



# ANGOON AIRPORT

Final Environmental Impact Statement  
and Section 4(f) Evaluation

## Appendix Q – Part 1



SEPTEMBER 2016



Federal Aviation  
Administration







## **APPENDIX Q – PART 1 DOCUMENTATION OF COMMUNICATIONS WITH AGENCIES AND TRIBES**

*Note:* The Section 508 amendment of the Rehabilitation Act of 1973 requires that the information in federal documents be accessible to individuals with disabilities. The FAA has made every effort to ensure that the information in the *Draft Angoon Airport Environmental Impact Statement* is accessible. However, this appendix is not fully compliant with Section 508, and readers with disabilities are encouraged to contact Leslie Grey at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov) if they would like access to the information.







## APPENDIX Q DOCUMENTATION OF COMMUNICATIONS WITH AGENCIES AND TRIBES

August 2016

### What is included in this appendix?

The following consultation and coordination timeline and record of project coordination provide an overview of the Federal Aviation Administration's outreach throughout the preparation of the final Angoon Airport Environmental Impact Statement (EIS). The following documents represent examples of coordination and consultation, including activities conducted during project scoping. Because of the voluminous amount of materials generated during the coordination process, not all records are included within this appendix; however, the EIS analysis has been prepared in consideration of all project coordination. Please note that information deemed confidential or proprietary has been omitted from this appendix.

### Correspondence and Consultation Timeline and Document Index

No.	Date	Document Type	Document Title & Description
1	8/18/2005	Letter	Angoon Airport Planning follow up letter from DOT&PF to USFS
2	10/30/2006	MOA / MOU	Memorandum of Understanding between FAA and DOT&PF: Angoon Airport Environmental Impact Statement
3	1/15/2008	Phone Log	Record of conversation with Peter Naoroz, Kootznoowoo, Inc., January 15, 2008
4	1/16/2008	Meeting Minutes	Angoon Airport EIS Teleconference Notes: Project Kickoff with USFS
5	2/1/2008	Meeting Minutes	Angoon Airport EIS Teleconference Notes: Project Kickoff with DOT&PF
6	2/7/2008	MOA / MOU	Written Agreement for FAA Installation of Wind-monitoring Equipment on Kootznoowoo, Inc. Lands
7	3/3/2008	Meeting Minutes	Meeting Summary Angoon Airport EIS Project Pre-Scoping Meeting with Southeast Alaska Conservation Council (SEACC)
8	3/3/2008	Meeting Minutes	Meeting Summary Angoon Airport EIS Project Pre-Scoping Meeting with The Nature Conservancy (TNC)



<b>No.</b>	<b>Date</b>	<b>Document Type</b>	<b>Document Title &amp; Description</b>
9	3/4/2008	Meeting Minutes	Angoon Airport EIS Project Pre-Scoping Meeting with Federal and State Agencies Meeting Summary
10	3/6/2008	Meeting Minutes	Meeting Summary Angoon Airport EIS Project MOU Meeting with USFS
11	3/6/2008	Meeting Minutes	Meeting Summary Angoon Airport EIS Project Pre-Scoping Public Meeting
12	3/7/2008	Permit	USFS special use permit issued to the FAA for the installation of wind monitoring devices on National Forest System Lands near Favorite Bay
13	3/25/2008	Memo	Installation of wind monitoring equipment on USFS and Kootznoowoo managed corridor lands (Kootznoowoo)
14	3/25/2008	Memo	Installation of wind monitoring equipment on USFS managed corridor lands (USFS)
15	4/2/2008	Meeting Minutes	Angoon Airport EIS FAA-ADOT&PF Bi-Monthly Teleconference Notes, April 2, 2008
16	4/3/2008	Meeting Minutes	Angoon Airport EIS FAA-OPMP Teleconference Notes
17	4/16/2008	Meeting Minutes	Angoon Airport EIS FAA-ADOT&PF Bi-Monthly Teleconference Notes, April 16, 2008
18	4/25/2008	Plan	Public Involvement Plan
19	4/30/2008	Meeting Minutes	FAA/City of Angoon and ACA teleconference notes
20	5/1/2008	Letter	Request from FAA to USACE: Cooperating Agency
21	5/7/2008	Meeting Agenda	Agenda for FAA/Friends of Admiralty Island Teleconference– May 7, 2008
22	5/14/2008	Meeting Agenda	Agenda for FAA/ADOT&PF Teleconference– May 14, 2008
23	5/23/2008	Letter	Angoon Airport invitation to National Marine Fisheries Service to participate as cooperating agency
24	5/29/2008	Letter	Initiation of Section 106 Consultation for the Angoon Airport Environmental Impact Statement, Angoon, Alaska
25	5/2008	Newsletter	Angoon Airport Environmental Impact Statement Newsletter, May 2008
26	6/11/2008	Meeting Minutes	Angoon Airport EIS FAA-ADOT&PF Monthly Teleconference Notes, June 11, 2008
27	6/20/2008	Letter	Response from USACE regarding cooperating agency status
28	7/2/2008	Letter	Letter to ACA Clarifying Communications Protocols
29	7/2/2008	Letter	Letter to City of Angoon Clarifying Communications Protocols
30	7/16/2008	MOA / MOU	Communication Protocol between FAA, Alaskan Region Airports Division, and Alaska Department of Natural Resources, Office of Project Management and Permitting, ANILCA Implementation Program Angoon Airport EIS (July 16, 2008)
31	7/21/2008	Meeting Agenda	FAA/FS MOU Teleconference– July 21, 2008
32	7/23/2008	Meeting Minutes	Angoon Airport EIS FAA-ADOT&PF Monthly Teleconference Notes, July 23, 2008
33	7/29/2008	Letter	RE: Cooperating Agency Agreement for Angoon Airport EIS (USACE)
34	8/12/2008	Newsletter	Angoon Airport Environmental Impact Statement Project





No.	Date	Document Type	Document Title & Description
			Update: August 12, 2009
35	8/18/2008	Meeting Agenda	FAA/SHPO, EPA, and State ANILCA Program Meeting
36	8/19/2008	Meeting Agenda	Meeting with Southeast Conference, Friends of Admiralty Island, and SE Alaska Conservation Council
37	8/20/2008	Presentation	FAA Introduction to Airport Planning (agenda and presentation slides)
38	8/20/2008	Meeting Agenda	FAA/Federal and State Agencies Meeting
39	8/20/2008	Meeting Agenda	FAA/Kootznoowoo Inc. Meeting– August 20, 2008
40	8/21/2008	Meeting Agenda	FAA/Forest Service Meeting– August 21, 2008
41	9/16/2008	MOA / MOU	Final Signed Kootznoowoo Memorandum of Understanding
42	9/17/2008	Advertisement / Legal Notice	Notice of Intent
43	9/17/2008	Memo	AGC-200 Signed NOI Memo
44	9/17/2008	Memo	APP-400 Signed NOI Memo
45	9/17/2008	Letter	CD Certification Letter for NOI
46	9/17/2008	Permit	Authorization to extend permit for wind monitoring devices on National Forest System Lands near Favorite Bay.
47	9/23/2008	MOA / MOU	Cooperating Agency Agreement for Angoon Airport EIS between the USACE and the FAA
48	9/24/2008	Advertisement / Legal Notice	Notice of Intent to Prepare an Environmental Impact Statement for Angoon Airport, Angoon, Alaska.
49	10/2/2008	Advertisement / Legal Notice	Anchorage Daily News Affidavit of Publication
50	10/7/2008	Meeting Minutes	Internal EIS Team Alternatives Workshop, October 7 and 8, 2008
51	10/21/2008	Web Page	FAA schedules Angoon airport meetings
52	11/28/2008	E-mail	E-mail from Peter Naoroz re: Memorandum of Understanding between Kootznoowoo, Inc., and FAA
53	12/1/2008	Letter	RE: Angoon Airport Environmental Impact Statement (SeaAlaska)
54	12/10/2008	E-mail	Threatened, Endangered and Sensitive Species that Could Occur in the Angoon Area
55	12/31/2008	Letter	Letter from ANILCA Implementation Program Regarding Scoping Materials
56	2008	Press Release / Media Item	FAA Schedules Angoon Airport Environmental Impact Statement Public Scoping Meetings
57	2008	Press Release / Media Item	Public service announcement (30 second)-Juneau/Angoon
58	2008	Press Release / Media Item	Public service announcement (30 second)-Anchorage



<b>No.</b>	<b>Date</b>	<b>Document Type</b>	<b>Document Title &amp; Description</b>
59	2008	Press Release / Media Item	Public Scoping Meeting Dates Announced Flyer
60	2008	Web Page	Initial project website and other online postings, 2008
61	1/6/2009	Advertisement / Legal Notice	Juneau Empire Affidavit of Publication
62	1/27/2009	MOA / MOU	Signed Memorandum of Understanding between FAA and U.S. Department of Agriculture, Forest Service, Alaska Region
63	2/10/2009	Letter	Angoon Airport EIS Scoping Comments from National Marine Fisheries Service
64	3/10/2009	Letter	Letter Conveying Cooperating Agency Agreement for Angoon Airport EIS to USACE
65	3/17/2009	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: News and Updates, May 17, 2009
66	4/3/2009	Letter	Letter Inviting Central Council of the Tlingit and Haida Indian Tribes of Alaska to Participate in EIS Process
67	4/29/2009	Plan	Public Involvement Plan Supplement #1
68	5/5/2009	Letter	Letter Describing Progress to Date and Coordination Efforts with USFS
69	5/13/2009	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: News and Updates, May 13, 2009
70	5/14/2009	Meeting Agenda	Agenda--FAA/ADOT&PF Teleconference, May 14, 2009
71	5/22/2009	Memo	Angoon Airport Environmental Impact Statement Project Update-- Forest Service: May 22, 2009
72	5/26/2009	E-mail	E-mail Conversation Regarding USFS Fish Sampling Protocols
73	5/27/2009	Report / Paper	Angoon Airport EIS Public and Agency Scoping Report
74	6/3/2009	Letter	Agreement between FAA and DOT&PF to Change in Proposed Action (from Airport Alternative 3 to Airport Alternative 3a)
75	6/3/2009	Meeting Minutes	FAA/Forest Service Coordination Teleconference Notes - June 3, 2009
76	6/4/2009	Memo	Angoon Airport Environmental Impact Statement Project Update-- DOT&PF Region: June 4, 2009
77	6/5/2009	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: News and Updates, June 5, 2009
78	6/10/2009	Meeting Agenda	Agenda--FAA/ADOT&PF Teleconference, June 10, 2009
79	6/17/2009	Phone Log	Phone Log: Federal Permit Requirements for Cultural Resource Surveys
80	6/19/2009	Permit	U.S. Department of Agriculture Forest Service Application for Permit for Archaeological Investigations
81	6/24/2009	Permit	U.S. Department of Agriculture Forest Service Permit for Archaeological Investigations. Authority: The Archaeological Resources Protection Act of 1979, 16 U.S.C. 470aa-mm.
82	7/8/2009	Phone Log	Angoon Wildlife Surveys





No.	Date	Document Type	Document Title & Description
83	7/8/2009	Meeting Minutes	Meeting Sign-In Sheet 8July2009 Location: FS Juneau D.O.
84	7/9/2009	Meeting Minutes	USFS Regional Office Briefing Meeting Notes, July 9, 2009 (draft)
85	7/21/2009	Phone Log	Phone Log: State of Alaska Requirements for Cultural Resource Surveys
86	7/24/2009	Memo	Archaeological Survey Work for the Angoon Airport EIS
87	7/28/2009	Memo	Internal Memo Regarding Government-to-Government Consultation Protocol with the ACA
88	7/28/2009	Letter	Follow-up Letter Regarding Invitation for Central Council of the Tlingit and Haida Indian Tribes of Alaska to Participate in EIS Process
89	7/29/2009	Memo	Wetlands below Duff Layer and Quantifying Acreage
90	7/29/2009	Meeting Agenda	DOT&PF/FAA Teleconference Agenda, July 29, 2009
91	7/2009	Advertisement / Legal Notice	Open House Meeting Dates Announced
92	7/2009	Other	July 2009 Interviews with Angoon Community
93	8/6/2009	Meeting Minutes	FAA/Forest Service Coordination Teleconference Notes - August 6, 2009, Version 3.0 (August 4, 2009)
94	8/11/2009	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: News and Updates, August 11, 2009, including July 2009 newsletter
95	8/13/2009	Letter	Letter from USFS Regarding Angoon Video Project
96	8/14/2009	Meeting Minutes	USFS Noise Analysis Methodology Briefing Meeting Notes - August 14, 2009, Version 4.0 (September 10, 2009)
97	8/17/2009	Letter	Angoon Airport EIS – FAA Agreements with Other Parties
98	8/31/2009	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: Agency Project Update, August 31, 2009
99	9/3/2009	Meeting Minutes	FAA/Forest Service Coordination Teleconference Notes - September 3, 2009, Version 3.0 (September 10, 2009)
100	9/9/2009	Meeting Agenda	DOT&PF/FAA Teleconference Agenda, September 9, 2009
101	9/24/2009	Report / Paper	Comments from Roger Birk and Maria Lisowski, USFS, on draft (9/1/2009) of ANILCA Title XI: Transportation and Utility Systems in and across and Access into, Conservation System Units: Incorporation of Required Findings into the Angoon Airport EIS
102	9/30/2009	Report / Paper	Comments from Karen Iwamoto, USFS, on draft (9/1/2009) of ANILCA Title XI: Transportation and Utility Systems in and across and Access into, Conservation System Units: Incorporation of Required Findings into the Angoon Airport EIS
103	10/1/2009	Meeting Minutes	FAA/Forest Service Coordination Teleconference Notes - October 1, 2009, Version 3.0 (October 15, 2009)
104	10/5/2009	Report / Paper	Comments from Jennifer Berger, USFS, on draft (9/1/2009) of ANILCA Title XI: Transportation and Utility Systems in and across and Access into, Conservation System Units: Incorporation of Required Findings into the Angoon Airport



No.	Date	Document Type	Document Title & Description
			EIS
105	10/14/2009	Meeting Agenda	DOT&PF/FAA Teleconference Agenda, October 14, 2009
106	10/2009	Phone Log	Discussion of land ownership and use in the Angoon area, and Kootznouwo, Inc.'s land uses, policies, and philosophies
107	10/2009	Report / Paper	Draft ANILCA Whitepaper Comments/USFS and FAA Responses
108	11/5/2009	Meeting Minutes	FAA/Forest Service Coordination Teleconference Notes - November 5, 2009, Version 3.0 (November 17, 2009)
109	11/5/2009	Report / Paper	USFS review of Angoon Airport EIS Cause and Effect Analyses
110	11/12/2009	Report / Paper	ANILCA Title XI: Transportation and Utility Systems in and across and Access into, Conservation System Units: Incorporation of Required Findings into the Angoon Airport EIS
111	11/12/2009	Meeting Agenda	DOT&PF/FAA Teleconference Agenda, November 12, 2009
112	11/17/2009	Letter	Letter Expressing Concerns about Possible Airport Locations
113	11/17/2009	Meeting Minutes	USFS Meeting - November 17, 2009 (draft Meeting Minutes)
114	11/18/2009	Meeting Minutes	Angoon Airport EIS Agency Meeting Notes 11/18/09 (Version 1.0, January 5, 2010)
115	11/19/2009	Meeting Minutes	Angoon Airport EIS NGO Meeting Notes (Version 1.0 - January 5, 2010)
116	11/22/2009	Letter	Response to ACA's Letter Expressing Concerns about Possible Airport Locations
117	11/2009	Advertisement / Legal Notice	Angoon Airport EIS Public Meeting (flyer for November 19, 2009 meeting)
118	12/1/2009	Phone Log	Discussion of Land Reconveyance via ANCSA 14(c)3
119	12/1/2009	Letter	Letter to the Mayor Albert Howard regarding cancellation of meeting scheduled for November 19, 2009
120	12/7/2009	Letter	Letter to the ACA regarding cancellation of meeting scheduled for November 19, 2009
121	12/9/2009	Meeting Agenda	DOT&PF/FAA Teleconference Agenda, December 9, 2009
122	12/10/2009	Meeting Minutes	FAA/Forest Service Coordination Teleconference Notes - December 10, 2009, Version 1.0
123	12/11/2009	Memo	Memo re: Notes from November 17, 2009 Meeting with the USFS Regarding the Angoon Airport EIS
124	12/15/2009	Meeting Agenda	FAA-EPA Meeting Minutes
125	12/21/2009	E-mail	Discussion regarding the placement and size of land reconveyances via ANCSA 14(c)3 in the airport alternatives
126	12/21/2009	E-mail	Discussion regarding the placement and size of land reconveyances via ANCSA 14(c)3 in the airport alternatives
127	12/28/2009	E-mail	USFS Fisheries Biologist Review of SWCA's Cause and Effects Analysis for Fisheries Effects
128	2009	Letter	Angoon, Tongass and the Recovery Act





No.	Date	Document Type	Document Title & Description
129	2009	Advertisement / Legal Notice	Summer fieldwork dates, 2009 (flyer)
130	1/7/2010	Meeting Minutes	FAA/Forest Service Coordination Teleconference Notes - January 7, 2010, Version 1.0 (January 12, 2010)
131	1/13/2010	Meeting Agenda	DOT&PF/FAA Teleconference Agenda, January 13, 2010
132	1/21/2010	Letter	Response to Request that FAA Consider an Airport Location along IRR Route 0012
133	1/29/2010	Report / Paper	Special Public Notice (SPN) 2010-45 Corps of Engineers Regulatory Program Consultant-Supplied Jurisdictional Determination Reports
134	2/17/2010	Plan	Angoon Airport EIS FAA-USFS Coordination Plan
135	2/17/2010	Meeting Agenda	DOT&PF/FAA Teleconference Agenda, February 17, 2010
136	2/18/2010	Meeting Minutes	FAA/Forest Service Coordination Teleconference Notes - February 18, 2010, Version 1.0 (February 23, 2010)
137	2/22/2010	Letter	Letter Requesting Angoon Airport Funding Plan
138	3/2/2010	Letter	Letter Regarding Angoon Airport Funding Plan
139	3/17/2010	Meeting Agenda	DOT&PF/FAA Teleconference Agenda, March 17, 2010
140	3/18/2010	Meeting Agenda	Agenda-- FAA/USFS Coordination Teleconference-- March 18, 2010
141	3/ 2010	MOA / MOU	DOT&PF-USFS MOU (FS Agreement: 10MU-11100100-010/Cooperator Agreement: MOU030 SOA-USFS) re: USFS doesn't charge for right of way
142	4/13/2010	Letter	Letter Recommending How to Address Unique Qualities of Wilderness Character in Angoon Airport EIS
143	4/15/2010	Meeting Minutes	FAA/Forest Service Coordination Teleconference Notes - April 15, 2010, Version 1.0 (April 16, 2010)
144	5/5/2010	Disc	Video Presentation by Leslie Grey, FAA
145	5/25/2010	Letter	Request for Consideration of Wilderness Technical Report
146	8/8/2010	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: News and Updates, August 10, 2010
147	9/13/2010	Letter	Letter to ACA Regarding Community Concerns Related to Subsistence Access
148	9/27/2010	Meeting Minutes	Meeting with Verne Skagerberg and memo (general concerns with rural airports)
149	11/22/2010	Memo	Cultural Resources Special Use Permit Extension
150	12/7/2010	Permit	Amendment to Extend Wind Monitoring in Tongass National Forest through December 31, 2011
151	2010	MOA / MOU	Memorandum of Understanding: Angoon Working Group
152	2/14/2011	E-mail	FDD Nomination Submission Outcome email
153	3/3/2011	Phone Log	Record of Conversation: Status and History of Angoon's Water Treatment Facility
154	3/9/2011	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: March 2011 Newsletter
155	3/14/2011	Meeting Agenda	Angoon ADOT monthly update meeting



<b>No.</b>	<b>Date</b>	<b>Document Type</b>	<b>Document Title &amp; Description</b>
156	4/24/2011	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: Community Visit Announcement for May 2011
157	5/11/2011	Meeting Minutes	Angoon Community Visit - May 11, 2011 Notes
158	5/2011	Presentation	Angoon Airport EIS Project Update, Presented to: USFS, By: Leslie Grey, Date: May 2011
159	6/8/2011	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: Community Visit Thank You Letter, June 2011
160	6/14/2011	Meeting Minutes	FAA/Forest Service Coordination Teleconference Notes - June 14, 2011, Version 1.0 (June 16, 2011)
161	6/22/2011	Letter	Letter requesting clarification of ACA-FAA communications protocol
162	7/12/2011	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: July 2011 Newsletter
163	7/13/2011	Advertisement / Legal Notice	Angoon Airport EIS Project Coordinator Jamie Young Visiting Angoon on July 13, 2011
164	7/28/2011	Letter	Letter re: Cultural Resources Technical Report for the Angoon Airport EIS and Draft Determination of Eligibility
165	8/25/2011	Report / Paper	Trip Report, Angoon, Alaska, August 25, 2011
166	9/16/2011	Report / Paper	Visual Resources Technical Report for Angoon Airport Environmental Impact Statement
167	9/20/2011	Report / Paper	Angoon Airport Environmental Impact Statement Water Resources Technical Memorandum
168	9/21/2011	Advertisement / Legal Notice	Visiting Angoon on September 21, 2011--FAA Project Manager Leslie Grey and Project Coordinator Jamie Young
169	9/21/2011	Meeting Minutes	Angoon Airport EIS: Angoon Community Visit - September 21, 2011 Notes
170	10/12/2011	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: October 2011
171	11/19/2011	Advertisement / Legal Notice	Angoon Airport EIS Public Meeting (flyer)
172	11/22/2011	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: November 2011 Monthly Update
173	12/30/2011	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: December 2011 Monthly Update and Newsletter
174	1/10/2012	E-mail	City of Angoon's Plans for Landfill Relocation
175	1/17/2012	E-mail	Date of conveyance to shareholder homesite program from Kootznoowoo, Inc.
176	1/24/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: Launch of Angoon Airport EIS Facebook Page
177	1/31/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: Two Technical Reports Posted Online
178	2/1/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: January 2012 Update
179	3/16/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: February-March 2012 Update
180	3/27/2012	E-mail	E-mail Regarding Year of Operations for Angoon Airport (if



No.	Date	Document Type	Document Title & Description
			built)
181	4/4/2012	Letter	Letter Regarding ADOT&PF Plans for Access Road Funding
182	4/26/2012	Letter	Letter Regarding Determination of Eligibility for the Favorite Bay Garden Site, Angoon Airport Project
183	4/2012	Letter	Address update postcard, 2012
184	5/4/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: May 2012 Monthly Update
185	5/18/2012	Phone Log	RE: Existing hazmat--q for the mayor
186	5/24/2012	Phone Log	Hazardous materials/solid waste in Angoon
187	5/30/2012	E-mail	Number of Travelers in and out of Whalers Cove Lodge, Summer 2011
188	6/8/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: Technical Report Posted Online
189	6/14/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: Upcoming Community Visit by Angoon Airport EIS Team Members
190	6/25/2012	Meeting Minutes	Angoon Community Visit June 24-25, 2012 Notes
191	7/5/2012	Meeting Minutes	Angoon Land-based Airport EIS: Wetlands Section Meeting
192	7/5/2012	E-mail	Angoon Airport EIS: Wetlands Section
193	7/23/2012	Meeting Agenda	Agenda--FAA/USFS Noise Analysis Teleconference
194	7/23/2012	Meeting Minutes	Meeting Notes--FAA/USFS Noise Analysis Teleconference
195	7/24/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: July 2012 Newsletter Posted Online
196	7/24/2012	Newsletter	Angoon Airport EIS Project Newsletter: July 2012
197	7/25/2012	Meeting Minutes	Angoon Airport EIS: DOT&PF ANILCA Meeting Agenda
198	8/16/2012	E-mail	Clarifying Natural Resource and Energy Supply effects assumptions re: Wilderness alternative
199	8/17/2012	Memo	Comment Form: Angoon Airport Project EIS Noise Protocol Review
200	8/22/2012	Phone Log	Record of Conversation: Angoon Airport EIS: Materials Sources
201	9/6/2012	E-mail	Angoon Airport EIS Noise Protocol FS Comments and FAA Responses
202	9/6/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List and Community Flyer: Upcoming Community Visit by Angoon Airport EIS Team Members
203	9/6/2012	E-mail	Angoon Airport EIS: Your Input on Our Avigation Easement Assumptions
204	9/13/2012	E-mail	Angoon Airport EIS Noise Protocol--Grid Points as Requested
205	9/18/2012	Phone Log	Record of Conversation: Amanda Childs (SWCA) and Randy Vigil (USACE) 18September2012
206	9/19/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: September 2012 Monthly Update



<b>No.</b>	<b>Date</b>	<b>Document Type</b>	<b>Document Title &amp; Description</b>
207	9/20/2012	E-mail	Angoon Airport EIS: Method for Assessing Effects to Wilderness (proposed method)
208	9/20/2012	E-mail	RE: Angoon Airport EIS: Clarifying Natural Resource and Energy Supply Effects Assumptions re: Wilderness Alternatives
209	9/20/2012	Meeting Minutes	Angoon Community and Agency Visits, September 18-20, 2012, Notes
210	9/20/2012	Meeting Minutes	Angoon Community and Agency Visits, September 18-20, 2012, Notes
211	9/24/2012	E-mail	Angoon Airport BMPs
212	10/2/2012	E-mail	Angoon Airport EIS: Method for Assessing Effects to Wilderness (concurrence)
213	10/10/2012	E-mail	Angoon Seaplane Base Ops/Forecast Data
214	10/16/2012	Phone Log	Kootznoowoo, Inc., Records Regarding ANCSA 14(c)(3) Conveyances
215	10/18/2012	E-mail	Advisory Council on Historic Preservation and FAA Approach to Material Sites
216	10/22/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: October 2012 Update
217	11/14/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: November 2012 Newsletter
218	11/20/2012	Newsletter	November 2012 Project Newsletter
219	11/20/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: Correction to November 2012 Newsletter
220	11/28/2012	Phone Log	Angoon HazMat: capacity of existing sewage treatment facility
221	11/28/2012	Phone Log	Status of barge landing improvements project
222	11/29/2012	Phone Log	Angoon Socioeconomics: Livability of Abandoned Homes
223	12/11/2012	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: December 2012 Update
224	12/17/2012	Phone Log	Record of Conversation: Use of Angoon Area Streams for Drinking Water
225	12/18/2012	Meeting Minutes	Angoon City Council Meeting Minutes, 12/18/12
226	1/3/2013	Report / Paper	Construction Methods and Issues Report
227	2/5/2013	E-mail	Most Current Zoning Information for the City of Angoon
228	2/5/2013	E-mail	Obtaining Current Zoning Information for City of Angoon
229	2/7/2013	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: February 2013 Monthly Update
230	2/26/2013	E-mail	Minimal Use of Coastal Streams near Angoon for Contact or Secondary Recreation
231	4/18/2013	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: April 2013 Monthly Update
232	5/14/2013	E-mail	Updated deer harvest information
233	5/20/2013	E-mail	Updated salmon harvest information
234	5/22/2013	Letter	Angoon Airport Environmental Impact Statement (EIS) Preferred Alternative: Letter to DOT&PF





<b>No.</b>	<b>Date</b>	<b>Document Type</b>	<b>Document Title &amp; Description</b>
235	5/28/2013	Letter	Angoon Airport Environmental Impact Statement (EIS) Preferred Alternative: Letter to ACA
236	5/28/2013	Letter	Angoon Airport Environmental Impact Statement (EIS) Preferred Alternative: Letter to City of Angoon
237	5/28/2013	Letter	Angoon Airport Environmental Impact Statement (EIS) Preferred Alternative: Letter to Kootznoowoo, Inc.
238	5/28/2013	Letter	Angoon Airport Environmental Impact Statement (EIS) Preferred Alternative: Letter to Jennifer Curtis, U.S. EPA
239	5/28/2013	Letter	Angoon Airport Environmental Impact Statement (EIS) Preferred Alternative: Letter to Matt LaCroix, U.S. EPA
240	5/28/2013	Letter	Angoon Airport Environmental Impact Statement (EIS) Preferred Alternative: Letter to Chiska Derr, National Marine Fisheries Service
241	5/28/2013	Letter	Angoon Airport Environmental Impact Statement (EIS) Preferred Alternative: Letter to Kate Savage, National Marine Fisheries Service
242	5/28/2013	Letter	Angoon Airport Environmental Impact Statement (EIS) Preferred Alternative: Letter to USFWS
243	5/28/2013	Letter	Angoon Airport Environmental Impact Statement (EIS) Preferred Alternative: Letter to USACE
244	5/28/2013	Letter	Angoon Airport Environmental Impact Statement (EIS) Preferred Alternative: Letter to USFS
245	5/29/2013	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: FAA Identifies Preferred Alternative (05/29/13)
246	5/30/2013	Draft EIS	Comments from USACE on draft of EIS section 4.5.2, Aquatics Habitats and Associated Species
247	6/24/2013	Meeting Minutes	FAA-Kootznoowoo, Inc. Meeting Notes(June 24-26, 2013)
248	6/25/2013	Meeting Minutes	FAA-ACA Meeting Notes, June 25, 2013
249	7/1/2013	Letter	Letter requesting concurrence with FAA's evaluation pursuant to Section 4(f) of the Department of Transportation Act of 1966 (Public Law 89-670)
250	7/15/2013	Letter	Letter re: FAA's identification of a preferred alternative and the resulting identification of an area of potential effects for cultural resources
251	7/15/2013	Letter	Response to letter re: FAA's identification of a preferred alternative and the resulting identification of an area of potential effects for cultural resources
252	8/5/2013	E-mail	Confirmation of Land Use Technical Report citations
253	8/15/2013	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: August 2013 Newsletter Posted Online
254	8/15/2013	Newsletter	Angoon Airport EIS Project Newsletter: August 2013
255	8/22/2013	Law, Resolution, Court Case, etc.	Resolution of the ACA No. 13-04
256	9/6/2013	E-mail	Email with attachments regarding 12a site visit information.
257	9/11/2013	E-mail	Angoon Airport EIS: informal USFWS consultation for preferred alternative (12a)





<b>No.</b>	<b>Date</b>	<b>Document Type</b>	<b>Document Title &amp; Description</b>
258	9/23/2013	E-mail	Angoon Airport EIS: Informal USFWS consultation
259	9/24/2013	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: September 2013 Monthly Update
260	10/2/2013	E-mail	30-day agency review advance notification: USFWS
261	10/2/2013	E-mail	30-day agency review advance notification: USACE
262	10/2/2013	E-mail	30-day agency review advance notification: State of Alaska
263	10/2/2013	E-mail	30-day agency review advance notification: City of Angoon
264	10/2/2013	E-mail	30-day agency review advance notification: ACA
265	10/3/2013	E-mail	30-day agency review advance notification: USFS
266	10/3/2013	E-mail	30-day agency review advance notification: Kootznoowoo, Inc.
267	10/15/2013	E-mail	Angoon Airport EIS: NOAA NMFS coordination re: preferred alternative
268	10/16/2013	E-mail	30-day agency review advance notification: U.S. EPA
269	10/18/2013	E-mail	30-day agency review advance notification: National Marine Fisheries Service
270	10/25/2013	E-mail	Availability of internal agency draft EIS for 30-day review: USFWS
271	10/25/2013	E-mail	Availability of internal agency draft EIS for 30-day review: USFS
272	10/25/2013	E-mail	Availability of internal agency draft EIS for 30-day review: USACE
273	10/25/2013	E-mail	Availability of internal agency draft EIS for 30-day review: State of Alaska
274	10/25/2013	E-mail	Availability of internal agency draft EIS for 30-day review: National Marine Fisheries Service
275	10/25/2013	E-mail	Availability of internal agency draft EIS for 30-day review: Kootznoowoo, Inc.
276	10/25/2013	E-mail	Availability of internal agency draft EIS for 30-day review: U.S. EPA
277	10/25/2013	E-mail	Availability of internal agency draft EIS for 30-day review: Alaska Department of Transportation and Public Facilities
278	10/28/2013	Letter	Angoon Airport – 30-day Agency and Tribal Review of Internal Agency Draft Environmental Impact Statement
279	11/2/2013	MOA / MOU	Amendment to Memorandum of Understanding between the United States FAA and State of Alaska Department of Transportation and Public Facilities: Angoon Airport Environmental Impact Statement
280	11/14/2013	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: November 2013
281	11/20/2013	E-mail	Angoon PDEIS Review (request for extension)
282	11/21/2013	E-mail	Angoon Airport EIS Extension of Review Period
283	11/26/2013	Phone Log	Record of conversation regarding upcoming changes to the Wetlands section of the Public Draft EIS
284	12/9/2013	E-mail	Angoon Airport AWC nominations 2009 fieldwork
285	12/10/2013	E-mail	Resolution: City of Angoon resolution to support Airport Alt. 3A
286	12/11/2013	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List:



No.	Date	Document Type	Document Title & Description
			December 2013 Update
287	12/16/2013	E-mail	ADF&G Confirmation email
288	1/8/2014	Letter	Letter to USACE Regarding Wetland and Waters delineation for the Angoon Airport Environmental Impact Statement Preliminary Jurisdictional Determination Report
289	1/17/2014	E-mail	Angoon Airport EIS: DOT Concurrence of Updated Actions for Analysis
290	1/27/2014	E-mail	Outfitter Guide Use for 2010-2012 for Kootznoowoo Wilderness
291	1/27/2014	E-mail	Updated Cabin Use with Number in Party (for Admiralty Island cabins)
292	1/30/2014	Phone Log	Record of conversation regarding platted park areas
293	1/30/2014	E-mail	Re: Angoon Airport -- Formal Plans for 2 platted parks?
294	1/31/2014	Phone Log	Record of conversation regarding clarifications for revisions in the public draft EIS
295	2/14/2014	Letter	Re: File No. 3131-1R FAA Angoon Airport Environmental Impact Statement
296	2/18/2014	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: February 2014 Update
297	2/20/2014	Phone Log	DOT evaluation of increasing ferry service to and from Angoon and future plans re: implementation of increased service
298	3/4/2014	Letter	Letter of concurrence with FAA's evaluation pursuant to Section 4(f) of the Department of Transportation Act of 1966 (Public Law 89-670)
299	3/20/2014	E-mail	Angoon Airport EIS: Clarification regarding connectivity of waters
300	3/24/2014	Phone Log	Status of Thayer Lake hydropower project
301	3/28/2014	Newsletter	Angoon Airport EIS Project Newsletter: March 2014
302	3/28/2014	E-mail	E-mail Announcement to Angoon Airport EIS Mailing List: March 2014 Newsletter
303	4/2/2014	Memo	Endangered Species Act Consultation Briefing
304	4/4/2014	Letter	Letter re: Angoon Airport Environmental Impact Statement and Cultural Resources Technical Report for the Area of Potential Effects for Airport 12a with Access 12a (Preferred Alternative); file number 3130-1R FAA
305	4/11/2014	Phone Log	USACE approval of FAA Draft EIS Wetlands section analysis plans, specifically regarding functional assessment
306	4/16/2014	E-mail	Angoon Barge Effects Briefing Email
307	4/30/2014	Letter	Letter Regarding Angoon Airport Environmental Impact Statement and Cultural Resources Technical Report for the Area of Potential Effects for Airport 12a with Access 12a (Preferred Alternative) Determinations of Eligibility
308	5/2/2014	E-mail	Angoon Airport EIS Project Milestones Schedule
309	5/7/2014	Letter	Letter responding to FAA's identification of a preferred alternative and the preliminary draft EIS (also known as the internal agency draft)
310	5/13/2014	Letter	Section 7 Consultation for Angoon Airport Project



<b>No.</b>	<b>Date</b>	<b>Document Type</b>	<b>Document Title &amp; Description</b>
311	5/16/2014	E-mail	ANILCA Application and Public Draft EIS Email Update
312	5/16/2014	E-mail	Angoon Comments and Schedule Email
313	6/2/2014	E-mail	Follow-up email correspondence regarding likely noise from construction barge
314	6/10/2014	Letter	Letter re: Angoon Airport Environmental Impact Statement and Cultural Resources Technical Report for the Area of Potential Effects for Airport 12a with Access 12a (Preferred Alternative); file number 3130-1R FAA
315	7/9/2014	Letter	Letter Re: Angoon Airport Construction Project, NMFS #AKR-2014-9380.
316	8/4/2014	Letter	POA-2009-1254 Approved JD
317	8/18/2014	Report / Paper	Angoon Airport Trip Report August 4, 2015
318	10/13/2014	E-mail	Angoon Airport EIS News & Announcements, October Email Notification
319	10/13/2014	Letter	Angoon Airport EIS News & Announcements, October
320	10/13/2014	Letter	Angoon Airport EIS News & Announcements, October Mailing List
321	1/9/2015	Advertisement / Legal Notice	Angoon Airport DEIS Release and Public Meeting Announcement Legal Record, Washington Post (Ad# 118747281)
322	1/9/2015	Letter	Final Angoon Notice of Availability, Notice of Comment Period, Notice of Public Hearing
323	1/9/2015	Agency Guidance	Federal Register / Vol. 80, No. 6 / Friday, January 9, 2015 / Notices
324	1/12/2015	Advertisement / Legal Notice	Angoon Airport DEIS Release and Public Meeting Announcement Legal Record, Juneau Empire (Ad# 7000009333)
325	1/14/2015	Meeting Minutes	Angoon Airport DEIS and Title XI Application Discussion Summary (January 14, 2015)
326	1/28/2015	Advertisement / Legal Notice	Notice of Public Hearing for Angoon Airport EIS (January 2015)
327	1/29/2015	Letter	USACE Angoon Airport ANILCA App Response
328	2/2/2015	Meeting Minutes	CLARIFICATION ON THE ALASKA NATIONAL INTEREST LANDS CONSERVATION ACT (ANILCA) TITLE XI APPLICATION REVIEW PROCESS
329	2/18/2015	MOA / MOU	Communication protocol between FAA, Alaskan Region Airports Division, and the U.S. Department of Agriculture Forest Service, Alaska Region
330	3/10/2015	Letter	Letter Regarding 4(f) Evaluation and EPA Comments on PDEIS
331	3/20/2015	Letter	Letter Regarding ANILCA application and ADOTPF Concerns
332	4/8/2015	Letter	DOTPF Response to USFS for Reconsideration (Impacts to Admiralty Island National Monument)
333	4/8/2015	Letter	Letter Regarding ANILCA application and ADOTPF Concerns
334	5/18/2015	Letter	Letter Regarding ANILCA application and ADOTPF Concerns
335	7/14/2015	Letter	RE: Follow-up to recent communications with Alaska Department of transportation & Public Facilities, Angoon



No.	Date	Document Type	Document Title & Description
			Draft Environmental Impact Statement
336	7/16/2015	Letter	Letter to City of Angoon: Status of the Angoon Airport Environmental Impact Statement
337	7/20/2015	E-mail	Angoon Airport EIS Status Letter: ACA ANILCA and 4(f) City Parks
338	7/20/2015	E-mail	Angoon Airport EIS Status Letter: Kootznoowoo ANILCA and 4(f) City Parks
339	7/20/2015	Letter	Angoon Airport EIS Status Letter: ACA ANILCA and 4(f) City Parks
340	7/20/2015	Letter	Angoon Airport EIS Status Letter: Kootznoowoo ANILCA and 4(f) City Parks
341	8/1/2015	Web Page	Angoon Airport EIS Website Screenshots
342	8/24/2015	Memo	Angoon Airport EIS--Review of Information from Angoon Mayor Regarding Section 4(f) Applicability to Platted Parks, Memorandum.
343	10/26/2015	Letter	AK SHPO Concurrence Letter Regarding File No. 3131-1R FAA
344	11/3/2015	Meeting Minutes	EPA DEIS Comment Response Meeting Notes with EPA
345	11/4/2015	Meeting Minutes	Mitigation Meeting Notes November 04, 2015
346	11/30/2015	Letter	Letter to FAA Regarding ANILCA Discussions
347	11/30/2015	Letter	Letter to USFS Regarding ANILCA Discussions
348	11/30/2015	Letter	Letter to USACE Regarding ANILCA Discussions
349	12/4/2015	E-mail	Email confirmation of receipt.
350	12/16/2015	Letter	Letter from USACE to DOT noting that information received from DOT is not sufficient for USACE to determine the ANILCA application as complete.
351	12/22/2015	Letter	Letter from FAA to DOT with FAA determination that additional time beyond the one year is necessary to complete the EIS.
352	12/23/2015	E-mail	ACTION: Notice for publication in Federal Register notice--notice of extension as required by ANILCA Title XI.
353	12/23/2015	E-mail	Email from SWCA to USFS regarding ownership clarification for property near Kanalku Bay.
354	12/30/2015	E-mail	Angoon EIS Status Email to City of Angoon
355	1/5/2016	Meeting Minutes	Mitigation Meeting Notes January 5, 2016
356	1/12/2016	E-mail	Angoon Airport EIS News, Announcements, and Updates, January 2016 Email Notice
357	1/13/2016	E-mail	Angoon Airport EIS Cultural Report Available Update to ACA
358	1/13/2016	E-mail	Angoon Airport EIS Cultural Report Available Update to City of Angoon
359	1/13/2016	E-mail	Angoon Airport EIS Cultural Report Available Update to Kootznoowoo
360	2/22/2016	Letter	Letter from DOT to USACE noting response to requested information to determine adequacy of ANILCA application.
361	2/22/2016	E-mail	Email noting submittal of additional information regarding the DOT ANILCA application to USACE.



<b>No.</b>	<b>Date</b>	<b>Document Type</b>	<b>Document Title &amp; Description</b>
<b>362</b>	3/8/2016	Letter	USFS ANILCA Application Review Letter Determination
<b>363</b>	3/10/2016	Letter	Letter from USACE to DOT accepting the ANILCA application as complete.
<b>364</b>	3/18/2016	E-mail	Angoon Airport Government to Government Email-Follow up
<b>365</b>	3/25/2016	E-mail	Angoon Airport Government to Government Email-Follow up
<b>366</b>	4/11/2016	Letter	Re: POA-2009-1254 Letter from EPA to USACE.
<b>367</b>	4/12/2016	E-mail	Angoon Airport EIS News, Announcements, and Updates, April 2016 Email Notice
<b>368</b>	4/22/2016	Law, Resolution, Court Case, etc.	City of Angoon Resolution 16-08: A Resolution of Support for the Angoon Airport 12a
<b>369</b>	5/5/2016	Letter	Re: POA-2009-1254 Letter from EPA to USACE-Follow Up
<b>370</b>	5/6/2016	Letter	Re: POA-2009-1254 Letter from USFWS to USACE.
<b>371</b>	5/24/2016	Presentation	Agency Mitigation Meeting Presentation
<b>372</b>	06/17/2016	Letter	Letter from USACE to DOT noting intent to recommend denial of ANILCA permit.
<b>373</b>	Multi	E-mail	Collection of emails regarding mitigation efforts with respect to the Stream 10 realignment.



# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

### SOUTHEAST REGION PLANNING

FRANK H. MURKOWSKI, GOVERNOR

6860 Glacier Highway  
Juneau, Alaska 99801-7999  
Phone: (907) 465-4477  
TTY/TDD: (907) 465-4647  
FAX: (907) 465-2016  
Email: verne\_skagerberg@dot.state.ak.us

August 18, 2005

RE: Angoon Airport Planning

Ms. Kathy Rodriguez  
Acting Monument Ranger  
Admiralty National Monument  
8461 Old Dairy Road  
Juneau, AK 99801-8041

Dear Ms Rodriguez,

This letter is to follow-up on the request at the July 18, 2005, Angoon Airport public meeting to better outline the process, steps and timing for U.S. Forest Service (USFS) consideration of an airport and access road just inside Admiralty National Monument, immediately adjacent to Angoon. On behalf of Angoon and the Alaska Department of Transportation and Public Facilities (ADOT&PF), I look forward to working with you to better understand the steps necessary to gain approval for this transportation system improvement within the Monument.

Ideally, we will determine the answers to this process question by mid-September, so that the answers and implications can be incorporated into the draft Airport Master Plan. As you know, we told residents we are striving to have the draft Airport Master Plan ready for public review in October. Our ultimate goal is to design a process that is as efficient and streamlined as it can be under the law, given the high level of interest among the City of Angoon and its residents in moving the project forward.

