to Ellington Field, TX; Day 3 - transit from Ellington Field to Palmdale. There would be a total of four sorties flown at an altitude of approximately 40,000 feet. (Continued on Pg. 2)

6. PROPONENT		6b. DATE
Tim Moes	Timothy N Moes	6-21-10

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. NOISE/LAND USE ZONE (Noise, accident potential, land use, etc.)		X		
8. AIR QUALITY (Emmissions, attainment status, conformity, etc.)		X		
9. WATER RESOURCES (Quality, quanity, 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 (Floodplains, flora, fauna, etc.)		X		
13. CULTURAL RESOURCES (Architectural ,historical, etc.)		X		
14. GEOLOGY & SOILS (Topography, Superfund Program, seismicity, etc.)		X		
15. SOCIOECONOMIC (Employment/population projections, school and local fiscal impacts, etc.)	X			
16. OTHER (Potential impacts not addressed above.)				

SECTION III - ENVIRONMENTAL ANALYSIS DETERMINATAION

17		
	X	PROPOSED ACTION QUALIFIES FOR CATEGORICAL EXCLUSION (CATEX) 4.2.1.a.(3) ; OR
		PROPOSED ACTION DOES NOT QUALIFY FOR A CATEX; FURTHER ENVIRONMENTAL ANALYSIS IS REQUIRED.

18. SHE OFFICE CERTIFICATION	18a. SIGNATURE	18b. DATE
Dan Morgan	Dan M Morgan	6-10-10

(Continued from Block 4) support the effort to control and mitigate the British Petroleum oil spill that occurred in the Gulf of Mexico in May 2010.

(Continued from Block 5) The Southern California through Gulf Coast to Western Florida airspaces would be planned for use during this project. No alternative were considered.

IMPACT ANALYSIS AND PROJECT REQUIREMENTS:

SOCIOECONOMIC: A minor positive impact to the local economy from the temporary stay of scientists and researchers would result from this project.

MITIGATION MEASURES: No significant impacts are identified; therefore, no mitigation measures are required.

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.a.(3), Research and development activities in aeronautics and space technology and energy technology applications, other than experimental projects that have the potential for substantial environmental impacts] that does not substantially impact the human environment; therefore, neither an EA nor an EIS is required.