

## **Notice of Availability**

### **Air-launch Rapid Response Weapon (ARRW) Final Environmental Assessment / Overseas Environmental Assessment**

United States Air Force (USAF) Life Cycle Management Center (LCMC), as designated by the Office of the Under Secretary of Defense for Research and Engineering [USD (R&E)], and the U.S. Army Space and Missile Defense Command (USASMDC) as a participating agency, has completed this Final Environmental Assessment / Overseas Environmental Assessment (EA/OEA) in accordance with the National Environmental Policy Act (NEPA) (42 United States Code 4321, as amended); the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (Title 40 Code of Federal Regulations [CFR] Parts 1500–1508, July 1, 1986); the Department of the Army Procedures for Implementing NEPA (32 CFR Part 651); the U.S. Air Force Environmental Impact Analysis Process, (32 CFR Part 989); the Department of the Navy Procedures for Implementing NEPA (32 CFR Part 775); FAA Order 1050.1F, Environmental Impacts: Policies and Procedures; and Executive Order 12114 – Environmental Effects Abroad of Major Federal Actions.

The Final EA/OEA analyzes several Air-launched Rapid Response Weapon (ARRW) test series 1 and ARRW test series 2 flight tests. The action entails aerial drop, ignition and launch, over-ocean flight and vehicle component splashdown within the BOA (test series 1) and impact at Illeginni Islet, Kwajalein (ARRW test series 2). After air-drop of the ARRW test series 1 over PMSR, the vehicle's solid rocket motor would ignite and the vehicle would travel westward. Once the motor is spent, the spent component, shroud, and inert payload would splash down in the broad ocean area (BOA) of the Pacific.

The Final EA/OEA also analyzes actions and impacts of the ARRW test series 2. After air-drop of the ARRW test series 2 over the BOA, the vehicle's solid rocket motor would ignite and the ARRW test series 2 with attached payload would travel over the BOA towards the Reagan Test Site (RTS) at United States Army Kwajalein Atoll (USAKA) in the Republic of the Marshall Islands (RMI). Once the motor is spent, the payload would separate, the spent component and shroud would fall into the BOA, and the payload would continue flight towards USAKA where it would incur a land impact at Illeginni Islet in Kwajalein Atoll.

The purpose of the ARRW test series 1 and ARRW test series 2 flight tests, is to demonstrate and collect data on key technologies and enabling capabilities of the ARRW vehicle during flight.

The USAF LCMC is also considering the No Action Alternative, as required by the Council on Environmental Quality regulations.

Based on the analysis, USAF has determined in the Final EA/OEA that the activities associated with the Proposed Action are not expected to result in significant impacts to the environment.

The Final EA/OEA and Draft Finding of No Significant Impact (FONSI) have been approved for public release, distribution is unlimited under Distribution A and are available at [www.arrwea.govsupport.us](http://www.arrwea.govsupport.us) and in the following locations:

- (1) Office lobby of the Republic of the Marshall Islands  
Protection Authority, Majuro, Marshall Islands
- (2) Office lobby of the Republic of the Marshall Islands  
Environmental Protection Authority, Ebeye, Marshall Islands
- (3) Grace Sherwood Library  
P.O. Box 23  
Kwajalein, Marshall Islands  
APO, A.P. 96555
- (4) Roi-Namur Library  
P.O. Box 23  
Roi-Namur, Marshall Islands  
APO, AP 96555

Public comments on the Final EA, Draft FONSI will be accepted from June 5<sup>th</sup>, 2020 to July 5<sup>th</sup>, 2020 and can be provided in either of the following ways:

- (1) E-mail comments by July 5<sup>th</sup>, 2020 to [Comments@ARRW-EA.com](mailto:Comments@ARRW-EA.com)
- (2) Mail comments, postmarked no later than July 5<sup>th</sup>, 2020 to:

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