Although there are provisions in the 1980 Alaska National Interest Lands and Conservation Act (ANILCA) for developing transportation and utility systems in Conservation System Units, no such development has occurred in Southeast Alaska to our knowledge. As we understand it, there are four parts of ANILCA relevant to airport planning in Angoon:

1. § 503(b): The Admiralty Island National Monument is established.
2. § 506(c): Kootznoowoo Inc. ownership of a 660 ft. wide corridor of shoreline along Mitchell, Kanalku and Favorite Bays is established.
3. § 506(a)(3)(E): The Secretary of Agriculture is directed to consult and cooperate with Kootznoowoo, Incorporated, in the management of Mitchell, Kanalku, and Favorite Bays, and their immediate environs, and the Secretary is authorized to enter into such cooperative arrangements as may further the purpose of this Act and other provisions of



law, concerning, but not limited to: permits for any structures and facilities, and the allocation of revenues there from; regulation of public uses; and management of the recreational and natural values of the area.

4. ANILCA Title XI sets out rules for developing Transportation and Utility Systems in and across, and access into, Conservation System Units (such as Admiralty National Monument). Title XI, Section §1104(g)(2), notes that when deciding whether to allow a transportation improvement (such as an airport) on a Conservation System Unit, the federal agency(s) shall consider: (paraphrasing) the need for and economic feasibility of the improvement; economically feasible and prudent alternatives; short and long-term social, economic, and environmental impacts, impacts that would affect the purposes for which the federal unit was established; measures to avoid or minimize impacts; and the short and long term public values that might be adversely affected versus the short and long term public benefits.

The complete wording of ANILCA Title XI Sections §1101- §1111 is enclosed.

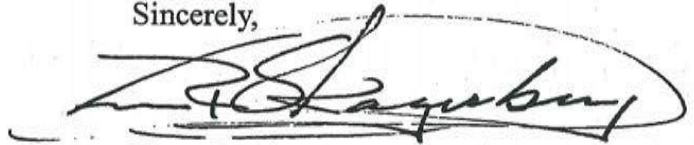
Based on the Procedural Requirements Title XI, Section §1104, we understand the process to be as follows. Our comments and concerns are in italics.

1. CONSOLIDATED APPLICATION: A consolidated application form should be used for applying for the approval of each type of transportation or utility system.
2. FILING: An application should be filed with each appropriate Federal agency simultaneously.  
*We believe that both the USDA Forest Service, Admiralty National Monument and the Federal Aviation Administration would be appropriate federal agencies with jurisdiction over the proposed project area. USFS, FAA and ADOT&PF should meet to discuss the process. We can help to arrange this.*
3. AGENCY NOTICE: Within 60 days after the receipt of an application the head of each Federal agency with whom the application was filed shall inform the applicant in writing that the application either does or does not contain the required information. Any additional information supplied on request will be acknowledged as sufficient or insufficient within 30 days.
4. ENVIRONMENTAL DOCUMENTATION: The draft of any Environmental Impact Statement required under NEPA in connection with the application shall be completed within 9 months from the date of filing. The FEA/FEIS shall be completed within 1 year from the date of such filing.  
*The time periods stated are very short given our experience with the EIS process; however, we would like to proceed with every intention of keeping the process as short as possible.*
5. AGENCY DECISION: Each Federal agency shall make a decision to approve or disapprove each authorization within 4 months of Final environmental document.  
*Again, would USFS and FAA collaborate on this process, or run two separate processes?*

While somewhat different than the Angoon Airport Project, the Thayer Creek Hydroelectric Project development near Angoon may serve as a precedent to inform us about regulations and responsibilities for this process.

Please telephone me at 465-4477 after you have reviewed this letter to discuss what the next step is to keep our project moving forward.

Sincerely,

A handwritten signature in black ink, appearing to read "V. Skagerberg", enclosed within a large, loopy oval flourish.

Verne R. Skagerberg  
Transportation Planner

Enclosures: ANILCA Title XI §1101- §1111

cc: Andy Hughes, Chief of Planning, Southeast Region (w/o encl)  
John Lovett, FAA Alaska Region, Airports Division  
Patti Sullivan, FAA Alaska Region, Airports Division  
Mike Story, R& M Engineering (w/o encl)  
Barbara Sheinberg, Sheinberg Associates (w/o encl)

**MEMORANDUM OF UNDERSTANDING BETWEEN THE UNITED STATES  
FEDERAL AVIATION ADMINISTRATION AND  
STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
Angoon Airport Environmental Impact Statement**

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**I. INTRODUCTION AND PURPOSE**

A. This Memorandum of Understanding (MOU) provides a framework in which the United States Federal Aviation Administration (FAA) will prepare an Environmental Impact Statement (EIS) for proposed construction of the Angoon Airport. The MOU describes the relationship of the FAA and the Alaska Department of Transportation and Public Facilities; hereafter referred to as the "Sponsor", in preparing the EIS. Subject to completion of the EIS, the FAA will determine whether to proceed with the proposed construction. This determination will be set forth in a Record of Decision.

B. As lead agency, the FAA, with the assistance and input from the Sponsor, will select an independent contractor ("Contractor") to prepare the EIS. The Sponsor shall be the party responsible for engaging and retaining a contractor.

C. The EIS and any related documents shall comply with the provisions of the National Environmental Policy Act of 1969 (NEPA) and appropriate Council on Environmental Quality (CEQ), United States Department of Transportation (DOT), and FAA environmental regulations and guidance, as well as all applicable local, state and Federal laws, as appropriate.

D. It is the purpose of this MOU to establish an understanding between the Sponsor and the FAA regarding the responsibilities of the parties and the conditions and procedures to be followed in the development and preparation of the EIS.

E. The parties hereto intend that development and preparation of the EIS as provided in this MOU will satisfy the pertinent environmental requirements of the FAA.

**II. GENERAL PROVISIONS**

A. As the lead agency, the FAA will be responsible for ensuring compliance with all the requirements of NEPA (42 U.S.C. 4321 et seq.), CEQ Regulations (40 C.F.R. Parts 1500- 1508), and appropriate DOT and FAA environmental orders. The procurement process shall be conducted in accordance with Alaska Statute 36.30, unless otherwise in conflict with federal requirements or prohibitions, with particular reference to 36.30.890 Federal Assistance. The FAA shall ensure that all pertinent environmental issues and impacts, and reasonable alternatives and their impacts are treated in the EIS, and shall be responsible for the scope and content of the EIS.

**B.** The Sponsor will engage and retain a Contractor, selected by the FAA with the assistance and input from the Sponsor, for the preparation of the EIS. The Contractor, with the approval of the FAA and Sponsor, may employ such other contractors and experts (collectively referred to as "Subcontractors"), as are required for the adequate development and preparation of the EIS.

**C.** The Contractor will provide, through its staff or by Subcontractor, the expertise, staffing, and technical capabilities required for the preparation of the EIS. The FAA will direct the scope of the EIS and will independently evaluate all information, environmental data and analyses submitted by the Contractor, or others, and revise or cause additional study and analyses to be performed as necessary.

**D.** The Contracts between the Sponsor and Contractor and between the Contractor and Subcontractors (collectively the "Contract") shall be consistent with the provisions of this MOU and shall specifically incorporate those provisions herein, which address the conduct of the Contractor. The Contract shall provide, and the Sponsor hereby represents, consistent with FAA Order 5050.4A, Paragraph 76(g), that the Contractor and any Subcontractors has not entered into and, during the lifetime of the EIS preparation, will not enter into any agreement affording the Contractor and any Subcontractors with any direct or indirect financial interest in the planning, design, construction or operation of the Project except with regard to the preparation of the EIS.

(1) Prior to beginning work on the EIS, the Contractor and any Subcontractors shall sign a "Disclosure Statement" provided by the FAA per the requirements of FAA Order 5050.4B, specifying they have no financial or other interest in the outcome of the project.

(2) The FAA shall evaluate the Disclosure Statement prior to its approval.

**E.** The FAA and Sponsor shall make all reasonable efforts to ensure the satisfactory and timely performance of the duties of the Contractor as specified in this MOU. The FAA agrees that the Sponsor will be reimbursed for allowable costs per FAA Order 5100.38b, not to exceed the amount available from AIP Grant.

**F.** The Sponsor and FAA shall:

(1) Appoint such representatives as necessary to accomplish the coordination necessary for the satisfactory preparation of the EIS. Notice to any such representative shall constitute notice to that party.

(2) Review substantive phases of preparation of the EIS as each deems necessary.

(3) Have their respective representatives attend meetings with other Federal, state, regional, and local agencies for the purpose of increasing communications and receiving comments, as the same may be necessary, desirable, or required by law in preparation of the EIS.



(4) Facilitate the coordination of effort and the exchange of information related to the planning, design and construction of the proposed improvements, as these activities relate to the preparation of the EIS among and between the Contractor and its Subcontractors, the Sponsor and the FAA.

**G.** All costs incurred in connection with the employment of the Contractor and any and all Subcontractors, or other persons retained or employed by the Sponsor, shall be paid by the Sponsor upon receipt of the FAA Project Manager's endorsement on the contractor's invoice. The FAA agrees to reimburse the Sponsor for all FAA approved costs incurred by the Sponsor in connection with the EIS.

### **III. PROCEDURES**

**A.** Under the direction of the FAA, the Contractor shall develop and submit a scope of work to the FAA for approval. The scope of work shall include detailed descriptions of all work to be performed, the methodologies proposed to perform the work, the name and qualifications of the person performing each aspect of the work, estimated hours required for completion of each aspect, the schedule for performing each aspect and a description of the internal and external review procedures to assure quality control. Also, the scope of work shall include a provision for a thorough literature search and bibliography of references and methodologies to be used in the acquisition of the environmental data and analyses and the development and preparation of the EIS. The scope of work shall include maintenance of and access to a complete administrative file.

**B.** The FAA will forward the contract scope of work to the Sponsor for review and comment. After receiving comments from the Sponsor, and the scoping process conducted pursuant to 40 C.F.R. Sec. 1501.7, the FAA will finalize and approve the contract scope of work. The scope of work and this MOU shall establish the scope of work required of the Contractor in the development and preparation of the EIS.

**C.** The scope of work may be amended by the FAA from time to time as the work of the Contractor or its Subcontractors proceeds, but any amendments or changes which require the expenditure of additional funds by the Sponsor must be agreed to by the Sponsor. The Sponsor will be notified and consulted prior to any significant amendments or modifications to the scope of work.

**D.** Unless otherwise directed by the FAA, any and all work performed by the Contractor and its Subcontractors in preparation of the EIS shall be submitted directly to the FAA, and upon request of the FAA, to the Sponsor. The Sponsor may communicate with the Contractor and its Subcontractors during the development of the EIS, but no prior review or discussion of data or analyses developed by the Contractor or Subcontractor as related to the EIS shall be afforded the Sponsor. In no case will the Sponsor discuss, review, modify, or edit the Contractor's work or the work of its Subcontractors prior to submission to the FAA, or be provided the opportunity to do so. All suggestions for modifications or changes to such sections shall be recommended by the Sponsor only to the FAA.

**E.** The FAA reserves the right to review periodically and modify the work of the Contractor to ensure that requirements under NEPA and other applicable laws and regulations are satisfied. The Contractor shall submit monthly written reports on the progress of its work to the FAA, with a concurrent copy to the Sponsor. This report shall describe the present status of each aspect of the work, any problems encountered, and recommendations for modifications to the scope of work and any changes in personnel, methodology or schedules for completion.

**F.** As each portion of any draft or final document is completed, the FAA shall review each portion and those tasks completed there under and, after consultation with the Sponsor, shall approve, modify, comment thereon and/or direct further work with regard to such portion or tasks as necessary. Said directions and/or comments shall be made by the FAA in a timely manner, and the Contractor shall ensure incorporation of such comments into any editorial changes to the satisfaction of the FAA. Final drafts of any documents will require FAA approval. Prior to approval, the FAA will forward final drafts to the Sponsor for review and comment. Comments from the Sponsor shall be sent to the FAA. The Contractor will make modifications only as the FAA directs regarding these comments.

**G.** If requested, the Contractor will provide the FAA access to and review of all procedures and underlying data used by the Contractor in developing submitted sections of the EIS, including, but not limited to, field reports, Subcontractor reports, and interviews with concerned private and public parties, whether or not such information may be contained in a draft or final EIS. The Sponsor will also have access to such procedures and underlying data. Such access by the FAA and Sponsor shall be governed by paragraph III.T hereunder.

**H.** To facilitate the development and preparation of the EIS, joint meetings among the FAA, Sponsor, and Contractor may be held. However, the FAA reserves the right to work directly with the Contractor for purposes of assuring objectivity in preparing reports and/or for assuring expeditious communications. The Contractor will notify the FAA and Sponsor of any substantive meetings that are scheduled and of their purpose and will provide an opportunity for the parties to attend if desired. No meeting will be held between the Contractor and Sponsor without prior notification to and approval of the FAA. A summary of all matters relating to EIS discussions in any meetings or communications between the Contractor and a party hereto without the participation of the other said party will be included in each formal monthly report submitted by the Contractor to the FAA and Sponsor. The FAA reserves the right to consult directly with other Federal, state, and local officials and agencies during the preparation of the EIS to ensure compliance with NEPA and other applicable laws and regulations. The contractor shall provide minutes of milestone meetings for review and comment by agency representatives present at the meeting prior to submitting the official minutes.

**I.** The FAA shall direct the full cooperation of the Contractor and its Subcontractors with respect to participating in any public workshops, hearings, or meetings as required by the FAA to foster public familiarity and participation with respect to the assessment of impacts related to the Project.

**J.** The Contractor shall be responsible for the costs associated with the printing and publication of the draft and final copies of the EIS and the administrative record associated with the EIS. The Contractor shall be responsible for all costs associated with the publication of notices announcing public workshops, meetings, hearings, and the like. The Contractor shall also be responsible for costs of stenographic and clerical services, preparation of graphics and visual aids associated with any public workshops, meetings, and hearings. All such costs shall be deemed Airport Improvement Program (AIP) eligible costs under the Contract.

**K.** At such time as the FAA, after consultation with the Sponsor, has approved the Draft EIS developed and prepared by the Contractor and its Subcontractors, the FAA shall direct the Contractor to print the contracted quantity of Draft EIS and submit the same to the FAA. The FAA shall submit an appropriate number of copies of the Draft EIS to the Sponsor. The FAA shall proceed expeditiously to comply with the provisions of NEPA.

**L.** In all instances involving questions as to the content or relevance of the environmental data and analyses, and evaluations and wording prepared by the Contractor, the FAA, with appropriate advice and consultation where deemed necessary by the FAA, will make the final determination on the inclusion, deletion or modification of the same in the Draft or Final EIS.

**M.** Upon completion of the Draft EIS, the FAA, with the Contractor's assistance, shall be responsible for organizing and conducting any public hearings.

**N.** The FAA will receive all comments during the Draft EIS review and comment period. This period (at least 45 days) will be initiated when the Environmental Protection Agency (EPA) publishes the "Draft EIS Notice of Availability" in the Federal Register.

**O.** At the close of the Draft EIS review and comment period, the FAA shall identify the issues and comments submitted which will require response in the Final EIS. The FAA will direct those comments to the Contractor for preparation of proposed responses, and shall furnish the Sponsor with copies of all comments received. The Contractor will furnish proposed responses to the FAA and Sponsor for review and comment. The FAA, after consulting with and considering any advice from the Sponsor, shall modify the proposed responses, as it deems necessary.

**P.** After receipt of comments and preparation of responses, the FAA, after consulting with and considering any advice from the Sponsor, may direct the Contractor to make changes to the text of the Draft EIS as necessary.

**Q.** At such time as the FAA has approved the Final EIS, the FAA shall direct the Contractor to print the contracted quantity of Final EIS. The FAA shall submit an appropriate number of copies of the Final EIS to the Sponsor. The FAA shall proceed expeditiously to comply with the provisions of NEPA.

**R.** The FAA will receive all comments on the Final EIS during the mandatory "hold period". This period (at least 30 days) will be initiated when the EPA publishes the "Final EIS Notice of Availability" in the Federal Register.

**S.** The FAA, with assistance from the Contractor, will prepare and issue the FAA Record of Decision.

**T.** The parties recognize that statutory record disclosure requirements affect both the FAA and the Sponsor. The parties agree to develop document control procedures in the future that will provide for confidential evaluations and discussion of materials not appropriate for, and legally exempt from, public disclosure. The FAA will maintain the confidentiality of, and will not release or allow access to, any information, documents or materials which in its opinion are validly designated as confidential by the Sponsor or Contractor and which contain trade secrets, proprietary data, or commercial or financial information. Information developed under this MOU is disclosable to the public to the extent required by law. In any instance where the FAA proposes to release to the public or allow access to any information, documents or materials which the Sponsor or Contractor has designated as confidential, it shall notify the Sponsor or Contractor of its intention to do so and provide the Sponsor or Contractor the opportunity to appeal the decision in accordance with the applicable regulations on such release or access prior to any such release or access.

#### **IV. CESSATION AND TERMINATION**

Any of the parties to this MOU may withdraw from the terms of this MOU for good cause upon 30 days written notice to the other party. During this period, the parties will actively attempt to resolve any disagreement. Termination of this MOU shall in no way impair the Sponsor's eligibility for reimbursement for costs and obligations incurred prior to termination, including all costs, obligations and damages arising out of the Contract.

In the event of a termination of this MOA, and if the preparation of an EIS by the FAA is still required, it is agreed as follows:

- (1) The FAA shall have access to all documentation, reports, analyses, and data by the Contractor and Subcontractors with confidentiality governed by paragraph III.T.
- (2) The Sponsor shall no longer be responsible for the payment of costs associated with preparation of the EIS under the terminated MOA, apart from costs already incurred, invoiced, and endorsed by the FAA under the contract with the Contractor.
- (3) Liability for termination shall be in accordance with paragraph II.G. hereof.

#### **V. NO RIGHTS FOR NON-PARTIES**

No rights or privileges are created or intended to be created by this MOU in anyone not a signatory of this MOU.

#### **VI. MODIFICATION**

This MOU represents the entire agreement and may be modified by the parties hereto only by written agreement by all the parties.

**United States Federal Aviation Administration**

  
\_\_\_\_\_

Byron Huffman – Division Manager, Airports Division, Alaska Region

11/6/06

Date

**State of Alaska Department of Transportation and Public Facilities**

  
\_\_\_\_\_

Malcom Menzies P.E. – Regional Director, Southeast Region, ADOT&PF

10/31/06

Date



## RECORD OF CONVERSATION

**DATE OF CALL:** 1/15/2008      **TIME OF CALL:** 1:48:43      **DURATION:** 57 minutes

**CALL/CALLER:** Peter Naoroz, CEO, Kootznoowoo Corporation

**PHONE NUMBER:** 907 723-5285 (c)

**PROJECT NAME/NUMBER:** Angoon Airport EIS

### SUBJECT OF CALL:

Peter Naoroz from Kootznoowoo Inc. returned my (George Weeklley, SWCA) call regarding the use of Kootznoowoo lands to install wind monitoring equipment and to land a helicopter in case Favorite Bay is frozen during installation. Mr. Naoroz prefaced out conversation by stating that Kootznoowoo had hoped to be the consultants working on this project and that the Federal Aviation Administration turned them down due to a conflict of interest. I then explained what we would like to do with both the monitoring equipment and the landing of a helicopter on Kootznoowoo Corrodiro lands as a contingency. Mr. Naoroz stated that the corporation really wants this airport badly and will do anything to help FAA in getting it done. He asked if we have talked with the Forest Service yet and whether we will have them as a cooperating agency. I stated that we have only talked with the Forest Service to get permission to install wind monitoring equipment in the wilderness area and that we plan on talking with them in the near future and getting them in as a cooperating agency. Mr. Naoroz stated that ANILCA requires the Forest Service and Kootznoowoo Inc. to talk about any issues or activities that take place on FS or Kootznoowoo Corridor lands around Angoon and that if the Forest Service ever is obfusating, just let them know and they will put some pressure on the Service. Mr. Naoroz said he would like to talk with the FAA contractors about installation of the wind equipment and he may want someone from Kootznoowoo Inc. to be there during installation to prevent excessive degradation to Kootznoowoo resources. I told him that we would try to set something up for the following week.

# Angoon Airport EIS Teleconference Notes

**Date of Teleconference:** January 16, 2008

**Name/Purpose of Teleconference:** Project kick-off with USFS

**Notes Compiled By:** Sheri Murray Ellis (SWCA)

**Agenda:** See attached

## **Participants:**

Leslie Grey (FAA)

Katrina Moss (FAA)

Matt Petersen (SWCA)

Sheri Ellis (SWCA)

George Weekley (SWCA)

Brad Rolf (BDC)

Kathy Rodriguez (USFS)

Eric Spillman (USFS)

## **NOTES:**

### **Communication Protocols**

- Eric will be the primary contact for now, but USFS hasn't really talked about setting up an ID Team yet. Kathy indicated that she will bring this up at their Leadership Team meeting in 3 weeks. Eric works for the Forest Supervisor's office not the district.
  - For now, all communications with USFS should include a cc to both Eric and Kathy.
- USFS will work on identifying additional contacts and will provide their contact information. They will also let us know when we can start contacting their resource specialists.
- Eric indicated that at this point in time, the USFS hasn't seen what it considers a viable special use proposal from FAA and ADOT&PF—the proposed action isn't defined well enough—to consider kicking off their NEPA process under ANILCA Title XI and setting up an ID Team. Once they get the proposal they need to consider cost recovery for USFS staff time.
  - When they receive a viable proposal, the USFS will start the NEPA process.
  - In the meantime, USFS will work with FAA on preparing a viable proposal for the proposed action and will assemble an internal team of individuals, likely involving legal experts and a few resource specialists, to assist in that process.
  - The proposal will need to meet the requirements of both ANILCA and the Forest Plan.

### **FAA/USFS MOU**

- FAA and USFS agree that a Memorandum of Understanding (MOU) should be established between the two agencies to define roles and responsibilities, set out review times and communication protocols, and establish overall goals.

- The MOU should also outline the decision process (esp. in relation to ANILCA Title XI).
- Consider including a schedule for teleconferences and meetings in the MOU.
- Eric offered to send us a list of bullet items for us to consider including in the MOU. These items would be typical things they include in their MOUs when working on projects such as Forest Plan amendments. In general, the MOUs the USFS works with are non-binding agreements and are more like good faith agreements.
- Kathy will email us some examples of USFS MOUs from previous projects.
- FAA and the consultant team anticipate having a draft MOU for the USFS to review within a month.

## **Project Status**

- RE: wind monitoring – Eric noted that the use of USFS lands and Kootznoowoo corridor lands for wind monitoring will require a special use application and stated that if wilderness lands are involved, the application has to be approved by the regional forester.
  - George noted that the application process has already been started and that he has been speaking with Ed Grossman, the Wilderness Coordinator for the Monument, about the wind studies.

## **General**

- Ideally, the USFS would be able to adopt the FAA NEPA process and resulting EIS document. This is the goal of the FAA, and we work closely with the USFS to make sure the process and the resulting EIS satisfy the needs of both the FAA and the USFS.
- Both FAA and USFS have very limited travel funds. We should look for opportunities for video conferencing, teleconferencing, and taking advantage of trips associated with other projects.
- FAA/SWCA will hold a one-day NEPA workshop in Juneau for the USFS, Kootznoowoo, and other invited parties. We will have an in-person kick-off meeting with the USFS for the project during that same trip.
  - Kathy will email Leslie with some possible dates for the meetings (within the next month or so).
- Kathy has a handout about the USFS position on ANILCA. Leslie may have a copy of this. Both will attempt to locate their copies of the document and distribute it to the group.
- We will work to have another meeting/teleconference around the time that we send the draft MOU to USFS for their consideration.

# Angoon Airport EIS Meeting Notes

**Date/Location of Meeting:** February 1, 2008/Anchorage

**Name/Purpose of Teleconference:** Project kick-off

**Notes Compiled By:** Sheri Murray Ellis (SWCA)

**Agenda:** See attached

## **Participants:**

Leslie Grey (FAA)

Katrina Moss (FAA)

Verne Skagerberg (ADOT&PF)

Brad Rolf (BDC)

Matt Petersen (SWCA)

Cody Fussell (BDC-by phone)

Sheri Ellis (SWCA)

Ryk Dunkelberg (BDC-by phone)

Spencer Martin (SWCA)

## **NOTES:**

### **FAA/ADOT Memorandum of Agreement**

- The revisions that ADOT&PF made to the draft MOA, which was based upon the Kodiak MOA, were about how the Sponsor would be involved in the project. Verne expects to be informed and involved. He is responsible for looking after the Sponsor's interests.
- SWCA needs a copy of the MOA.\*
- USFS may want a cost recovery agreement\*

### **General Project Concerns**

- Reaction of Angoon residents to yet another long process related to the airport. As far as they are concerned, they've already been through this, and a decision was made.
  - Need to approach the community with acknowledgement of past work and educate them that the environmental analysis is the next step in the process—we are not starting over.
- USFS expediency: Thus far, FS staff members do not appear overly inclined to engage in the process or to move expeditiously on requests. This could be an issue in keeping the project moving forward. Verne will give Kathy Rodriguez a call to discuss the project and impress upon her the importance of USFS responsiveness.\*
- Open communication: keep everyone informed in a timely manner

### **Existing Background Information Sources**

- Verne may have copies of some of the technical reports for studies conducted by R&M and others as part of the Site Selection Study and Master Plan. He will examine his files and speak to ADOT environmental staff.\*
- R&M should also have copies of the reports and should be able to provide them as well.\*

\* denotes action item (see Action Item list at end of notes)

- We should also check with ADF&G and USFS regarding previous studies they may have conducted in the area.\*

### **Supplemental Wind Studies**

- We need to be mindful of the potential inconsistencies in wind data from past studies.
  - The predominant wind patterns in SE Alaska are from the southeast to northwest.
  - The wind pattern on the far side of Favorite Bay appears to be different than the regional pattern, likely due to local topography, including the "flat spot" across Admiralty Island at Mitchell Bay.
  - The current wind studies will likely show different wind patterns between the water tower site and the monitors at the proposed airport site.
- The Sponsor preferred site (Site 3) has the benefit of being one of the few sites where you could adjust the runway alignment to meet prevailing winds. Most of the other sites that were studied are constrained by topography.
- The existing wind data either has gaps in it or the Angoon area is unusually calm.
  - There were gaps because of power losses and inability to retrieve data.
- The raw wind data we did receive from R&M appears to have anomalies: most of the readings showed 0-3 knots, with only 5 readings over 10 knots.
  - We should call Mal Menzies to discuss the findings, since he conducted the previous studies.\*
- The new/supplemental wind study sites are located near the water tower and at two points on the Sponsored preferred site (one being close to a monitoring location from the previous studies)

### **Airport Planning Analysis/Site Analysis**

- Next steps:
  - BDC wants to have at least some new wind data to adjust the alignments before starting the approach analysis.
  - BDC can start the confirmation of operating aircraft and forecast data
    - Linda Snow included a question about a possible land-based airport at Angoon as part of her survey for the SE Transportation Plan project she is working on, so we have some good information from that for forecasting.
      - Most respondents indicated that the airport should have precision/instrument/GPS approaches from the start.

### **Alternatives**

- The first attempt at the airport failed because the community was split on the project and disagreed about the State's initially proposed location, which was near the center of the peninsula, near Site 11 from the Site Selection Study.
- Kootznoowoo Corridor lands are available for use but not for development. (Does this impact access road alternatives?)

**\* denotes action item (see Action Item list at end of notes)**



- The State should probably be pursuing a land transfer/land swap at the same time we are going through the EIS process. The transfer request package could be put together during Phase 2 of the EIS.
- For now, we will assume that we will include Sites 3, 6, and 6A as our range of alternatives
  - Ferry service should be included as an alternative but would likely be dismissed because of the infrequency of service (so long as 24-hour availability is part of the Purpose and Need).
- We can start drafting a discussion of alternatives, particularly those that can be dismissed.\*

#### Sites 6 and 6A

- For Sites 6 or 6A, you would have to "take" several residential lots and a large amount of private land.
  - The private/community lands were selected under ANCSA and are a finite resource in that the community and corporations cannot select any additional lands. Once the private lands are gone, the amount of private land available for economic or residential development is permanently reduced.
- Construction at Sites 6 or 6A would separate the community from its water supply, would require relocation of the only road the community has, and would cut through several municipal water lines.
- There would be no room for future airport expansion at Sites 6 and 6A.
- These sites have some serious issues with approaches because of terrain and would be a big challenge just to construct the runway because of the topography.

#### Access Roads

- The higher route through the wilderness/USFS area is the Sponsor's preferred route; it would be less visible and would probably have fewer resource impacts.
- Funding for the access road could come from BIA roads program through Kootznoowoo, Inc.
  - Raises the question about who would actually own the road and who the ANILCA applicant would be.\*

#### **Proposed Action**

- Proposed Action in Master Plan includes:
  - Footprint of airstrip
  - Apron and terminal space
  - Access road
- Can we include additional space within the proposed airport footprint for future economic development (e.g., hangars, concessions, etc.) if that development may not occur for 20 years or more?
- There would be no space for wastewater treatment because there would be no wastewater generated on-site

\* denotes action item (see Action Item list at end of notes)

- Firefighting equipment would be served by a water tank on-site; no water pipeline would be needed

## Purpose and Need

- The Purpose and Need from ADOT's Site Selection Study/Master Plan was to provide basic transportation with 24-hour access and meet medevac needs.
- One of the state mandates for rural airports is to support economic viability of the associated communities.
- P&N Essential Elements
  - Reliability of travel (24-hour access, fewer weather related cancellations and delays)
- P&N Secondary Issues
  - Economic viability
    - Current travel regime for residents is expensive in cost (e.g., high fares) and time away from the community (e.g., either several days on a ferry or between regularly scheduled float plane service—extra costs of food and lodging while waiting)
  - Medical access (emergency in particular) *What is the US Coast Guard's Policy on medevac?\**
  - Location provides for future airport expansion (to a 4000-foot runway)
  - Environmental Justice? (taking away private lands in Angoon would have a disproportionate impact on a low income, minority community, but they would also benefit the most from the airport)
    - FAA is in the process as an agency of trying to define what "disproportionate" is and how to measure it. FAA worked through a recent EJ issue at O'Hare(?). What were the outcomes and guidance from that case?\*
    - We should draft an EJ concepts list or white paper outlining the issues and methodology for assessing EJ impacts for the EIS.\*
- We have sufficient information to start drafting the Purpose and Need\*
- FAA legal will need to review the P&N

## Public Involvement

- We need to inform the community up front that the nature of the process to get a publicly funded airport is such that we are required to look at alternatives to the proposed action that came out of the Site Selection Study and for which they voted.
- Past effort included having lunch with the Elders at the senior center and doing a presentation on the project and process (just discussion and posters, no PowerPoint) and introducing the project team.
- PI Challenges for Angoon:
  - Small community with 3 separate political bodies:
    - City (Official community representatives for the past study with ADOT)
    - Angoon Community Association (tribal government—has some authority)
    - Kootznoowoo, Inc. (Pro-development)

\* denotes action item (see Action Item list at end of notes)

- ADOT felt they had to get the Resolution from the community to have an airport before proceeding with their studies.
- Recommendations:
  - Informal introductory trip to introduce core project team and meet people
    - Keep the group small—do not overwhelm the community
  - Meet with the Elders
  - Have an informal public meeting (just an open house style "meet and greet") to provide information about the EIS and where we are in the process of the airport project\*
  - Avoid standard presentation format
  - Address why we are "still" discussing where to build an airport
  - Establish expectations of timeline
- Additional groups to include in public involvement:
  - SE Pilots Association (if it exists)
  - Alaska Rainforest Campaign (out of Sitka)
  - Sportfish Association

### **Agency Coordination**

- Have pre-scoping meeting with the agencies (introductions and overview)\*
- BIA may need to be a cooperating agency if they will be providing a grant to construct the access road.

### **Miscellaneous Discussion**

- There is some confusion over who really owns and manages the Kootznoowoo Corridor Lands.
- Avoid saying that the USFS owns the Monument and wilderness lands on Admiralty Island when interacting with the community. The community holds that the land is theirs and that the USFS is just the steward over that land.
- Mal Menzies does his own aerial survey and aerial photography work.
- Verne has a video of Mal's flyover of Angoon and may be able to provide that to FAA/SWCA.
- Kake and Angoon are culturally related communities. Sitka's hospital provides medical service for Angoon residents.
- Kootznoowoo, Inc. has a mining interest (coal?) relatively near the Sponsor's preferred airport site (Site 3)
  - Verne spoke with Peter Naoraz of Kootznoowoo several months ago about it and strongly encouraged him not to pursue any development of an access road tying into a potential airport road or any other type of development tied to the airport until such time as the EIS is complete. Doing so would significantly muddy the waters and could hurt the integrity of the airport NEPA process.

**\* denotes action item (see Action Item list at end of notes)**

**ACTION ITEMS**

<b>Task</b>	<b>Responsible Party</b>	<b>Due Date (if applicable)</b>
Provide copy of Angoon FAA-ADOT&PF MOA to SWCA	Leslie	
Talk to Howard about whether or not a cost recovery agreement with the USFS is even feasible	Leslie	
Talk with Kathy Rodriguez (USFS) to reinforce importance of USFS involvement	Verne	
Identify what copies of previous technical studies are available in ADOT&PF files and talk to ADOT&PF environmental staff	Verne	
Contact R&M about copies of previous technical studies	SWCA	
Check with ADF&G and USFS regarding previous studies they've conducted in the area	SWCA	
Consult with FAA legal counsel to notify them of possible EJ issue for the project and about outcome of recent EJ court case	Leslie	
Environmental Justice white paper	SWCA	
Call Mal Menzies to discuss findings of previous wind studies	BDC	
Draft Purpose and Need	SWCA	
Start drafting alternatives working paper	SWCA	
Schedule meeting in Angoon and with agencies, in conjunction with NEPA workshop	SWCA/FAA	
Talk to BIA about their roads program funding process and the certainty of their funding a road for an airport in Angoon	Verne	
Talk to Sally Gilbert about coordinating ANILCA discussions with the state agencies	SWCA--George	
Talk to USCG re: their regulations on medevac	SWCA	
Develop project logo and "look"	SWCA--Sheri	

\* denotes action item (see Action Item list at end of notes)

**KOOTZNOOWOO**  
INCORPORATED



**FACSIMILE TRANSMISSION**

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DATE: Feb 13 2008

TO: SWCA

FAX #: 22 4308  
907-340-2471

Pages transmitted (including cover page): 9

MESSAGE:

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FROM: Peter Naorov

TRANSMITTED BY: \_\_\_\_\_

8585 Old Dairy Road, Suite 201, Juneau, Alaska 99801 Phone: 907-790-2992 Fax: 907-790-2995



FAA/Kootznoowoo, Inc.  
Wind monitoring agreement  
February 2008

**Written Agreement for FAA Installation of Wind-monitoring Equipment on  
Kootznoowoo Inc. Lands**

The following is a written agreement between Kootznoowoo Incorporated (hereafter referred to as Kootznoowoo) and the Federal Aviation Administration (hereafter referred to as the FAA) for the use of Kootznoowoo lands and resources for the purpose of conducting wind monitoring for the proposed Angoon Airport.

The FAA proposes to place wind-monitoring equipment in two trees on Kootznoowoo lands. The locations of the two trees are outside the developed community of Angoon, adjacent to the community water tank (Tree A) and on the eastern side of Favorite Bay near the approach for the Sponsor preferred airport site, identified as Site 3 in the Angoon Airport Master Plan (ADOT&PF May 2006) (Tree B). Approximate locations for the placement of the two wind monitors have been identified as: Tree A at roughly 57°27'52.63"N, 134°31'19.45"W; and Tree B at roughly 57°29'0.01"N, 134°30'53.66"W. These locations do not represent exact coordinates for specific, previously identified trees; rather, an appropriate tree in the immediate vicinity of each coordinate will be selected during installation of the equipment. Placement of equipment requires topping the tree, removing some branches along the height of the tree to facilitate climbing, and possible removal of any adjacent trees, depending upon their potential effect on wind coverage, solar panel shadowing, or satellite phone reception (See Attachment A for details on the proposed action).

Installation of the wind monitoring equipment is proposed to be accomplished through use of boat and foot travel. However, if conditions within Favorite Bay prohibit use of a boat to access Tree B and a nearby tree located solely on USDA Forest Service lands, the FAA proposes to land a helicopter on ANILCA Section 506(a)(3)(C) lands owned by Kootznoowoo (Kootznoowoo Corridor lands). This action is intended as a contingency in the event that Favorite Bay is frozen at the time of installation of the wind monitoring equipment.

The following contain clauses to this agreement:

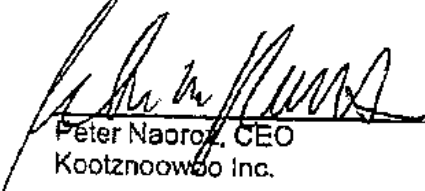
1. As part of this agreement, data acquired under the supplemental wind monitoring by the FAA will be supplied to Kootznoowoo for their own use. ✓
2. The FAA will notify Kootznoowoo when the dates of installation will occur so that Kootznoowoo can monitor the installation if they choose. The FAA and its third-party contractors will exercise all due environmental responsibility to avoid inadvertent damage to Kootznoowoo lands. ✓
3. The FAA or its third-party contractors will not allow others (individuals, organizations, or other agencies) to use the trees on Kootznoowoo lands for any purpose. The FAA or contractors also will not sell the data or ✓


FAA/Kootznoowoo, Inc.  
Wind monitoring agreement  
February 2008

otherwise profit from data acquired from the wind monitoring equipment on Kootznoowoo lands.

- 4. This agreement does not commit FAA or Kootznoowoo to any monetary compensation under the terms of this agreement.

Agreed to this 7<sup>th</sup> day of February, 2008 by:

  
 Peter Naoro, CEO  
 Kootznoowoo Inc.

  
 Leslie Grey, Project Manager  
 Angoon Airport EIS  
 Federal Aviation Administration  
 Alaskan Region, Airports Division

Attachment:

- A. Description of proposed action
- B. Map of proposed locations (Figure 1.2)
- C. Schematic drawing of installation in tree

FAA/Kootznoowoo, Inc.  
Wind monitoring agreement  
February 6, 2008

## ATTACHMENT A

### Description of proposed action

The proposed action would install wind-monitoring equipment in three trees to understand wind patterns for a potential airport site for the community of Angoon. One of the proposed sites is located within the Kootznoowoo Wilderness Area in Admiralty Island National Monument on the Tongass National Forest. The other two locations are on Kootznoowoo Inc. and ANILCA Section 506(a)(3)(C) Kootznoowoo Corridor lands respectively.

Due to the lack of a comprehensive historic record of weather data for the region, efforts were made in conjunction with the 2004 *Angoon Airport Reconnaissance Study* to collect supplemental wind data at two of the potential airport development sites that were under evaluation. However, because of the reliability of the weather equipment and the power supply methods that were used, only a limited amount of wind data could be collected, which omitted numerous observations during the winter months that is needed to support the study's conclusion on a preferred runway alignment.

Surface wind conditions (i.e., direction and speed) generally determine the desired alignment and configuration of the runway system. Runways, which are not oriented to take advantage of prevailing winds, could restrict the accessibility or capacity of the airport. The FAA specifies that the desirable wind coverage for an airport's runway system is 95%. This means that the runway orientation and configuration should be developed so that the maximum crosswind component is not exceeded more than 5% of the time annually. Wind data collection from each site is scheduled to occur for a minimum of 12 months from the date of installation, but could be extended, if required, to account for possible equipment malfunctions and/or additional data collection needs for the project.

The locations of the trees are on both the southern and eastern side of Favorite Bay near the community of Angoon. The equipment would consist of a wind anemometer, satellite phone connection for wind instruments and data logger, commercial grade monitor, solar panel for electrical power, deep cycle marine battery for electrical storage, and a container for battery storage. Installation would likely occur in mid-February using a Juneau tree service company.

All equipment would be hauled from Angoon to the site using a combination of small boat across Favorite Bay and foot access on land. Once on site, the chosen tree (approximately 80-100 feet high) would be trimmed and topped with a chainsaw, but not killed, to provide installation, maintenance access, and support for the mounting of the equipment, as well as equipment removal. Surrounding trees in close proximity to the selected mounting tree

*FAA/Koolznoowoo, Inc.  
Wind monitoring agreement  
February 6, 2008*

at each of the sites may have to be removed by chainsaw, depending upon their potential affect on wind coverage or shadow of the solar panels.

For the installation, a commercial grade monitor will be installed in each tree and include a solar panel to trickle charge a deep cycle marine battery, that will be located in a storage container near the base of the tree. This proposed method of power supply to the equipment will be required to maintain power to the data logger and satellite phone for the duration of the project.

Any surface of the equipment that can be painted without sacrificing performance will be painted to blend in with the surrounding environment. The wind instruments and data logger will be equipped with satellite phone technology to provide remote access and download capabilities of the data as needed through the study period.

Once the monitoring is completed, all equipment would be removed and the site would be restored to a natural condition.

