

# Appendix L

## Notice of Intent

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The following Notice of Intent was circulated and published by the Air Force in the April 12, 1999, *Federal Register* in order to provide public notice of the Air Force's intent to prepare an Environmental Impact Statement for the Evolved Expendable Launch Vehicle (EELV) program. This Notice of Intent has been retyped for clarity and legibility.

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[Page 17635-17636]From the Federal Register Online via GPO Access  
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**DEPARTMENT OF DEFENSE**

**Department of the Air Force**

Notice of Intent To Prepare a Supplemental Environmental Impact Statement (SEIS) for the Evolved Expendable Launch Vehicle (EELV) Program This notifies the public that the Department of the Air Force, through Space and Missile Systems Center's Evolved Expendable Launch Vehicle (EELV) System Program Office (SMC/MV), intends to supplement the EELV Final Environment Impact Statement (FEIS) and Record of Decision (ROD) dated June 8, 1998. The Air Force supplement will be prepared to further the purposes of the National Environmental Policy Act (NEPA) by inviting public involvement in the evaluation of a new, supplemental proposal to the action analyzed in the original NEPA document.

The FEIS documented the impact of implementing the EELV program. At that time, two baseline vehicle configurations were evaluated: (1) A liquid-oxygen/liquid-hydrogen core booster (with the option of small, strap-on solid rocket motors), and (2) a liquid-oxygen/kerosene core booster. The Supplemental Environmental Impact Statement (SEIS) will evaluate the proposed use of some EELV vehicle variants using large, strap-on solid rocket motors to reduce launch costs, increase mission launch options, protect launch schedules, and improve mission responsiveness. These launches would take place at Cape Canaveral Air Station (CCAS) in Florida and Vandenberg Air Force Base (VAFB) in California.

In 1994, a multi-agency Space Launch Modernization Plan was developed to evaluate national space launch systems and to improve United States launch capability. The current EELV program objectives evolved from the resulting study. The purpose of the development and deployment of the EELV is to meet the U.S. Government National Mission Model, both medium and heavy-lift, at a lower cost of launch to the nation than the present expendable launch systems (which consist primarily of Delta II, Atlas II, Titan II, and Titan IV). EELV is intended to launch national security, civil, and commercial payloads. No crew-rated or cargo-return missions are planned.

On October 16, 1998, the EELV System Program Office awarded Development Agreements and Initial Launch Services contracts to two contractors, McDonnell Douglas Corporation (a wholly-owned subsidiary of the Boeing Company) and Lockheed Martin Astronautics. Furthermore, the Air Force is preparing to enter into real property agreements with both contractors to permit the use of Air Force facilities for deployment of EELV systems. These decisions were supported by the June 8, 1998 ROD as premised upon in the EELV FEIS. Full descriptions of the previously analyzed EELV systems are available in the FEIS at the following Internet address:  
<http://ax.laafb.af.mil/axf/EELV.htm>.

In accordance with the Council on Environmental Quality Regulations implementing NEPA, specifically 40 CFR 1502.9(c), ``an agency shall

prepare supplements to either draft or final environmental impact statements when substantial changes in the proposed action are made relevant to environmental concerns.' The proposed action to consider permitting the use of EELV vehicles using larger strap-on solid rocket motors may be considered a substantial change to the action[[Page 17636]] previously analyzed in the FEIS and would present different potential environmental impacts due to the use of different propellants. The size and number of solid rocket motors to be used on each launch vehicle will be proposed by the launch vehicle contractors, Lockheed Martin and the Boeing Company. The solid propellant to be used in the strap-on motors will most likely consist of ammonium perchlorate, aluminum, and organic binder. Details regarding propellant composition, propellant masses, and emissions impacts will be included in the SEIS. Because of the projected differences in the environmental impacts between the systems previously examined and the new alternative, the Department of the Air Force will prepare a supplement to the EELV FEIS.

The SEIS will analyze the potential environmental impacts resulting from the use of solid rocket motors on EELV vehicles. Both government and commercial launches will be analyzed to assess cumulative effects. The total EELV launch rate including launches using solid rocket motors are not expected to exceed those addressed in the FEIS. The first launch of a solid rocket motor variant is anticipated in 2001 at CCAS and 2002 at VAFB. EELV launches using solid rocket motors are not expected to exceed 7 to 12 per year from VAFB and 14 to 21 launches per year from CCAS.

The no-action alternative to the proposed action is to limit EELV launches from Air Force facilities to those launch vehicle variants previously analyzed in the FEIS. That is, the Government could choose not to permit the use of strap-on solid rocket motors. This would result in the use of only the systems considered in the June 1998 ROD.

Environmental issues to be analyzed in the SEIS include, but are not limited to: air quality, hazardous materials processing, hazardous waste, stratospheric impacts, health and safety, launch debris, launch noise, sonic boom impacts, construction modifications due to program changes from FEIS, and effects of new launch variants on biological species, ground waters, and all other natural and cultural resources.

The Air Force is soliciting public input and comments concerning the environmental aspects to be addressed in the SEIS. To ensure that the Air Force has sufficient time to fully consider public response, written comments need to be received no later than April 26, 1999. Comments should be mailed to: SMC/AXFV, Attn: Ted Krawczyk, Environmental Engineer, 2420 Vela Way, Suite 1467, El Segundo, CA 90245-4659. Comments may also be sent via fax (310) 363-1503, and e-mail: Theodore.Krawczyk@losangeles.af.mil. The SEIS is expected to be available for public review in Summer 1999.

A notice of availability will be published in the Federal Register announcing issuance of the draft SEIS.

Carolyn A. Lunsford,  
Air Force Federal Register Liaison Officer.  
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