*FAA/Kootznووو, Inc.  
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February 6, 2008*

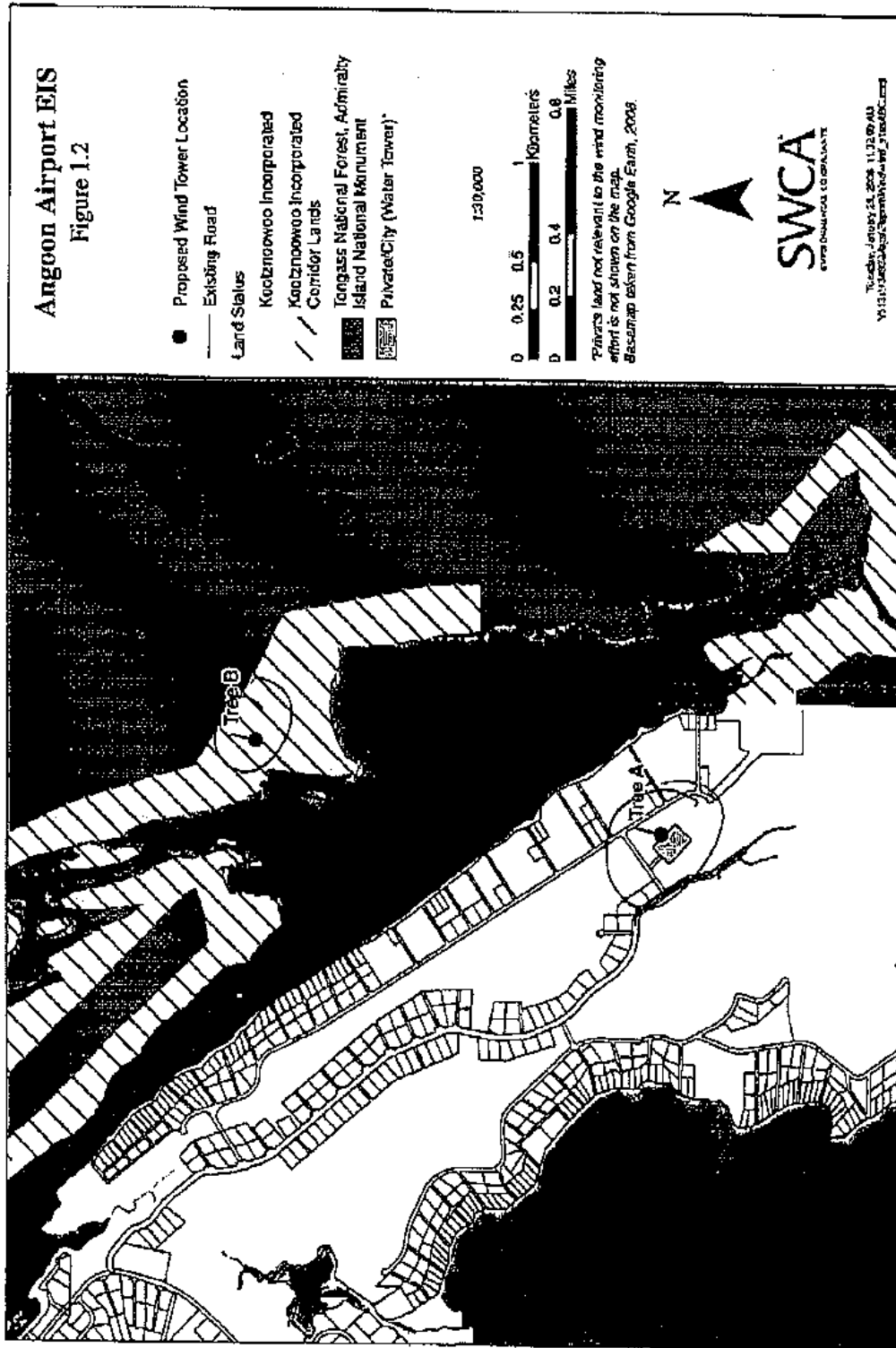
**ATTACHMENT B**

**Map of Proposed Wind Monitoring Locations**



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Angoon Airport EIS  
Figure 1.2



6

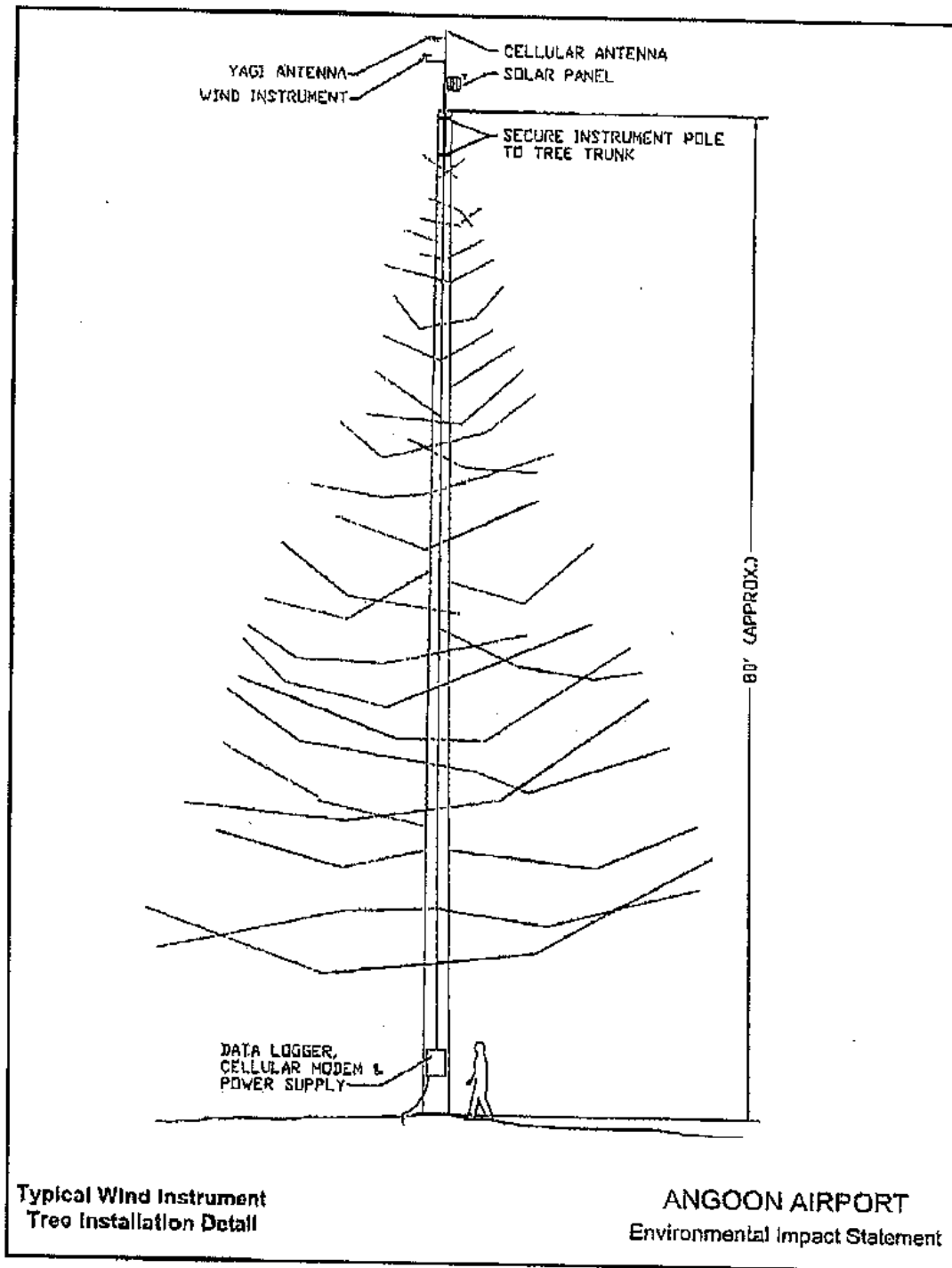
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**ATTACHMENT C**

**Schematic Drawing of Installation in Tree**

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February 6, 2008



*OK*  
*HL*

## Meeting Summary Angoon Airport EIS Project Pre-Scoping Meeting with Southeast Alaska Conservation Council (SEACC)

**DATE OF MEETING:** 3/3/08

**LOCATION:** SEACC Offices, 419 Sixth St. #200, Juneau, Alaska 99801

### MEETING ATTENDEES:

Buck Lindekugel, SEACC

Matt Petersen, SWCA

Susan Schrader, SEACC

Sheri Ellis, SWCA

Leslie Grey, FAA

George Weekley, SWCA

Verne Skagerberg, ADOT&PF

Janet Guinn, SWCA

**NOTES BY:** J. Guinn and S. Ellis

### INTRODUCTIONS:

Leslie Grey (FAA) and FAA Team began the meeting with introductions and an explanation of project roles. Leslie introduced Verne Skagerberg (ADOT&PF) as the Project Sponsor and asked him to provide background information on the history of the project and ADOT&PF role to date.

### PROJECT BACKGROUND:

Verne Skagerberg (ADOT&PF) discussed the history of the project as well as purpose and need:

- Currently aircraft (float planes) cannot land in Angoon at night, during bad weather, or during certain times of year (when the temperatures are less than 15 degrees F). The Purpose and Need for the project is to be able to provide the community of Angoon with air service 24 hours a day and year round for access to emergency health care, markets for its products, necessary goods, or social, recreational, and educational opportunities. Additionally, the construction of an airport would decrease airfare costs (less fuel than float planes) and increase carrying capacity.
- ADOT&PF began planning an airport in Angoon some time ago, but at the time, there was mixed support for the project within the community, so the project was put on hold until the community could come to a consensus. Six years ago, Angoon approved an airport reconnaissance study in their local election. The Airport Master Plan was developed out that process
- 14 potential sites were identified by the community and then investigated by ADOT&PF to see if they met airport requirements. Site #3 is the Master Plan Preferred Alternative (Note: the Master Plan Preferred Alternative *not* the NEPA Proposed Action at this point) and is most supported by community. This alternative is located on Forest Service lands on Admiralty Island National Monument.

- The community of Angoon has provided resolutions supporting both the reconnaissance study and Master Plan (including its Preferred Alternative).
- ADOT&PF delivered the Master Plan report to FAA and has asked FAA for federal funding to build an airport. Because of the requirements of NEPA and ANILCA, which would come into play for the site on Monument lands, an EIS will be required.

#### **NEXT STEPS and SCHEDULE:**

Leslie outlined the roles of lead agency versus the Sponsor and what the next steps and timeline are in the project:

- The Master Plan was the Sponsor's (ADOT&PF) plan. FAA has advisory circulars that have guided their planning process, but once airport improvement funding is requested, the project changes hands and is under the FAA as the lead agency for NEPA projects requiring the preparation of an EIS.
- The project is in a pre-scoping period right now as FAA undertakes verification of Master Plan data and conducts additional studies to verify the proposed alignment. For example, previous wind monitoring studies were conducted as part of the Master Plan process, but there were some difficulties in collecting year-round data, so the FAA is installing wind monitoring equipment that will gather continuous data for one year.
- Target dates: The supplementary studies will overlap with the beginning of NEPA process. Once enough data is gathered to refine the proposed action, the NOI will be published. FAA expects this will occur in September 2008 (studies and verification process will still be ongoing, however). Scoping is needed before the team can develop other action alternatives.

#### **DISCUSSION/Q-A:**

- SEACC indicated they understood Angoon's need for an airport, but they have an interest reducing impacts to wilderness values. To that end, they felt that concentrating facilities as much as possible on the peninsula (or at least closer to the peninsula) would make the most sense. They also noted that roads costs would be lower for both construction and maintenance because the road would be shorter. It was noted that the road was included in the Master Plan economic analysis and that FAA would have responsibility for road maintenance (but would probably contract with the local community to provide that service). SEACC noted that the preferred alternative seemed to be aligned crossways to prevailing winds and noted some potential locations closer to the peninsula area. Verne noted that there are terrain issues in the area that do not show up on a 2-D map, and he described the terrain in more detail, noting areas of high elevation that not only change the wind direction but also make other potential sites unfeasible. The group indicated that a 3-D modeling effort would help show the terrain more clearly. FAA plans to incorporate this suggestion into planning efforts, so that it is clearer how terrain affects the choice of the preferred alternative.
- SEACC wondered if there is a connection between this project and the Thayer Lake Hydro Project (project status: more studies required, SEACC submitted comments on the DEIS): how would the airport be able to run year-round if there was not a cheap energy source? The FAA team indicated that the airport would use an on-demand generator and that runway lights would be pilot operated.



- SEACC asked about the level of service proposed for the airport; the FAA indicated the airport would provide standard level service that is met in other small Alaska communities today. The airport would serve prop planes only, would have standard safety areas, and as a new airport, would be required to meet all FAA standards. It would be potentially expandable if necessary; however, FAA is not planning for jet service within the time frame of this project (20-30 years).
- SEACC wondered about the role of the USFS. The FAA team indicated that the USFS would not be a co-lead on the project, because if another site were selected off USFS land, they would have no jurisdiction. They will be a cooperating agency; FAA and the USFS are just beginning to have that discussion and working to draft an MOU. The Team noted that this is the first big Title XI project and that the FAA and USFS will work together to ensure that the NEPA process covers the requirements of both agencies.
- SEACC said a concern of theirs would be the mitigation that is done for loss of wilderness. FAA Team noted that ANILCA specifies avoidance first, then mitigation and that the FAA planning process would meet all ANILCA requirements.
- SEACC wondered why the project was happening now; FAA Team responded that was driven by the community's support, the desire for an airport through their election process, and the timing of the application by the Sponsor for FAA funding.
- SEACC noted that the project will require a big coordination effort with a variety of agencies and that the project has the potential to greatly affect Angoon and development of the area: what resources will now be accessible that were not before, and what will development bring in? SEACC indicated that Kootznoowoo, Inc. and Angoon have concerns about USFS management of access for recreation and that if those access issues are not figured out, the airport will not help economic development. SEACC said that the USFS Wilderness Management Plan does not have enough detail and wondered if SEACC and Friends of Admiralty Island could, through this project process, help the USFS make the commitment to finish Admiralty Island wilderness planning and proactively address these issues, especially with the upcoming Thayer Lake Hydro Project
- The FAA Team noted that socioeconomic issues are an important part of this project and that the socio aspect—health care, emergency care—is as important as the economic (price of gas, AV fuel, etc). SEACC expressed the opinion that this is real opportunity to do it right and that they are committed to working to help Angoon (and wilderness), noting that their goals are to preserve existing wilderness and acquire more wilderness, but in order to accomplish that, they need to take care of community needs, so they also need this project to work.
- The FAA team indicated that a lot of data was collected through the Master Plan process but that additional studies would be conducted and more data would be collected and asked SEACC if they knew of any other additional data or studies that the Team should be aware of. SEACC recommended the Team contact Sealaska (has subsurface rights on Kootznoowoo corporation lands) and Kootznoowoo, Inc.

- The FAA team asked what other groups SEACC recommended that the Team consult, and how best to get project information to SEACC for dissemination to constituents or other planning groups that SEACC participates in, such as the Tongass Futures Round Table. SEACC felt that the advisory group was probably not the vehicle for dissemination of project information—they noted that it is a good discussion forum but that the group doesn't have much time for a detailed project update. They also indicated that there is an economic development component to the group and that they could be a data source. They recommended KJ at Friends of Admiralty Island as a good resource.
- SEACC said the best way to stay in contact would be by emailed updates to Buck and Sue. FAA indicated they would send regular updates.

## Meeting Summary Angoon Airport EIS Project Pre-Scoping Meeting with The Nature Conservancy (TNC)

**DATE OF MEETING:** 3/3/08

**LOCATION:** TNC Offices, 119 Seward Street #2, Juneau, Alaska 99801

### MEETING ATTENDEES:

Rob Bosworth, TNC

Sheri Ellis, SWCA

Leslie Grey, FAA

George Weekley, SWCA

Verne Skagerberg, ADOT&PF

Janet Guinn, SWCA

Matt Petersen, SWCA

**NOTES BY:** J. Guinn and S. Ellis

### INTRODUCTIONS:

Leslie Grey (FAA) and FAA Team began the meeting with introductions and an explanation of project roles. Leslie introduced Verne Skagerberg (ADOT&PF) as the Project Sponsor and asked him to provide background information on the history of the project and ADOT&PF role to date.

### PROJECT BACKGROUND:

Verne Skagerberg (ADOT&PF) discussed the history of the project as well as its Purpose and Need:

- Currently aircraft (float planes) cannot land in Angoon at night, during bad weather, or during certain times of year (when the temperatures are less than 15 degrees F). The Purpose and Need for the project is to be able to provide the community of Angoon with air service 24 hours a day and year round for access to emergency health care, markets for its products, necessary goods, or social, recreational, and educational opportunities. Additionally, the construction of an airport would decrease airfare costs (less fuel than float planes) and increase carrying capacity.
- ADOT&PF began planning an airport in Angoon some time ago, but the community was split over the site, so the planning process was put on the shelf until the community could come to consensus. Six years ago, Angoon agreed by referendum that they did want an airport and approved an airport reconnaissance study. In that study, 14 potential sites (identified by the community) were investigated to see if they met airport requirements. The study then selected site #3, located on Forest Service land in Admiralty Island National Monument, as the preferred (and community-supported) site; the Master Plan then focused on what an airport would look like on that site.
- ADOT&PF has delivered these reports to FAA, and has asked FAA for federal funding to build an airport. Because of the requirements of ANILCA and NEPA, an EIS will be required.

## **NEXT STEPS and SCHEDULE:**

Leslie outlined the roles of lead agency versus Sponsor and what the next steps and timeline are in the project:

- The Master Plan was the Sponsor's (ADOT&PF) plan. FAA has advisory circulars that have guided their planning process, but once airport improvement funding is requested, the project changes hands and is under the FAA as the lead agency for NEPA projects requiring the preparation of an EIS.
- Project will have 95% FAA funding through the Airport Improvement Program and 5% through the State.
- The project is in a pre-scoping period right now as FAA undertakes verification of Master Plan data and conducts additional studies to verify alignment and identify any gaps in data. The previous studies did some preliminary environmental data gathering, but FAA needs to verify and find out what additional data are needed.
- FAA expects the NOI will be published in fall 2008.

## **DISCUSSION/Q-A:**

- Rob's wife did the wetlands work for the Master Plan/Site Recon. Study.
- TNC does not have a program on Admiralty Island and said that the area is not part of their strategic planning in SE Alaska (Yakutat, Icy Strait, and Prince William Island are currently their priorities), so they do not anticipate being a stakeholder in the Angoon EIS process.
- TNC indicated they understood the issue of community development/health and safety issues versus ANILCA-corridor lands and the need for the Angoon Airport given Angoon's seasonal access if they remain float plane-dependent, but they also noted that is part of its "charm".
- TNC indicated they would hope that the alignment would be on the peninsula (on private and corporation lands) where there were already existing roads, but they understand that there are reasons why this site was selected and that the prevailing winds probably have a lot to do with it. Verne pointed out the terrain issues in the area, noting areas of high elevation that not only change the wind direction but also make other potential sites unfeasible.
- TNC asked if there will be other development along the new road, noting that this would add to the complexity of project with regard to ANILCA.
- TNC expects there may be issues between environmental protection and ANILCA, noting their experience with a Mitchell Bay land swap associated with the Hydro project that TNC almost got involved in (there was consideration given to a land swap, TNC thought the Corps was overstepping its authority on USFS lands. In the end, TNC backed away).
- TNC stressed the importance of the Favorite Bay estuary salmon production, noting that the road seems to skirt the estuary. They assume that special precautions will be taken in the area.
- TNC said they get calls from time to time re: land acquisition from native allotment holders, but they defer those calls to SEAL Trust, as TNC does not typically acquire small parcels.
  - People are trying to sell their allotments in order to get money but not have to cut the timber or otherwise exploit the resources.

- TNC indicated have no additional detailed Admiralty Island data, only general information. TNC recommended contacting KJ at Friends of Admiralty Island (FOA), noting that last year, FOA was mapping native allotments as part of a comprehensive approach to land management--identifying allotments, cannery sites and private holdings--to put together a fund to purchase the whole lot and make it part of the Monument. TNC didn't know how far they got in mapping, but there were several sites in Angoon. Rob recommended Paul Grant and/or Joel Bennett as alternative contacts if KJ is unavailable.
- The FAA team asked what other groups TNC recommended that the Team consult with; they recommended Trout Unlimited (Mark Khakhe, Tom Bristol), Audubon (Jeff Sauer), Sierra Club, Territorial Sportsmen, and Southeast Conference
- The FAA Team asked how best to get project information to TNC for dissemination to constituents or up to the national levels of their organization. They said the best way to stay in contact would be with emailed updates to the Alaska chapter and they would disseminate information as needed up the chain. TNC also mentioned the Tongass Futures Roundtable as a group they'd be happy to inform and indicated that group might provide staff support as well. Rob also mentioned that the group has a community sustainability subcommittee that may be interested in the project. TNC could disseminate project info on their website or the Futures group website, but probably would not include information in their chapter quarterly report.

## Angoon Airport EIS Project Pre-Scoping Meeting with Federal and State Agencies Meeting Summary

**DATE OF MEETING:** 3/4/08

**LOCATION:** NMFS Offices located in the Federal Building, 709 W 9th Street, Juneau, AK

### MEETING ATTENDEES:

Richard Enriquez, USFWS

Karin McCoy, ADFG WC

Dave Harris, ADFG-CF

Erin Alee, ACMP

Chiska Derr, ACOE

Jason Shull, ADFG-SF

Linda Shaw, NMFS

Jennifer Curtis, EPA (attended via phone);

Jim Cariello, ADNR-OHMP

Alexandria Dugaqua, ADNR-DMLW

Randal Vigil, USACE

Jane Gendron, ADOT&PF

Leslie Grey, FAA

Verne Skagerberg, ADOT&PF

Matt Petersen, SWCA

Sheri Ellis, SWCA

George Weekley, SWCA

Janet Guinn, SWCA

**NOTE TAKERS:** J. Guinn and S. Ellis

### INTRODUCTIONS:

Leslie Grey (FAA) and the FAA Team began the meeting with introductions and an explanation of project roles. Leslie introduced Verne Skagerberg (ADOT&PF) as the Project Sponsor and asked him to provide background information on the history of the project and the ADOT&PF role to date.

### PROJECT BACKGROUND:

Verne Skagerberg (ADOT&PF) discussed the history of the project:

- ADOT&PF began planning an airport in Angoon some time ago to address community access issues, but the community was split over the site. The planning process was put on hold until the community could come to a consensus over whether or not they would support an airport in their community. Six years ago, the citizens of Angoon agreed by referendum that they did want an airport, and they approved an airport reconnaissance study prepared by the ADOT&PF. In that study, 14 potential sites (identified by the community) were investigated to see if they met airport requirements. The study then selected Site #3, located on U.S. Forest Service land within Admiralty Island National Monument, as



the preferred (and community-supported) site; the Master Plan then focused on what an airport would look like on that site.

- ADOT&PF delivered these reports to the FAA and asked FAA for federal funding to build the airport. Because of the requirements of ANILCA and NEPA, an EIS is required.

#### **NEXT STEPS and SCHEDULE:**

Leslie outlined the roles of FAA as lead agency versus the ADOT&PF as the project Sponsor and what the next steps and timeline are in the project:

- The Master Plan was the Sponsor's (ADOT&PF) plan, but once airport improvement funding is requested, the project changes hands and is under the FAA as lead agency for NEPA projects requiring the preparation of an EIS.
- The USFS, which is not represented at this meeting, will be a cooperating agency, not a co-lead, as some alternatives will likely not be on USFS lands. FAA will be meeting separately with the USFS. They would have decision-making responsibilities under ANILCA Title XI if an alternative on USFS lands is selected.
- At this point, the FAA and EIS Team are really just here to meet face to face, introduce ourselves, introduce the project to the agencies, and facilitate an open process. The project is in a pre-scoping period right now as FAA undertakes verification of Master Plan data and conducts additional studies (e.g., wind monitoring studies) to verify runway alignment options relative to prevailing winds.
  - The FAA is installing wind monitoring equipment this weekend that will gather continuous data for one year. The FAA gave a brief description of the monitoring equipment set up (mounted on top of Sitka spruce, no guy wires) to alleviate any concerns regarding eagle nests or impediments to wildlife.
- FAA expects the NOI will be published in fall 2008, when the Purpose and Need is completed and the Proposed Action more fully identified. The FAA will not finalize all of the alternatives until after the scoping process. Development of the final alternatives will be part of Phase II of the project. The EIS Team expects that the range of alternatives will address wilderness preservation versus socioeconomic impacts.
- Letters requesting cooperating agency status will be sent out to relevant agencies; for those who are invited, FAA recognizes that not all will have the time to be cooperating agencies and will continue to work closely with you regardless of any formal agreement.
- The FAA/EIS Team will send out project updates via email at key milestones; agencies were instructed to contact FAA or the EIS Team if they want more frequent contact.

#### **QUESTIONS / ANSWERS / COMMENTS:**

Q: Is there a bridge option?

A: Yes, will consider culverting as well as complete bridging, but haven't looked fully at this yet.

Q: Could the airport be located closer to town, to shorten road?

A: Verne pointed out the terrain issues in the area, noting areas of high elevation but noted that all alternatives are still being considered. Wanting to maximize approach and instrumentation options; wind pattern and high terrain limits alternatives.

Q: Why is it proposed site oriented toward water; doesn't that limit the runway safety area?

A: Terrain issues led to site with approach over water. Runway safety area has to meet standards to capture 95% potential overruns, this one does that. Leslie agreed to investigate the issue of over-water approaches and respond to Linda Shaw who asked the question. It was also noted that obstructions are actually bigger hazard than water; on another level, water is safer than other options and that Angoon community approved this site.

Q: Will noise be an issue?

A: The noise level is not above significant threshold level that would require a noise study. Also, it will displace noise from sea plane floats.

Q: Will a 404 permit be needed?

A: We think so. Randy Vigil noted that the Corps is locked into permitting the Least Environmentally Damaging Practicable Alternative (LEDPA). Thus, he recommended that the team look at the range of alternatives in light of this, to help streamline permitting issues. Title XI also has the LEDPA-like requirement and will also play into site selection.

Randy recommended that the wetland delineation be done in accordance with the new regional wetlands delineation manual. He also noted that stream cataloguing may still be needed.

Q: Will there be fill in estuary; fill for RSA?

A: No, the area shown on maps that extends into the water is the runway protection zone. There would be restrictions on buildings and congregations of large numbers of people, but there would be no construction in that zone for the airport.

Q: Will there be lights??

A: Yes, along the runway. The lights would allow for 24-hour operations. They would be run by a generator and would be pilot-activated as needed. There is no current proposal for approach lights in water. No MALSR.

Q: Will there be fencing?

A: No fencing is proposed at this time. The only fencing that would be installed would be to prevent wildlife hazards if it is an issue.

Q: What type of airplanes will land here?

A: Planes comparable to the B2 Caravan.

Q: What will the runway surface be?

A: Runway would be paved.

Q: What will the time frame be for construction of the access road?

A: We anticipate 2 construction seasons; also noted that ANILCA process has time limits.

Q: You have/had 14 potential sites; when and how you are reducing these? Will all 14 be carried forward into the EIS?

A: No, not all 14 will be carried forward. The first step is to eliminate the ones that do not meet Purpose and Need and/or are not feasible. This eliminated half of them already. The next step would be to eliminate those that are redundant and do not reduce impacts. We have some like this, but we have to do some additional work analyzing this before a decision is made to exclude them from detailed analysis. It is also possible that a new site could come up but the odds are probably pretty slim, since ADOT&PF has done so much work already. But, nothing is off the table right now, except for the ones that will not work operationally. Where three sites are grouped together, we will pick one representative site. The FAA/EIS Team are currently in the process of gathering and verifying existing data. It was also noted that pilots contributed to alternatives development for the Master Plan; all identified the Master Plan proposed site as where they would want to land.

Q: What about wildlife-- buffer zones, etc?

A: The USFS was involved in the ADOT&PF Master Planning process, and those types of issues were built into the preferred site.

Q: It was pointed out that Mitchell Bay is a prime kayak recreation site and noted that this may be an issue.

A: This is something that hasn't come up yet in planning process. Increased access could be better for recreation... but there is a flip side to that.

Q: How does the hydro plant fit into all this?

A: There is no direct link between the two projects, but the hydro plant would have to be considered under cumulative impacts. The Airport is not near hydro plant.

Q: Are there any listed water bodies in the area?

A: We don't know yet as we have not gotten that far with gathering existing data. It did not come up in ADOT&PF Master Plan. We will keep the agencies updated on what we find out.

Q: How is the [State's] ANILCA team involved?

A: FAA is consulting with them. They have yet to work through a large Title XI process, so it is an exciting project for them.

FINAL NOTE: The Corps is hosting a wetland delineation training in Juneau using the new supplement and focusing on SE habitat, May 20-22 (venue dependent).

## Meeting Summary Angoon Airport EIS Project MOU meeting with U.S. Forest Service (USFS)

**DATE OF MEETING:** 03/06/08

**LOCATION:** USFS office, Juneau

### MEETING ATTENDEES:

Myra Gilliam, USFS

Erik Spillman, USFS

Jennifer Berger, USFS

Kathy Rodriguez, USFS

Roger Birk, USFS

Karen Iwamoto, USFS

Jane Gendron, ADOT&PF

Verne Skagerberg, ADOT&PF

Leslie Grey, FAA

George Weekley, SWCA

Matt Petersen, SWCA

Sheri Ellis, SWCA

Janet Guinn, SWCA

**NOTE TAKERS:** J. Guinn and S. Ellis

### INTRODUCTIONS:

Leslie Grey (FAA) and the FAA Team began the meeting with introductions and an explanation of project roles. Leslie introduced Verne Skagerberg (ADOT&PF) as the Project Sponsor and asked him to provide background information on the history of the project and the ADOT&PF role to date.

### PROJECT BACKGROUND:

Verne Skagerberg (ADOT&PF) discussed the history of the project:

- ADOT&PF began planning an airport in Angoon some time ago to address community access issues, but the community was split over the site. The planning process was put on hold until the community could come to a consensus over whether or not they would support an airport in their community. Six years ago, the citizens of Angoon agreed by referendum that they did want an airport, and they approved an airport reconnaissance study prepared by the ADOT&PF. In that study, 14 potential sites (identified by the community) were investigated to see if they met airport requirements. The study then selected Site #3, located on U.S. Forest Service land within Admiralty Island National Monument, as the preferred (and community-supported) site; the Master Plan then focused on what an airport would look like on that site.
  - The Master Plan is not entirely complete in that the Airport Layout Plan cannot be approved by the FAA without the environmental analysis.

- ADOT&PF delivered these reports to the FAA and asked FAA for federal funding to build the airport. Because of the requirements of ANILCA and NEPA, an EIS is required.
- Leslie outlined the roles of lead agency versus the Sponsor. The Master Plan was the Sponsor's (ADOT&PF) plan, but once airport improvement funding is requested, the project changes hands and is under the FAA as lead agency for the NEPA process.
- Explanation of Master Plan preferred alternative: FAA is conducting additional wind monitoring and other studies to determine why if it is truly necessary for Site 3 (the Master Plan preferred site) to be the location of the airport and to identify a range of alternatives that are technically feasible based on prevailing winds. Wind data for the Master Plan was derived from a weather station at the float plane dock and from two monitors installed by ADOT&PF, one at the water tower and one across Favorite Bay near the water-side end of Site 3. There were some issues with the power supply to the monitors and in data gathering, so some of the data is incomplete and needs to be supplemented.
- Verne explained the Site 3 alignment in terms of terrain and why the site was selected in wilderness versus in town:
  - ADOT&PF started with the old master plan, which had a number of sites that didn't work for technical reasons and combined this information with the community-proposed site, known cultural resource sites, private property issues and finite lands, cross winds in peninsula area, and known engineering or approach constraints to define alternative sites. The Master Plan preferred site is the one that rose to the top.
- The FAA is doing supplemental planning to refine the Proposed Action for the NEPA process and identify a range of alternatives. This planning will be compiled into a working paper that will be distributed to and discussed with the U. S. Forest Service (USFS).
- FAA anticipates issuance of the Notice of Intent (NOI) in September. At that time we should have a preliminary range of alternatives, though they could easily change based on Scoping comments.
- The key issues in alternatives development appear to be wilderness characteristics versus land use and socioeconomic development. The alternatives will need to address these competing issues in order to be a reasonable range of alternatives. The alternatives may come from ones examined in the ADOT&PF site selection study for the Master Plan or be totally new.
- USFS and Kootznoowoo Comments: The rationale for eliminating alternatives on the peninsulas will be an important aspect of satisfying USFS NEPA requirements, especially in relation to why the project would be placed in a wilderness area. The Purpose and Need must clearly articulate why Angoon needs an airport. Everyone knows about the "bridge to nowhere" and we need to point out the reasons for the airport up front so that everyone understands. Also everyone else wants to give a suggestion about where an airport would go without having an understanding of the terrain or airport operational issues.
- People need to understand that we are not starting over! The Master Plan was developed with the alternatives for a reason.
- Project updates will be provided by the FAA/EIS Team at key milestones.
- The Sitka Conservation Society, Greenpeace, and the Tongass Futures Roundtable should be contacted.

- FAA intends to develop the Proposed Action a little further before contacting the Roundtable, perhaps around the time of issuing the NOI.
- Donald Frank is the USFS liaison in Angoon (907-788-3550; 907-788-3712 Fax); has a vehicle of the FAA/EIS Team members need a ride.
- SWCA is the interdisciplinary team for the FAA, but the USFS has the opportunity to provide resource support.
  - USFS does not see much involvement for their resource specialists in 2008.
  - USFS is not sure where this work will fit into their internal work plan since they are already booked up. They anticipate that they could have a "shadow ID team" to SWCA during 2009 and beyond.
    - They will review the cause and effect statements, proposed approaches to analysis, etc. They want to see the technical reports as well as the EIS sections, and will probably want to see all of the resources.
    - The EIS Team understands there is a fine line between not wanting to bother USFS specialists and not including them until the end. Matt provided an overview of the cause/effect documents used to help streamline process.
      - FAA will include specific descriptions of roles and timelines in the MOU, and the FAA/EIS Team will work with individual resource specialists to best accommodate their schedules.
    - SWCA will prepare a detailed scope of work for Phase 2 at the end of this year. That SOW will outline the planned activities (e.g., fieldwork) for each discipline. USFS will receive a copy of this SOW so that they can what work is proposed and can better plan their involvement.
- USFS wanted to know when they should expect to see the land use permit.
  - Not for while—close to when the EIS would come out, spring 2010.
  - Permits for fieldwork would be needed in 2008; we are not sure how many permits will be need and for what resource disciplines.
  - USFS will start strategizing about who will be on their resource team and start putting names to the team so that they can provide this to the FAA.
- There is an MOU between the State and USFS that says no there cost recovery for this type of project. Since FAA and their team are doing all the work, cost recovery shouldn't be an issue.
- SWCA will very carefully schedule coordination with the USFS staff so as not to take up too much time. Our goal is to make sure that USFS can adopt the FAA's NEPA document, so we will coordinate with them to make sure their regulatory needs are addressed.
- Kathy will continue to serve as the primary point of contact for now, but this may change later on. Will determine if FAA will send monthly emails or just milestones. /some months their will not be much to emails about.
- For the FAA/USFS MOU, USFS wants us to include timelines for small reviews and at least provisions for establishing timelines on a case-by-case basis for larger review items.



## ANILCA DISCUSSION:

There was general discussion between the FAA/EIS Team and USFS concerning management of lands, the land exchange option, etc.

- USFS doesn't necessarily want to have an airport on their lands or be an airport manager (e.g., as a result of long-term lease). Are there other options? Could we convey title?
  - USFS has provisions for title conveyance, but the Wilderness Act and ANILCA won't allow conveyance of title in this case.
  - Who holds title to the corridor lands? Who has jurisdiction?
    - Eric indicated that it seems like the USFS still has some responsibility on those corridor lands, stating that it doesn't seem likely that Kootznoowoo would have quiet title (full ownership).
  - If we do a transportation and utility system (TUS) application, is the land still wilderness or is it right-of-way (ROW)?
    - It is possible that Congress could say that we will remove sections from wilderness, or require state to give other lands in exchange, but if it is a TUS, then the land is still wilderness.
- Regardless of what route is taken (e.g., land exchange vs. TUS application), the same information will be required (i.e., a DEIS); an EIS will be necessary even if it is decided later to not go through the ANILCA Title XI process but to pursue some other option, like a land exchange. **Note: if there are any intentions of expanding the airport, FAA must put the whole land area forward now; we do not want to go through this again.**
- Could a land exchange or transfer of jurisdiction be put into the NOI?
  - The NOI could mention all of them ex) "...using the same analysis, documentation to support one of several actions", then list land exchange, Title XI, etc.
- Note: The State may want to go through the Title XI process simply because it would be a good test case for ANILCA. Until now, they have had only small inholder applications on non-SF lands that have been addressed through the Title XI process. Thus, their agenda may be different than the FAA on this issue.

## PROCEDURAL ISSUES:

Issues and timelines FAA and USFS will need to work out, in accordance with the USFS Region 10 ANILCA handbook/manual procedures:

- A consolidated application form will be submitted to USFS and FAA (and the USFWS?) by the ADOT&PF;
  - Each agency will independently review the application to make sure it meets needs (info in appendices could vary, for example).
    - Each agency may request more information, so the application might go back and forth a few times until each agency gets the necessary information.

- Applications would be submitted pretty close to the issuance of the DEIS, basically submitting the EIS as supporting paperwork to the application, which would streamline the review process. The information in EIS would include everything needed for the application.
  - We would wait until the agencies have reviewed the DEIS and then put the Title XI application right on top of it on and send it all off for review, since the agencies involved (FS and FWS) will have already reviewed the DEIS for adequacy of analysis and in fact will have provided input.
- ANILCA timelines: The DEIS must be completed within 9 months from submittal of application. The FEIS must be completed within 12 months of the application.
- Because of road funding, there might be yet another agency involved (BIA). FAA funds are limited and they can't require local hire. Using the BIA roads program could require local hire, which would be good for Angoon. USFS doesn't care what the funding strategy is as long as it is reasonable. USFS wants to know what the funding source is and wants some assurance that it won't fall through, thereby stalling the project. Information about the funding should be included in the EIS.
- FAA will need to hold public hearings in Washington, D.C. and Alaska for the ANILCA process. FAA may need to coordinate with the USFS on those. FAA will be providing updates to the Alaska Congressional delegation throughout the project.
- Within in 4 months of receiving a complete application (e.g., all necessary data), the FAA, USFS, and any other involved agencies must render a decision to approve or disapprove the application. The decision criteria will include: need, economic feasibility, alternatives, cumulative impacts, cost benefit analysis, social and economic impacts, subsistence, wildlife, and mitigation. All of these criteria will be covered in the EIS. National security might be an addition to the criteria list.
  - The USFS requested that the FAA add a separate section to the EIS making sure proposed action doesn't conflict with the monument goals.
- Note: The USFS will write their own ROD when they adopt the EIS. They will want it to mesh somewhat and be similar to the FAA's ROD, but they will include some additional USFS language.
  - Is the ROD the same as the TUS approval?
    - No, they would be separate decisions.
  - FAA issues their ROD;
    - USFS adopts the FAA ROD for only the part under their jurisdiction. T
    - The USFS would probably not be able to issue ROD concurrently with EIS, as they usually do, but would wait for the FAA cool-off period.
  - The USFS has a Title XI decision to make, independent of FAA and separate from the USFS ROD.
  - FAA has a Title XI decision to make, independent of USFS and separate from the FAA ROD.

**Note:** Agency approval of the TUS application is really just a recommendation; no permits or permissions can be issued based upon the agency decisions. The agencies' Title XI decisions get forwarded to the President, and ultimately Congress, for approval. At that point, the decision is out of our hands.

- The EIS will address consistency with all other agency permitting regulations and each agency mandate will be addressed.
- ROW terms and conditions: Although this is a USFS issue (and the USFS ROD would say what the terms and conditions would be if the ROW is approved), the terms and conditions must be included in the Proposed Action in order to do analysis, so these need to be hammered out in advance. These should be developed at the draft EIS stage, and finalized for final EIS.
- Q: If you decide to pursue the land exchange...who pulls the trigger?
  - The State of Alaska (ADOT&PF) would request the land exchange. The USFS would just respond to it.

### **DRAFT MOU LANGUAGE DISCUSSION:**

Attendees skimmed through the draft MOU; Matt and Leslie pointed out various parts of the document, intent behind the language, and possible language changes depending upon USFS needs. Leslie noted that the MOU hadn't been through the FAA legal department yet, indicating that FAA wanted to have USFS input on the big things first.

#### **1. USFS NEPA Responsibilities.**

- #1. Noted that draft MOU language is pretty vague regarding USFS level of involvement, given schedule and cost recovery, but USFS could consider whether to spell out their level of involvement in greater detail regarding provision of resource data.
- #3 Does the USFS want to comment on technical reports in addition to the cause and effect analysis, and Chapters 3 and 4 of the DEIS? If so, we may need to define the resources (or all) for which the USFS will want to review the technical documents.
  - USFS will probably want to review the technical reports as well: need to make sure they meet USFS standards. They will probably want to do that for all resources. The initial USFS thought was to revamp the MOU language to say that they will review "everything needed to support/document decision processes". For example, USFS will want to make sure the access road meets USFS road standards. USFS will provide that kind of information to the FAA/EIS Team in advance but will still want to review the documents for consistency.
  - Consider language to develop timelines for review of technical documents: the determination of the specific response time could be at time of or prior to submission of the document(s) in question, and may depend on the individual technical document(s). Alternatively, we can lay out a formal document review timeline for a specific number of days, but both parties could modify this schedule if needed. Note: if there are timelines based upon regulations, we should note that in the MOU and cite the requirements.
- #9. If there is a big scope of work change requested by USFS, Contractor can take no action until the change is approved by FAA.

## 2. ANILCA Process Role.

- The MOU includes ADOT&PF's ANILCA responsibilities for clarity. FAA will give the USFS a copy of the ADOT&PF/FAA MOU, which defines the role of the ADOT&PF in the NEPA process.
  - The draft USFS MOU currently states that ADOT&PF will submit the ANILCA applications to FAA and USFS, who will process them and notify ADOT&PF if they need additional information. In reality, if there are deficiencies, FAA and USFS would address them.
- USFS noted that ADOT&PF will have a special use permit if this goes through and wondered if they needed to talk to an attorney re: the need for USFS/ADOT&PF MOU; USFS could potentially have an MOU with OPMP as well.
- The group discussed whether or not ADOT&PF should be a signatory on the FAA/USFS MOU and decided that they should not.

## 3. Commitment to Cooperate and Confidentiality Sections.

FAA's philosophy is to work collaboratively, but it is important to note that FOIA applies to the FAA and USFS and all pre-decisional documents need to be kept confidential prior to public review of the DEIS.

It is also important to note that ADOT&OF is governed by the Sunshine law; if they see something related to the project, they are legally bound to disclose it. As a result, there may be some FAA-USFS meetings where ADOT&PF will not be present.

## 4. Periodic Review of MOU:

- The draft MOU states that the MOU will be reviewed for adequacy every 90 days:
  - Can we change this to "as needed"?
- USFS suggested adding a 5 year deadline (a term of expiration) for the MOU.

## MOU REVISIONS AND COMMUNICATIONS:

- USFS will strive to submit their comments on the MOU within 2 weeks (e.g., by March 21st).
- Kathy will be on vacation next week, CC: Erik and Roger while she is gone.
- FAA will distribute a contact list with names numbers and who is doing what for the 3rd party contractor and the FAA.
- USFS will provide a list to FAA of contact names for resource specialists.
- Communications protocol: FAA/Leslie will always know when SWCA contacts agency, so it is all right for the USFS to respond directly to them.

## Meeting Summary Angoon Airport EIS Project Pre-Scoping Public Meeting

**DATE OF MEETING:** 03/06/08

**LOCATION:** Community Center, Angoon

**MEETING ATTENDEES:**

Leslie Grey, FAA

Verne Skagerberg, ADOT&PF

Matt Petersen, SWCA

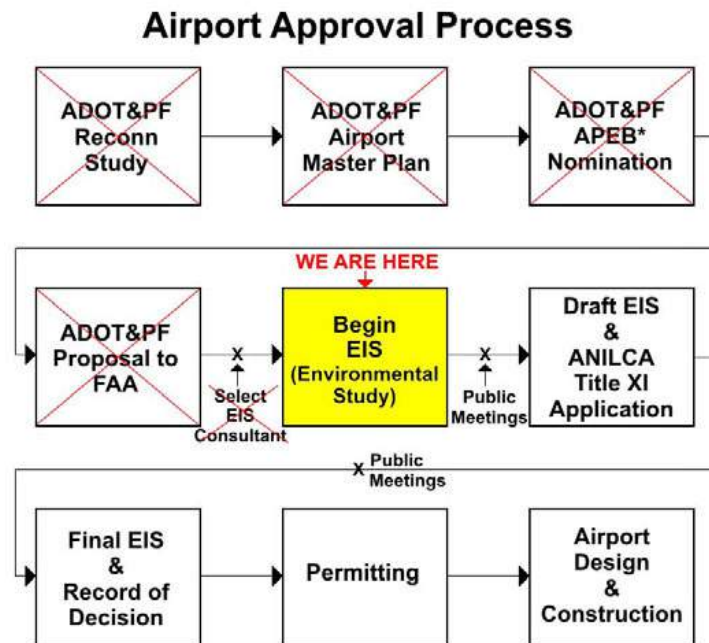
Sheri Ellis, SWCA

Angoon Public, including Mayor Howard and Matthew Fred (JR), pres. of the ACA

**NOTES BY:** S. Ellis

**NOTES:**

- Mayor Howard opened the meeting by asking the FAA/EIS Team to introduce themselves.
- Introductions were made by Verne, who then proceeded to open the discussion about the status of the airport project. Verne referred to a wall chart (see below) showing the steps in the process of getting to airport construction from the start of the ADOT&PF site reconnaissance study.



\*APEB = Aviation Project Evaluation Board

- Verne described, in brief, how the ADOT&PF arrived at the proposed location of Site 3 and how and when they got to the completion of the Master Plan in 2007.
- Leslie described the process of selecting the contractor.
- Matt then described the EIS process, referring back to the progress chart.
  - Matt mentioned that public meetings would be held in Angoon as well as in Juneau and potentially elsewhere.
    - Mayor Howard asked why we would hold public meetings in Juneau since they don't have any stake in the project.
      - Matt explained the disclosure requirements of NEPA, noted that this is not a voting process where outside parties can "out-vote" people in Angoon, and emphasized the importance of following the disclosure requirements in order to not provide grounds for a legal challenge to the project based on process.
    - Mayor Howard asked if they (Angoon) would be notified when the public meetings were going to occur outside of Angoon.
      - Matt indicated that they would indeed be notified.
    - Mayor Howard asked if outside parties would get to see the EIS.
      - Matt indicated that they would, reiterated the importance of following the disclosure requirements of NEPA, and restated that this is not a voting process.
- Leslie asked Matt to explain the public involvement process for ANILCA.
  - Matt did, indicating that we are doing the two processes (NEPA and ANILCA) together to make the overall timeline shorter.
- Verne explained the supplemental wind monitoring study and equipment installation occurring next week.

### QUESTIONS / ANSWERS

- Phil Walker: Are you going to have to work with all of the state and federal agencies?
  - Yes
- Audience Member: How long will it take after the FEIS to get to construction?
  - Verne explained that it typically takes about 1 year to get through design.
- Phil Walker: Will the construction be union?
  - Not necessarily.
  - Verne explained that ADOT&PF and FAA can't require local hire because of laws; however, he also noted that if BIA funds are used to construct the access road, BIA funds would allow a local preference requirement.



- Audience Member: In your meeting with Senator Kookesh, did he mention any funds for the airport?
  - FAA would provide the bulk of the funding for the airport.
  - Senator Kookesh is very much in favor of the project and offered his complete support.
- Audience Member: How many acres would be cleared?
  - About 256 acres for the runway and apron plus additional area for the road and transitional zones.
- Audience Member: Won't putting more alternatives on the table delay the process?
  - No. We are required by law to look at alternatives regardless of the schedule.
- Audience Member: If someone suggests an alternative, do you have to do it?
  - No. You have to consider it, but you don't have to implement it.
- Audience Member: Where are you going to draw the line when SEACC or other groups say they don't want the project?
  - We make sure that we have a stringent NEPA process so that there aren't any procedural errors and opposition groups have little standing.
- Audience Member: What type of terminal would there be?
  - There would be a simple terminal, runway, apron, and a few lease lots.
- Would the [access] road be paved?
  - We are not sure yet, but it probably would be paved with asphalt.
- If you didn't get BIA funds for the road, how would you pay for it/could you still build it?
  - We could still build it. Other funds would have to be used, such as FAA Airport Improvement Program funds, but these come with certain restrictions.
- How many agencies are involved in permitting?
  - Five or six.
  - Specifically, the ACOE with the 404 permit and the USFS with a special use permit, but there are likely to be others.

### General Comments

- Matthew Fred: There are Red tail hawks in Mitchell Bay.
- Maxine Thompson: Fall is the time for potlatches, so you'll need to work around those for public meetings.
- Roger Williams: There is a carved stump near the proposed apron shown on Site 3 in the Master Plan.

- Floyd Jim: There is some herring harvest in Favorite Bay near the estuary but not much. Most of our herring comes from Sitka because the local herring population was depleted by a seiner who came in several years ago.
- We get king salmon in Favorite Bay.
- There are Dungeness crab near the estuary.
- We get cockles in the wetlands and drainage going to Kanalku.
- There are some urchins in the drainage going to Kanalku.
- There are sockeye salmon in the lakes by the proposed runway for Site 3.
- We get berries along the existing road.
- Deer hunting mostly occurs along the road system, near the muskegs. There is a little bit of deer hunting across the bay.
- The Councils (City, ACA, and Kootznoowoo) all voted not to issue any new guide permits.

**U.S. DEPARTMENT OF AGRICULTURE  
Forest Service  
SPECIAL USE PERMIT  
AUTHORITY:  
ORGANIC ADMINISTRATION ACT June 4, 1897**

The Federal Aviation Administration of P.O. Box 14, 222 W. 7th Avenue, #14, Anchorage, AK 99513-7587 (hereinafter called the Holder) is hereby authorized to use or occupy National Forest System lands, to use subject to the conditions set out below, on the Tongass National Forest, Admiralty National Monument.

This permit covers .1 acres, and/or **n/a** miles and is described as shown on the location map attached to and made a part of this permit, and is issued for the purpose of:

**Install two wind monitoring devices on national forest system lands near Favorite Bay, Admiralty Island National Monument. The wind monitors would be placed in trees, approximately 3 miles S-SE of Angoon, Alaska (see attached map). One site (Tree B) is located within ANILCA Section 506(a)(3)(C) Kootznoowoo Corridor lands: 57° 29' 0.01"N, 134° 30' 53.66"W. The other site (Tree C) is located within Kootznoowoo Wilderness Area: 57° 29' 12.36"N, 134° 30' 21.02"W. Use of a chainsaw for limbing and topping trees for device installation is permissible.**

The above described or defined area shall be referred to herein as the "permit area".

**TERMS AND CONDITIONS**

**I. AUTHORITY AND GENERAL TERMS OF THE PERMIT**

A. Authority. This permit is issued pursuant to the authorities enumerated at Title 36, Code of Federal Regulations, Section 251 Subpart B, as amended. This permit, and the activities or use authorized, shall be subject to the terms and conditions of the Secretary's regulations and any subsequent amendment to them.

B. Authorized Officer. The authorized officer is the Forest Supervisor or a delegated subordinate officer.

C. License. This permit is a license for the use of federally owned land and does not grant any permanent, possessory interest in real property, nor shall this permit constitute a contract for purposes of the Contract Disputes Act of 1978 (41 U.S.C. 611). Loss of the privileges granted by this permit by revocation, termination, or suspension is not compensable to the holder.

D. Amendment. This permit may be amended in whole or in part by the Forest Service when, at the discretion of the authorized officer, such action is deemed necessary or desirable to incorporate new terms, conditions, and stipulations as may be required by law, regulation, land management plans, or other management decisions.

E. Existing Rights. This permit is subject to all valid rights and claims of third parties. The United States is not liable to the holder for the exercise of any such right or claim.

F. Nonexclusive Use and Public Access. Unless expressly provided for in additional terms, use of the permit area is not exclusive. The Forest Service reserves the right to use or allow others to use any part of the permit area, including roads, for any purpose, provided, such use does not materially interfere with the holder's authorized use. A final determination of conflicting uses is reserved to the Forest Service.



G. Forest Service Right of Entry and Inspection. The Forest Service has the right of unrestricted access of the permitted area or facility to ensure compliance with laws, regulations, and ordinances and the terms and conditions of this permit.

H. Assignability. This permit is not assignable or transferable. If the holder through death, voluntary sale or transfer, enforcement of contract, foreclosure, or other valid legal proceeding ceases to be the owner of the improvements, this permit shall terminate.

I. Permit Limitations. Nothing in this permit allows or implies permission to build or maintain any structure or facility, or to conduct any activity unless specifically provided for in this permit. Any use not specifically identified in this permit must be approved by the authorized officer in the form of a new permit or permit amendment.

## II. TENURE AND ISSUANCE OF A NEW PERMIT

A. Expiration at the End of the Authorized Period. This permit will expire at midnight on 02/15/2009. Expiration shall occur by operation of law and shall not require notice, any decision document, or any environmental analysis or other documentation.

B. Minimum Use or Occupancy of the Permit Area. Use or occupancy of the permit area shall be exercised at least **n/a** days each year, unless otherwise authorized in writing under additional terms of this permit.

C. Notification to Authorized Officer. If the holder desires issuance of a new permit after expiration, the holder shall notify the authorized officer in writing not less than six (6) months prior to the expiration date of this permit.

D. Conditions for Issuance of a New Permit. At the expiration or termination of an existing permit, a new permit may be issued to the holder of the previous permit or to a new holder subject to the following conditions:

1. The authorized use is compatible with the land use allocation in the Forest Land and Resource Management Plan.
2. The permit area is being used for the purposes previously authorized.
3. The permit area is being operated and maintained in accordance with the provisions of the permit.
4. The holder has shown previous good faith compliance with the terms and conditions of all prior or other existing permits, and has not engaged in any activity or transaction contrary to Federal contracts, permits laws, or regulations.

E. Discretion of Forest Service. Notwithstanding any provisions of any prior or other permit, the authorized officer may prescribe new terms, conditions, and stipulations when a new permit is issued. The decision whether to issue a new permit to a holder or successor in interest is at the absolute discretion of the Forest Service.

F. Construction. Any construction authorized by this permit may commence by **n/a** and shall be completed by **n/a**. If construction is not completed within the prescribed time, this permit may be revoked or suspended.

## III. RESPONSIBILITIES OF THE HOLDER

A. Compliance with Laws, Regulations, and other Legal Requirements. The holder shall comply with all applicable Federal, State, and local laws, regulations, and standards, including but not limited to, the Federal Water Pollution Control Act, 33 U.S.C. 1251 et seq., the Resource Conservation and Recovery Act, 42 U.S.C. 6901 et seq., the Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. 9601 et seq., and other relevant environmental laws, as well as public health and safety laws and other laws relating to the siting, construction, operation, and maintenance of any facility, improvement, or equipment on the property.

B. Plans. Plans for development, layout, construction, reconstruction, or alteration of improvements on the permit area, as well as revisions of such plans, must be prepared by a qualified individual acceptable to the authorized officer and shall be approved in writing prior to commencement of work. The holder may be required to furnish as-built plans, maps, or surveys, or other similar information, upon completion of construction.

C. Maintenance. The holder shall maintain the improvements and permit area to standards of repair, orderliness, neatness, sanitation, and safety acceptable to the authorized officer and consistent with other provisions of this



authorization. If requested, the holder shall comply with inspection requirements deemed appropriate by the authorized officer.

D. Hazard Analysis. The holder has a continuing responsibility to identify all hazardous conditions on the permit area which would affect the improvements, resources, or pose a risk of injury to individuals. Any non-emergency actions to abate such hazards shall be performed after consultation with the authorized officer. In emergency situations, the holder shall notify the authorized officer of its actions as soon as possible, but not more than 48 hours, after such actions have been taken.

E. Change of Address. The holder shall immediately notify the authorized officer of a change in address.

F. Change in Ownership. This permit is not assignable and terminates upon change of ownership of the improvements or control of the business entity. The holder shall immediately notify the authorized officer when a change in ownership or control of business entity is pending. Notification by the present holder and potential owner shall be executed using Form SF-299 Application for Transportation and Utility Systems and Facilities of Federal Lands, or Form FS-2700-3a, Holder Initiated Revocation of Existing Authorization, Request for a Special Use Permit. Upon receipt of the proper documentation, the authorized officer may issue a permit to the party who acquires ownership of, or a controlling interest in, the improvements or business entity.

#### **IV. LIABILITY**

For purposes of this section, "holder" includes the holder's heirs, assigns, agents, employees, and contractors.

A. The holder assumes all risk of loss to the authorized improvements.

B. Damage to National Forest Interests, Property, or Resources. The holder, as an agency of the United States, is limited by Federal law as to the assumption of liability for its acts or omissions. The holder does agree, within its legal limitations, and limitations of appropriations, to be responsible for all costs of damages and injury to persons, personal property, and land caused by its operations and activities under the terms of this permit. The holder further agrees, to the extent legally permissible, to use its appropriations and resources as required to pay any awards or claims, and to repair damages to the land within the permit area. It is the intent of this provision that the appropriations of the Forest Service be shielded from burdens, other than administrative costs, which may occur as a result of the activities by the holder under the terms of this permit.

C. With respect to roads, the holder shall be proportionally liable for damages to all roads and trails of the United States open to public use caused by the holder's use to the same extent as provided above, except that liability shall not include reasonable and ordinary wear and tear.

D. The Forest Service has no duty to inspect the permit area or to warn of hazards and, if the Forest Service does inspect the permit area, it shall incur no additional duty nor liability for identified or non-identified hazards. This covenant may be enforced by the United States in a court of competent jurisdiction.

#### **V. TERMINATION, REVOCATION, AND SUSPENSION**

A. General. For purposes of this permit, "termination", "revocation", and "suspension" refer to the cessation of uses and privileges under the permit.

"Termination" refers to the cessation of the permit under its own terms without the necessity for any decision or action by the authorized officer. Termination occurs automatically when, by the terms of the permit, a fixed or agreed upon condition, event, or time occurs. For example, the permit terminates at expiration. Terminations are not appealable.

"Revocation" refers to an action by the authorized officer to end the permit because of noncompliance with any of the prescribed terms, or for reasons in the public interest. Revocations are appealable.

"Suspension" refers to a revocation which is temporary and the privileges may be restored upon the occurrence of prescribed actions or conditions. Suspensions are appealable.

B. Revocation or Suspension. The Forest Service may suspend or revoke this permit in whole or part for:



1. Noncompliance with Federal, State, or local laws and regulations.
2. Noncompliance with the terms and conditions of this permit.
3. Reasons in the public interest.
4. Abandonment or other failure of the holder to otherwise exercise the privileges granted.

C. Opportunity to Take Corrective Action. Prior to revocation or suspension for cause pursuant to Section V (B), the authorized officer shall give the holder written notice of the grounds for each action and a reasonable time, not to exceed 90 days, to complete the corrective action prescribed by the authorized officer.

D. Removal of Improvements. Prior to abandonment of the improvements or within a reasonable time following revocation or termination of this authorization, the holder shall prepare, for approval by the authorized officer, an abandonment plan for the permit area. The abandonment plan shall address removal of improvements and restoration of the permit area and prescribed time frames for these actions. If the holder fails to remove the improvements or restore the site within the prescribed time period, they become the property of the United States and may be sold, destroyed or otherwise disposed of without any liability to the United States. However, the holder shall remain liable for all cost associated with their removal, including costs of sale and impoundment, cleanup, and restoration of the site.

## VI. FEES

A. Fees for this use have been exempted or waived in full pursuant to 36 CFR 251.57, or revisions thereto, and direction in FSH 2709.11, chapter 30.

## VII. OTHER PROVISIONS

A. Members of Congress. No Member of or Delegate to Congress or Resident Commissioner shall benefit from this permit either directly or indirectly, except when the authorized use provides a general benefit to a corporation.

B. Appeals and Remedies. Any discretionary decisions or determinations by the authorized officer are subject to the appeal regulations at 36 CFR 251, Subpart C, or revisions thereto.

C. Superior Clauses. In the event of any conflict between any of the preceding printed clauses or any provision thereof and any of the following clauses or any provision thereof, the preceding printed clauses shall control.

D. Tide Land Clause. (R10-X102). This permit authorizes only the area and improvements located above the line of mean high tide. Mean high tide is usually found around the 12 foot tide level, and is commonly associated with the presence of beach vegetation.

Authorization for the use of the tidelands seaward from the line of mean high tide must be secured from the State of Alaska, Division of Lands.

E. Archaeological-Paleontological Discoveries. (R10-X106). Items of historic, prehistoric, or paleontological value are protected under various Federal laws, including the Antiquities Act of 1906 (16 U.S.C. 433), the Archaeological Resource Protection Act of 1979 (16 U.S.C. 47033) as amended, and Federal regulations. If historic, prehistoric, or paleontological objects or sites are discovered during activities under this permit, the holder is responsible for assuring that those objects or sites are not disturbed during the course of the activities of the holder or the holder's clients. The holder must notify the Forest Service of such discovery at the earliest opportunity. Failure to comply with this clause may result in criminal prosecution of the holder for violation of a Federal law or regulation.

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0082. The time required to complete this information collection is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, gender, religion, age, disability, political beliefs, sexual orientation, and marital or family status. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD).

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This permit is accepted subject to the conditions set out above.

HOLDER NAME:  
Federal Aviation Administration

U.S. DEPARTMENT OF AGRICULTURE  
Forest Service

By: John A. Carey  
(Holder Signature)

By: Deborah E. Becker  
(Authorized Officer Signature)

By: \_\_\_\_\_  
(Holder Signature)

Title: \_\_\_\_\_  
(Name and Title)

Date: 3/7/08

Date: 3/7/08

# ANGOON AIRPORT EIS

## Memo

To: Peter Naoraz (Kootznoowoo, Inc.)  
From: Leslie Grey (FAA)  
CC: EIS Contractor Team: Matt Petersen, Sheri Ellis, Brad Rolf, George Weekley  
Date: March 25, 2008  
Re: Installation of wind monitoring equipment on USFS and Kootznoowoo managed corridor lands

---

As part of the Environmental Impact Statement (EIS) process being undertaken by the Federal Aviation Administration (FAA) for the proposed new airport for Angoon, Alaska, supplemental wind data will be collected at sites near the City of Angoon. Wind data is necessary for determining the location and alignment of the proposed airport and associated runway. Determination of a runway orientation is a critical task in the planning and design of an airport. The FAA specifies that airports should have their runways in the direction of prevailing winds. In doing so, aircraft are able to take-off and land into the wind. According to FAA standards, runways should be oriented so that aircraft can takeoff and/or land at least 95 percent of the time. To supplement existing information and determine the optimal runway alignment, the EIS Contractor Team has installed temporary wind data collection and storage equipment at three sites. The wind monitors will collect data in Angoon for a minimum of one year.

One wind-monitoring site is located southeast of the City of Angoon near the community water storage tank. A second site is located across Favorite Bay about a 10<sup>th</sup> of a mile from the shoreline on Kootznoowoo Corridor lands. The third wind-monitoring site is located across Favorite Bay about a half a mile north from the shoreline on land managed by the U.S. Forest Service within the Admiralty Island National Monument.

The wind monitors have been installed atop trees at each of the three locations to allow unobstructed measurement of area winds above the tree line. Each of the three sites consists of a wind monitor (anemometer) for measuring the wind speed and direction, a data logger for collecting data, a radio for retrieving the data, and a solar panel to power the instruments.

A field crew from the EIS Contractor Team installed the wind monitoring equipment at each site between March 9 and March 11, 2008. Installation was very successful and involved cutting as few limbs as possible off trees on which the equipment was installed. Installers removed all cuttings from the immediate site and scattered the cuttings throughout the forest floor. Equipment manufacturers camouflaged the wind monitors as much as possible to blend in with the surrounding environment. After installation, the installers tested all equipment to ensure the equipment would work at the remote sites. The tests were successful, and the EIS Contractor Team is currently downloading wind data for supplemental analysis.





**Preparing the tree for installation of the equipment at the water tower site.**



**Wind meter installed at the water tower site.**



**Example of data logger attached to base of trees.**

# ANGOON AIRPORT EIS

## Memo

To: USFS – Kathy Rodriguez, Eric Spillman, Jennifer Berger

From: Leslie Grey (FAA)

CC: EIS Consultant Team: Matt Petersen, Sheri Ellis, Brad Rolf, George Weekley

Date: March 25, 2008

Re: Installation of wind monitoring equipment on USFS managed lands

---

As part of the Environmental Impact Statement (EIS) process being undertaken by the Federal Aviation Administration (FAA) for the proposed new airport for Angoon, Alaska, supplemental wind data will be collected at sites near the City of Angoon. Wind data is necessary for determining the location and alignment of the proposed airport and associated runway. Determination of a runway orientation is a critical task in the planning and design of an airport. The FAA specifies that airports should have their runways in the direction of prevailing winds. In doing so, aircraft are able to take-off and land into the wind. According to FAA standards, runways should be oriented so that aircraft can takeoff and/or land at least 95 percent of the time. To supplement existing information and determine the optimal runway alignment, the EIS Contractor Team has installed temporary wind data collection and storage equipment at three sites. The wind monitors will collect data in Angoon for a minimum of one year.

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The EIS consultant team installed the wind monitoring equipment at each site between March 9 and March 11, 2008. Installation was very successful and involved cutting as few limbs as possible off trees on which the equipment was installed. Installers removed all cuttings from the immediate site and scattered the cuttings throughout the forest floor. Equipment manufacturers camouflaged the wind monitors as much as possible to blend in with the surrounding environment. After installation, the installers tested all equipment to ensure the equipment would work at the remote sites. The tests were successful, and the EIS consultant team is currently downloading wind data for supplemental analysis.



**Installation of the equipment at near ADOT&PF's Master Plan preferred airport site.**



**Example of wind meter after installation.**





**Example of data logger attached to base of trees.**

**Angoon Airport EIS  
FAA-ADOT&PF  
Bi-Monthly Teleconference Notes**

**Date of Teleconference:** April 2, 2008

**Notes Compiled By:** Sheri Murray Ellis (SWCA)

**Agenda:** Attached

**Participants:**

Leslie Grey (FAA)	Sheri Ellis (SWCA)
Verne Skagerberg (ADOT&PF)	George Weekley (SWCA)
Matt Petersen (SWCA)	Brad Rolf (BDC)

**Next Teleconference:** April 16, 2008

**AGENDA ITEM NOTES:**

*Updates on Wind Monitoring*

- Monitors are still up and running and data is being downloaded on a weekly basis.
- Good, consistent data is being downloaded.
- Battery usage is being monitored and looks very good.
- Within the next month, BDC will have enough data to start comparing it to the Master Plan wind data and see if the two studies are matching well or if there are discrepancies.
- BDC has contacted NOAA and determined that the ASOS at the float plane dock was installed in 2006. They will be able to get about a year's worth of (hourly) data.
- BDC mentioned seeing the centerline flagging from the Master Plan studies while they were installing monitoring equipment at Site 3. Verne noted that we should remove the flagging when it is no longer necessary for our studies.

*Next Steps*

- Supplemental planning: scheduled for August delivery.
  - BDC has started the aviation forecast supplement and will submit the interim report by the end of April.
  - BDC will complete the interim facility requirement report by the end of April.
  - The approach analysis will start in May.
- Verne asked what Cody's gut feelings were about Site 3 when he went out there to help install the wind monitoring equipment.
  - Brad indicated that the site looked pretty good, certainly flat.
    - He did note that any access road out to that site would have to be greatly improved and maintained compared to the one up to the water tank, for which it took a very long time to travel a short distance.
    - There are some obvious terrain constraints on the peninsula, but there may be a couple of options there for alternatives along the ridgelines.
- NEPA:
  - Matt and Sheri will start working on the Purpose and Need.

- We start reaching out to potential cooperating agencies with formal invitations. We expect to have agreements in place by the next major agency meeting, tentatively scheduled for July.
- We'll continue reaching out to NGOs and other stakeholders whom we didn't meet with during the last trip.
- We will work on refining the Proposed Action as data comes in from the supplemental planning.
- Resource data gathering will begin soon but will be most intense after we get further along with planning and have some idea of other areas (alternatives) for which we may need to gather data.

#### *Proposed Meeting Schedule*

- Matt reviewed the proposed meeting schedule with Verne (see attached matrix):
  - July/August meeting: ties into planning deliverables so that we would have more information to share.
    - Leslie wants Brad to do an "Airports 101" training during that trip to bring non-aviation specialists up to speed on what types of issues we have to consider from an operational standpoint.
    - Verne noted that the middle of July (week of the 13th) is not good for him as he will be out of the office. It would be best for him if this meeting were in mid-August. If we could start or end in Anchorage that would be good, and if we start in Anchorage, it would be best for him if it were on the 18th or 19th.
  - Sept./Oct. meeting: Supplemental planning will be done. We will hold a week long workshop in Anchorage for the internal project team only to work out alternatives, review the supplemental planning working paper, and finalize the Proposed Action.
    - Verne will be out of the office the 28-30th of September and will be in Anchorage for several days during the previous week for vacation.
      - He will get back to Leslie and Matt with some suggested dates that will work for him for this meeting.
  - Late October meeting: Public Scoping meetings in Angoon, Juneau, and Anchorage
    - Presentation to cooperators and stakeholders, if necessary.
    - Verne suggested not pushing it beyond the end of October.
    - Verne will get back to Leslie and Matt with some suggested dates that will work for him.

#### *Strategy for Approaching Cooperators*

- We discussed the MOU with Kootznoowoo and noted that we intend to let the ACA and City of Angoon know about it before we execute the agreement.
  - Verne suggested that we let the ACA and City know that they, too, are invited to be cooperators if they'd like but that it has certain responsibilities on their part to do things. They would have access to the same information but would not have those obligations.

#### *Public Involvement Plan*

- We noted that the PIP is being finalized and that Verne will receive a copy as soon as it is done.



# Angoon Airport EIS

## FAA-OPMP Teleconference Notes

**Date of Teleconference:** April 3, 2008

**Notes Compiled By:** Sheri Murray Ellis (SWCA)

**Agenda:** Attached

**Participants:**

Leslie Grey (FAA)	Sheri Ellis (SWCA)
Sally Gibert (OPMP)	George Weekley (SWCA)
Sue Magee (OPMP)	
Matt Petersen (SWCA)	

**AGENDA ITEM NOTES:**

*Agenda Item 1: OPMP Role*

- Sue Magee will be our OPMP point of contact for this project.
- OPMP's role in this project will be to coordinate reviews and comments from state agencies.
  - FAA and its consultant can communicate directly with the agencies on a day-to-day basis.
- ANILCA is the reason they are coordinating on this project and don't/haven't on others.
- OPMP will try to resolve conflicting comments, ensure the appropriate state agencies are participating in reviews, and ensure state agencies have responded to requests for review.
- Typically OPMP will physically distribute review documents to the state agencies, but if they are large, they may have the FAA/consultant do it.
  - The FAA/consultant would prepare a distribution list of who will receive the documents and send it to Sue for her review so that she can make sure we've included all of the state agencies they think need to be included and can see any additional state agencies we've included, in order to coordinate their response as well. The FAA/consultant can then send out the documents directly to the agency recipients.
    - The distribution list should/could include a checklist for the format preference of the recipient (e.g., hard copy vs electronic copy).
    - If the state agencies have non-ANILCA comments (e.g., NEPA comments), Sue will coordinate those, too, as part of her coordination of the agencies.
  - Sue could distribute electronic documents for us.

*Agenda Item 2: MOU*

- Sally did not think an MOU is necessary.
- An email, letter, or other brief document outlining the protocols for coordination between the FAA and OPMP and the review protocols for state agencies will be fine.
  - SWCA will draft this and provide it to FAA and OPMP for review.

### *Agenda Item 3: Protocols*

- The protocols we develop will include information on points of contact, methods of communication, data requests, the types of documents that OPMP and state agencies will review, timeframes for review, and contingencies.
  - Sally indicated that 30-day review periods are too short. 60 days is desirable, but 45 days would be the minimum.

### *Agenda Item 4: Roles in ANILCA Title XI Process*

- OPMP doesn't have a formal role in the Title XI process, but they review such processes from the State's perspective to watch for precedents and can be a good resource for advice, information about past Title XI efforts, and other information to facilitate the process.

### *Agenda Item 5: Misc. Question and Answer*

- Land exchange vs. Title XI: the more parties that are involved in a land exchange, the more difficult it will be.
  - Both Title XI and a land exchange require Congressional approval.
  - OPMP would not be involved if ADOT&PF receives the land in an exchange.
    - If the land were owned by DNR, they usually try to get the federal agency to pay for the process.
      - DNR's land exchange procedures are very complicated.
- There have been several small ANILCA Title XI cases, but none involving wilderness.
  - Sally recommended talking to Chuck Gilbert at the NPS. Chuck has a lot of experience with smaller Title XI cases. She also recommended talking to Brian Anderson at USFWS.
  - Current projects that could be looked at include:
    - Sterling Highway Project – no Title XI application yet but would have a small CSU component to the project.
    - King Cove-Cold Bay Road Project – no wilderness but it crosses a refuge with some of the alternatives. They are going for a land exchange.
    - Southern Intertie Project – crosses a refuge but project died before the Title XI application was filed.
- The USFS is working on their ANILCA Title VIII (Section 811) guidelines first then will move on to Title XI.
  - Sally is trying to get them to do both at the same time.
- Sally recommended that we work with the environmental groups early so that they are on board with the project and "greasing the skids" if/when the Title XI application goes to the President and Congress.
  - Leslie described our NGO outreach program.
- Matt noted that we won't be getting to the Title XI application process until Phase 2, next year.

### *Agenda Item 6: Action Items*

- SWCA: draft letter or document with FAA-OPMP coordination protocols.
- SWCA: send project milestone updates to Sue.
- OPMP: get the word out to the state agencies that they are coordination reviews and comments and send them the protocol document when it is finalized.

**Angoon Airport EIS  
FAA-ADOT&PF  
Bi-Monthly Teleconference Notes**

**Date of Teleconference:** April 16, 2008

**Notes Compiled By:** Sheri Murray Ellis (SWCA)

**Agenda:** Attached

**Participants:**

Verne Skagerberg (ADOT&PF)  
Sheri Ellis (SWCA)  
George Weekley (SWCA)

**Next Teleconference:** May 14, 2008 (see notes section below for information about a schedule change)

**AGENDA ITEM NOTES:**

*Updates on Wind Monitoring*

- Collection of wind monitoring data has been increased to every 15 seconds from every 30 seconds.
- BDC has obtained a year's worth of wind data from the ASOS location at the float plane dock. The data indicates calm winds in the area and is consistent with what the ADOT&PF's data from the Master Plan showed.
  - Sustained cross-winds do not appear to be an issue so far, giving a lot of flexibility to runway alignments.
    - Terrain will likely be the bigger issue for siting of the runway, but it appears there may be more options for airport location or at least the option to revisit some of the sites studied in the State's site selection study.
- The aviation forecast review and facility requirements review will be submitted by the end of the month (April).

*Teleconference with OPMP*

- Sheri noted that the teleconference went well and that the key message is that OPMP will coordinate major document review and comment submission, such as PDEIS review and scoping comments, but will not coordinate day-to-day discussions between FAA/Consultant and individual agencies.
- OPMP, Sally Gibert and Sue Magee, indicated that while they would like a large-scale Title XI process to go through, they understand that a land exchange could be a better approach and would not fight that.

*Project Logo/Website Status*

- Verne had not really looked at the logo but said that his only concern is that the people in Angoon are OK with it.
  - Sheri mentioned that we have sent the logo to JR at the ACA, Mayor Howard, and Maxine for their review and comment and that JR had responded favorably.

- Sheri noted that progress on the website was going well and that we should be able to have it up and running within about 2 weeks.

#### *Kootznoowoo MOU*

- The draft of the MOU has been provided to Leslie and she has reviewed it; however, Leslie has not yet provided comments.
  - Sheri reiterated that we will talk to Mayor Howard and JR about the MOU prior to sending it to Kootznoowoo.

#### *Cooperating Agencies*

- Sheri provided the update that the USFWS has been unresponsive to numerous attempts to contact them about being a cooperator. As such, we have decided to notify them that we will consider them a contributing agency until such time as they request otherwise and that we will consult with them through the Section 7 process.

#### *Proposed Meeting Schedule*

- Sheri noted that the proposed meeting schedule has been revised to match the suggested dates that Verne provided.
  - We will send a copy of the schedule to Verne once we get final approval from Leslie.

#### *ADOT&PF Updates and Progress Reports*

- Sheri noted that the current schedule of bi-monthly teleconferences and bi-monthly progress reports seems a bit too frequent given that project status is not changing dramatically from week-to-week at this point. She suggested that the schedule be changed to a once-a-month teleconference on the 2nd Wednesday of every month and a once-a-month written progress report the last Wednesday of the every month. She also indicated if there were major project events or changes between updates that we would certainly notify Verne and that if Verne felt he needed more frequent updates, he could just let us know.
  - Verne agreed to the new schedule.
    - The next written progress report will be submitted April 30th.
    - The next teleconference will be May 14th.



# ANGOON AIRPORT

Environmental Impact Statement



## **PUBLIC INVOLVEMENT PLAN**

**SUBMITTED TO:**

**FEDERAL AVIATION ADMINISTRATION  
ALASKAN REGION, AIRPORTS DIVISION**

**SUBMITTED BY:**

**SWCA ENVIRONMENTAL CONSULTANTS**

**257 EAST 200 SOUTH, SUITE 200  
SALT LAKE CITY, UTAH 84111  
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**APRIL 25, 2008**



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## **ANGOON AIRPORT EIS PROJECT PUBLIC INVOLVEMENT PLAN**

### **1.0 INTRODUCTION**

Client: Federal Aviation Administration (FAA)  
Project Sponsor: Alaska Department of Transportation and Public Facilities (ADOT&PF)  
Project Type: Environmental Impact Statement (EIS)  
Project ID & Title: Angoon Airport EIS Project

An EIS is being prepared to analyze the potential effects of constructing a land-based airport near the City of Angoon located on Admiralty Island in the southeast portion of Alaska. The proposed airport is of considerable interest to citizens (local, regional, statewide, and nationwide); organizations; local, state, and regional government entities; businesses; and other bodies with a stake in the outcome of the EIS process and other decisions related to the proposed airport. These groups, collectively, make up the Angoon Airport EIS Project stakeholders (hereafter referred to simply as stakeholders). Due to the high level of public interest in this project it is important to construct a thorough, well-reasoned, and well-crafted plan to facilitate public involvement throughout the process. This Public Involvement Plan (PIP) outlines a detailed approach designed to:

- reach a diverse group of stakeholders with different communication abilities and interests;
- address key public concerns;
- strengthen relationships with stakeholders;
- provide ongoing project information; and
- minimize potential conflicts surrounding project development and implementation.

The PIP addresses the need to communicate with and gain input from a variety of audiences, each of which may communicate differently. In the spirit of the National Environmental Policy Act (NEPA) the public involvement approach detailed in this PIP uses innovative and creative concepts within the framework of collaboration to meet the needs of the various project stakeholders to have a voice in the process. This PIP would also meet the compliance and regulatory requirements for public involvement set forth by the Council on Environmental Quality (CEQ) Regulations (40 CFR 1500-1508) for implementing NEPA, the Alaska National Interest Lands Conservation Act (ANILCA), and the FAA NEPA Implementing Procedures for Airport Actions (FAA Order 50504b).

### **2.0 GOALS AND OBJECTIVES**

The Contractor, SWCA Environmental Consultants (SWCA), formed a Public Involvement Team (PI Team) to assist the FAA in all aspects of the public involvement process. This team has identified four main goals for successful public outreach and the actions necessary to accomplish

these goals. SWCA sees value in incorporating the following strategies as discussed further in the Public Involvement Approach Section below. The four public involvement goals are:

**Goal 1: Ensure that the public is well informed about the process and project.**

**Actions:**

- Inform and educate community citizens with clear, easily understood, factual and timely information regarding NEPA, the Angoon Airport project and its impacts, the opportunities for public input, and any related regulatory processes;
- Develop an effective process for project updates throughout the EIS process;
- Develop a unified theme (via consistent graphics and other elements) that will be carried throughout the EIS process; and
- Clearly communicate milestones and decision dates to the public and inform the public at each stage.

**Goal 2: Facilitate effective communication and cooperation between Lead Agency (FAA) and project Sponsor (ADOT &PF) throughout the life of the project.**

**Actions:**

- Inform and educate Sponsor through regular project status updates;
- Encourage Sponsor participation at public meetings;
- Develop opportunities for Sponsor involvement through invitations to interagency project meetings and review of project materials, as appropriate within the confines of a neutral NEPA process;
- Communicate regularly with the Sponsor including: 1) invitations to meetings, 2) consistent project updates, 3) meaningful and timely responses to comments and questions, and 4) demonstrated consideration of input throughout the entire NEPA process; and
- Provide opportunities to review materials, as appropriate within the confines of a neutral NEPA process.

**Goal 3: Convey the importance and value of public, agency, and stakeholder input throughout the NEPA process and ensure stakeholders have opportunities to contribute to identifying issues, alternatives, and potential impacts.**

**Actions:**

- Develop a process that generates interest in and provides equal opportunities for input into the analysis and decision-making process and
- Involve and obtain substantive input from all stakeholder groups via meetings, mailings and other correspondence.

**Goal 4: Create a comfortable communication environment where stakeholders can freely discuss issues and ideas.**

**Actions:**

- Appropriately address/interface with all the different stakeholders and interested members of the public in a culturally appropriate manner;
- Help give stakeholders project "ownership" by providing a range of opportunities for participation throughout the life of the project. This includes obtaining stakeholder "buy in" by 1) consistent project updates, 2) meaningful and timely responses to comments and questions, 3) consideration of input throughout the entire NEPA process; and 4) modifying PI outreach techniques or meeting formats as needed based upon public feedback;
- Provide reasonable opportunity for public review of information and for commenting.

### **3.0 TARGET AUDIENCES**

To accomplish the goals described above, the PI Team will take a proactive approach to involve potentially interested parties directly throughout the Angoon Airport EIS Project. In the spirit of NEPA, the PI Team will use both traditional and non-traditional means to involve all target audiences in the process. The following sections outline the general target audiences that need to be included:

1. Local Angoon tribal and non-tribal community members;
2. Southeast Alaska regional community (Juneau, Sitka and other communities, groups and governments);
3. State of Alaska (individuals, groups, and government throughout the state); and
4. Other interested parties throughout the U.S., anticipated to be located largely in the Pacific Northwest and Washington, D.C. (hereafter referred to as Lower 48).

#### **3.1 Angoon**

The Angoon community includes both Alaska Natives and non-natives (see Table 1 for a list of key stakeholders for the Angoon community). Communication with Alaska Natives will need to be respectful and adhere to identified cultural practices. Based on a preliminary site visit and conversation with key community members, it is anticipated that a variety of outreach techniques, including one-on-one discussions, door-to-door visits, and meetings at the senior center can be combined with hardcopy newsletters and postings on the community, website-based bulletin board ([www.myangoon.org](http://www.myangoon.org)) to ensure that information is effectively disseminated. Use of several techniques will be more effective in developing relationships and obtaining substantive input from this stakeholder group than using just one or two conventional NEPA outreach techniques.

Members of the Angoon EIS project team visited Juneau and Angoon in March 2008 for kickoff meetings with the Elders, mayor, tribal president, and the community. The following suggestions

and notes summarize the information gathered regarding communication with Angoon stakeholders:

- When scheduling a series of meetings, Angoon's meeting should be scheduled **last**, so that they feel that they have had the "final say".
- It is important to spend time in the community: Team members should stay for more than a day, visit the key locations and community members, buy something at the trading company, and eat at the senior center. Team members should not arrive immediately before and leave immediately after meetings.
- Open house meetings may not work well in Angoon. There should be a presentation of some sort. Formal tribal meetings will start and end with a prayer; less formal meetings are more flexible, but having a respected community member such as the mayor open the meeting is recommended.
- Team members should always provide food for meetings. Coffee and pastries or some food item that they cannot purchase in Angoon are recommended.
- Meeting times are approximate; if a meeting is scheduled for 7 PM, it may not start until 8 PM. The person opening the meeting will begin when it is culturally appropriate. If no one from the community is opening the meeting, the audience itself, by unspoken consensus, will make it known when they are ready to begin. The Team members need to be respectful of this community-based process, remain flexible, and wait until that happens before beginning the meeting.
- The rate and flow of communication will be very different for this community. Conversations are slower and may touch on a wide variety of topics, not just the issue at hand. Team members need to allow the speaker to express the full range of their thoughts without interruption and wait until they are certain the speaker is finished before acknowledging the comment. Team members may also need to talk more slowly.
- Side conversations during meeting presentations are to be expected.
- The relationship of the EIS process to the Angoon Airport Master Plan (2006) process will need to be explained at each meeting. A flow chart showing the progress of the project would be very helpful in outlining the distinction between the Master Plan and the NEPA processes.
- Although informal "informational" meetings have been identified as a very useful tool for establishing relationships, there may be confusion between the informal meetings, during which community members have, in fact, expressed their opinions, and the formal scoping or DEIS comment periods, during which those comments are collected. Community members may think they have already commented on the project and do not need to comment again during the formal comment periods. Education on the NEPA process and the legal necessity of those steps will be helpful.

- There may be anger from community members about the length of the process, the fact that the Proposed Site (selected by the community) may change, or that non-Angoon stakeholders will be involved in the process. Team members must be prepared for those sentiments, but it is important to note that while community members may express anger in their comments; this does not necessarily constitute non-support of the project.
- Community members may feel that stakeholders outside of the Angoon community should not be contacted, nor should meetings be held in cities like Sitka, Juneau, or Anchorage. It will be helpful to provide some education on the legalities of the NEPA process and why the Team would or should include those parties in the process, stressing that NEPA is not a “vote”, and thus comments from stakeholders outside of Angoon would not receive more weight than comments from Angoon residents.
- Some community members may feel that previous public involvement processes did not make much of an effort in terms of “responding” to comments. Team members should verbally acknowledge comments during meetings. If suggestions to improve the process are given, the Team should act upon those suggestions whenever reasonable and within the confines of a neutral NEPA process.
- Although the Tlingit tribe is matriarchal, it is possible that the team may find that certain members of the community direct questions and comments more to the male Team members, regardless of their position.
- CB radios are used regularly around the community to quickly relay information. This medium can be used for announcing upcoming meetings, but should not be the only means for advertising meetings.

To facilitate better communication, refine the EIS Team’s understanding about the effectiveness of outreach techniques, and to address issues such as potential distrust of non-locals and cultural differences, the PI Team strongly suggests a second pre-scoping visit, held in advance of the actual scoping period, during which the PI Team could introduce themselves to local stakeholders and begin to establish the relationships that would result in more involvement by these stakeholders. This pre-scoping visit would also provide a chance to test the effectiveness of outreach techniques and retool the PIP well before the public scoping meetings if changes are warranted based on information gathered during the visit.

### **3.2 Southeast Alaska**

The general public in Southeast Alaska will be varied and have diverse opinions regarding the proposed project and its impacts. Groups will likely run the gamut from fishing and hunting guides, tourists, and recreationists to conservation groups and Native populations. This area will also include the bulk of interested agency representatives. Agency representatives, involved public individuals, and representatives from environmental groups, are likely going to have knowledge of the NEPA process and be comfortable with the use of websites, e-mail commenting, postcard mailings and other less personal means of communication. Native populations in the region, including Tlingit entities in Juneau and Sitka, may be more responsive to a more personal approach. The PI Team suggests a pre-scoping visit to Sitka and/or Juneau to include meetings

targeted to these Native populations. The PI Team has currently identified the following Southeast Alaska categories of potential stakeholders that should be included as part of the PI process:

- Culturally or regionally associated communities (e.g., Kake)
- Tlingit representatives/Native Alaskan cultural organizations
- Regional Native corporations
- Conservation groups
- Federal agencies
- State agencies
- Subsistence users
- Recreationists
- Hunting and Fishing Guides
- Commercial pilots/airlines

Table 1 includes a list of specific groups or stakeholders from Southeast Alaska.

### **3.3 Greater Alaska**

It is anticipated that conservation organizations, government agencies, commercial guides, recreationists, Native Alaskans and other stakeholders listed in the section above will likely be interested in participating in the project, as well as members of the Greater Alaska area general public. This stakeholder group will likely comprise government and environmental groups familiar with the NEPA process and comfortable with the use of websites, postcard mailings, and other less personal means of communication more typical to NEPA processes in general. There may also be individuals in the Greater Alaska area that are interested in the project for a variety of reasons (access to hunting and fishing grounds, etc.). Additionally, members of Congress and the Executive Branch of the Federal Government representing the State of Alaska will need to be briefed as part of the ANILCA Title XI process. This requirement of ANILCA would likely evoke interest from these entities even before the briefing is presented. Table 1 includes a list of key stakeholders for Greater Alaska.

### **3.4 Lower 48**

It is anticipated that some national organizations such as the Sierra Club, The Nature Conservancy (TNC) and other environmental Non-governmental Organizations (NGOs) may be interested in providing input on the project given the location of the proposed airport in a wilderness area. The FAA will need to provide updates to their headquarters in Washington, D.C., and the U.S. Fish and Wildlife Service (USFWS) is expected to be a stakeholder on the project. As with the Greater Alaska area, interested parties in the Lower 48 states are likely to be easily contacted through the website, postcard mailings, the Notice of Intent (NOI), and other commonly used methods of advertising and communication. Table 1 includes a list of key stakeholders for the Lower 48.

**Table 1. Key Stakeholders for the Angoon Airport EIS Project**

Angoon	SE Alaska	State of AK	Lower 48 <sup>1</sup>
General population of Angoon, (pop=~500, 86% Tlingit)	Agencies located in SE AK:	FAA Regional Administrator (Anchorage office)	FAA Headquarters (Washington, DC office)
City of Angoon (Mayor, City Council, City Clerk and other key personnel)	ADOT&PF (Juneau office)	USEPA Alaska Operations Office (Anchorage office)	USEPA, Region 10 (Seattle office)
Village Council (ACA)	USEPA Alaska Operations Office (Juneau offices)	USFWS, Region 7 (Anchorage office)	USFWS (Washington, DC office)
Village Corporation (Kootznoowoo, Inc.)	USFWS, Region 7 (Juneau office)	DNR (Anchorage office)	Greenpeace (Washington, DC and/or San Francisco office)
Health Clinic/Health care workers	NOAA/ NMFS Alaska Regional office (Juneau office)	NOAA/NMFS-Protected Resources Division and Habitat Conservation Division (Anchorage office)	Sierra Club (Washington, DC and/or San Francisco office)
Town businesses/major employers:	USFS Tongass NF (Sitka and Juneau offices)	Alaska State Historic Preservation Officer (SHPO) (Anchorage office)	TNC (Arlington, VA office)
Post Office	USFS Admiralty Island National Monument (Juneau office)	AK National Congressional Delegation (Senators Ted Stevens and Lisa Murkowski, Congressman Don Young)	The Wilderness Society (Washington, DC office and/or Durango, CO wilderness support center)
Angoon Trading Company	ADNR OPMP(Juneau office)	The Wilderness Society (Anchorage office)	Alaska Wilderness League (Washington, DC office)
Lumber Mills (2)	ADF&G (Subsistence Division; Division of Wildlife Conservation/Stan Price State Wildlife Sanctuary-Juneau offices)	Alaska Conservation Alliance (Anchorage office)	National Audubon Society (NY or Washington, DC office)
B&B (Favorite Bay Inn)	ACMP (Juneau and Anchorage offices)	Alaska Wilderness League (Anchorage office)	
Chatham School District	Alaska Department of Commerce, Community and Economic Development (Juneau office)		
Business Center	Native Alaskan interest groups:		
Fitness Center at High School	Tlingit-Haida Regional House Authority (native housing authority, located in Juneau)		
Angoon Oil and Gas	Southeast Alaska Regional Health Consortium (regional native health corporation, located in Juneau )		
Commercial fishermen (44 individual commercial fishing permits)	Central Council Regional Tlingit-Haida (regional native non-profit, located in Juneau)		
Commercial outfitters and lodges and tourists (e.g., Whaler's Cove)	Alaska Native Brotherhood/Alaska Native Sisterhood		
Residents or others commuting for seasonal work	Sealaska (Regional Native Corporation located in Juneau)		
Angoon Fish and Game Advisory Council (citizen advisory council)	Community organizations:		
	Southeast Conference (regional development, Juneau office)		
	Southeast Regional Advisory Council (subsistence citizen advisory council)		
	Other citizen groups and community groups on the ADOT&PF, Tongass NF, and Admiralty Island National Monument mailing lists		
	State legislature representatives for the region (Senator Al Kookesh and Representative Bill Thomas)		
	Commercial and Governmental Transportation Providers:		
	AK Seaplane Services (only scheduled carrier, Summer 4 trips/day; winter 2 trips/day)		
	Alaska Marine Highway system (a state run service, 1 trip/wk or more in winter; more in summer)		
	Charter air services, such as Harris Aircraft Service, Ward Air or other carrier services		
	Business and people dependent upon transportation:		

<sup>1</sup> It is anticipated that the national level of some organizations will choose to be updated through their local or regional chapter.

**Table 1. Key Stakeholders for the Angoon Airport EIS Project**

Angoon	SE Alaska	State of AK	Lower 48 <sup>1</sup>
	Suppliers that transport goods or services to Angoon (e.g., mail, food, or other products)		
	Health care facilities in other cities (e.g., Mt. Edgecombe Hospital in Sitka) to which Angoon might transport patients		
	Environmental NGOs:		
	Friends of Admiralty Island (Juneau office)		
	Sierra Club Juneau group of the Alaska Chapter		
	TNC (Juneau office)		
	SEACC (Coalition of 16 volunteer citizen organizations based in 13 SE AK communities; Juneau office)		
	Tongass Futures Roundtable (collaborative stakeholder group, in Juneau)		
	Territorial Sportsmen (Juneau office)		
	SEAL Trust, (Juneau office)		
	Juneau Audubon (Juneau office)		
	Sitka Conservation Society (Sitka office)		
	Alaska Conservation Alliance (Juneau office)		
	Greens Creek Mine		



## 4.0 PUBLIC INVOLVEMENT APPROACH

To fulfill the participation needs of the community and to achieve the identified Angoon Airport EIS Project PI goals, the PI Team will tailor its PI approach to include opportunities for project education, collaboration, and community outreach. The following sections outline the PI Team's proposed approach for public involvement with cooperating agencies and the variety of stakeholder audiences we expect will be interested in the project.

### 4.1 Outreach Techniques

The PI Team will advertise the Angoon Airport EIS project through both traditional and non-traditional means to ensure high publicity and community involvement. As outlined above, each of the four categories of stakeholder audiences (see Table 1) may communicate differently and require different approaches to solicit useful public input throughout preparation of the Angoon Airport EIS. The following table outlines a variety of possible outreach methods, the expected audience for each type of technique, and the anticipated effectiveness of each method.

**Table 2. Potential Outreach Techniques by Target Group and Effectiveness<sup>7</sup>**

	Angoon	SE Region	State of AK	Lower 48
Display Advertisements in news media (Juneau, Sitka newspapers, radio, TV)	2	1	1	1
Updates at city and tribal council meetings	1	NA	NA	NA
Door-to-door	1	NA	NA	NA
Extend formal invitations to key stakeholders to attend (or even participate in) scoping meetings	1	1	1	1
Email to stakeholders, based on list created from client, research, interviews, etc	2	1	1	1
Federal Register Notice	2	1	1	1
Flyers posted in key locations as identified by key community individuals	1	2	NA	NA
Individual meetings with specific groups	1	1	NA	NA
Informal meeting/discussions such as lunches at senior center	1	NA	NA	NA
Information Booths	1	NA	NA	NA
Inserts in utility bills and/or other standard mailings	1	NA	NA	NA
Meeting announcement on CB	1	NA	NA	NA
Mail or hand deliver comment cards	2	2	2	2
Mailed postcards	2	1	1	1
Newsletters	2	1	1	1
Open house (formal scoping meeting)	2	1	1	1
Project presentation/update/Q&A, and comment meeting	1	2	NA	NA

**Table 2. Potential Outreach Techniques by Target Group and Effectiveness<sup>1</sup>**

	Angoon	SE Region	State of AK	Lower 48
Phone calls	2	1	1	1
Media notices to newspapers	2	1	1	1
Media notices to radio and TV stations	2	1	1	1
Put project information and/or weblink on stakeholder websites, newsletters or other forms of publicity (cooperating agencies in particular) for dissemination to other offices or constituents	2	1	1	1
Postings on myangoon.org website	1	2	2	2
Surveys	1	NA	NA	NA
Project webpage to announce project, give key information, provide updates and contact information. During comment period, stakeholders could comment on the project through the web page. Automatic email notifications about changes or additions to website would be issued.	2	1	1	2
Briefings to legislators, national delegates, etc.	2	2	1	1

<sup>1</sup> 1=most effective; 2=secondary outreach technique, NA=would not be used with that audience

## 4.2 Pre-Scoping Meeting(s) in Angoon and SE Alaska

There are currently a number of unknowns about how best to communicate effectively with stakeholders in the City of Angoon. As discussed in Section 3.1, the PI Team proposes an additional visit to SE Alaska (Juneau/Sitka) and Angoon well before the scoping meetings, spending one to three days at each location. This time would be spent meeting representatives of stakeholder groups, gathering information on public sentiment, determining best formats and venues for meetings, and assessing the most effective ways to disseminate project information. The Team could also schedule an informal meeting in the City of Angoon to introduce the rest of the team members and as a means to reevaluate the effectiveness of an open house meeting format in this traditional Native Alaskan community. Other informal social events such as a “fish-fry” might also be effective in assessing community interest and the most appropriate communication techniques.

The additional pre-scoping visit would:

- Identify potential disagreements in the community, or cultural differences not previously identified that need to be addressed to maximize communication;
- Provide an opportunity to evaluate the effectiveness of planned outreach techniques. The team received some additional information during the March visit that has resulted in some changes to the planned outreach and communication protocols. A second visit would allow the team another opportunity to expand upon that information--learn more about where community members primarily get their information and what format is most effective (e.g.,

TV, radio, newspaper, phone calls)---and develop more effective project advertising and update procedures in advance of scoping meetings.

- Provide an opportunity to continue to build relationships and trust levels well before the scoping meetings. A second visit allows the community to comment directly to team members on the project and the public outreach to date, and allows the Team to demonstrate its responsiveness to community needs by altering outreach techniques or providing additional project information, helping to convey the importance and value of community input to the process.
- Gauge the effectiveness of the proposed scoping meeting format (currently mixed open house/presentation) to allow for redesign of the PIP well before the public scoping meetings if changes are warranted based on information gathered during the visit.
- Present another project update opportunity. An additional pre-scoping visit will allow the Team to demonstrate progress on the project; expand upon the Team's understanding of residents' perceptions of the project and correct any misperceptions; educate community members on the NEPA process and in particular, the role of the scoping meetings; and provide updates on activities to date.

### 4.3 Scoping Meetings

The PI Team proposes three formal scoping meetings: one in Angoon, one in either Sitka or Juneau, and one in Anchorage.

The general design of scoping meetings would be a presentation/open house format where community members would: 1) be given information packets; 2) hear a brief presentation; 3) view information stations that provide project information on project purpose and need, alternatives development and the resources that may be discussed in the EIS; and 4) provide scoping comments. The potential meeting format would be as follows:

- 15-30 minutes Welcome, Introductions, distribute information packets
- 30 minutes Brief Project Presentation / Question and Answer session
- 75-90 minutes Open House with resource and comment stations (refreshments provided)

The format would use information packets and information stations to educate participants about the project, NEPA regulatory process, and resource issues. The presentation and the information stations would highlight opportunities and avenues for public input such as commenting at the scoping meetings, sending in written comments, or commenting on the project web page. Resource specialists would be available to answer questions one-on-one during the open house portion of the meeting. The PI Team would help guide attendees through the displays, direct them to appropriate resource specialists, and solicit comments.

It is important to stress that the PI Team sees this format as being most effective for the Anchorage and Juneau/Sitka meetings. The PI Team feels that in Angoon non-traditional outreach techniques such as information booths placed in key locations such as the Angoon Trading Company, Community Center/Senior Center, or door-to-door visits may result in more useful feedback than

an open house. Based on the results of the pre-scoping visit, the PI Team may employ some of these techniques in conjunction with the scheduled scoping meeting.

#### **4.4 Project Updates**

To keep stakeholders involved and interested in the project, a project mailing list will be developed from information provided by the client, as well as through the pre-scoping and scoping meetings. As the PI Team identifies other interested parties throughout the NEPA process, we will add them to the mailing list. The PI Team will develop informational material and progress notifications to be distributed (throughout the project at key milestones and in advance of important meeting dates) to participants and stakeholders through a combination of e-mail, community e-bulletin board postings, newsletters, media releases, utility bill or other regular mailing inserts, or postcards. Interested parties will also receive automatic e-mail notifications as information is posted to the project website. Interested parties preferring hard-copy correspondence will be mailed newsletter updates and informational postcards regarding project status and milestones.

Specific project update protocols have been identified as follows for different stakeholder groups:

##### ***Sponsor (ADOT&PF)***

Keeping the Sponsor informed of project progress and decisions, and involving them in appropriate project processes will help the Lead Agency in developing project purpose and need and formulating an effective range of alternatives to meet that purpose and need. Additionally, it will prevent any potential miscommunications that could significantly extend the EIS schedule.

To ensure the Sponsor is kept informed of activities occurring under the FAA's direction, the FAA and the EIS Contractor Team will invite the ADOT&PF Angoon Airport EIS Project Manager to participate in monthly teleconferences. These teleconferences will be held the second Wednesday of every month, at approximately 8:30 AM (Alaska). The EIS Contractor Team will provide an FAA-approved agenda and any other required materials for the call to the Sponsor the Monday before each call. Additionally, if there are any changes in the call schedule, that information will also be provided to the Sponsor by the Monday before the call. In addition to the teleconferences, the ADOT&PF Angoon Airport EIS Project Manager will receive an FAA-approved e-mailed progress report from the EIS Contractor Team on the last Wednesday of each month.

##### ***Cooperating Agencies, Contributing Agencies, and Stakeholders***

Numerous government agencies and non-governmental organizations (NGOs) will be involved in the Angoon Airport EIS process as cooperating agencies, contributing agencies, or stakeholders. The involvement of these agencies and groups throughout the NEPA process is important for identifying key resource concerns, ensuring compliance with regulatory requirements, and providing opportunities for well-informed input at specific points in the process. Communication protocols for cooperating agencies may be mandated by Memoranda of Understanding (MOU) between the FAA and those agencies. However, for those groups who do not enter into MOUs with the FAA, the following communication protocol will be followed throughout the project.

The FAA and the EIS Contractor Team will hold periodic meetings and/or teleconferences with agencies and NGOs at pertinent project milestones. These milestones will typically be associated with the issuance of draft deliverables, development of relevant portions of the EIS, or periods when substantive information is available. Accompanying e-mailed updates and agendas will precede these meetings by two to three days to allow agencies and groups to prepare for meetings/teleconferences. The frequency of e-mail updates may increase to bi-monthly or monthly for key cooperating agencies during periods of increased activity such as scoping, field work, or impact analysis. Email updates will describe progress made since the previous update, descriptions of important decisions or findings, updates to the project schedule, next steps, and notification of upcoming meetings or other activities requiring agency involvement.

### ***City of Angoon, Angoon Community Association, and Citizens of Angoon***

The City of Angoon, the Angoon Community Association (ACA; Tribal Government), and the citizens of Angoon are key stakeholders in the NEPA process for the Angoon Airport EIS. These groups represent the members of the public that would be most affected by the decision to build or not to build an airport in or near Angoon. The groups in Angoon have witnessed many years of study related to a potential land-based airport for their community. Because of the long-term nature of the process, they need to be kept informed of the continued project progress, as well as the opportunities for them to provide input regarding project needs, alternatives, and impacts. The EIS Contractor Team will submit monthly project updates to the "myangoon.org" website, as well as issuing hard copy newsletters for posting at the city offices, ACA offices, Angoon Business Center, and individuals (e.g., Maxine Thompson) who have volunteered to distribute these newsletters to the community. The website postings and newsletters will provide project updates, schedules, next steps, and educational information on the NEPA and airport planning processes.

### ***Legislators***

State legislators representing Southeast Alaska have expressed considerable interest in the Angoon Airport EIS process. These legislators represent the interested public and are an excellent avenue for distributing information to the public and coordinating with key stakeholders or agencies. Keeping legislators well informed allows them to respond to constituent concerns with accurate and up-to-date information and ensures that their opinions regarding project benefits and impacts are based on accurate and independent analysis.

The FAA's EIS Contractor Team will keep interested state legislators informed of project status through written email updates at key milestones throughout the process. These updates, which will be sent to legislative staffers rather than the legislators themselves, will include information on activities since the last update, upcoming activities, schedules, comment periods, and other opportunities for public input.

## **4.5 Post-Scoping Meetings**

The PI Team is prepared for the possibility that the FAA may request additional public meetings after the scoping period, but prior to the DEIS public meeting phase of the project. Examples of this

might be accommodating requests made during scoping for additional meetings in another city or with key stakeholder groups, requests from key stakeholders for a forum in which they could provide information to the Angoon Airport EIS project team, update meetings to explain any unanticipated changes in the project, or informal meetings held periodically with stakeholders as part of the ongoing and open communication plan.

The PI Team will work with the client to develop a suitable meeting format based upon meeting attendees and goals, and would create any necessary graphics, advertisements, or other meeting materials.

#### **4.6 Public Meetings on the Draft EIS (DEIS)**

Subsequent to release of the DEIS, the PI Team will plan four public meetings to answer questions and gather public input on the DEIS. These meetings would be held in Angoon, Juneau, Sitka, and Washington D.C. (as required by the Title XI ANILCA process) and would likely use the same presentation/open-house format described above. However, the EIS Team may adjust this format based on feedback obtained during the scoping process and post-scoping meetings. For example, if there is substantial controversy, a more structured format, such as a formal public hearing, would be more appropriate. Regardless of the general format of the meetings, they would be designed and scheduled to meet the public involvement requirements of both the project's parallel NEPA and ANILCA processes.

#### **4.7 Public Meetings on the Final EIS (FEIS)**

If deemed necessary by the FAA, the PI Team will plan three formal hearings after publication of the FEIS. These hearings would be held in Angoon, Juneau or Sitka, and Anchorage and would allow interested parties to provide final comments on the document.

#### **4.8 Project Website**

The PI Team will create an Angoon Airport EIS project website that will provide information to stakeholders about the Angoon Airport EIS planning effort. The design of the website would be linked with the design of all other public involvement materials, so that one unified, easily recognizable and positive visual theme is carried through all phases of the project. The website would be designed to provide for easy navigation and document downloading, and would be accessed through an easily remembered domain name such as [www.angoon-eis.com](http://www.angoon-eis.com).

The website will be updated regularly to provide the most current information regarding the project alternatives, the NEPA process and timeline, as well as upcoming opportunities for public input. The website will also host a Frequently Asked Questions (FAQs) section, designed to inform stakeholders on topics anticipated to be of general interest, and would provide stakeholders with access to technical reports and published EIS documents as they become available. Visitors to the website will be given the opportunity to subscribe to a project list-serve that would provide project

status updates and announcements of upcoming events. Visitors will also be able to submit questions through the website. During scoping and comment periods, the website will also provide an opportunity for stakeholders to submit comments, and would be linked with the comment database to assist in comment analysis.

The website will also provide stakeholders with an opportunity for submitting optional and confidential information designed to help track stakeholder participation, geographic representation, and trends. This information would provide a feedback loop to evaluate the success of PI techniques employed.

The website features outlined above are based upon the reference website provided by the client (<http://www.vhb.com/pvd/eis/contact.aspx>). The PI Team will research other websites for additional features that could be added to facilitate more effective public outreach for the project.

#### **4.9 Follow-Up Surveys**

It is often productive to conduct an evaluation of public involvement activities following the completion of key phases of the project and again at project completion. Evaluation results would highlight how future projects might be better approached, and would also act to strengthen relations among organizations, agencies and community members. The PI Team suggests the following steps subsequent to key public involvement activities (i.e., scoping, DEIS meetings, etc.).

- Interview key stakeholders (both internal and external) regarding project details, and public involvement activities. Request suggestions for improved community involvement.
- Conduct follow-up surveys (in person)

This information can be used to refine the public involvement efforts of the Angoon Airport EIS project, as well as subsequent FAA or ADOT&PF projects in the area. Depending upon the controversy of the project, role of the public involvement process, or need for future guidance, a results report could further FAA's understanding of effective public involvement strategies for future projects in the area.

#### **4.10 Other Strategies to Consider**

If FAA determines necessary through the scoping process or such conditions arise where it would facilitate the NEPA process, key stakeholder representatives could be invited to participate in an Angoon Airport EIS Community Forum or Technical Advisory Committee (TAC). The purpose of the forum would be to involve key stakeholders at key points throughout the NEPA process. Forum members would act as a sounding board to give suggestions and help brainstorm alternatives that address greater community concerns and could also provide input on resource impacts (providing quantitative data, qualitative descriptions of possible impacts, etc.). Their role would be to provide focused input and to serve as liaisons to their respective stakeholder groups. As an advisory group, they would not have decision-making authority. All roles and responsibilities of this group would be documented in a Memorandum of Understanding (MOU) between the group and the FAA.

## 5.0 MEDIA RELATIONS

Involvement of the media during the NEPA process contributes to positive community messages. SWCA will assist the FAA as needed in contacting and providing information to community reporters, popular radio stations and community calendar advisories. SWCA recommends that media notices be distributed at key points during project initiation and throughout the duration of the project. Media contact would focus on outlets in the Angoon/Juneau/Sitka/Anchorage area, unless information gathered indicates that key stakeholder groups are best reached by a media outlet outside the area. A summary of media strategies includes:

- Publishing newspaper notices or display ads;
- Contacting and provide media notices to reporters and radio stations covering the Angoon area at key points during the process;
- Contacting community calendar advisories and provide information packets regarding project overview and schedule;
- Inviting media representatives to public scoping meetings; and
- FAA/ADOT&PF representatives providing structured interviews at public meetings.

The following table lists potential media contacts located in the Juneau/Sitka/Anchorage area. The PI team will augment this table as additional useful media outlets are identified.

**Table 3. Potential Media Contacts**

Media Outlet	Media Type
<b>Newspapers</b>	
Juneau Empire <a href="http://www.juneauempire.com">http://www.juneauempire.com</a>	Juneau, AK daily newspaper
Daily Sitka Sentinel <a href="http://www.sitkasentinel.net">http://www.sitkasentinel.net</a>	Sitka, AK daily newspaper
Capital City Weekly <a href="http://www.capitalcityweekly.com">http://www.capitalcityweekly.com</a>	Juneau, AK weekly paper
Anchorage Daily News <a href="http://www.adn.com">http://www.adn.com</a>	Anchorage, AK daily newspaper
<b>Radio Stations</b>	
KCAW (104.7 FM / 90.1 FM; 105.5 in Angoon) <a href="http://kcaw.org/">http://kcaw.org/</a>	Sitka, AK locally owned and operated public radio station. Can be picked up in Angoon.
KIFW (1230 AM) <a href="http://www.kifw.com">http://www.kifw.com</a>	Sitka, AK. Not a public radio station, but airs a popular "Problem Corner" show where listeners call concerning local issues. Can be picked up in Angoon.
KTOO (104.3 FM) <a href="http://www.ktoo.com">http://www.ktoo.com</a>	Juneau, AK. NPR member radio station, affiliated with the Coast Alaska network.
Alaska Public Radio Network <a href="http://aprn.org/">http://aprn.org/</a>	Consortium of public radio stations to which KSKA, KNBA, KTOO, KCAW belong. The website has a number of news and community calendar sections.



**Table 3. Potential Media Contacts**

Media Outlet	Media Type
KNBA ( 90.3 FM) <a href="http://www.knba.org/">http://www.knba.org/</a>	Anchorage, AK public radio station; community news as well as a Native American radio show.
KSKA (91.1 FM) <a href="http://www.kska.org/">http://www.kska.org/</a>	Anchorage, AK public radio station with community forum and events calendar for KSKA as well as KAKM (see TV section below) and APRN (see above) websites.
KINY (800 AM; 103.9 FM in Angoon)	Juneau, AK. Not a public radio station, but airs local "news of the north". Can be picked up in Angoon
KJNO (630 AM)	Juneau, AK. Talk radio station with local news updates. Can be picked up in Angoon.
<b>Television Stations</b>	
KTOO-TV (Alaska One):	Juneau, AK public television station with website. (TV channel varies with location: Downtown Juneau - Channel 3; Lemon/Switzer Creek - Channel 10; Mendenhall Valley - Channel 6; Angoon - Channel 9; Sitka - Channel 10 ; GCI Cable in Juneau - Channel 10)
KSKA/KAKM Channel 7 <a href="http://www.kakm.org/">http://www.kakm.org/</a>	Anchorage, AK public television station with website.
KTNL-TV, channel 13 <a href="http://www.ktnl.tv">http://www.ktnl.tv</a>	Sitka, AK CBS affiliate, seen in Juneau on KTNL-LP channel 24. Website has community calendar.

## 6.0 ENSURING SUCCESS

Contingency planning is a necessary part of any PIP to better prepare for unforeseen circumstances. There are a variety of issues that can affect the outcome of public involvement efforts, including previous PI history, unexpected scheduling issues, and information gaps that were not addressed in advance. The following sections outline some possible issues associated with the Angoon Airport EIS project and ways in which the PI Team can address those potential issues in a proactive manner.

### 6.1 Project History and Previous Public Involvement Approaches

This EIS process is just beginning; however, public involvement has been conducted in multiple previous studies for airport siting near Angoon (see Angoon Airport Master Plan [2006]; 14 possible airport locations have been identified dating back to 1982). Information gathered from previous approaches can be valuable in learning which approaches worked best in certain situations. For example, it is helpful to understand ADOT&PF's long-term relationship with the citizens of Angoon vis-à-vis the proposed airport, as well as the successes and failures of previous PI approaches.

The past public outreach efforts described in the Master Plan include:

1. Distribution of a project newsletter in November 2004 to inform residents and those on project mailing list about the results of the Reconnaissance Study (2004) and about brushing and surveying of two possible runway centerlines;
2. Advertisement and hosting of a Public Information Meeting in Angoon in July 2005 to introduce the Airport Master Plan project, describe ongoing environmental field studies, and answer questions about the project. Display ads for the meeting were posted in the Capital City Weekly and Juneau Empire, flyers were posted in Angoon. Postcards were sent to agencies and the project mailing list;
3. Advertisement and hosting of a Public Meeting in Angoon in June 2006 coincident with release of the public review draft Angoon Airport Master Plan. Purpose of the meeting was to present the plan and answer questions to assist individuals who wished to submit comments on the draft. Display ads for the meeting were posted in the Capital City Weekly and Juneau Empire, flyers were posted in Angoon. Post cards were sent to agencies and the project mailing list; and
4. Issuance of the Angoon Airport Master Plan, and Background Report, in August 2006.

In addition to the actions listed above, the following information was provided by Verne Skagerberg (ADOT&PF) and Linda Snow (Southeast Strategies) regarding successful public involvement strategies in Angoon. Based on previous experience, there are several other steps in the public involvement process deemed crucial to the success of public outreach efforts. These include:

- Introductions and visits to tribal elders, tribal members, and other key individuals and organizations by the PI Team, in advance of the formal public meeting(s);
- Eating meals with locals (tribal elders) at the Senior Center; and
- Establishing a presence in the area early on in the process to build relationships.

The PI Team has incorporated these recommendations and previous successful approaches into our public involvement outreach efforts.

## **6.2 Funding, Planning and Legal Background, and Changes that Have Affected the Process to Date**

The PI Team will consider other past, present, and planned future projects in the area during implementation of the PIP. The Angoon Airport Master Plan (2006) provides valuable information on public input on these previous planning efforts. Additionally, the area has experienced a number of capital improvement projects, as well as federal actions involving EISs. These include the Angoon Hydroelectric EIS; Green's Creek Silver Mine on the north side of the island; Kootznoowoo Wilderness designation; National Monument designation; upgrading the harbor; extension of water lines to the harbor; new infrastructure and affordable housing; and other proposals for new business investment. Some of these projects have been completed, but their public involvement experience will be useful in refining our public involvement approaches. The PI Team will determine if ongoing projects have public involvement processes and will plan our public involvement so it does not conflict with them.

### **6.3 Public Perception and Expectations of the Project and the Agency**

The perception of the project and agency may vary by stakeholder group. Public involvement conducted for the Reconnaissance Study (2004) and Angoon Airport Master Plan (2006) indicates general support for the project locally. Angoon municipal election voters passed a measure in 1998 supporting development of a local land-based airport, resulting in ADOT&PF initiating the Reconnaissance Study. The City of Angoon also passed resolution 04-08 adopting the Angoon Airport Reconnaissance Study and encouraging ADOT&PF to proceed with development of an Angoon Airport Master Plan for the proposed site. Currently, it appears that most community members generally see some benefit to them personally. However, there may be some mixed feelings about the project among members of the local community since it would also open up the local community to outsiders. Prior to the 1998 election, the Angoon community turned down a proposal for an airport because it would increase access to fish and game by non locals. Some community members may still feel this way. Local and regional business interests are likely to be in support of the project since it would increase business and make it easier to obtain supplies. It is anticipated that some local, regional, and national environmental groups may have opposition to the Master Plan proposed airport site because of wilderness or wildlife issues. The EIS Team met with representatives of two environmental groups, Southeast Alaska Conservation Council (SEACC) and The Nature Conservancy (TNC), during their preliminary pre-scoping visit in March 2008. While both of those groups indicated they would prefer a site location away from wilderness lands, they also indicated they understood the need for the project and hoped that all groups could work cooperatively to meet those needs and protect wilderness values to the extent possible.

SWCA will continue to proactively identify parties interested in stalling or stopping the project and bring them into the process. One option for engaging these parties would be the use of a Community Forum or Technical Advisory Committee as appropriate to engage important stakeholders, as discussed in Section 4.8.

Stakeholder expectations may include the belief that public input does not matter. As noted in Section 3.1, some Angoon community members may feel that their comments have not been important to past processes. The Contractor understands the value in empowering the public by demonstrating that their input is a valued part of the process. The PI Team will incorporate previous successful approaches and create an environment that provides opportunities for input and equal access for stakeholders in decision-making through outreach techniques outlined in Table 2.

### **6.4 Potential Issues/Challenges and Proposed Solution/Contingency Plans**

The following table outlines other potential issues pertaining to the Angoon Airport EIS project and provides proactive solutions to ensure the success of the PI effort.

**Table 4. Potential Issue/Challenge and Proposed Solution/Contingency Plan**

Potential Issue/Challenge	Proposed Solution/Contingency Plan
The right people are not contacted.	Develop list with help of locals, client, etc. and update list as needed.
Decisions were made prior to public involvement.	Early and ongoing public involvement would help avoid this scenario. However, if decisions were made by the agency, PI Team would clearly convey to stakeholders the rationale behind those decisions.
Changes in public values or public expectations are not considered.	Visible presence in the community, variety of outreach techniques, and creation of comfortable environment would allow the public to freely communicate with the PI Team regarding any changes in their values or expectations.
Trying to please everyone.	Open and honest communication about the project and decision-making process.
Starting public involvement too late or not having sufficient time/resources.	Addressed in schedule section.
Meeting communications are not effective: 1) Meeting format inappropriate for audience; 2) Responses too technical for audience; 3) Responses caught up in ego or emotion; 4) Answering questions where the answer is not yet known; 5) Not being prepared for meetings.	Pre-scoping visits will help inform the team regarding the best meeting format and level of technical detail needed. Advance preparation for meetings and media. Anticipate questions and prepare Q&A materials in advance; rehearse if necessary. Be prepared to defer questions if necessary. Identify which resource specialists will address which topics. Consider use of Community Forum or Technical Advisory Committee in addition to informal Open House as appropriate.
Time of year may affect PI opportunities (winter travel difficult, hunting/fishing/subsistence harvesting seasons may affect who can participate, etc). Seasonal residents may not be able to participate easily.	Research schedule appropriately. Provide opportunity for long-distance involvement through a variety of outreach techniques as discussed in Table 2.
Cultural issues may prevent people from giving input.	Pre-scoping visits will help inform the team regarding appropriate meeting format to accommodate the social environment of Angoon; PI Team will coordinate with Sheri Ellis regarding all involvement activities with Native Alaskans; PI Team will change format as needed based upon any new information received, incorporate informal meeting strategies as outlined in Table 2.
Language barriers may prevent people from giving input.	Provide translator if necessary.
Information seen as a commodity; stakeholders unwilling to share unless they receive something in return.	Pre-scoping visits will help inform the team regarding appropriate meeting format to accommodate the social environment of Angoon. Team will structure meeting formats so that stakeholders feel that they have received something of value in return for their participation. (e.g., food, beverages, raffle prize, or other items as appropriate).

**Table 4. Potential Issue/Challenge and Proposed Solution/Contingency Plan**

Potential Issue/Challenge	Proposed Solution/Contingency Plan
<p>The true issue, problem, purpose or need is not clearly identified (or incorrectly identified – trying to solve the wrong problem).</p>	<p>Clearly convey to the client and stakeholders what input the team would like regarding the process, the proposed project, alternatives, impacts, and other issues that may be important to them. Project purpose and need and constraints will be clearly communicated to public, as will rationale for any alternative or analysis decisions.</p> <p>Summarize what the team has learned from previous PI efforts.</p>

## 6.5 Information Gaps

The following section outlines current known gaps in information that will need to be answered in subsequent trips to the affected communities and meetings with stakeholders, preferably during an additional pre-scoping visit, in order to refine the PIP prior to the scoping period:

- Where do people spend time? (Which demographic groups and where?)
- How widespread is internet use in Angoon? The [www.myangoon.org](http://www.myangoon.org) website has been presented as a useful place in which to post project information, but we do not yet know how much of the community uses it, or if that usage varies by seasons ( e.g., a lot in winter when there is not much to do, not much in summer when they are out hunting and fishing)
- Has public sentiment changed since the time of the 1998 resolution? Is there potential for change, especially with new leadership? What percentage of the community in Angoon is for, wavering, against, or doesn't care about the project?
- The tribal council and the city have relatively new leaders, who may still be figuring out their respective roles and positions. Are they all still in agreement that they support this project? Do City Leaders still speak for the Council?
- What times of the year should be avoided for meetings because of subsistence activities or other community events, such as potlatches in the fall? Are there any local events with which we can coordinate public involvement efforts? This is key to demonstrating that our public involvement efforts are sensitive to the local residents and that we value their input. Are there any non-traditional stakeholders not addressed in the above section (freight providers, disabled, etc)?

## 7.0 COOPERATING AGENCY INVOLVEMENT

Because interagency involvement and communication is an important aspect of any project, FAA will initiate cooperating agency involvement to foster education, understanding and two-way exchange of information. Federal, state and local governmental agencies with jurisdictional responsibility over a potentially-impacted resource will be invited and encouraged to participate

throughout this NEPA process. Tribal governments will be invited to participate at the same level as the cooperating agencies through government-to-government consultation.

The PI Team will participate in scoping and resource agency coordination meetings as directed by the FAA. The PI Team will provide necessary graphics and visual aids for these meetings as well as assistance in responding to questions and requests for information. The PI Team will submit times, locations and agendas for agency meetings for review and approval by the FAA and will then reserve meeting spaces, facilitate meetings, record notes, and provide meeting logistics. It is anticipated that general agency coordination with Federal, State, and local Agencies can be accomplished through formalized meetings held at appropriate points throughout the project. Additional coordination can be accomplished through conference calls and informal telephone communication. As with the previously described coordination efforts, the goal is to implement MOUs outlining disclosure roles and responsibilities between the cooperating agencies and the FAA. Anticipated cooperating agencies are the U.S. Forest Service-Tongass National Forest-Admiralty Island National Monument (USFS), Kootznoowoo, Inc., National Marine Fisheries Service (NMFS), and the Army Corp of Engineers (USACE).

The Alaska Department of Natural Resources Office of Project Management and Permitting (OPMP) will not be a cooperating agency for the project. However, the OPMP will coordinate formal responses from state agencies relative to distribution of project documents, document reviews, and submission of agency comments. The FAA will establish protocols with the OPMP to identify points of contact, outline methods of communication, clarify types of data requests that may be issued, and establish what documents they or the state agencies will review and the timeframes for those reviews. The Contractor will continue to facilitate as needed between the FAA and the OPMP.

### **7.1 The US Forest Service as a Cooperator**

The USFS will have a substantial role in the NEPA and ANILCA Title XI processes for the Angoon Airport. Their role in the ANILCA process is described in more detail in Section 8.0 of this document. Their role in the NEPA Process is described here.

Lands managed by the USFS as part of the Admiralty Island National Monument and Kootznoowoo Wilderness were identified by ADOT&PF as the location of their 2007 Master Plan preferred airport location (Site 3). USFS managed lands would also be used for portions of the ADOT&PF's proposed access road leading to Site 3.

Assuming the ADOT&PF's Master Plan preferred site or any potential alternative site on lands managed by the USFS are included in the FAA's EIS, the USFS would be required to engage in some form of NEPA analysis and disclosure and issue a NEPA decision prior to granting a permit for use of those lands. In order to streamline the NEPA process for the project, the FAA intends to prepare its EIS for the proposed airport in such a fashion that the USFS will be able to adopt the FAA's EIS and NEPA process for its own NEPA purposes. The USFS would issue its own Record of Decision for the EIS, independent of the FAA's decision. Based upon discussions to date between the FAA and the USFS, the USFS has agreed with this approach. As such, the FAA must

ensure that the EIS addresses the issues required by USFS NEPA guidelines and is consistent with the USFS land use plan for the Monument and Wilderness area. Doing so will require close and sustained coordination between the FAA and USFS. This coordination will take place through formal meetings, teleconferences, and informal discussion between the FAA, the Contractor, and USFS project staff. (Note: All communications between the Contract and USFS will follow the protocols outlined in the *Angoon Airport EIS Team Communication Plan* and will be approved by the FAA prior to any such communication.)

## **8.0 ANILCA COORDINATION**

The Angoon project will include coordination with the USFS; the OPMP; Kootznoowoo, Inc.; Sealaska, Inc.; the Alaska Department of Fish and Game (ADF&G), the USFWS, and the City of Angoon on ANILCA Title XI and Title VIII (subsistence).

### **8.1 ANILCA Title VIII**

ANILCA Title VIII mandates special consideration of subsistence for undertakings on publicly owned lands in Alaska. Title VIII requires an analysis of potential project impacts on subsistence users, resources, and access and a public disclosure of the determination as to whether impacts, if any, would be significant. Completion of the relevant ANILCA Title VIII evaluations will require close coordination with those agencies having jurisdiction over subsistence resources and access within the affected area(s). These agencies include the ADF&G, the USFS, and the USFWS.

To initiate the Title VIII process during Phase 1 of the EIS process, the Contractor will communicate with subsistence resource managers in the area. During Phase 2 of the EIS process, the Contractor's subsistence specialist will conduct focus group interviews with local residents to gather more current information on subsistence uses in the project area. It is assumed that this will involve one trip to the City of Angoon. Additional information about subsistence uses may be gathered during discussions with local resource users during public meetings or other gatherings throughout the project and from discussions with landowners such as Kootznoowoo, Inc., Sealaska, and the City of Angoon. All communications will be approved by the FAA prior to their occurrence and all will follow the protocols of the *Angoon Airport EIS Team Communication Plan*.

### **8.2 ANILCA Title XI**

Since the Angoon project is potentially the first large-scale test of the Title XI process laid out by Congress and each agency is required to make a determination on whether to approve or disapprove the project, it is imperative that FAA and the USFS agree on the process. It is also important to include the State OPMP to help facilitate buy-in from State entities and provide context regarding the ANILCA process for the project.

The PI Team will plan early coordination between the FAA, the OPMP, and the USFS to reach consensus on process goals and requirements. This coordination will serve three purposes: 1)



provide consistent information and direction regarding the Title XI process; 2) draft a strategy for addressing Title XI requirements; and 3) finalize an MOU between the FAA and USFS regarding each agency's specific needs, roles, key review timelines, and responsibilities to complete the Title XI process. The OPMP has no formal role in the ANILCA Title XI process other than providing technical support when asked and reviewing ANILCA documents as part of monitoring decisions related to the State's interests and interpretations of ANILCA. The USFS, on the other hand, will have a substantial role in the ANILCA process, culminating in an independent agency decision to approve or disapprove any Title XI application(s) submitted to them.

### **8.2.1 The Role of the US Forest Service in the ANILCA Title XI Process**

As noted, the USFS not only has a role as a cooperating agency in the NEPA process but is also an integral part of the ANILCA Title XI process. The USFS receives a Title XI application from the airport Sponsor and must evaluate whether the application contains enough information for the USFS to make a decision. During the NEPA process, Title XI requires the USFS to assist FAA in development of the EIS and evaluating comments from other agencies and the public. Once the Final EIS is complete, the USFS must (independently of the FAA) evaluate the project on whether to approve the Title XI application and then forward their decision and supporting documents to the President of the United States. Finally, if the project is approved by the President and both houses of Congress, the USFS, as the primary landowner, must approve all permits and set up any terms and conditions for the airport.

## **9.0 SECTION 7 AND SECTION 106 CONSULTATION**

Agency coordination also includes specifically required agency consultation under Section 106 of the National Historic Preservation Act and Section 7 of the Endangered Species Act. The Contractor will assist the FAA in preparing a formal request for Section 106 consultation with the Alaska State Historic Preservation Officer (SHPO) and will work with the FAA and the SHPO to define the area(s) of potential effects for cultural resources. After initiation of formal consultation, the Contractor will request the SHPO's input throughout the Scoping process. Additionally, the Contractor will assist the FAA in obtaining information regarding federally listed species that could be impacted by the proposed project and will continue to solicit USFWS input as needed throughout the Section 7 consultation process.

## **10.0 DELIVERABLES AND SCHEDULE**

### **10.1 Public Involvement Documentation and Deliverables**

Pre-Scoping Findings Report: Following each pre-scoping visit, a report will be prepared to summarize the information gathered during of the visit. This report will include a list of individuals contacted, meeting notes, general reactions to the project, and any recommendations for changes or additions to the final PIP.

Scoping Report: A scoping report summary and database will be prepared to adequately document all public scoping activities. The scoping report will outline all public involvement activities, how comments were recorded, content analysis approach, and content of public input. The PI Team will categorize all comments received during scoping. Comments will be coded and cross-referenced to the individuals who made them. The scoping report will summarize those comments into the main issues to be addressed during the NEPA process and will include a suggested disposition for the comments. Comments will likely fall into four categories: 1) those that will be addressed through impact analysis, 2) those that will be addressed through alternatives formulation and consideration, 3) those that will be addressed by holding additional meetings; and 4) those that are out of the scope of this EIS decision-making process. The Scoping Report will be provided to the FAA for review, after which, the PI Team will finalize and distribute it to the Contractor Team. The Scoping Report will serve as the basis for alternatives development and impact analysis in the EIS. In addition, a summary of community and stakeholder's views of the public involvement process and the project initiation phase will be provided with the Scoping Report.

Response to Comments: The purpose of responding to comments is to address all substantive comments on the DEIS and use that to develop the FEIS. The scrutiny is usually two-fold; first, a commenter wants to see if a comment was missed or ignored; second, they want to see if the comment has an adequate response. The PI Team will develop a database system to easily manage and account for large numbers of comments. The purpose of this database is to account for every comment and allow the FAA to demonstrate that they have responded to every comment regardless of how many are received.

In responding to comments, the PI Team will use a systematic, easily-documented, and defensible strategy. Comments can basically be broken down into the following categories and responses consistent with Order 5050.4B §1201: 1) the comment was already addressed in the DEIS; 2) the comment is out of the scope of the EIS process; 3) the comment is not substantive (merely expresses opinions); and 4) the comment is substantive and requires a change in the FEIS. All comments and their responses will be included in a Response To Comments report. This will be included as either an appendix or separate volume with the FEIS as per CEQ regulations.

FEIS Comment Summary Report: If deemed necessary by the FAA, the PI Team will provide a report on the comments received after publication of the FEIS. These comments will be documented, categorized, and responded to as described above for the Response To Comments on the DEIS.

## **10.2 Target & Milestone Public Involvement Dates**

For successful public involvement, it is important to clearly communicate milestones and decision dates to the public, provide reasonable opportunity for review and comment, inform the public at each stage, and to identify the schedule for specific communication tasks for each audience, and who is responsible for completing them.

It is also important to allow time for changes in goals, tactics or messages if necessary. The following schedule outlines the major tasks and milestones through the various public involvement periods, including reviews and updates of the plan if needed.

**Table 5. Public Involvement Tasks and Milestones**

<b>Task</b>	<b>Date</b>	<b>Responsible</b>
Draft Final PIP	March 21, 2008	PI Team
Pre-scoping Trips	March 2008; May/June, 2008 (Exact date TBD)	PI Team
ANILCA Coordination	March 2008 (Exact dates TBD)	SWCA
Final PIP	April 2008 (timing based on receipt of FAA comments)	PI Team
Findings Report	June 30, 2008	PI Team
Publishing of the NOI	September, 2008 (Exact dates TBD)	FAA
Public Scoping Meetings	October, 2008 (Exact dates TBD)	SWCA
Public Scoping Report	December 30, 2008	PI Team
Scoping Phase Follow-up Survey Results	December 30, 2008	PI Team
Subsistence Interviews	TBD Phase II	SWCA
Public Comment Period (draft document)	TBD Phase II	PI Team
Project Completion Follow-up Survey Results	TBD Phase III	PI Team

## Angoon Airport EIS Teleconference Notes

**Date of Teleconference:** April 30, 2008

**Name/Purpose of Teleconference:** Coordination with City of Angoon and Angoon Community Association (Tribal Government)

**Notes Compiled By:** J. Guinn and S. Ellis (SWCA)

**Agenda:** See attached

**Participants:**

Leslie Grey (FAA)	Matt Petersen (SWCA)
Mayor Albert Howard (City)	Sheri Ellis (SWCA)
Richard George (City Council)	Janet Guinn (SWCA)
Matthew Fred, Jr. (ACA)	

*Joined in progress:*

Peter Naoraz (Kootznoowoo, Inc.)  
Cindy DeWitt Paul (Kootznoowoo, Inc.)

**NOTES:**

***Introductions***

- Leslie thanked everyone for participating in the call and then introduced herself and the Consultant Team participants.
- Mayor Howard introduced himself and the other members of the City Council and ACA that were present in Angoon.

***Review of Conference Call Goal***

- Leslie reviewed the primary goal of the call, which is to establish the consultation goals and roles for the EIS process.
- Matt added that a secondary goal was to talk about how that consultation will go so that there is good communication between the FAA/Consultant Team and the City and ACA throughout the project and that we are meeting there needs as far as providing opportunities for them to participate in the process is concerned.

***Roles and Responsibilities***

- Leslie opened the discussion by describing the FAA's role in the project. She noted that ADOT&PF has done extensive work on airport planning, but that the FAA is now the lead agency for the EIS and they will be the final decision-makers for the EIS.
- Sheri described the ACA role, noting that federal law requires the FAA to engage in government-to-government consultation with federally recognized tribal governments and that the role and responsibility of the ACA president and council is to meaningfully engage in the EIS consultation process and notify the FAA of the concerns or issues of the tribe and its members. The ACA role

as a consulting party (government-to-government consultation) is separate from cooperator status under NEPA.

- Matt added that part of the FAA's role is to make a good-faith effort to provide opportunities for the ACA to voice their concerns and provide information to the FAA that should be considered in the final decisions and to fully consider the input of the tribe.
- Matt discussed the City's role, noting that they are considered a cooperating agency and will have extensive input in the NEPA process. They are to represent the official position of the municipality and can have input on many aspects of the EIS prior to the public.

### ***Memorandum of Agreement***

- Matt discussed the function of MOUs and MOAs and how they are used to clearly define roles, establish timeframes for specific actions, set forth protocols for communication, and otherwise formally establish how parties will be involved in the project. He indicated that FAA and the Consultant Team did not feel formal agreement documents were necessary with the City and ACA but clearly stated that we would be happy to enter into such agreements if Mayor Howard or President Fred, Jr. would feel more comfortable with that. Matt suggested that we could prepare a less formal document like a letter or something that simply committed the FAA to consulting with the City and the ACA and outlined how we intended to do that.
  - Both Mayor Howard and President Fred, Jr. agreed that an informal letter would be a better approach.
  - Mayor Howard indicated that it would be very good for them to know as far in advance as possible what we need from the City and ACA and when we need it so that they can be prepared and not hold up the process.
    - Peter Naoraz asked if we had a project calendar set up yet.
      - Leslie indicated that we did not but were working on something.
      - Sheri noted that the website would be launched in the next couple of weeks and it would contain a very rough schedule of major milestones.

### ***Coordination with Kootznoowoo, Inc.***

- Matt described that Kootznoowoo has asked for an MOU to clearly define their roles and responsibilities as a landowner (corridor lands) in the EIS process and that we simply wanted to notify Mayor Howard and President Fred, Jr. of that fact.
  - Mayor Howard asked if he could get a copy of the agreement.
    - Mr. Naoraz indicated that Kootznoowoo would not have any concerns with that.
    - Matt added that any agreements executed as part of the project are part of the public record.
- Mayor Howard asked if he could get copies of all of the MOUs executed for the project.
  - Leslie indicated that we would provide him with copies of all final agreements but noted that some of them will take a little time to finalize.

### ***Information Distribution***

- Matt noted that the City will have a dual role in the project: distribution of information and providing formal input. He further noted that the City and the ACA would be asked for official input and other members of the public would not—they would be invited to comment but their comments would not be considered representative of the City or ACA.

- Matt noted that we wanted to use the [www.myangoon.org](http://www.myangoon.org) website to distribute information and that a few members of the public had volunteered to help us distribute information. Matt asked Mayor Howard if he was OK with that.
  - Mayor Howard stated that he would prefer to have all information go through him first.
    - President Fred, Jr. indicated that it was fine with him if information is distributed through the Mayor.
      - Matt clarified that this process would just be for information distribution and that we would still talk directly to President Fred, Jr. as part of gathering their formal input.
- Mr. Naoraz noted that Senator Kookesh's is very interested in the project and that he has asked the State (ADOT&PF?) to provide him with updates on the project. He asked if there was a way (besides brief e-mail updates) we could keep Senator Kookesh informed in detail throughout the process.
  - Leslie responded that we had met with Senator Kookesh and that the senator had provided us with contact information so that we can give him regular updates. She further noted that we fully intend to do so.

### ***Miscellaneous Discussion***

- Councilman George noted a concern that there may be a totem pole in the area of the proposed access road for Site 3, across the Bay.
  - He asked that President Fred, Jr. follow up on that to get us some information about it.
  - Leslie told the group that we will definitely follow up on that information.
- Mr. Naoraz asked if it appeared that the USFS was going to be a cooperator for the EIS.
  - Leslie responded that they are and that we are working on an MOU with them right now.
- Mr. Naoraz asked if the wind monitoring data was coming in and if we were able to get use of the site on USFS lands.
  - Leslie responded that everything was working very well and that data is being downloaded frequently. She confirmed that we were able to use the site on USFS lands.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

May 1, 2008

Glen Justis  
Chief, SE Section, Regulatory Branch  
US Army Corps of Engineers  
P.O. Box 6898  
Elmendorf AFB, AK 99506-6898

Dear Glen:

The Federal Aviation Administration (FAA) Alaskan Region, Airports Division is initiating preparations for an Environmental Impact Statement for an airport in Angoon, Alaska at the request of the project's sponsor, the Alaska Department of Transportation and Public Facilities (ADOT&PF). The proposed location, as identified in the ADOT&PF's 2007 Angoon Airport Master Plan, is within the Admiralty Island National Monument, which either would require an Alaska National Interest Lands Conservation Act (ANILCA) Title XI process or Congressional land transfer.

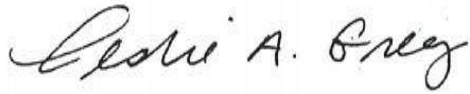
The purpose of this letter is to invite your agency to formally participate as a Cooperating Agency in the EIS. Federal agencies are encouraged to establish cooperative agreements with other federal or state entities that may have jurisdiction by law or special expertise over potentially-impacted resources (40 CFR Part 1501.6 and Part 1508.5). A primary goal we have in using a written agreement is to foster a working atmosphere of cooperation that serves the mutual interests of all parties and provides agencies and the public with the best NEPA disclosure process possible. Cooperating agencies contribute invaluable assistance to the EIS process by providing critical information on key environmental concerns and impact analysis methods.

The FAA has the special expertise needed to evaluate the technical feasibility and practicability of actions concerning aviation safety and airport evaluations. Your resource agency has jurisdiction under the Clean Water Act for Waters of the U.S. Your special expertise would assist the FAA in developing the scope of analysis, determining the least damaging practicable alternative, and developing mitigation measures to avoid or reduce impacts to Waters of the U.S. In addition, your agency, like the FAA, has a clear interest in maintaining the quality of the human and natural environment as it relates to any potential adverse impacts from the project.

On behalf of FAA, I hope that you will be able to participate as a cooperating agency in the Angoon Airport EIS. We have worked with specialists from your agency on a number of projects, and we highly value their input and expertise. Please be assured that should you decide not to participate through a written agreement, we will continue to take diligent steps to involve your staff at key periods of the EIS process, such as scoping and publication of the draft document. I do ask, however, that you provide me with a written response or e-mail of your decision to accept or decline this request.

I will soon be contacting a member of your staff (Mr. Leeds listed below) to discuss any further details of an agreement. In the meantime, please feel free to contact me at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov) if you have any questions. We look forward to working with your staff in developing a mutually-acceptable memorandum of agreement for the project that describes our objectives and roles for this process.

Sincerely,



Leslie Grey  
FAA Project Manager  
Angoon Airport EIS

Cc: John C. Leeds, USACE



## **AGENDA FOR FAA/FRIENDS OF ADMIRALTY ISLAND TELECONFERENCE – MAY 7, 2008**

**Participants:** Leslie Grey (FAA), KJ Metcalfe (Friends of Admiralty Island), Matt Petersen (SWCA), and George Weekley (SWCA)

**0900 AK/1100 MT**

**Call-In Number: 1-866-210-1669**

**Passcode: 4578965#**

1. Introductions
2. Overview of Master Planning and relation to NEPA
  - a. ADOT&PF did the Master Plan and picked a preferred alternative for that Master Plan
  - b. FAA is the lead agency for the EIS, verifies the existing airport planning, and makes an independent evaluation of the Master Plan preferred alternative; FAA make formulate a new proposed action or pick a different preferred alternative in the NEPA document
3. Potential Issues
  - a. Wilderness/Monument – requirement for Title XI application under ANILCA
  - b. Socioeconomic/Environmental Justice/Subsistence
  - c. Wildlife habitat, wetlands, cultural resources, etc.
4. Forest Service Role – Cooperating Agency
5. Overview of Schedule and Where We Are in the Process
6. Preferred Method of Communication?
7. Questions and Answer

**AGENDA FOR FAA/ADOT&PF TELECONFERENCE – MAY 14, 2008**

**0830 to 0900 AK/1030 to 1100 MT**

**Participants:** Verne Skagerberg, George Weekley, Brad Rolf, Matt Petersen, Sheri Ellis

**Call-In Number: 1-866-210-1669**

**Passcode: 4578965#**

1. Summary of progress on supplemental airport planning
2. Progress on cooperating agency and stakeholder MOUs.
3. Discussion on subsistence meetings in Angoon in August
4. Miscellaneous question and answer



**UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration**

*National Marine Fisheries Service  
P.O. Box 21668  
Juneau, Alaska 99802-1668*

May 23, 2008

Leslie Grey  
FAA Project Manager  
Angoon Airport EIS  
Federal Aviation Administration  
Alaska Region  
222 West 7<sup>th</sup> Avenue, #14  
Anchorage, Alaska 99513

RE: Angoon Airport Invitation to Participate as a Cooperating Agency on the  
Environmental Impact Statement (EIS)

Dear Ms. Grey:

Thank you for your invitation to the National Marine Fisheries Service (NMFS) to participate as a Cooperating Agency in preparation of the Federal Aviation Administration's (FAA) EIS for the Angoon Airport. NMFS declines Cooperating Agency status. Nevertheless, NMFS looks forward to assisting you in the development and review of the EIS for the Angoon Airport Project.

If you have any questions please contact Linda Shaw at 907-586-7510.

Sincerely,

Robert D. Mecum  
Acting Administrator, Alaska Region

cc: USFWS, Juneau, Richard Enriquez  
EPA, Juneau, Chris Meade  
ADF&G, Juneau, Tom Schumacher  
ADOT&PF, Jane Gendron  
NMFS, PR, Kaja Brix





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

May 29, 2008

Ms. Judith Bittner  
Alaska State Historic  
Preservation Officer  
550 W. 7th Ave., Suite 1310  
Anchorage, Alaska 99501-3565

RE: Initiation of Section 106 Consultation for the Angoon Airport Environmental Impact Statement,  
Angoon, Alaska

Dear Ms. Bittner:

The Federal Aviation Administration (FAA), Alaskan Region, is beginning preparation of an Environmental Impact Statement (EIS) for proposed development of a land-based airport in or near the City of Angoon, Alaska. This letter is intended to serve as a formal initiation of Section 106 consultation between the FAA, its consultants, and the Alaska State Historic Preservation Office (ASHPO) as required under 36 CFR 800.

SWCA Environmental Consultants (SWCA) is the prime third-party consulting firm for this project and will be assisting the FAA in working through the Section 106 process and in complying with the requirements of the National Environmental Policy Act (NEPA) relative to cultural resource issues. Specifically, Sheri Murray Ellis of SWCA has been appointed as the coordinator of cultural resource studies, including archaeological investigations and Native American consultation for the EIS.

As per the requirements of 36 CFR 800.4(a)(1), we are asking for your input on defining the area of potential effects (APE) for cultural resources for the purpose of future evaluation in the EIS. The Alaska Department of Transportation and Public Facilities (ADOT&PF) is the project Sponsor. They prepared a site selection study and developed a Master Plan, identifying an ADOT&PF proposed airport location (see Figure 1, attached). The FAA will likely be considering this location or a variation thereof as one of the alternatives in the EIS. The FAA proposes to define the APE for this location as shown on Figure 1, ADOT&PF Proposed Location. We believe this APE is sufficient to encompass all areas and resources that could be directly affected by physical disturbance or indirectly affected by potential noise intrusions.

In addition to the ADOT&PF's proposed airport location, the FAA will be considering at least one, and possibly several alternative locations for the airport. We are still in the process of gathering data to determine where those alternative locations will be, and will not identify specific locations until early 2009. We will collect existing data for the broader Angoon area peninsula and surrounding islands and lands until such time as specific alternative locations are identified. At that time, we will consult with your office regarding definition of an appropriate APE for more detailed investigations.

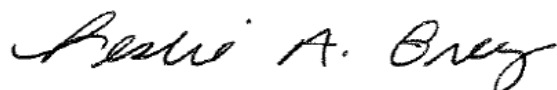
Should you have any concerns with how we have defined the APEs for the ADOT&PF proposed airport location and potential alternative locations, please, do not hesitate to contact me. We welcome your expertise and knowledge of the area in making sure we define the APEs to encompass those cultural resources that could be affected.

Pursuant to 36 CFR 800.4(a)(2)-(3), SWCA staff will be examining the records held by your office for previous cultural resource studies and known cultural resource sites within the agreed upon APE to be addressed in the EIS. This work will take place later this spring. Should it be determined that field surveys are necessary to determine the presence/absence of archaeological sites within the APE, SWCA will conduct such studies. All lands potentially involved in the project are under the jurisdiction of either Kootznoowoo, Inc., the village Native Corporation, or the U.S. Forest Service (USFS), as part of Admiralty Island National Monument. SWCA will coordinate with the USFS and seek a permit from them for any work on USFS lands. Any archaeological fieldwork associated with the EIS would likely not take place until at least the spring of 2009. Preparation of the EIS and completion of the NEPA process is expected to take at least three years, with a draft EIS potentially distributed for comment in the spring of 2010.

Development of the runway, hangar, and apron space would include ground-disturbing activities that could have the potential to impact cultural resources that may be present in the selected airport location. As such, and as part of our consultation with your office under 36 CFR 800, we invite you to let the FAA know at this time of any concerns you may have about potential impacts to cultural resources that could result from development of the airport at the location proposed by the ADOT&PF in their Master Plan (shown on Figure 1) or in any other areas within or immediately surrounding Angoon and the peninsula on which the community is located. Information about specific known sites in these areas, other parties with whom we should consult regarding cultural resource concerns, or general cultural resources issues of which we should be aware, would be greatly appreciated.

We look forward to working with you on this project and welcome your active participation. Please, do not hesitate to contact either myself or Ms. Ellis at any time should you have questions or comments. I can be reached at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov) or (907) 271-5453, and Ms. Ellis can be reached at either [sellis@swca.com](mailto:sellis@swca.com) or (801) 322-4307.

Sincerely,



Leslie A. Grey  
FAA Project Manager  
Angoon Airport EIS

cc: Sheri Murray Ellis, SWCA



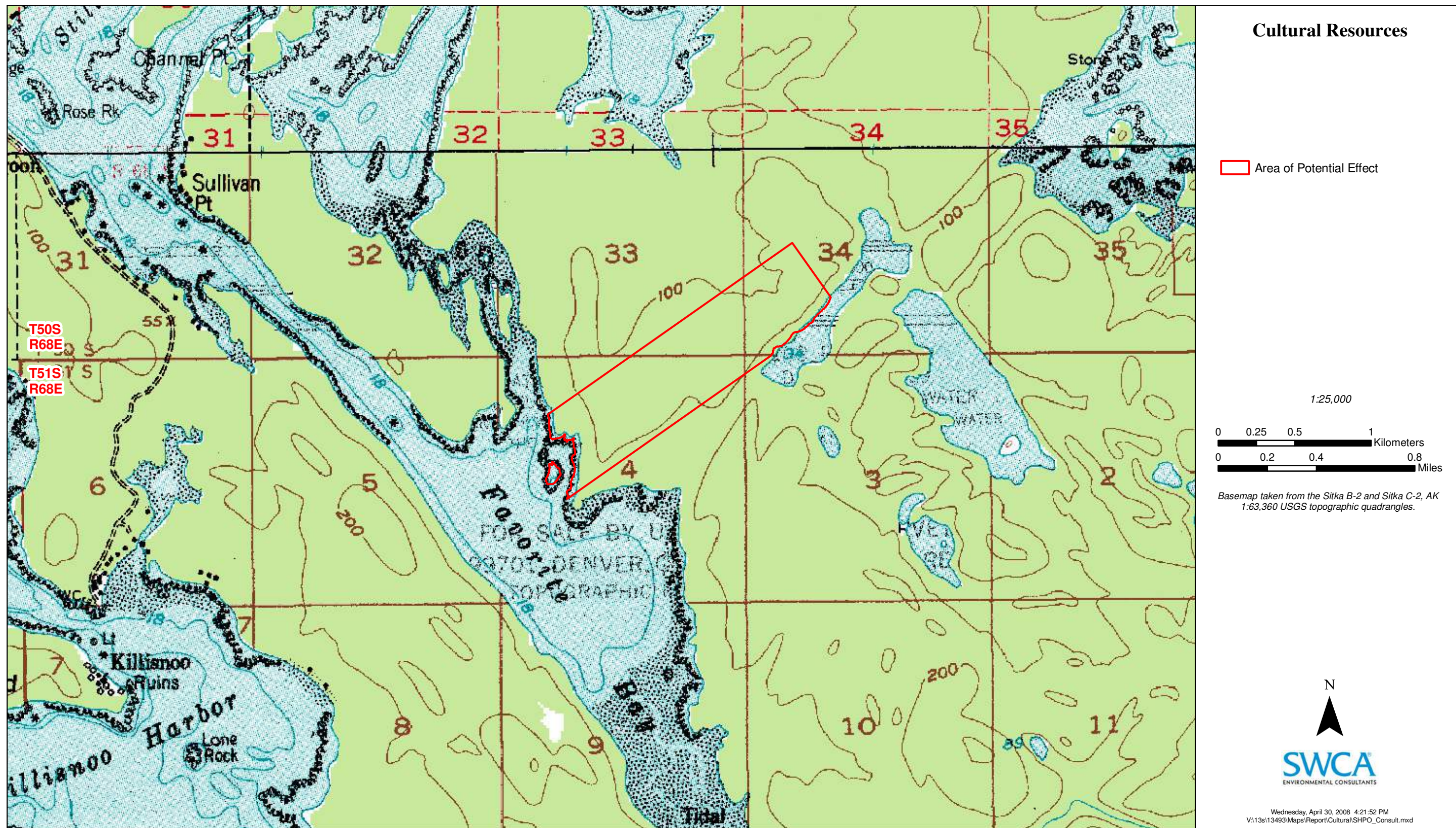


Figure 1. Location of APE for the ADOT&PF's Master Plan preferred airport location.





# ANGOON AIRPORT

## Environmental Impact Statement



### Thank You!

We would like to extend a sincere and heartfelt "Thank You" to the citizens and community leaders of Angoon for your warm welcome and hospitality during our recent visit to discuss progress on the Airport Project and install our wind monitors. We value the information you provided during our discussions and look forward to our future conversations.

### Status of the Airport Project

#### Site Reconnaissance and Master Plan

In 2004, the Alaska Department of Transportation and Public Facilities (ADOT&PF) completed a site reconnaissance study to identify a favorable location for an airport in Angoon. That study, coupled with the input of you, the citizens of Angoon, resulted in the identification of a preferred site location (Site 3) on lands managed by the U.S. Forest Service (USFS) east of Favorite Bay. The ADOT&PF prepared a Master Plan for Site 3, identifying specific facility needs. ADOT&PF's Aviation Project Evaluation Board (APEB) then reviewed the Angoon Airport project to determine whether or not to nominate it to the Federal Aviation Administration (FAA) to receive funding through the Airport Improvement Program (AIP). The APEB deemed the project worthy of nomination, and ADOT&PF submitted a proposal for the project to the FAA.

#### Environmental Impact Statement Process

The FAA agreed that the Angoon Airport project is worthy of further consideration. Because the FAA is a federal agency and because their funding would be used to construct the airport, the FAA must comply with federal environmental laws that require a detailed study be conducted to disclose to the public the possible social and environmental effects of building an airport in Angoon, and of not building one. The environmental process allows the FAA to make an informed decision about providing funds to construct an airport. In this case, the detailed study is called an environmental impact statement (EIS). In late 2007, the FAA selected a third-party contractor, SWCA Environmental Consultants, to assist them in preparing the EIS. The FAA and the contractor began the EIS process in early 2008. The EIS could take three or more

### Airport Approval Process



\*APEB = Aviation Project Evaluation Board

years to complete and will include studies on many topics, including subsistence resources/uses and socioeconomics. Federal law also requires that the FAA look at other possible locations for the airport in addition to Site 3, which was identified by the ADOT&PF and the citizens of Angoon as the preferred site.

#### Record of Decision and Permitting

Once the EIS is complete, the FAA will issue a Record of Decision (ROD) in which we will describe our decision about providing funding for construction of an airport and identifying our selection for the airport's final location. If we select a site for the airport on lands managed by the USFS, the ADOT&PF will have to submit a special application to us and the USFS under Title XI of the Alaska National Interest Lands Conservation Act (ANILCA). This application must be approved by the President of the United States and the U.S. Congress before an airport can be built within the National Monument. If the President and Congress approve the application or if we select a final airport location that is not located on lands within the Monument, the ADOT&PF would obtain the necessary permits, prepare the design plans, and build the airport. Construction typically does not start until 1-2 years after we issue the ROD.

## Wind Monitoring Studies

As part of the EIS process being undertaken by the FAA for the proposed new airport, supplemental wind data is being collected at a total of three sites near the City of Angoon. Wind data is necessary for determining acceptable locations and alignments of the proposed airport and associated runway. Determination of a runway orientation is a critical task in the planning and design of the airport. The FAA specifies that airports should have their runways in the direction of prevailing winds. This allows aircraft to take-off and land into the wind. According to FAA standards, runways should be oriented so that aircraft can takeoff and/or land at least 95 percent of the time. To supplement existing information and determine the optimal runway alignment, the EIS consultant team has installed temporary wind data collection and data storage equipment at three sites. The wind monitors will collect data in Angoon for one to two years.

One wind monitoring site is located southeast of the city near the city water storage tank. A second site is located across Favorite Bay about a 10<sup>th</sup> of a mile from the shoreline on corridor property. The third wind monitoring site is located across Favorite Bay about a half a mile north from the shoreline on land managed by the U.S. Forest Service within the Admiralty Island National Monument.

The wind monitors have been installed atop trees at each of the three locations to allow unobstructed measurement of area winds above the tree line. Each of the three sites consists of a wind monitor (anemometer) for measuring the wind speed and direction, a data logger for collecting data, a radio for retrieving the data, and a solar panel to power the instruments. Because the information gathered by the wind monitoring equipment is crucial to determining a safe

alignment for an airport in Angoon, please, report any vandalism to the equipment to the FAA immediately by contacting Leslie Grey at (907) 271-5453 or at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).





## Your Questions, Our Answers

We received many excellent questions from those of you who were able to attend our public meeting in early March. We want to share some of those questions, and our answers, with those who may not have been able to participate. Each monthly newsletter will include a couple of your questions and our responses to them. Here are this month's questions:

**Q: You said that you are going to hold public meetings about the airport in places other than Angoon, like Juneau and Anchorage. Why would you talk to people in those communities when they don't have any stake in the project?**

**A:** Federal law, specifically the National Environmental Policy Act (NEPA), requires that we disclose the potential social and environmental impacts of federal actions to the American public, not just to those people most affected by a project. This disclosure, however, does not mean that people outside of Angoon can "out vote" the citizens of Angoon or that their comments and opinions are given more weight. If we do not follow the disclosure requirements of NEPA very closely, we would open ourselves to legal challenges that could delay or stop the EIS process or construction of an airport in Angoon in the future.

**Q: How long will it take after the EIS before construction starts?**

**A:** The EIS could take three or more years to complete. It typically takes another year to finish the engineering and design plans before construction can begin.

**Q: Why do you have to prepare an EIS?**

**A:** NEPA requires that we conduct a detailed study of the potential social and environmental impacts of projects we might fund. Sometimes these studies are small, and sometimes they are more extensive. In many cases, studies for new airports can be completed through preparation of what is called an environmental assessment or EA. However, in the case of the Angoon Airport project, federal lands are involved at Site 3, the ADOT&PF and community preferred site. The presence of these lands, most of which are located within the Admiralty Island National Monument, a Conservation System Unit, invokes the Alaska National Interest Lands Conservation Act (ANILCA), which requires completion of an EIS.

## Next Steps and Schedule

The next steps for the EIS process include:

- 1) conducting scoping meetings with federal, state, and local agencies, members of the public, and other stakeholders;
- 2) identifying a range of alternative airport locations that will be evaluated in the EIS;
- 3) gathering information about resources and land uses that could be affected by construction of an airport;
- 4) evaluating the potential effects of an airport on those resources and land uses; and
- 5) publishing a draft EIS for public review and comment.

Formal opportunities for public comment occur during the scoping process and after the publication of the draft and final EIS documents. However, the FAA will accept public input throughout the entire EIS study. An approximate schedule for the EIS process is as follows:

### Summer 2008

- Refine the location and description of the community preferred airport site;
- Refine the range of airport location alternatives for analysis in the EIS;
- Gather existing information about resources and land uses that could be affected by the proposed airport location and alternatives.

### Fall 2008

- Issue the Notice of Intent to prepare an EIS;
- Conduct formal scoping meetings in Angoon, Juneau, Anchorage and/or Sitka.

### Spring/Summer/Fall 2009

- Conduct field studies and impacts analysis.

### Winter 2009/Spring 2010

- Issue Draft EIS;
- Hold public meetings to receive comments on the Draft EIS.

### Fall/Winter 2010

- Issue Final EIS and Record of Decision!

## Contact Us

If you have any questions about the proposed project or the EIS, please, contact us:

**Leslie Grey** – AAL 614  
FAA Project Manager  
Angoon Airport EIS  
222 West 7th Avenue, Box #14  
Anchorage, AK 99513-7587  
Phone: 907-271-5453  
Fax: 907-271-2851

**Matt Petersen**  
EIS Consultant Team Project Manager  
55 North Main, Suite 209  
Logan, UT 84321  
Phone: 435-750-8789  
Fax: 435-750-8799

**Sheri Ellis**  
EIS Consultant Team Asst. Project Manager  
257 East 200 South, Suite 200  
Salt Lake City, UT 84111  
Phone: 801-322-4307  
Fax: 801-322-4308

***We are excited to hear from you!***

***Please, contact us with your questions.***



## Angoon Airport EIS FAA-ADOT&PF Monthly Teleconference Notes

**Date of Teleconference:** June 11, 2008

**Notes Compiled By:** Sheri Murray Ellis (SWCA)

**Agenda:** Attached

**Participants:**

Leslie Grey (FAA)  
Verne Skagerberg (ADOT&PF)  
Matt Petersen (SWCA)  
Sheri Ellis (SWCA)  
Brad Rolf (BDC) for first part of call  
Cody Fussell (BDC) for first part of call

**Next Teleconference:** July 9, 2008

### **AGENDA ITEM NOTES:**

#### *Update on Supplemental Airport Planning*

- BDC has submitted the draft supplemental planning document to SWCA.
- SWCA will be submitting it to the FAA after a QA/QC review.
- FAA/SWCA will provide a copy of the document to Verne after FAA has approved it.
- The preliminary approach analysis report was received by BDC last night. Cody is still reviewing it.
- Overall, the supplemental planning analysis is matching well with the conclusions of the ADOT&PF's Master Plan in terms of aviation forecasting, facilities requirements, etc.
  - Confirmed that Site 3 meets facilities requirements.
- Approach analysis for Site 3:
  - Both LPV and LNAV criteria were considered.
  - Missed approach creates a problem at Site 3 for Runway 03.
    - Visibility minimum for LPV (on missed approach) is 3 miles with an 11,000-foot ceiling, which is only slightly better than IFR approach.
      - The analysis of Site 3 looked at different alignments for the runway to see if minimums could be improved.
    - The analysts made assumptions about the inner approach area—glide slope qualification surface—Part 77 obstructions identified in the Master Plan.
      - Assumed in the analysis that we could deal with the tree obstructions across Favorite Bay from Site 3.
        - Looks like about 50 acres of trees would have to be removed, depending on the height of the trees.
    - Cody isn't sure how the Part 135 operators would view the minimums at Site 3.

- Verne noted that most of those operators use VFR but that it could be an issue for medevac operators.
- For the Master Plan process, the ADOT&PF directed the consultant to find the site that was the best for instrument approach capabilities.
  - The key will be how Site 3 compares to other alternatives.
    - We are just beginning the process of identifying alternatives to analyze.
      - Matt reviewed the alternatives screening process outlined in the notes for the weekly telecon with FAA dated June 11, 2008.
- Verne asked if the wind monitors were still working as hoped and whether any surprising has appeared.
  - The monitors are working exactly as they are supposed to.
  - The only surprise is how little wind appears to be out there.
    - Which gives us flexibility to adjust alignments to try to get better approaches.

#### *August Meetings*

- We will coordinate with Mayor Howard and JR to identify people to interview.
- We will also do one-on-one interviews, door-to-door surveys, and have open time slots for anyone to talk to us who wants to.

#### *Other*

- Verne asked if we had a project team roster/contact list that we could provide him.
  - SWCA answered in the affirmative and will send the list to Verne ASAP.



REPLY TO  
ATTENTION OF:

DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, ALASKA  
REGULATORY DIVISION  
P.O. BOX 6898  
ELMENDORF AFB, ALASKA 99506-0898

JUN 20 2008

Regulatory Division  
POA-2007-854

Ms. Leslie Grey  
Federal Aviation Administration  
222 West 7<sup>th</sup> Avenue, #14  
Anchorage, Alaska 99513-7504

Dear Ms. Grey:

Your letter pertaining to the intent of the Federal Aviation Administration's (FAA) to prepare an Environmental Impact Statement (EIS), with respect to a proposal by the Alaska Department of Transportation and Public Facilities (ADOT) for the Angoon Airport Improvements Project within the Admiralty National Monument, has been received. Your letter also requested that the United States Army Corps of Engineers (Corps) participate as a cooperating agency.

Based on our review of information previously furnished by ADOT, and available to our office, we have determined that the proposed project would involve the placement of dredged and/or fill material into waters of the United States under our regulatory jurisdiction.

The Corps agrees to coordinate with the FAA as a cooperating agency pursuant to 40 CFR 1501.5 and 1501.6(a) and 1508.16). One of the major functions of our involvement will be to ensure that your resulting EIS may be adopted by the Corps for purposes of exercising its regulatory authority. Specifically, we would assure that information necessary to make a compliance determination for the Section 404(b) (1) Guidelines is developed and incorporated in the EIS. As a cooperating agency, the Corps will be responsible to the lead agency for providing environmental information which is directly related to the regulatory matter involved, and which is required for the preparation of an EIS. This in no way shall be construed as lessening the District Commander's ability to request the applicant to furnish appropriate information as necessary. Also, if the District Commander believes a public hearing should be held, we shall request such a hearing and provide the Corps' reasoning for the request. If circumstances warrant, any public hearing(s) could be held jointly.

Please contact Mr. John C. Leeds, III, at (907) 790-4490, by e-mail at [john.c.leeds@poa.usace.army.mil](mailto:john.c.leeds@poa.usace.army.mil), or by mail at the letterhead address, if you have questions.

Sincerely,

A handwritten signature in blue ink, reading "Glen E. Justis", is written over the typed name and title.

Glen E. Justis  
Chief, East Branch



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

July 2, 2008

Matthew Fred, Jr.  
President  
Angoon Community Association  
P.O. Box 188  
Angoon, AK 99820

Dear President Fred, Jr.:

It has been great working with you on the Angoon Airport Environmental Impact Statement (EIS) process, and I look forward to continued involvement from you and other members of the Angoon Community Association (ACA) Council. My goal is to ensure that we have the clearest and most efficient communication possible throughout this project. As you know, the Alaska Department of Transportation and Public Facilities' (DOT&PF) proposal to use federal funds to build an airport to service the City of Angoon requires Federal Aviation Administration (FAA) approval under the Airport Improvement Program [Title 49 U.S.C., Section 47104(a)]. This approval constitutes a federal action with the potential to have significant impacts on the human and natural environment and requires preparation of an EIS to disclose those impacts to the FAA, other agencies, and the interested public. This EIS process serves as a vehicle to solicit input from interested parties, particularly key stakeholders such as the ACA.

The FAA has statutory authority to promote and develop a safe and efficient nation-wide system of airports adequate to meet the current and projected growth in aviation (49 U.S.C. 47101). In carrying out its statutory responsibilities, the FAA must ensure that its actions comply with federal law, including the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA), among others. As the lead Federal Agency the FAA is responsible for supervising the preparation of the EIS (40 CFR Part 1501.5(a)) and complying with requirements of the NHPA (implementing regulations at 36 CFR Part 800) and Executive Order 13175 regarding government-to-government consultation with federally recognized Alaska Native tribal governments.

The ACA Council is the cultural and governmental body of the federally recognized Alaska Native community in Angoon. The ACA Council is the entity responsible for representing the members of the ACA in relations with the federal government and in perpetuating the cultural maintenance and well-being of the Alaska Native community in Angoon. As such, FAA recognizes that the ACA is a primary stakeholder in the Angoon Airport EIS process and a qualified party for formal government-to-government consultation. The ACA Council can assist the FAA throughout the EIS process by providing information and materials to help characterize the affected environment, supplying information for consideration in the EIS analysis, assisting in coordinating public meetings (in cooperation with the City of Angoon Mayor's Office), providing venues for public meetings and/or workshops as necessary (also in conjunction with the City of Angoon Mayor's Office), and officially representing the position of the ACA on issues related to the proposed airport. This

assistance can best be obtained through a clear line of communication between the FAA and the ACA Council.

As you may recall from our teleconference of April 30, 2008 with the FAA, the ACA, the City of Angoon Mayor's Office, and the FAA's third-party contractor, we discussed the best approach to coordinating information exchange between the FAA, the ACA Council, and the City. At that time, you indicated that FAA should coordinate through the City of Angoon Mayor's Office to distribute information to the citizens of Angoon, including the ACA Council. However, all parties agreed that FAA would solicit independent comments and input from the ACA Council as part of government-to-government consultation. With this in mind, the FAA has developed a communications protocol with the City of Angoon Mayor's Office (see Attachment A) that will ensure distribution of project information and documents to the ACA Council for review and comment. Documents that will be distributed for the ACA Council's review through the City of Angoon Mayor's Office include the following:

1. Those sections of the preliminary Draft EIS (DEIS) and preliminary Final EIS (FEIS) pertinent to resources under the jurisdictional authority or of special concern to ACA Council (provision of certain information related to the preliminary DEIS and preliminary FEIS may be subject to limitations from existing laws and/or policy; for example, the National Historic Preservation Act restricts the distribution of archaeological site location information).
  - a. FAA will allow a minimum 30-day period for the ACA Council to complete their review of the aforementioned sections of the preliminary DEIS and preliminary FEIS. This time period may be extended upon request to FAA by the ACA Council.
2. The Public DEIS (entire document) and Public FEIS (entire document).
  - a. FAA will allow a minimum 45-day period for the ACA Council to complete their review of the Public DEIS and Public FEIS. This time period may be extended upon request to FAA by the ACA Council.
3. Technical reports related to resources under the jurisdiction or of special concern to the ACA Council (subject to limitation from existing laws and/or policy as described in Item 1 above).

As noted previously, there are many ways that the ACA Council can assist the FAA in expediting the EIS process and incorporating the Council's comments into the FAA's final decision about the airport. These include:

- Coordinating with the City of Angoon Mayor's office on EIS public meeting times and EIS public meeting locations.
- Helping the City of Angoon Mayor's Office to arrange for buildings or rooms for public meetings in Angoon related to the Angoon Airport EIS, as well as posting public meeting notices in community buildings and otherwise helping to inform interested citizens and public officials of upcoming meetings.
- Submitting comments on the sections of the preliminary DEIS and preliminary FEIS sections distributed to the ACA by the City of Angoon Mayor's Office within the aforementioned 30-day period, or requesting additional time from the FAA if necessary. The ACA Council may choose to



submit their comments on the sections of the preliminary independently or jointly with the City of Angoon Mayor's Office.

- Submitting comments on the Public DEIS and Public FEIS documents distributed to the ACA by the City of Angoon Mayor's Office within the minimum 45-day comment period, or requesting additional time from the FAA if necessary. The ACA Council may choose to submit their comments independently or jointly with the City of Angoon Mayor's Office.

In order to further facilitate consultation between the FAA and the ACA Council:

- All communications to the ACA Council by the FAA or the FAA's third-party contractor will be directed through the Council President.
- The FAA and/or the FAA's third-party contractor (at the request of FAA) will communicate directly with the ACA Council President for data requests, local experience questions, technical report review, or technical expertise as part of government-to-government consultation. The ACA Council President may delegate an alternative contact on his/her behalf.
- FAA encourages that all information requests from ACA Council regarding the Angoon Airport EIS project be directed to Leslie Grey, FAA Project Manager for the Angoon Airport EIS.

### Confidentiality

Ensuring confidentiality in information exchanged between the FAA and the ACA Council builds mutual trust and encourages free and open dialogue. Both parties may provide information the other that cannot or should not be shared with members of the general public or other parties. To that end:

- All preliminary EIS sections, technical reports, and other pre-decisional information distributed to the ACA Council by the FAA (directly or through the City of Angoon Mayor's Office) will be used for internal review only and not released to the general public. Such information is considered confidential and will be marked "Not for Public Release".
- Information provided to the FAA by the ACA Council and identified as privileged information by being marked "Not for Public Release" or "Confidential" will be kept confidential by the FAA.

Finally, for the purpose of the EIS process and the government-to-government consultation, the official point of contact for both the FAA and the ACA Council will be as follows:

Leslie Grey – AAL-614  
 FAA Project Manager  
 Angoon Airport EIS  
 222 W. 7<sup>th</sup> Avenue #14  
 Anchorage, Alaska 99513-7587  
 907.271.5453  
[Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

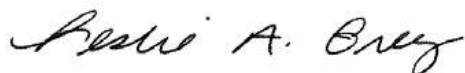
Matthew Fred, Jr.  
 President  
 Angoon Community Association  
 PO Box 188  
 Angoon, Alaska 99820  
 907.788.3411  
[jrwolf6@yahoo.com](mailto:jrwolf6@yahoo.com)

Sheri Murray Ellis, a member of the FAA's third-party contractor helping to prepare the EIS, is assisting the FAA with the government-to-government consultation. Ms. Ellis will serve as a secondary contact for the ACA Council. Her contact information is as follows:

Sheri Murray Ellis  
Asst. Project Manager  
Angoon Airport EIS  
257 E. 200 S., Suite 200  
Salt Lake City, UT 84111  
801.322.4307  
[sellis@swca.com](mailto:sellis@swca.com)

Again, I look forward to your continued participation in this project and to working with you to ensure that the FAA responds to your information needs throughout this process.

Sincerely,



Leslie Grey  
FAA Project Manager, Alaskan Region  
Angoon Airport EIS

Attachment: Communications Protocols, FAA and City of Angoon

cc: S. Ellis (SWCA)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

## ATTACHMENT A

Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

July 2, 2008

Albert Howard  
Mayor  
City of Angoon  
P.O. Box 189  
Angoon, AK 99820

Dear Mayor Howard:

It has been great working with you on the Angoon Airport Environmental Impact Statement (EIS) process, and I look forward to continued involvement from you, the City Council, and the citizens of Angoon. My goal is to ensure that we have the clearest and most efficient communication possible throughout this project. As you know, the Alaska Department of Transportation and Public Facilities' (DOT&PF) proposal to use federal funds to build an airport to service the City of Angoon requires Federal Aviation Administration (FAA) approval under the Airport Improvement Program [Title 49 U.S.C., Section 47104(a)]. This approval constitutes a federal action with the potential to have significant impacts on the human and natural environment and requires preparation of an EIS to disclose those impacts to the FAA, other agencies, and the interested public. This EIS process serves as a vehicle to solicit input from interested parties, particularly key stakeholders such as the City of Angoon.

Because of the importance of this project to the local community, as well as the knowledge and experience the community can offer, I would like to continue to work through the City of Angoon to ensure a reliable flow of information between the FAA and the citizens of Angoon. This process will help expedite the completion of the EIS and issuance of a decision by the FAA. With that in mind, and as per our conversation in our April 30, 2008 teleconference, I have drafted this communication protocol between the FAA and the City of Angoon. The purpose of this protocol is to ensure efficient and effective communication between the FAA and the City of Angoon, thereby addressing the mutual interests of both parties while complying with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4332), and as detailed in the Council on Environmental Quality (CEQ) regulations for Implementing the Procedural Provisions of NEPA (40 CFR Part 1500), as well as FAA Orders 1050.1E *Environmental Impacts: Policies and Procedures*, 5050.4B *NEPA Implementing Instructions for Airport Actions*, and the FAA Airports Desk Reference.

The FAA has statutory authority to promote and develop a safe and efficient nation-wide system of airports adequate to meet the current and projected growth in aviation (49 U.S.C. 47101). In carrying out its statutory responsibilities, the FAA must ensure that its actions comply with NEPA. As the lead Federal Agency the FAA is responsible for supervising the preparation of the EIS (40 CFR Part 1501.5(a)).

The City of Angoon is the local governmental entity responsible for meeting the needs of the community of Angoon, such as providing local infrastructure, providing necessary amenities, and responding to public

concerns. As such, FAA recognizes that the City is a primary stakeholder in the Angoon Airport EIS process. The City can help provide information and materials to help characterize the affected environment, supply information for consideration in the EIS analysis, assist in coordinating public meetings, and provide venues for public meetings and/or workshops as necessary. This assistance can best be obtained through a clear line of communication between the FAA and the City. With this in mind, we propose the following communication protocol between the FAA and the City of Angoon.

Under this protocol, the FAA will:

1. Coordinate with the City of Angoon Mayor's Office on the dissemination of information related to the EIS.
2. Coordinate with the City of Angoon Mayor's Office in organizing meetings for the public scoping and public comment periods and any other public meetings deemed necessary or appropriate by the FAA.
3. Provide meeting notices for public scoping and public comment meetings to the City of Angoon Mayor's Office for display in community buildings.
4. Provide to the City of Angoon Mayor's Office and/or City Council electronic and/or hard copies of the following for their review and comment and for distribution to the Angoon Community Association (ACA) Council:
  - a. Those sections of the preliminary DEIS pertinent to resources under the jurisdictional authority or of special concern to the City of Angoon and/or ACA (provision of certain information related to the preliminary DEIS may be subject to limitations from existing laws and/or policy; for example, the National Historic Preservation Act restricts the distribution of archaeological site location information).
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5. Allow a minimum 30-day period for the Mayor's Office and/or City Council to complete their review of the aforementioned sections of the preliminary DEIS and preliminary FEIS. This time period may be extended upon request to FAA by the Mayor. The ACA will be allowed an identical timeline for their review as spelled out in a separate letter to the ACA from the FAA.
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1. Coordinating with other local groups and organizations, such as the ACA, to distribute information related to the EIS and NEPA process to the citizens of Angoon. Please, note that in terms of meeting the requirements of Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments* and Section 106 of the National Historic Preservation Act and related federal legislation, FAA will communicate directly with ACA as part of the required government-to-government tribal consultation process.
2. Coordinating with other local groups and organizations, such as the ACA, on EIS public meeting times and EIS public meeting locations.
3. Providing or helping to arrange for buildings or rooms for public meetings in Angoon related to the Angoon Airport EIS, as well as posting public meeting notices in community buildings and distributing public meeting notices to interested citizens and public officials.
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5. Providing copies of the Public DEIS and Public FEIS documents to interested citizens and local public officials, including the ACA Council. The Mayor may also request that the FAA deliver those documents directly to Angoon residents or officials.
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Both parties agree that:

1. All communications to the City of Angoon by the FAA or the FAA's third-party contractor will be directed through the Mayor.
2. The FAA and/or the FAA's third-party contractor (at the request of FAA) will communicate directly with the City of Angoon Mayor's Office for data requests, local experience questions, technical report review, or technical expertise. The Mayor may delegate an alternative contact on his/her behalf.
3. FAA encourages that all information requests from the City of Angoon or City Council regarding the Angoon Airport EIS project be directed to Leslie Grey, FAA Project Manager for the Angoon Airport EIS.

4. Confidentiality

- a. All preliminary EIS sections, technical reports, and other pre-decisional information submitted to the Mayor and/or City Council of the City of Angoon by the FAA will be used for internal review only and not released to the general public. Such information is considered confidential and will be marked "Not for Public Release". An identical agreement will be arranged with the ACA in a separate letter to the ACA from the FAA.
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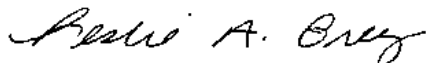
5. The official point of contact for both the FAA and the City of Angoon will be as follows:

Leslie Grey – AAL-614  
 FAA Project Manager  
 Angoon Airport EIS  
 222 W. 7<sup>th</sup> Avenue #14  
 Anchorage, Alaska 99513-7587  
 907 271-5453  
[Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

Albert Howard  
 Mayor  
 City of Angoon  
 PO Box 189  
 Angoon, Alaska 99820  
 907 788-3654  
[Alclhoward99@yahoo.com](mailto:Alclhoward99@yahoo.com)

Again, I look forward to your continued participation in this project and to working with you to ensure that the FAA responds to your information needs throughout this process.

Sincerely,



Leslie Grey  
 FAA Project Manager, Alaskan Region  
 Angoon Airport EIS

cc: S. Ellis (SWCA)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

July 2, 2008

Albert Howard  
Mayor  
City of Angoon  
P.O. Box 189  
Angoon, AK 99820

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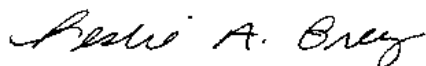
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Albert Howard  
 Mayor  
 City of Angoon  
 PO Box 189  
 Angoon, Alaska 99820  
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[Alclhoward99@yahoo.com](mailto:Alclhoward99@yahoo.com)

Again, I look forward to your continued participation in this project and to working with you to ensure that the FAA responds to your information needs throughout this process.

Sincerely,



Leslie Grey  
 FAA Project Manager, Alaskan Region  
 Angoon Airport EIS

cc: S. Ellis (SWCA)

**COMMUNICATION PROTOCOL  
BETWEEN  
FEDERAL AVIATION ADMINISTRATION, ALASKAN REGION AIRPORTS DIVISION  
AND  
ALASKA DEPARTMENT OF NATURAL RESOURCES,  
OFFICE OF PROJECT MANAGEMENT AND PERMITTING,  
ANILCA IMPLEMENTATION PROGRAM  
ANGOON AIRPORT EIS  
(JULY 16, 2008)**

The Alaska Department of Transportation and Public Facilities (DOT&PF) proposes to construct and operate a new airport near the City of Angoon, Alaska. The Federal Aviation Administration (FAA) has determined that FAA approval for the proposed airport constitutes a Federal action with the potential to significantly affect the quality of the human and natural environment. Accordingly, the FAA is preparing an Environmental Impact Statement (EIS) to disclose potential impacts to the FAA, other agencies, and the public. The goal of this communication protocol between the FAA and the Alaska Department of Natural Resources, Office of Project Management and Permitting (OPMP), Alaska National Interest Lands Conservation Act (ANILCA) Implementation Program (ANILCA Program) is to foster a working atmosphere of cooperation that serves the mutual interests of state agencies and the FAA as well as the public, in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4332) and as detailed in the Council for Environmental Quality (CEQ) regulations for Implementing the Procedural Provisions of NEPA (40 CFR Part 1500).

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The ANILCA Program is responsible for developing consolidated State of Alaska comments for projects with an ANILCA component (P.L. 96-487). Because the site for the airport proposed in the DOT&PF Angoon Airport Master Plan (2007) is located within Admiralty Island National Monument/Wilderness, it is possible that project implementation will require a transportation and utility system authorization pursuant to ANILCA Title XI. This protocol is intended to facilitate communication between the FAA and the ANILCA Program throughout the Airport EIS NEPA Record of Decision (ROD) and ANILCA processes.

Under this protocol, the FAA agrees to:

1. Initiate contact with State agencies for scoping and public comment periods through the ANILCA Program.
2. Provide meeting notices for scoping and public comment meetings for the Draft EIS (DEIS) and Final EIS (FEIS) for the Angoon Airport EIS to the ANILCA Program for distribution to interested and affected State agencies.

3. Provide an electronic and/or hard copy of the preliminary DEIS (internal review draft) and preliminary FEIS for review and distribution to all interested and affected State agencies.
4. Provide a minimum 45-day review period for submitting scoping comments and draft document reviews.
5. Provide the ANILCA Program a copy of the agency contact list developed for the project.

The ANILCA Program agrees to:

1. Transmit meeting notices to responsible staff within interested and affected State agencies.
2. Transmit draft NEPA documents for multiple State agency review to interested and affected State agencies, unless State agencies ask FAA to deliver those documents directly.
3. Consolidate comments regarding resource and other related state issues, the NEPA process, and ANILCA from State agencies, except the DOT&PF, during internal and public review periods, including scoping, preliminary and public review DEISs, and preliminary and public FEISs. The purpose of this coordinated response effort is to eliminate redundancy and, to the extent possible, minimize or eliminate conflicting comments from state agencies so that the State speaks with one voice.
4. Submit electronic and/or hardcopy consolidated comments to FAA representing all interested and affected State agencies during the scoping, preliminary, and public review phases within the published comment periods.
5. As appropriate, provide technical assistance and advice to the FAA and FAA's 3<sup>rd</sup> party contractor relating to the ANILCA Title XI process.
6. Keep DOT&PF apprised of actions taken under ANILCA Program Items 1-4, above.
7. Be responsible for coordinating state comments on the EIS, which, in addition to other state interests, may address issues specifically related to project permitting. At the project permitting stage, if required, the Division of Coastal and Ocean Management will coordinate coastal management comments from participating state agencies and coastal districts during the Alaska Coastal Management Program (ACMP) consistency review. Depending on the applicable ACMP regulations, state permitting requirements may be addressed either through the consistency review process or separately by individual state agencies with permitting authority applicable to the project.

Both parties agree that:

1. The FAA or the FAA's third-party contractor can communicate directly with any State agency or individual within State agencies for information such as data requests, local experience questions, technical report review, or other technical expertise.

2. The official point of contact for both the FAA and ANILCA Program will be as follows:

Leslie Grey – AAL-614  
FAA Project Manager  
Angoon Airport EIS  
222 W. 7<sup>th</sup> Avenue #14  
Anchorage, Alaska 99513-7587  
907 271-5453  
[Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

Susan Magee  
ANILCA Project Coordinator  
550 W 7<sup>th</sup> Avenue, Suite 705  
Anchorage, Alaska 99501  
907 269-7529  
Susan.Magee@alaska.gov

## FAA/FS MOU TELECONFERENCE – JULY 21, 2008

**0200 PM AK/0400 PM MT Time**

**Call-In Number: 1-866-210-1669**

**Passcode: 4578965#**

**Potential Participants:** Leslie Grey (FAA), Sheri Ellis (SWCA), Matt Petersen (SWCA), George Weekley (SWCA), Kathy Rodriguez (USFS), and Erik Spillman (USFS)

1. Teleconference Objectives
2. Discussion of MOU and project deliverable review protocols
3. Dispute resolution protocols
4. Washington Office MOU comments
5. Forest Service Resource Specialists for Angoon project
6. Forest Service Point of Contact
7. General Question/Answer



## Angoon Airport EIS FAA/DOT&PF Teleconference Notes

**Date of Teleconference:** July 23, 2008

**Notes Compiled By:** G. Weekley (SWCA)

**Participants:**

Leslie Grey (FAA)	Cody Fussell (BDC)
Matt Petersen (SWCA)	George Weekley (SWCA)
Verne Skagerberg (ADOT&PF)	Brad Rolf (BDC)

**Next Teleconference:** August 13, 2008

**AGENDA ITEM NOTES:**

*Supplemental Aviation Planning*

- Verne has received the draft supplemental planning document, but has not reviewed it.
- BDC has completed a detailed runway analysis for Site #3 and was able to get an approach, but not a precision approach. The supplemental planning document describes the approach and visibility analysis in the appendix.
- There may be a possibility of getting a procedure approach if Site #3 is turned counterclockwise.
- At this point in data collection, wind is a moot point. There may be a month or two in the fall, where wind may not be ideal, but we will not know until data is collected.
- BDC is looking for a site with the best possible approach. Using Site #3 as the initial evaluation, BDC is looking at the close-in approach for other sites at the initial screening level. We would like to know what the lowest threshold of acceptability for DOT.
- DOT&PF is not set on a precision approach. Ideally, they would like an optimized instrument approach. Brad asked what the minimum instrument approach capability would be to meet the DOT&PF's project needs. Verne suggested looking at published instrument approaches for other small airports in Alaska and use that as a guideline for the minimum desired instrument approach capability. He recommended that for medical evacuations, look at the instrument approach requirements for the King Air aircraft used in Southeast Alaska.
- Some of the feasible sites may be in conflict with land ownership, and other criteria.
- Verne is concerned that removing property from the community does not support community growth and interest and therefore would also potentially be inconsistent with project purpose and need. However, he did understand the potential conflicts that we were facing between land use, airport operational constraints, and wilderness values.

*MOUs and Protocol Agreements*

- Verne will review the OPMP communication protocol and get it back to Leslie.

*August Meetings*

- We have a full schedule for the August meetings. Matt will send out a meeting itinerary to Verne. Matt will also send subsequent copies of the itinerary if attendees, etc. change.

*Southeast Conference*

- Matt will send the Southeast Conference talking points to Verne today after incorporating Leslie's comments.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

July 29, 2008

John C. Leeds, III  
U.S. Army Corps of Engineers, Alaska  
Regulatory Division  
P.O. Box 6898  
Elmendorf AFB, AK 99506-6898

### **Cooperating Agency Agreement for Angoon Airport EIS**

Dear Mr. Leeds:

As you are aware, the Federal Aviation Administration (FAA) is initiating preparation of an Environmental Impact Statement (EIS) for the Angoon Airport, Angoon, Alaska. The EIS will disclose the effects of constructing a new land-based airport near the community of Angoon on Admiralty Island.

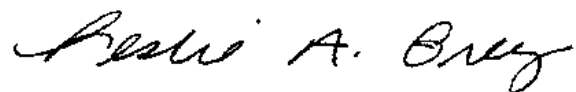
I was excited to see in the June 20, 2008 letter from Glenn Justis that your agency is interested in participating in the EIS as a Cooperating Agency. CEQ regulations encourage the lead agency to develop written agreements with cooperating federal or state entities that have jurisdiction by law, or special expertise with respect to issues of concern (40 CFR § 1501.6 and § 1508.5). This agreement will help foster a working atmosphere of cooperation that serves the mutual interests of all parties and the public in compliance with the National Environmental Policy Act. The EIS will allow the FAA to make an informed decision regarding an airport in Angoon, and your staff will provide critical insight to the key environmental concerns and methods for evaluating and addressing those concerns.

Mr. Justis identified you as the contact person with regards to developing the cooperative agreement between the FAA and your agency. I have attached a draft cooperative Memorandum of Agreement (MOA) between FAA and the Corps for your review. The MOA describes our respective roles in the EIS, provides regulatory framework, and outlines the respective commitments for each agency during the course of the EIS. This MOA is based on agreements that FAA has established with state and federal agencies, including the Corps, on other recent Airport EIS projects within Alaska, so I am confident it provides sufficient assurances concerning product reviews, communications, timeframes, and other aspects of a cooperating agency relationship. However, please let me know if you have suggested additions or other recommendations that will help to strengthen the relationship.

If possible, I would like to have the agreement completed prior to our scoping kickoff meetings, which are currently scheduled for October 2008. Accordingly, I would prefer if you could submit comments on or recommendations for revisions to the draft MOA by August 31. In the

meantime, please do not hesitate to call me at 907-271-5453 should you have questions. Thank you very much.

Sincerely,

A handwritten signature in black ink that reads "Leslie A. Grey". The signature is written in a cursive, flowing style.

Leslie A. Grey  
Alaskan Region - Airports Division  
Project Manager  
Angoon Airport EIS

1 Atch: Draft MOA for Angoon Airport EIS



# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT



### **Angoon Airport Environmental Impact Statement Project Update: August 12, 2009**

Since our last update, the Angoon Airport Environmental Impact Statement (EIS) Team has begun the next major phase of the project: expanding our understanding of project area resources and issues. As part of this process, we've taken several new, exciting steps that'd we like to share with you!

#### ***Our fieldwork activities are almost done!***

- Our field crews are currently wrapping up resource data collection in Angoon. Fieldwork to date has consisted of:
  - ✓ Eagle, goshawk, and black oystercatcher nest surveys
  - ✓ Wetlands, wildlife, and vegetation studies
  - ✓ Cultural resource surveys
  - ✓ Geomorphology studies
  - ✓ Fisheries and stream (hydrology) surveys
  - ✓ Geotechnical studies
  - ✓ Visual resource studies
- Staff from National Marine Fisheries Service (NMFS) and the U.S. Forest Service (USFS) joined the cultural resource survey crew during their fieldwork in July in order to become more familiar with the resources in the project area. During our visit, we also conducted interviews with tribal elders and others in Angoon to assist in the identification of cultural resources that could be affected by any of the alternatives.
- Field crews have been taking photographs and video footage of their activities in the Angoon area. These multimedia files have been posted on the project website, [www.angoonairporteis.com](http://www.angoonairporteis.com), and will be augmented later in the calendar year with additional audio and text descriptions.
- The EIS Team continues to gather wind data from the three wind monitors installed in early 2008, including conducting additional noise monitoring this month.
- We will be posting fieldwork summaries on the project website this fall. We will send out an email announcement when the summaries are available.

#### ***We've continued to engage agencies and public stakeholder groups.***

- The EIS Team visited Juneau and Angoon in early July to provide project updates to agencies, non-governmental organizations, the residents of Angoon, and other interested stakeholders. The Team met with USFS, NMFS, and U.S. Army Corps of Engineers; Southeast Alaska Conservation Council (SEACC) and Friends of Admiralty Island (FOA); and Kootznoowoo, Inc.; and provided legislative updates for Senator Kookesh and Representative Thomas.
- The Team also met with Angoon Mayor Albert Howard and Angoon Community Association (ACA) President Wally Frank, Sr. and interested ACA council members to provide a project update and to review tribal consultation processes and protocols. This outreach to the ACA is part of FAA's commitment to high quality government-to-government consultation with tribal entities throughout the EIS process.
- During our visit to Angoon, the EIS Team—accompanied by Admiralty Island Monument District Ranger Marti Marshall—held two public open house meetings to provide project updates and answer questions from Angoon residents.
- In addition to receiving great comments at our agency and stakeholder meetings and the open houses, the EIS Team conducted audio interviews with interested Angoon residents, stakeholder groups, and agency staff on their view of the project. We'll be posting these on our project website in the upcoming months.





# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT



- We recently sent out a project newsletter to all stakeholders on our mailing list, to provide updates and share a personal message from our FAA project manager, Leslie Grey. Please let us know if you did not receive this, or if you know of someone who would like to be on our mailing list!

### ***We're in the news!***

- Leslie Grey was interviewed by Alaska NPR radio as part of our media blitz prior to the fieldwork season. You can hear her interview on the Angoon Airport EIS project by going to our website at [www.angoonairporteis.com](http://www.angoonairporteis.com).
- In May, the *Juneau Empire* published a news story about our upcoming fieldwork activities.

### ***Our scoping meetings and final scoping report are complete.***

- The EIS Team completed scoping meetings in October of 2008 and has summarized all comments as part of a final scoping report.
- A summary of scoping comments is available on-line, at our project website. The website also includes a summary of our subsistence findings from interviews with local Angoon residents.

### ***We want your comments and questions.***

- We will be scheduling a webinar and/or meetings in Juneau and Angoon this fall or early winter to share the preliminary results of our fieldwork with all interested parties.
- You can also go to our project website today and sign up for email updates. The website has been updated and redesigned for improved ease of use. The website also contains a scoping meeting survey designed to gather feedback on the meetings we held last year.

**For more information on the Angoon Airport EIS**, visit [www.angoonairporteis.com](http://www.angoonairporteis.com). If you have questions regarding this project update or the project's progress, you may also contact FAA Project Manager Leslie Grey at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

## **AGENDA FAA/SHPO, EPA, AND STATE ANILCA PROGRAM MEETING– AUGUST 18, 2008**

**Participants: Leslie Grey (FAA), Verne Skagerberg (DOT&PF), Matt Petersen (SWCA), Sheri Ellis (SWCA), George Weekley (SWCA), Janet Guinn (SWCA), Brad Rolf (BDC), Cody Fussell (BDC), Susan Magee (OPMP), Sally Gibert (OPMP), and Jennifer Curtis (EPA)**

**Time: 1:30 to 3:00 pm**

**Location: GSA Conference Room A, FAA Offices, 222 W 7<sup>th</sup> Ave., Anchorage**

1. Welcome and introductions
2. Overview of supplemental airport planning process and review of results to date
3. Next steps in refining the Proposed Action and developing preliminary alternatives
4. Next steps in EIS and ANILCA processes and anticipated schedule
5. Question and answer

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com).

If you have questions regarding this agenda or project progress, you may also contact Leslie Grey, FAA Project Manager at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)



## AGENDA FAA/NGO MEETING– AUGUST 19, 2008

**Participants: Leslie Grey (FAA), Verne Skagerberg (DOT&PF), Matt Petersen (SWCA), Sheri Ellis (SWCA), George Weekley (SWCA), Janet Guinn (SWCA), Brad Rolf (BDC), Cody Fussell (BDC), Shelly Wright (Southeast Conference), Jenny Pursell (Friends of Admiralty), and Buck Lindekugel (SEACC)**

**Time: 11:00 AM to 1:00 pm**

**Location: SE Conference Offices, 612 W Willoughby Avenue, Juneau**

1. Welcome and introductions
2. Project overview
3. Overview of supplemental airport planning process and review of results to date
4. Next steps in refining the Proposed Action and developing preliminary alternatives
5. Next steps in EIS and ANILCA processes and anticipated schedule
6. Organization involvement in EIS
7. Organization Communication
8. Question and answer

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com).

If you have questions regarding this agenda or project progress, you may also contact Leslie Grey, FAA Project Manager at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

## **AGENDA: INTRODUCTION TO AIRPORT PLANNING TRAINING– AUGUST 20, 2008**

**Participants:** Leslie Grey (FAA), Verne Skagerberg (DOT&PF), Matt Petersen (SWCA), Sheri Ellis (SWCA), George Weekley (SWCA), Janet Guinn (SWCA), Brad Rolf (BDC), Cody Fussell (BDC), US Forest Service team (USFS), Richard Enriquez (FWS), Chiska Derr (NMFS), John C. Leeds (USACOE), Erin Allee (Alaska CZM), Alexandra Duqua (ADNR), Brenda Krauss (ADEC), Jason Shull (ADF&G-SF), Karin McCoy (ADF&G-WC), Kevin Monagle (ADF&G-CF), Shelly Wright (Southeast Conference), Jenny Pursell (Friends of Admiralty), Buck Lindekugel (SEACC), and Peter Naoroz (Kootznoowoo Inc.)

**Time:** 9:00 am to 12:00 pm

**Location:** Federal Building, Room 445, NMFS Office, 709 W 9th Street, Juneau

1. Introductions and Opening Comments
2. Project Introduction
3. Relationship Between Airport Planning and NEPA
4. Airport Planning Basics
5. Supplemental Airport Planning
6. Memorandum/Working Paper One
7. Comments and Questions
8. Adjourn

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com).

If you have questions regarding this agenda or project progress, you may also contact Leslie Grey, FAA Project Manager at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

# Introduction to Airport Planning

August 20, 2008

## Angoon Airport Angoon, AK Environmental Impact Statement



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# Agenda

- Introductions and Opening Comments
- Project Introduction
- Relationship Between Airport Planning and NEPA
- Airport Planning Basics
- Supplemental Airport Planning Memorandum/Working Paper One
- Comments and Questions
- Adjourn

**Angoon Airport**



Angoon, AK

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# The Study Team

- Federal Aviation Administration (FAA) – **Lead Federal Agency**
- Alaska Department of Transportation & Public Facilities – **Sponsor**
- Cooperating Agencies
- Tribal Organizations
- Federal, State, and Local Agencies
- Local Governments
- Third Party Contractor Team

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# Relationship Between Airport Planning and NEPA

- Airport planning provides the basis for a project's purpose and need and alternatives that the FAA will carry into its NEPA analysis.

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# FAA Planning Team

- Airport planners, environmental specialists, and engineers work together throughout the project formulation and development processes

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# Airport Planning Information Critical to the NEPA Process

- An Inventory of Existing Conditions and Facilities
- An ALP Showing Proposed Development
- Project Linkages Versus Independent Utility
- Aircraft Operation and Enplanement Forecasts
- The Design Aircraft and Fleet Mix for Forecasts
- The Existing Capacity to Accommodate Forecasts
- Facility Requirements Needed to Accommodate Forecasts

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# Airport Planning Information Critical to the NEPA Process *Continued*

- Timing & Phasing of the Projected Necessary Airport Development
- Runway Utilization and Flight Tracks
- An Airspace Analysis

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# Prior to Commencing NEPA

- Justification of the Scope and Timing of the Project's Planned Facilities
- Identification and Consideration of all Reasonable Planning Alternatives
- Identification of Coordination, Studies, and other Information Likely Required for Later Federal Action

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# Governmental & Community Involvement

- Establish Long-term Cooperative Consultation Between the Airport Sponsor and Local, Regional, and State Governments
- Successful Projects Involve the Community Early in Airport Master Planning and NEPA Process.

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# Conceptual Engineering

- To avoid prejudging alternatives, engineering should be limited to that necessary to:
- *Define alternatives*
  - *Assess aeronautical safety and utility*
  - *Comparatively analyze environmental impacts*
  - *Inform the public and resource agencies*
  - *Identify potential mitigation*
  - *Determine the order of magnitude of project costs*

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# Facility Requirements/ Purpose and Need

- FAA planners should ensure that the “Facility Requirements” analysis provides information sufficient to provide a basis for describing the “Purpose and Need” for proposed Federal actions.

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# Alternative Analysis

- The master plan is not intended to establish a single project alternative for NEPA evaluation, but to identify alternatives that meet the airport's aeronautical needs
- It may establish the sponsor's recommended alternative
- It should document the justification for any sponsor recommended alternative, as well as the reasons for not recommending others
- It should consider all reasonable alternatives

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# Alternative Analysis and NEPA

- A NEPA document may consider alternatives that are not within the jurisdiction of the airport sponsor or the FAA
- During the NEPA process, alternatives not previously considered may be identified

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# Airport Planning Basics

- System Plans
- Master Plans
- Special Area Plans (Airside & Landside)
- Runway Siting, Alignment, and Design
- Taxiway Layout & Design and Facilities
- Aircraft Storage Facilities (Hangar and Apron Layout & Design)

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# Airport System Planning

→ Airport System Plans are Typically Developed at the National, State, Regional, and Local Level.

- *The National Plan of Integrated Airport Systems (NPIAS)*
- *Statewide Integrated Airport Systems Planning*
- *Regional Integrated Airport Systems Planning*
- *Airport Master Plans*

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# Attributes of the Airport System

- Airports Should be Safe and Efficient, Located at Optimum Sites, and be Developed and Maintained to Appropriate Standards
- The System Should Provide as Many People as Possible with Convenient Access to Air Transportation
- Airports Should be Flexible and Expandable, able to Accommodate Increased Demand and New Aircraft Types
- Airports Should be Permanent, with Assurances that They Will Remain Open for Use Over the Long Term
- Airports Should be Compatible with Surrounding Communities
- The Airport System Should Help Air Transport Contribute to a Productive and Competitive National Economy

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# Airport Master Planning

- A Community's Concept of the Long-term Development of Their Airport
- Prepared to Support the Modernization or Expansion of Existing Airports or the Creation of a New Airport.
- The Goal of a Master Plan is to Provide the Framework Needed to Guide Future Airport Development that will Cost-effectively Satisfy Aviation Demand, while Considering Potential Environmental and Socioeconomic Impacts.

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# Airport Master Planning *Continued*

- Is a Comprehensive Study of an Airport and Usually Describes the Short-, Medium-, and Long-term Development Plans to Meet Future Aviation Demand
- Updates Are Often Necessary To Accommodate Changes to Local Economics and Demand

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# Airport Master Plan Elements

→ In most cases, an Airport Master Plan will include the following elements:

- *Pre-planning*
- *Public Involvement*
- *Existing Conditions Inventory*
- *Environmental Considerations*
- *Aviation Forecasts*
- *Facility Requirements*
- *Alternatives Development & Evaluation*
- *Airport Layout Plans*
- *Facilities Implementation Plan*
- *Financial Feasibility Analysis*

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# Airport Layout Plans

- Airport Layout Plans are a product of the Airport Master Plan
- The functional components of an Airport Layout Plan extend from the airport entrance to the airspace around the airport
- Identifies both the existing and proposed future layout of facilities and features

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# Airport Layout Plan Components

- A Narrative Report/Data Sheet
- An Airport Layout Plan (ALP) Drawing
- An Airspace Drawing (Plan & Profile)
- A Drawing Depicting the Inner Portion of the Approach Surface (Plan & Profile)
- A Terminal Area Drawing, Including Access Roads
- A Land Use Drawing
- An Airport Property Map

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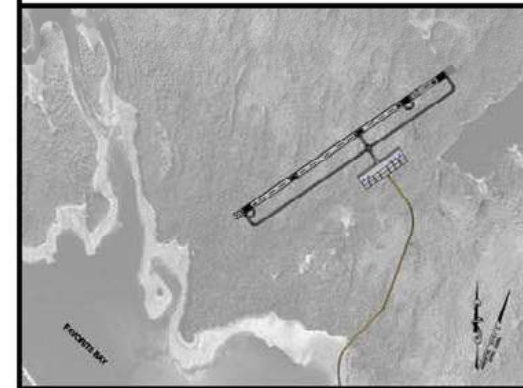
Angoon, Alaska

## Airport Layout Plan Drawing Set

### Sheet Index

SHEET 1 OF 11:	TITLE SHEET
SHEET 2 OF 11:	AIRPORT LAYOUT PLAN
SHEET 3 OF 11:	FAR PART 77 AIRSPACE PLAN: RUNWAY 3-21 - OPENING DAY
SHEET 4 OF 11:	FAR PART 77 AIRSPACE PLAN: INNER APPROACH, RUNWAY 3-21 - FUTURE
SHEET 5 OF 11:	FAR PART 77 AIRSPACE PLAN: OUTER APPROACH, RUNWAY 3 - FUTURE
SHEET 6 OF 11:	INNER RUNWAY APPROACH SURFACES: RUNWAY 3-21
SHEET 7 OF 11:	TERMINAL AREA PLAN
SHEET 8 OF 11:	LAND USE / PROPERTY & OCCUPANCY PLAN
SHEET 9 OF 11:	WETLAND PLAN
SHEET 10 OF 11:	AIRPORT PROPERTY MAP (EXHIBIT 'A')
SHEET 11 OF 11:	NARRATIVE REPORT

Airport Location



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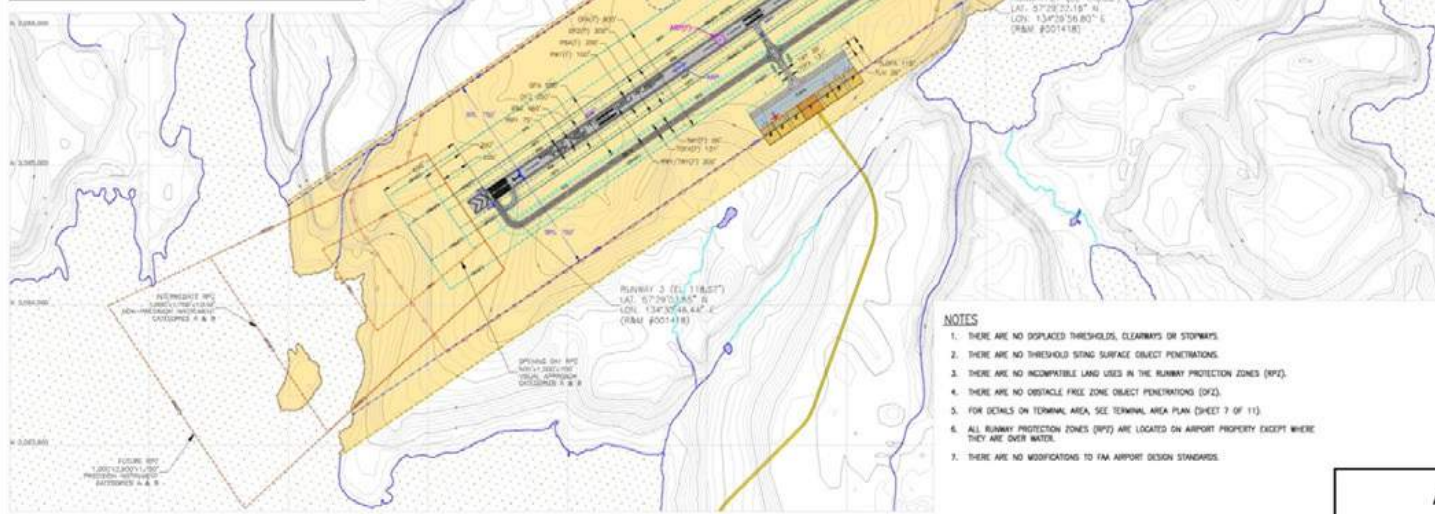
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RUNWAY DATA TABLE			
ITEM	OPENING DAY	PROPOSED	
RUNWAY CLASSIFICATION	RUNWAY 3	SOFT TISSUE SURFACE	NO CHANGE
RUNWAY 31	UNDESIGNATED	NO CHANGE	
RESTRICTED RUNWAY	RUNWAY 3	PRECISION APPROACH	NO CHANGE
RUNWAY 31	UNDESIGNATED	NO CHANGE	
FAR PART 77 APPROACH SLOPE	RUNWAY 3	3:1	NO CHANGE
RUNWAY 31	UNDESIGNATED	NO CHANGE	
APPROACH VISIBILITY MINIMUM	RUNWAY 3	1/4 NA VISIBILITY MINIMUM	NO CHANGE
RUNWAY 31	UNDESIGNATED	NO CHANGE	
RUNWAY MARKING TYPE	RUNWAY 3	NON-PRECISION	NO CHANGE
RUNWAY 31	UNDESIGNATED	NO CHANGE	
TAXI BEARING	RUNWAY 3	9.5 DEG E	NO CHANGE
RUNWAY 31	UNDESIGNATED	NO CHANGE	
MINIMUM OBSTRUCTION CLEARANCE	14 3000	17'0" E	NO CHANGE
PRECEDENT DESIGN STRENGTH	14 3000	17'0" E	NO CHANGE
PRESENT WIND COVERAGE (ICL WTS)	14 3000	17'0" E	NO CHANGE
RUNWAY DIMENSIONS	14 3000	17'0" E	NO CHANGE
RUNWAY SAFETY AREA (RSA)	14 3000	17'0" E	NO CHANGE
THRESHOLD COORDINATES	14 3000	17'0" E	NO CHANGE
RUNWAY END COORDINATES	14 3000	17'0" E	NO CHANGE
RUNWAY TOUCHDOWN ZONE END POINTS	14 3000	17'0" E	NO CHANGE
RUNWAY LEASING TYPE	14 3000	17'0" E	NO CHANGE
RUNWAY PROTECTION ZONE (RPZ)	14 3000	17'0" E	NO CHANGE
RUNWAY OBJECT FREE AREA (OFA)	14 3000	17'0" E	NO CHANGE
RUNWAY OBJECT FREE ZONE (OFZ)	14 3000	17'0" E	NO CHANGE
USUAL APPROACH AID	14 3000	17'0" E	NO CHANGE
RESTRICTED APPROACH AID	14 3000	17'0" E	NO CHANGE

AIRPORT DATA TABLE			
ITEM	OPENING DAY	PROPOSED	
FAA AND NATIONAL AIRPORT IDENTIFIERS	14 3000	17'0" E	NO CHANGE
FAA SITE NUMBER	14 3000	17'0" E	NO CHANGE
AIRPORT ELEVATION (MSL)	14 3000	17'0" E	NO CHANGE
AIRPORT REFERENCE POINT (ARP)	14 3000	17'0" E	NO CHANGE
MEAN MAXIMUM TEMPERATURE	14 3000	17'0" E	NO CHANGE
AVERAGE AND MAXIMUM WINDSPEED	14 3000	17'0" E	NO CHANGE
AIRPORT DESIGN GROUP	14 3000	17'0" E	NO CHANGE
AIRPORT APPROACH CATEGORY	14 3000	17'0" E	NO CHANGE
TAXIWAY MARKINGS	14 3000	17'0" E	NO CHANGE
OBSTACLE CLEARANCE	14 3000	17'0" E	NO CHANGE
OBSTACLE SURVEY AND TYPE	14 3000	17'0" E	NO CHANGE
NAVD 83	14 3000	17'0" E	NO CHANGE
MSL = MEAN SEA LEVEL	14 3000	17'0" E	NO CHANGE

AIRPORT FACILITIES	
NUMBER	DESCRIPTION
1	TERMINAL LEASE LOT
2	FUTURE LEASE LOT
3	FUTURE LEASE LOT
4	FUTURE LEASE LOT
5	FUTURE LEASE LOT
6	FUTURE LEASE LOT



- NOTES**
1. THERE ARE NO DISPLACED THRESHOLDS, CLEARWAYS OR STOPWAYS.
  2. THERE ARE NO THRESHOLD SIDING SURFACE OBJECT PENETRATIONS.
  3. THERE ARE NO INCOMPATIBLE LAND USES IN THE RUNWAY PROTECTION ZONES (RPZ).
  4. THERE ARE NO OBSTACLE FREE ZONE OBJECT PENETRATIONS (OFZ).
  5. FOR DETAILS ON TERMINAL AREA, SEE TERMINAL AREA PLAN (SHEET 7 OF 11).
  6. ALL RUNWAY PROTECTION ZONES (RPZ) ARE LOCATED ON AIRPORT PROPERTY EXCEPT WHERE THEY ARE OVER WATER.
  7. THERE ARE NO MODIFICATIONS TO FAA AIRPORT DESIGN STANDARDS.

LEGEND	
FACILITY	SYMBOL
AIRPORT REFERENCE POINT (ARP)	(Symbol)
TERMINAL LEASE LOT	(Symbol)
LEASE LOT	(Symbol)
BUILDING RESTRICTION LINE (BRL)	(Symbol)
FENCING	(Symbol)
PROPERTY LINE	(Symbol)
ROAD	(Symbol)
BARBED FENCE/POST	(Symbol)
WIND COVERAGE (PARAMETERIZED CIRCLE)	(Symbol)
THRESHOLD	(Symbol)
PAVE	(Symbol)
WATER	(Symbol)
TOPOGRAPHIC CONTOUR	(Symbol)

ABBREVIATIONS	
ARP	AIRPORT REFERENCE POINT
OFZ	OBSTACLE FREE ZONE
OFA	RUNWAY OBJECT FREE AREA
PAP	PRECISION APPROACH PATH INDICATOR
REL	RUNWAY END INDICATOR LIGHTS
RPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
TLOFA	TAXIWAY OBJECT FREE AREA
TOFA	TAXIWAY OBJECT FREE AREA
(F)	FUTURE



FEDERAL AVIATION ADMINISTRATION

THIS AIRPORT DRAWING IS APPROVED BY:

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

TITLE: \_\_\_\_\_

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION

THIS AIRPORT DRAWING IS APPROVED BY:

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

TITLE: \_\_\_\_\_

REVISIONS			
NO.	DESCRIPTION	BY	DATE

**AIRPORT LAYOUT PLAN**

**ANGOON AIRPORT**  
Angoon, Alaska

DESIGNED BY: RLD      DATE: JANUARY 2007

DRAWN BY: RLD

CHECKED BY: JUY

PROJECT MANAGER: JUY

**SHEET 2 OF 11**      PAGE \_\_\_\_\_

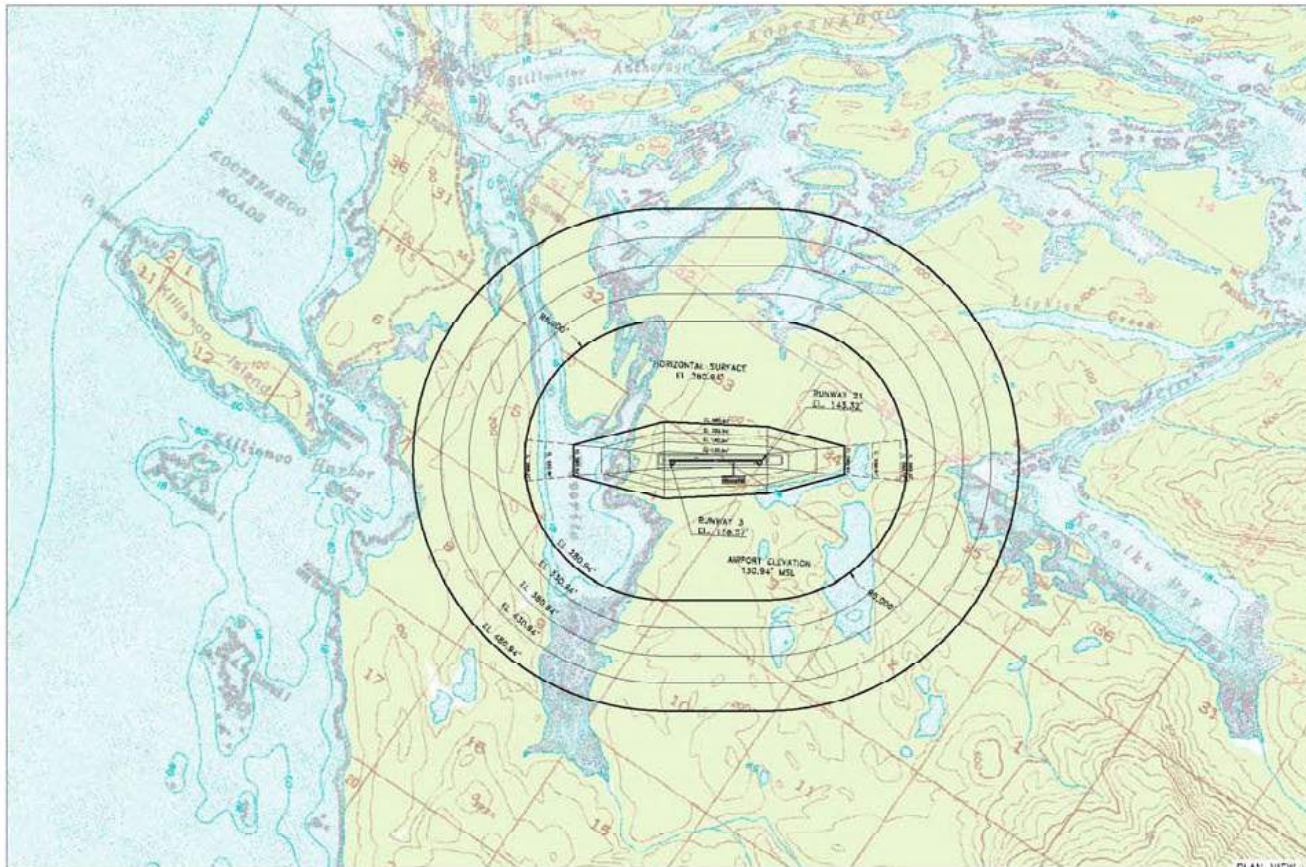


# Angoon Airport Angoon, AK

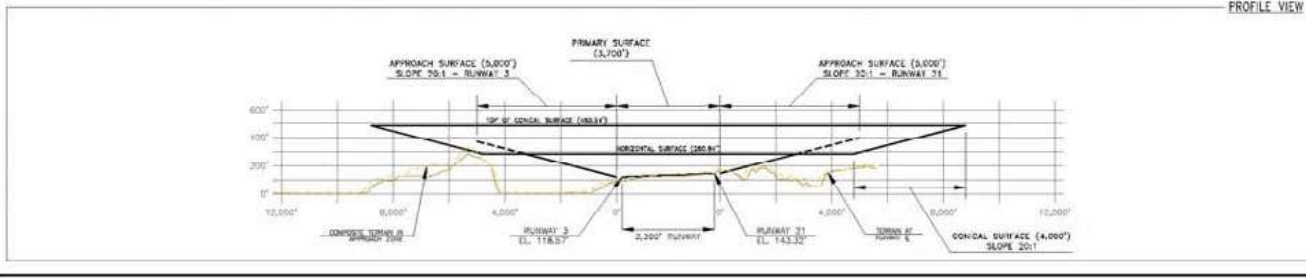
## Environmental Impact Statement







PLAN VIEW

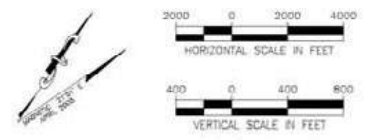


PROFILE VIEW

OBSTRUCTIONS*			
#	TYPE	SL. PNT	CORRECTIVE ACTION

\* OBSTRUCTIONS LISTED ARE ESTIMATED ONLY. FURTHER FIELD SURVEYS ARE REQUIRED TO IDENTIFY ALL OBSTRUCTIONS.

- NOTES:
- ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO HIGH-SPEEDWAY HIGHWAYS, 11 FEET ADDED TO HIGHWAY HIGHWAYS, AND 23 FEET ADDED TO RAILROADS.
  - US GEOLOGICAL SURVEY (USGS) DIGITAL EASTER GRAPHIC (DEG) DERIVED FROM 1:250,000 7.5-MINUTE PLAN (1:250,000) DATED 1987, REVISED 1997.



REVISIONS			
NO.	DESCRIPTION	BY	DATE

**FAR PART 77 AIRSPACE PLAN  
RUNWAY 3-21 - OPENING DAY**

**ANGOON AIRPORT**  
Angoon, Alaska

DESIGNED BY: RLO	DATE: JANUARY 2007
DRAWN BY: MLCU	<b>SHEET 3 OF 11</b>
CHECKED BY: JYJ	
PROJECT MANAGER: JYJ	

PAGE

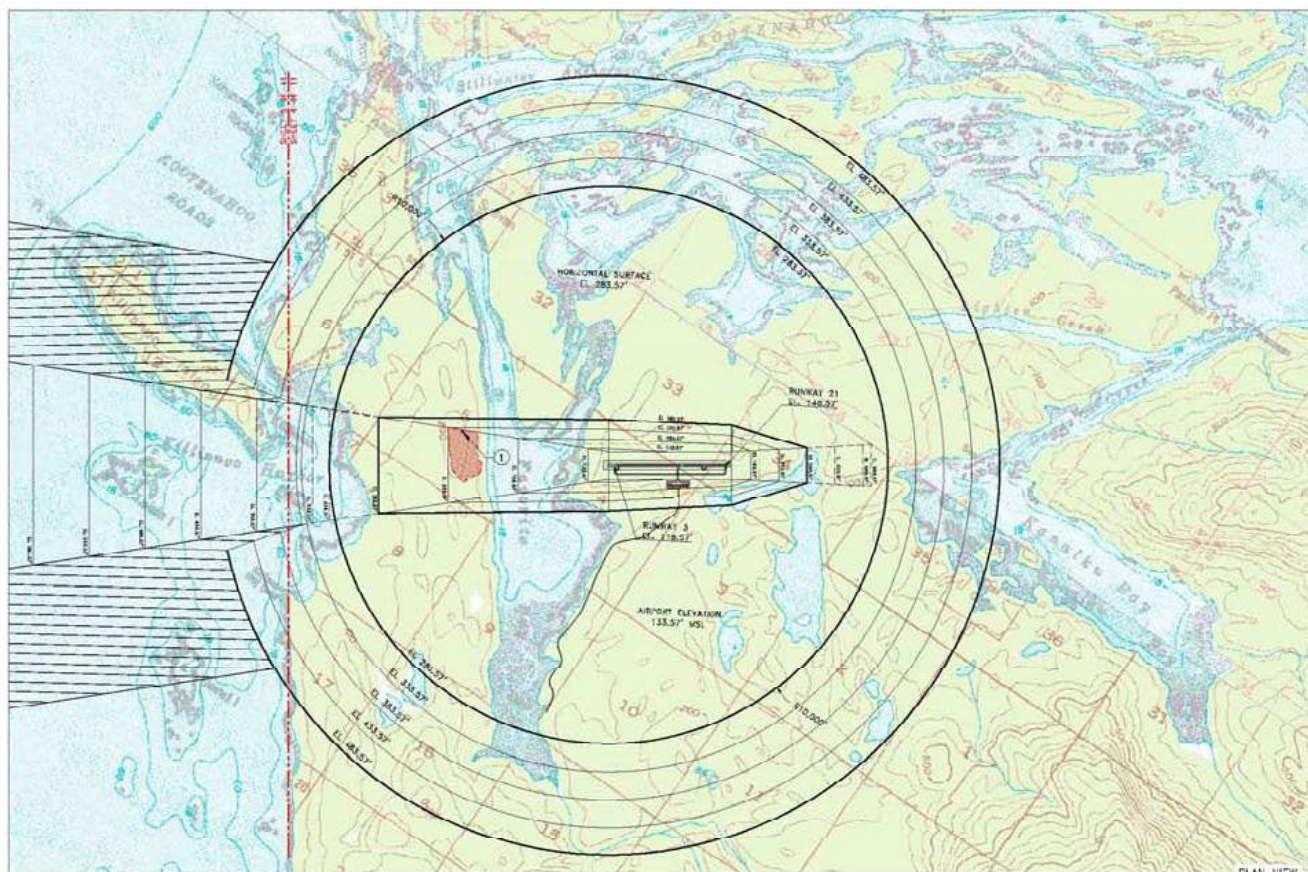
# Angoon Airport

Angoon, AK  

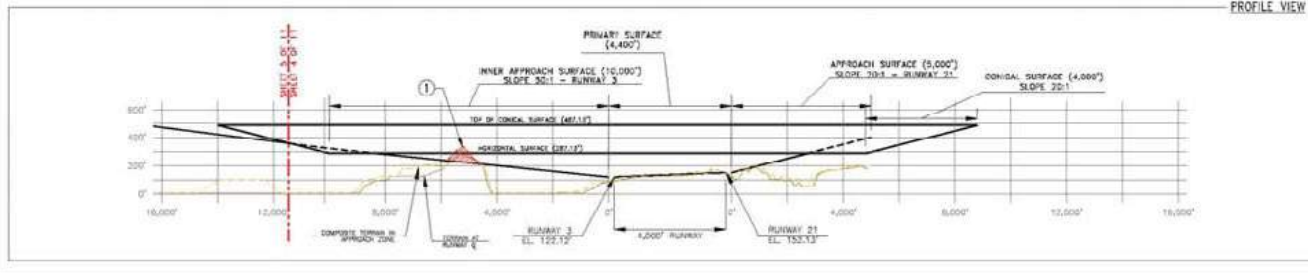
## Environmental Impact Statement







PLAN VIEW



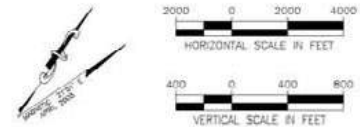
PROFILE VIEW

OBSTRUCTIONS*			
#	TYPE	EL. (FEET)	CORRECTIVE ACTION
1	OBSTACLE	332.1 TO 332.8	TO BE REMOVED

\* OBSTRUCTIONS LISTED ARE ESTIMATES ONLY. FURTHER FIELD SURVEYS ARE REQUIRED TO IDENTIFY ALL OBSTRUCTIONS.

ESTIMATED AREA OF OBSTACLE PENETRATION INTO PART 77 SURFACE

- NOTES:
- ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO HIGH-RESISTANCE HIGHWAYS, 11 FEET ADDED TO HIGHWAY HIGHWAYS, AND 23 FEET ADDED TO AIRLINES.
  - US GEOLOGICAL SURVEY (USGS) DIGITAL ELEVATION GRAPHIC (DEM) DATA OBTAINED BY ERIC ALLEN, INC. FROM SOURCE: 1:250,000 SCALE, DATED 1987, REVISED 1997.



REVISIONS			
NO.	DESCRIPTION	BY	DATE

FAR PART 77 AIRSPACE PLAN  
INNER APPROACH, RUNWAY 3-21 - FUTURE

## ANGOON AIRPORT

Angoon, Alaska

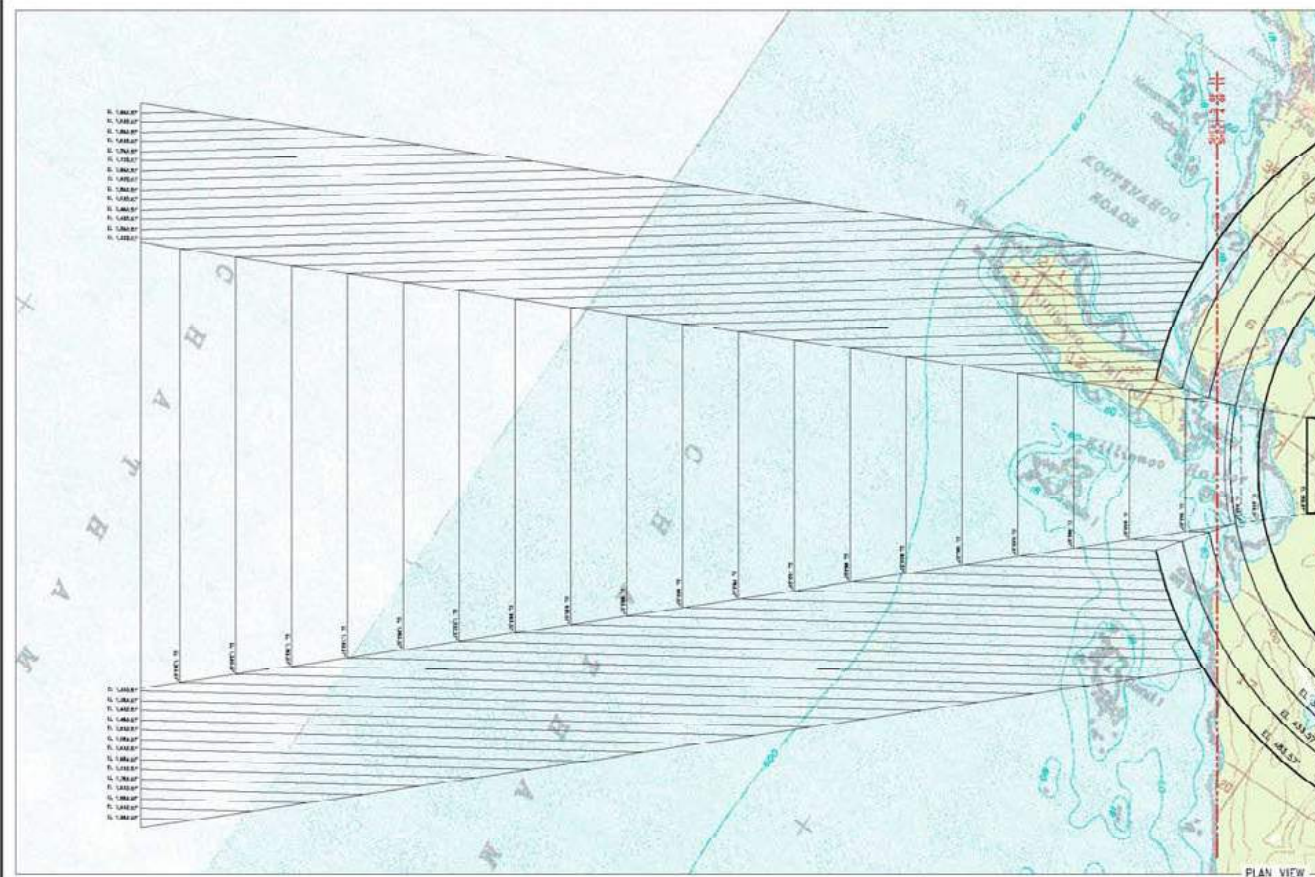
DESIGNED BY: RLO	DATE: JANUARY 2007	PAGE
DRAWN BY: MLC	SHEET 4 OF 11	
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PROJECT MANAGER: JYJ		

# Angoon Airport Angoon, AK

## Environmental Impact Statement



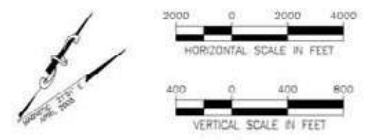




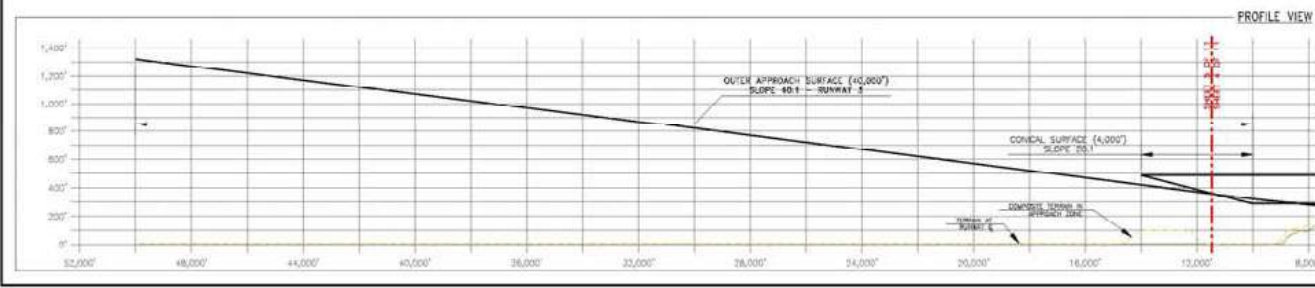
OBSTRUCTIONS*			
#	FEET	EL. POINT	CORRECTIVE ACTION

\* OBSTRUCTIONS LISTED ARE ESTIMATED ONLY. FURTHER FIELD SURVEYS ARE REQUIRED TO IDENTIFY ALL OBSTRUCTIONS.

- NOTES:
- ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO HIGH-SPEEDWAY HIGHWAYS, 11 FEET ADDED TO HIGHWAY HIGHWAYS, AND 23 FEET ADDED TO RAILROADS.
  - US GEOLOGICAL SURVEY (USGS) DIGITAL EASTER GRAPHIC (DEG) DERIVED FROM 1:250,000 SCALE 7.5 MINUTE QUAD. SOURCE MAP DATED 1987, REVISED 1997.



REVISIONS			
NO.	DESCRIPTION	BY	DATE



**FAR PART 77 AIRSPACE PLAN  
OUTER APPROACH, RUNWAY 3 - FUTURE**

**ANGOON AIRPORT**  
Angoon, Alaska

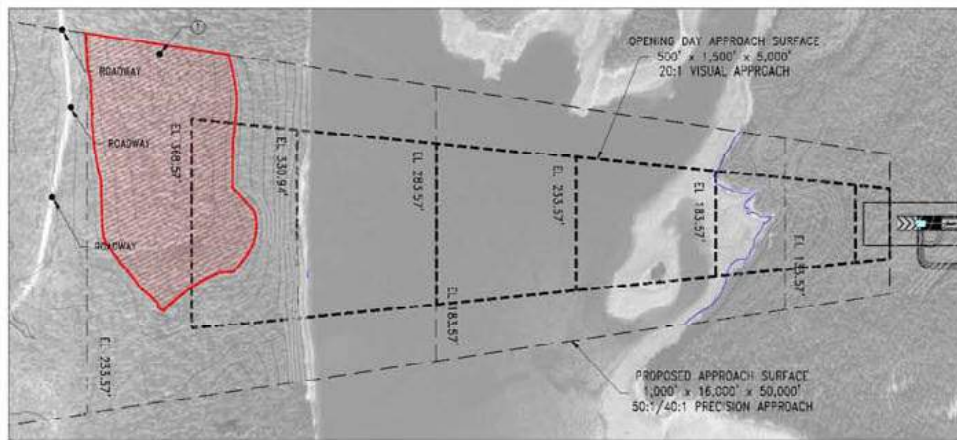
DESIGNED BY: RLO	DATE: JANUARY 2007	PAGE
DRAWN BY: MLC	SHEET 5 OF 11	
CHECKED BY: JYJ		
PROJECT MANAGER: JYJ		

# Angoon Airport Angoon, AK

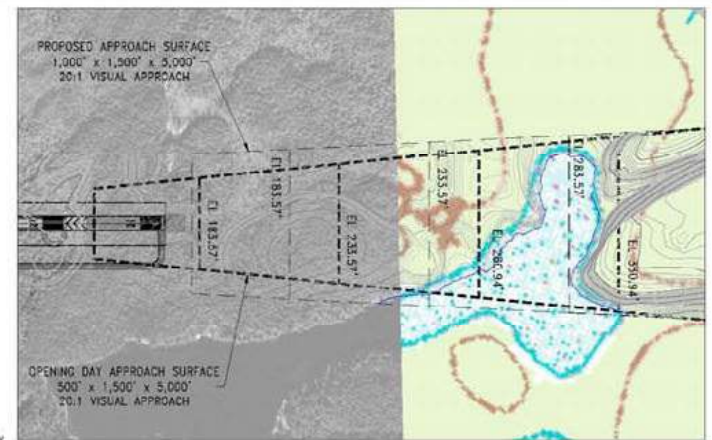
## Environmental Impact Statement



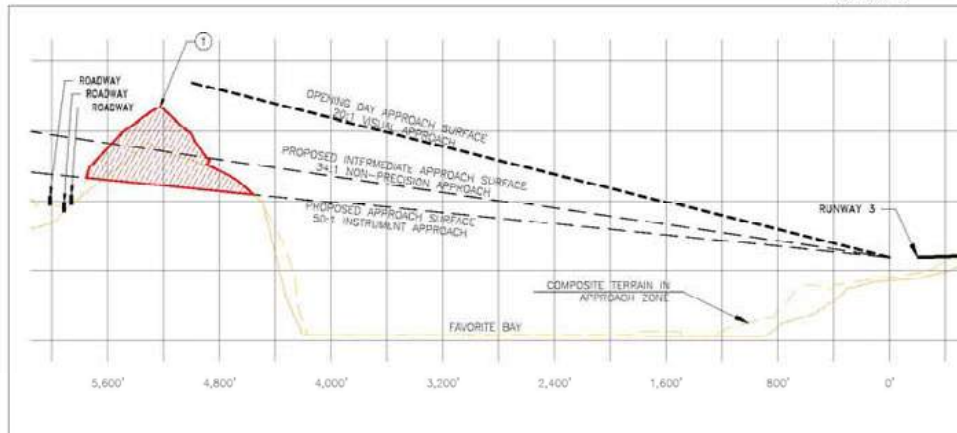




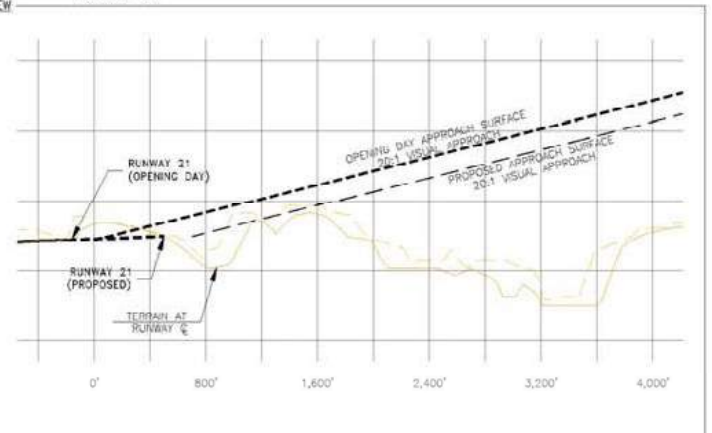
RUNWAY 3



RUNWAY 21



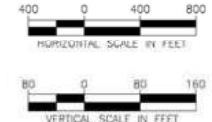
PROFILE VIEW



OBSTRUCTIONS*			
#	ITEM	EL. (FMS)	OBSTRUCTIVE ACTION
1	GROUND	ASST. 119'	TO BE REMOVED

\* OBSTRUCTIONS LISTED AND ESTIMATED ONLY. FURTHER FIELD SURVEYS ARE REQUIRED TO DETERMINE ALL OBSTRUCTIONS.

- NOTES:
- ELEVATION IN FEET ABOVE MEAN SEA LEVEL (MSL) AT TOP OF OBJECT. THIS VALUE INCLUDES 15 FEET ADDED TO NON-INTERMEDIATE RUNWAYS, 17 FEET ADDED TO INTERSTATE, HIGHWAYS, AND 25 FEET ADDED TO AIRCRODS.
  - SOURCE OF AERIAL PHOTO: RAW ENGINEERING DATED APRIL 22, 2001.
  - US TOPOLOGICAL SURVEY (USGS) DIGITAL MASTER GRAPHIC (DMG) PROVIDED BY SUN 940 27, 7.5 MINUTE QUAD. USGS MAPS DATED 1987, REPROD. 1997.



INNER RUNWAY APPROACH SURFACES  
RUNWAY 3-21

**ANGOON AIRPORT**  
Angoon, Alaska

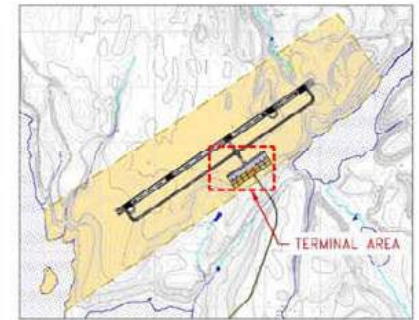
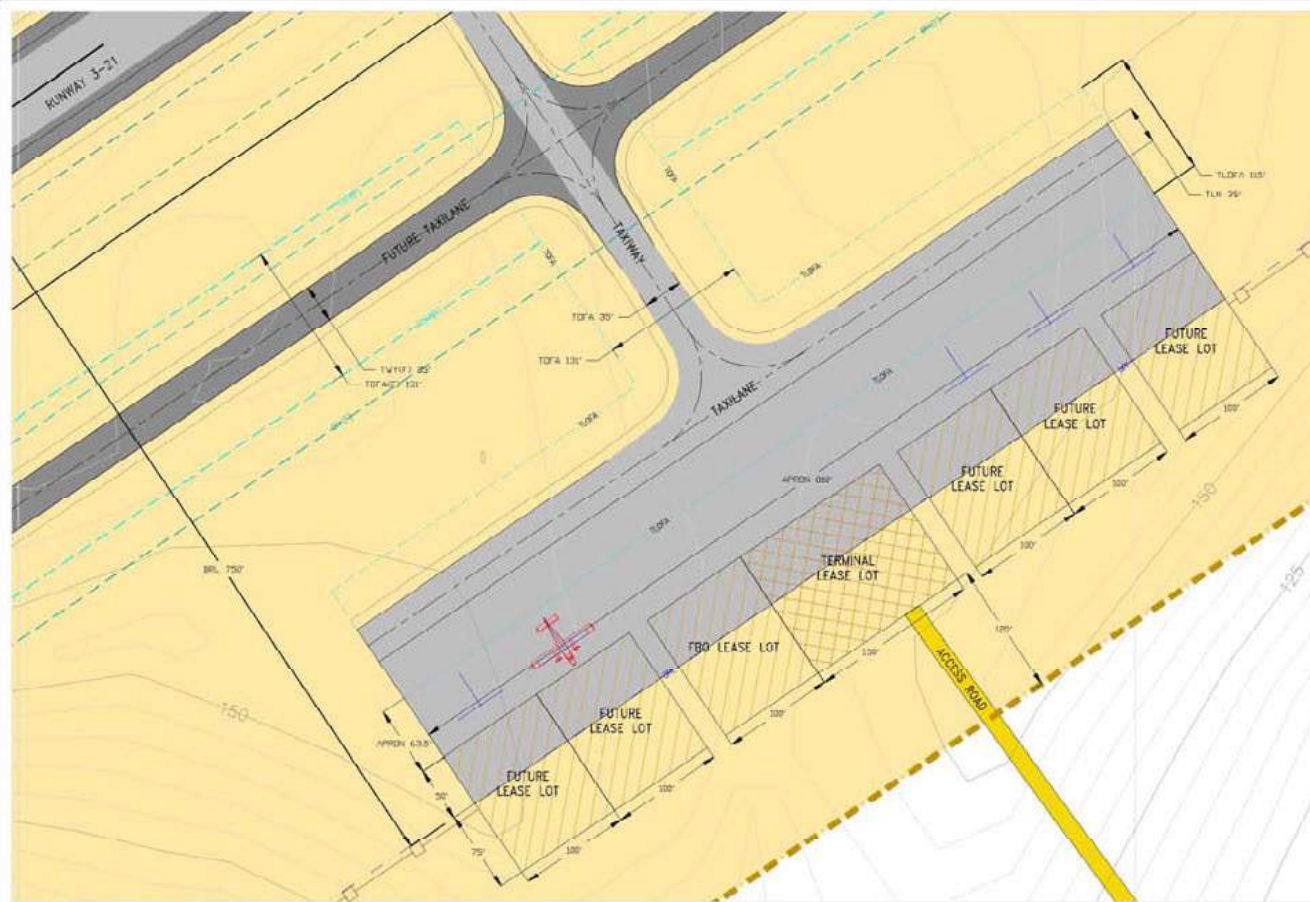
REVISIONS			
NO.	DESCRIPTION	BY	DATE

DESIGNED BY: RLO	DATE: JANUARY 2007
DRAWN BY: HLU	SHEET 6 OF 11
CHECKED BY: JYJ	
PROJECT MANAGER: JYJ	PAGE

# Angoon Airport Angoon, AK

## Environmental Impact Statement





**NOTES**  
 1. LOCATION OF FENCING IN TERMINAL AREA TO BE DETERMINED AS LOTS ARE DEVELOPED.

LEGEND		
FACILITY	OPENING DAY	PROPOSED
AIRPORT REFERENCE POINT (ARP)	00	00
TERMINAL LEASE LOT	00	00
LEASE LOT	00	00
BUILDING RESTRICTION LINE (BRL)	00	00
FENCING	00	00
PROPERTY LINE	00	00
ROAD	00	00
AIRFIELD PERIMETER	00	00
WINDY CORRECTION ZONE	00	00
THRESHOLD	00	00
PAVE	00	00
WATER	00	00
TOPOGRAPHIC CONTOUR	00	00

ABBREVIATIONS	
ARP	AIRPORT REFERENCE POINT
CRZ	CROSSING RESTRICTION ZONE
OFA	OBSTACLE FREE AREA
PAI	PRECISION APPROACH PATH INDICATOR
REL	RUNWAY END INDICATOR LIGHTS
RWZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
T01A	TAXIWAY OBJECT FREE AREA
T05A	TAXIWAY OBJECT FREE AREA
(F)	FUTURE



REVISIONS			
NO.	DESCRIPTION	BY	DATE

**TERMINAL AREA PLAN**

**ANGOON AIRPORT**  
Angoon, Alaska

DESIGNED BY: RLD	DATE: JANUARY 2007
DRAWN BY: MLO	<b>SHEET 7 OF 11</b>
CHECKED BY: JYJ	
PROJECT MANAGER: JYJ	

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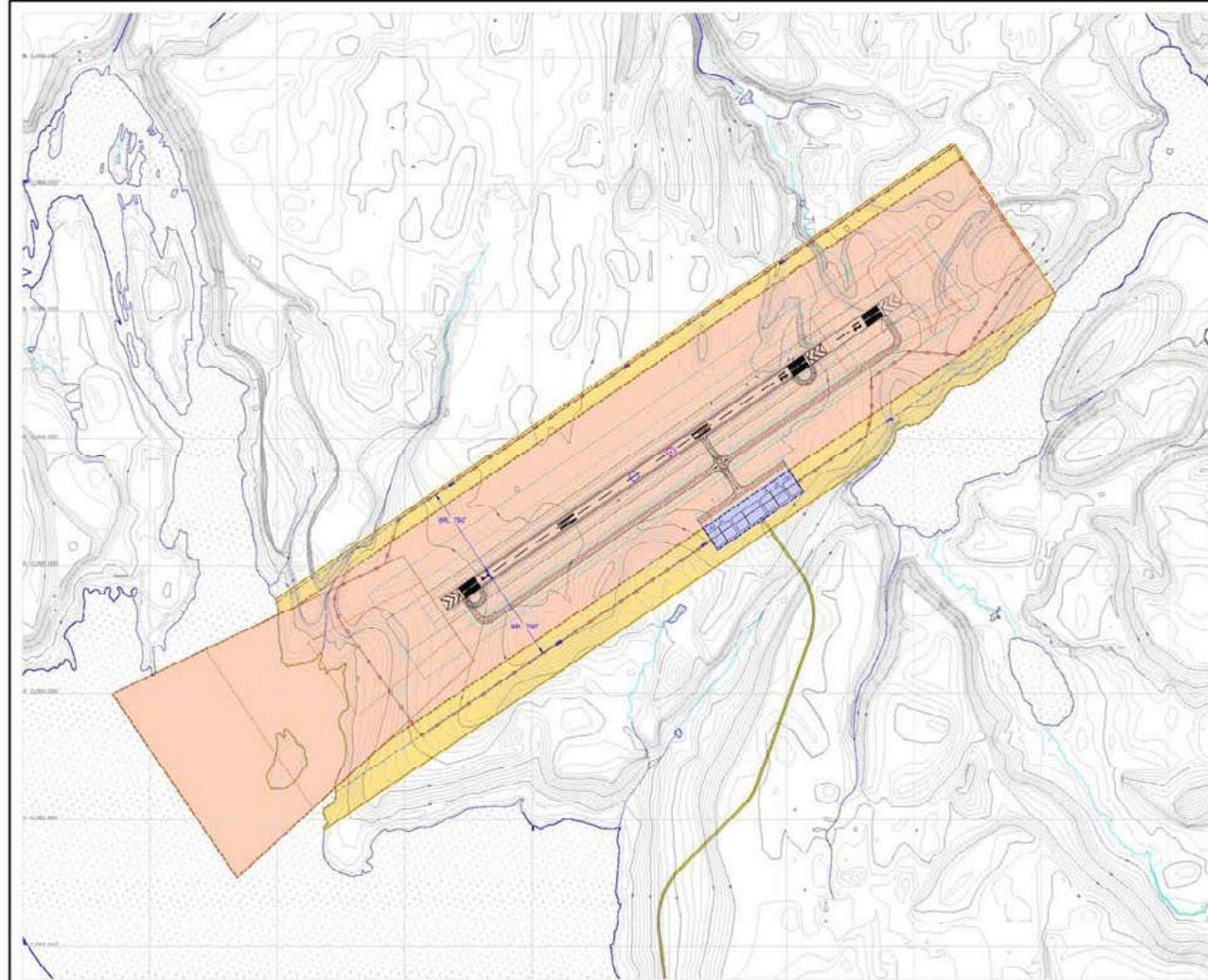
# Angoon Airport

Angoon, AK  

## Environmental Impact Statement







LEGEND		
FACILITY	OPENING DAY	PROPOSED
SUPPORT RESTRICTION PAIR (SRP)	12	12
TERMINAL LEVEL USE	12	NA
LAND USE	12	NA
BUILDING RESTRICTION LINE (BRL)	12	NA
PROPERTY LINE	12	NA
PROPERTY LINE	12	NA
ROAD	12	NA
RAILROAD	12	NA
WATER	12	NA
TOPOGRAPHIC CONTOUR	12	NA

LAND USE	
AIRCRAFT OPERATIONS AREA (AOA)	
TERMINAL AREA	
RESERVED FOR FUTURE AVIATION DEVELOPMENT	



LAND USE /  
PROPERTY AND OCCUPANCY PLAN

**ANGOON AIRPORT**  
Angoon, Alaska

REVISIONS			
NO.	DESCRIPTION	BY	DATE

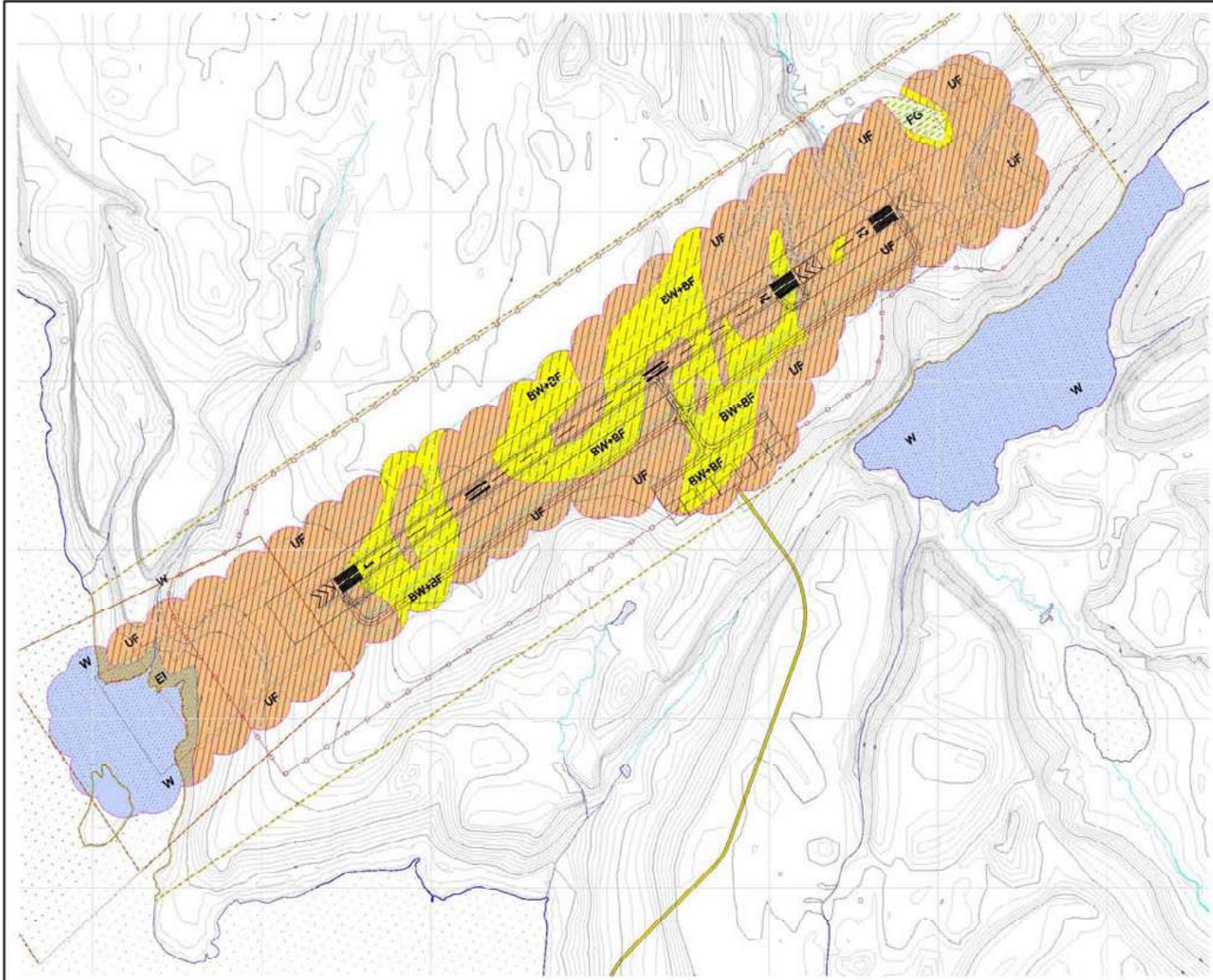
DESIGNED BY:	FLO	DATE:	JANUARY 2007	PAGE -
DRAWN BY:	FLO			
CHECKED BY:	JLY			
PROJECT MANAGER:	JLY			
			SHEET 8 OF 11	

**Angoon Airport**  Angoon, AK  
**Environmental Impact Statement**



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**LEGEND**

W	POND, STREAM, OR BAY
UF	UPLAND FOREST
FG	FEN GRAMINOID
BW+BF	BOG WOODLAND + BOG FOREST
EI	ESTUARINE INTERTIDAL



**WETLAND PLAN**

**ANGOON AIRPORT**  
Angoon, Alaska

REVISIONS

NO.	DESCRIPTION	BY	APP.	DATE

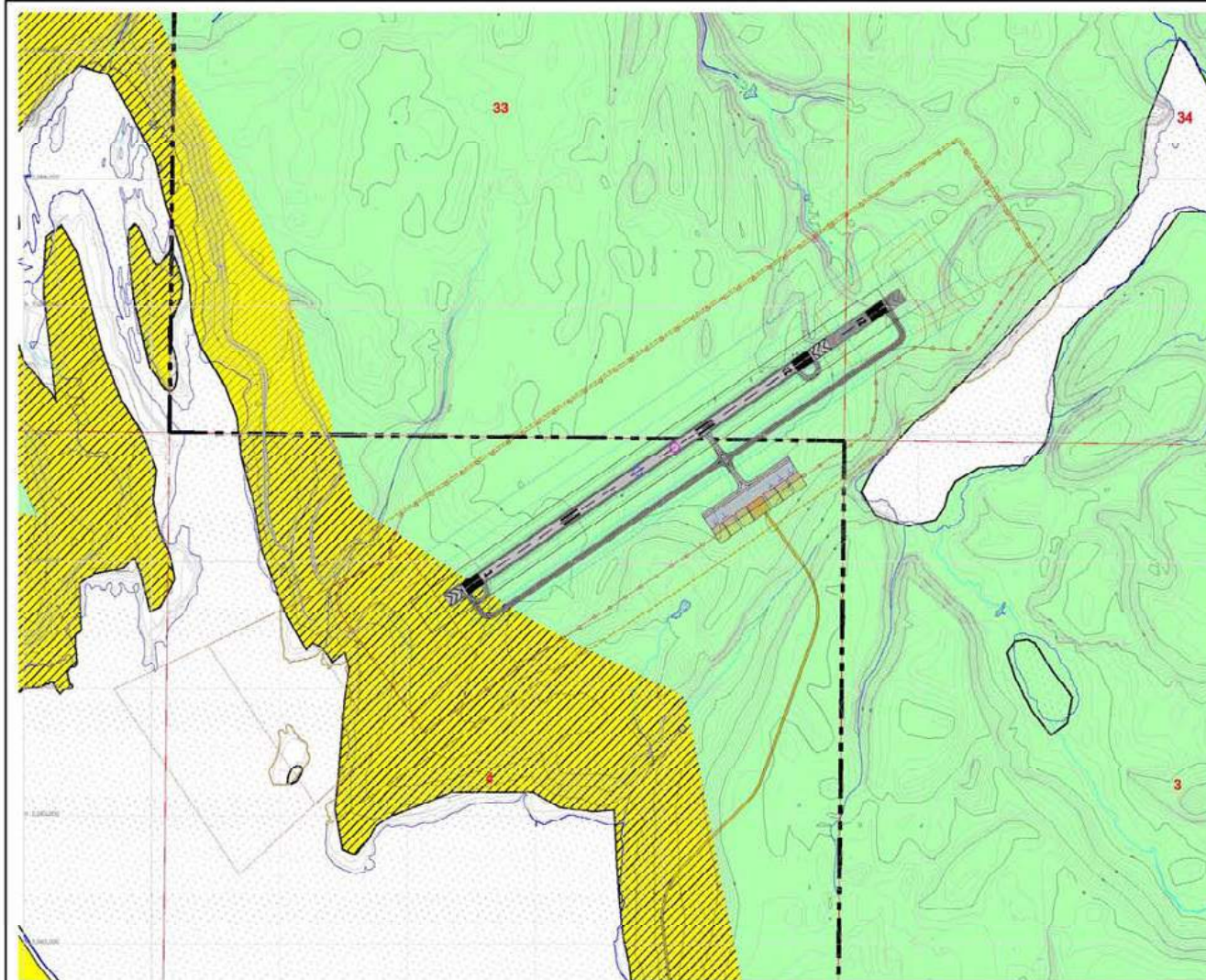
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DRAWN BY:	RLO		
CHECKED BY:	JY		
PROJECT MANAGER:	JY		

SHEET 9 OF 11

**Angoon Airport**  Angoon, AK  
**Environmental Impact Statement**







LEGEND		
FACILITY	OPENING DAY	PROPOSED
SUPPORT REFERENCE POINT (SRP)	SP	SP
TERMINAL LEASE LOT	TL	NA
LEASE LOT	LS	NA
BUILDING RESTRICTION LINE (BRL)	BR	NA
FFZONE	FF	NA
PROPERTY LINE	PL	NA
ROAD	RD	NA
AIRFIELD PERIMETER	AP	NA
MINI CONFLUENT/SEGMENTED CIRCLE	MC	NA
OBSTACLE	OB	NA
RAIL	RA	NA
WATER	WA	NA
TOPOGRAPHIC CONTOUR	TC	NA

LAND USE	
100FT/2000FT INCORPORATED CORRIDOR LANDS	
TOWNSHIP, NATIONAL FOREST, ANTIPLATE SLAND NATIONAL MONUMENT	
SECTION CORNER LIMITS	
SECTION NUMBER	<b>33</b>

NOTES:  
 1. LAND ACQUISITION MAY BE BY LAND EXCHANGE, LEASE OR PURCHASE. FUNDING WILL BE STATE AND FEDERAL FUNDING.



AIRPORT PROPERTY MAP

**ANGOON AIRPORT**  
 Angoon, Alaska

REVISIONS			
NO.	DESCRIPTION	BY	DATE

DESIGNED BY:	RLO	DATE:	JANUARY 2007
DRAWN BY:	RLO		
CHECKED BY:	JLY		
PROJECT MANAGER:	JLY		

SHEET 10 OF 11

PAGE

**Angoon Airport**  Angoon, AK  
**Environmental Impact Statement**



**1. PROJECT GOALS**

ANGOON IS LOCATED ON ADMIRALTY ISLAND IN SOUTHEAST ALASKA. THERE ARE NO ROADS TO OR FROM THIS CITY OF 505 YEAR-ROUND RESIDENTS, MAKING IT ENTIRELY DEPENDENT ON AIR AND MARINE SERVICE AND FACILITIES FOR ACCESS. IT IS THE LARGEST COMMUNITY IN SOUTHEAST ALASKA WITHOUT DIRECT LAND-BASED AIRPORT ACCESS, BEING CURRENTLY SERVED BY AIRPORT USING A STATE-OWNED SEAPLANE FLOAT. REGIONAL BARCO SERVICE AND STATE-RUN FERRY SERVICE IS LIMITED AND THE NEAREST COMMUNITY (SIKVA) IS 5 1/2 HOURS AWAY BY FERRY. HELICOPTERS PROVIDE EMERGENCY TRANSPORT AND CURRENTLY LAND WHEREVER IT IS POSSIBLE. A NEW LAND-BASED ANGOON AIRPORT WOULD:

1. IMPROVE AIR TRAVEL SAFETY, RELIABILITY, AND FREQUENCY;
2. PROVIDE FOR EMERGENCY MEDICAL NEEDS;
3. BE A KEY TO LOCAL ECONOMIC GROWTH AND LAUNCH TRAVEL UMBRELLA;
4. REDUCE THE COMMUNITY'S ISOLATION;
5. PROVIDE IMPROVED ACCESS TO THE ADMIRALTY ISLAND NATIONAL MONUMENT; AND
6. STIMULATE THE ECONOMY AND PROVIDE OPPORTUNITIES FOR EMPLOYMENT AND GROWTH.

AN AIRPORT ORIENTED WITH THE PREVAILING NORTHEAST-SOUTHWEST WINDS WILL ENHANCE THE SAFETY AND RELIABILITY OF AIR TRAVEL. THE PREVAILING NORTHEAST-WIND DIRECTION AND THE CONFINED ORIENTATION OF THE REARLAND LANDING AREA ON FAUCETT BAY MAKES LANDING IMPOSSIBLE AT TIMES. A SERIES OF ROCKS ABOUT 2,000 TO 3,000 FEET TO THE WEST/NORTHWEST OF THE SEAPLANE FLOAT, THAT APPEAR AS PINNACLES AT LOW TIDE, THESE CAN MAKE SEAPLANE LANDINGS INCONVENIENT. THERE ARE NO LANDING LIGHTS IN THE WATERWAY AND NIGHT LANDINGS ARE PROHIBITED. OPERATIONS ARE THUS CONFINED TO DAYLIGHT HOURS DURING FAVORABLE WEATHER CONDITIONS. A LIGHTED AIRPORT THAT PROVIDES WHEELED PLANE AND HELICOPTER ACCESS WITH APPROPRIATE NAVIGATIONAL AID SUPPORT WILL REDUCE RISK AND ENHANCE AIR TRAVEL SAFETY AND RELIABILITY.

**2. FORECAST SUMMARY**

ACTIVITY CATEGORY	BASE YEAR (2004)	OPENING DAY (2009)	BUILD OUT
EMPLOYEE PASSENGERS	0,499	4,097	6,784
AIRCRAFT OPERATIONS			
LOCAL	200	190	180
ITINERANT	4,754	3,867	3,475
TOTAL	5,000	3,860	3,655
CARGO MAIL (POUNDS)			
BASED AIRPORT	368,137	446,588	676,484
CRITICAL (DESIGN) AIRCRAFT	DAVID GAVANA/PIPER NAVAJO	DAVID GAVANA/PIPER NAVAJO	DAVID GAVANA/PIPER NAVAJO
AIRCRAFT TYPE	-	TURBOPROP	TURBOPROP
APPROACH SPEED (KNOTS)	-	91-121	91-121
WINGSPAN (FEET)	-	52.1	52.1
WING TIPS (FEET)	-	3,800	3,800
AIRCRAFT PREFERENCE CODE	-	B-1	B-1

THESE FORECASTS WERE DEVELOPED FROM AN EXAMINATION OF PRIOR FORECASTS, HISTORIC GROWTH TRENDS, HISTORICAL AIR TRAFFIC AT THE ANGOON SEAPLANE FLOAT, AND POPULATION, ECONOMIC AND OTHER FACTORS IDENTIFIED AS IMPACTING AIR TRANSPORTATION DEMAND IN ANGOON. IN ADDITION, THE CONTENT OF INTERVIEWS WITH AIR CARRIERS SERVING ANGOON (OR WITH THE POTENTIAL TO PROVIDE SERVICE), COMMUNITY REPRESENTATIVES AND OTHER KNOWLEDGEABLE PARTIES WAS CONSIDERED. CONSIDERABLE PROFESSIONAL JUDGMENT WAS USED IN THE SELECTION OF THE FINAL FORECAST.

**3. AIRPORT DESIGN CRITERIA**

DESCRIPTION	OPENING DAY	BUILD OUT
RUNWAY WIDTH	100 FEET	100 FEET
RUNWAY SHOULDER WIDTH	10 FEET	10 FEET
RUNWAY GRASS WIDTH	100 FEET	100 FEET
RUNWAY GRASS LENGTH	150 FEET	150 FEET
RUNWAY SAFETY AREA (RSA) WIDTH	300 FEET	300 FEET
RSA LENGTH (BEYOND RUNWAY END)	800 FEET	800 FEET
OBJECT FREE AREA (OFA) WIDTH	800 FEET	800 FEET
OFA LENGTH (BEYOND RUNWAY END)	600 FEET	600 FEET
RUNWAY CENTERLINE TO TAXIWAY CENTERLINE	300 FEET	300 FEET
TAXIWAY WIDTH	20 FEET	20 FEET
TAXIWAY EDGE SAFETY MARGIN	7.5 FEET	7.5 FEET
TAXIWAY SHOULDER WIDTH	10 FEET	10 FEET
TAXIWAY SAFETY AREA WIDTH	79 FEET	79 FEET
TAXIWAY OBJECT FREE AREA WIDTH	131 FEET	131 FEET
TAXIWAY OBJECT FREE AREA WIDTH	118 FEET	118 FEET

THESE CRITERIA ARE TAKEN FROM FAA ADVISORY CIRCULAR 150/5300-13 "AIRPORT DESIGN" FOR B-1 AIRPORT. NO MODIFICATION TO THESE STANDARDS IS NEEDED.

**4. MODIFICATIONS TO STANDARDS**

THERE ARE NO EXISTING NOR PROPOSED MODIFICATIONS TO STANDARDS

**5. THRESHOLD SITING RATIONALE**

BOTH RUNWAY ENDS WILL HAVE STANDARD RUNWAY THRESHOLDS

**6. IMPLEMENTATION PLAN**

THE MATERIAL SHOWN ON THIS PLAN SHEET DESCRIBES THE RECOMMENDED DEVELOPMENT PROGRAM FOR THE NEW LAND-BASED ANGOON AIRPORT. THE PROGRAM COVERS A PERIOD OF 20 YEARS (2009 THROUGH 2029). DEVELOPMENT PHASING HAS BEEN DIVIDED INTO TWO PHASES AS FOLLOWS:

**OPENING DAY** IT IS ASSUMED THAT THE NEW LAND-BASED AIRPORT WILL OPEN AFTER ENVIRONMENTAL APPROVALS ARE RECEIVED AND DESIGN AND FINAL CONSTRUCTION COMPLETED. OPENING DAY CONDITIONS REFLECT THE AIRPORT BEING OPERATIONAL IN 2009.

**BUILD OUT** THE SECOND PHASE OF AIRPORT DEVELOPMENT REFLECTS THE PLANNED LONG-RANGE BUILD-OUT FOR THE FACILITY. ALTHOUGH THERE IS NO TIME FRAME ASSOCIATED WITH THIS, IT IS ASSUMED THAT THE CONDITIONS INCLUDING EXPANSION WILL NOT OCCUR UNTIL THE END OF THE TWENTY-YEAR PERIOD (2029).

**NARRATIVE REPORT**

**ANGOON AIRPORT**  
Angoon, Alaska

REVISIONS			
NO.	DESCRIPTION	BY	DATE

DESIGNED BY: RLO	DATE: JANUARY 2007	PAGE -
DRAWN BY: RLO	SHEET 11 OF 11	
CHECKED BY: JLY		
PROJECT MANAGER: JLY		

**Angoon Airport**  Angoon, AK

**Environmental Impact Statement**



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# Airside Infrastructure

## Runways

→ Design Considerations for Runways Include:

- *Airport Reference Code (ARC)*
- *Meteorological conditions (Wind & Weather)*
- *Surrounding environment*
- *Topography*
- *Volume of traffic (Capacity)*

Angoon Airport



Angoon, AK

Environmental Impact Statement



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# Airside Infrastructure

## → Taxiways

- *Provided for Each Runway and Permits Direct Routing to the Runway*
- *Runway Crossings are Minimized*
- *Designed to Avoid Bottlenecks*
- *Safety*

Angoon Airport



Angoon, AK

Environmental Impact Statement



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# Landside Infrastructure

- Aircraft Storage Facilities (Apron and Hangars)
  - *Provide Parking/Storage for Aircraft*
  - *Interface between Taxiways and Hangars*
  - *Fueling*

Angoon Airport



Angoon, AK

Environmental Impact Statement



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# Review Material from Previous Site Selection/Master Plan Studies

- Angoon Airport Master Plan (May 2007), Alaska Department of Transportation and Public Facilities
- Angoon Airport Reconnaissance Study (April 2004), Alaska Department of Transportation and Public Facilities
- Angoon Airport Feasibility Review (January 1995), Airport Consulting Services of Alaska prepared for Kootznoowoo, Inc.
- Angoon Airport Reconnaissance Study (February 1983), Alaska Department of Transportation and Public Facilities

**Angoon Airport**



Angoon, AK

**Environmental Impact Statement**



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# 2007 Angoon Airport Master Plan Findings

- Design Aircraft: *Cessna Grand Caravan & Piper Navajo*
- Airport Reference Code (ARC): *A-II + B-I = ARC B-II  
Design Stds.*
- Runway Length: *3,300' to 4,000'*
- Instrument Approach Capability: *Lower than 3/4-mile  
Visibility Minimums.*
- Fixed-Wing Medevac Aircraft: *Piper Navajo & Beechcraft  
Super King Air*

Angoon Airport



Angoon, AK

Environmental Impact Statement



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# 2007 Angoon Airport Master Plan Findings

- Fourteen (14) Potential Airport Site Development Alternatives
- Ten (10) Sites on the Peninsula (West Side of Favorite Bay)
- Two (2) Island Sites (Within Favorite Bay)
- Two (2) Sites (East Side Favorite Bay)

Angoon Airport



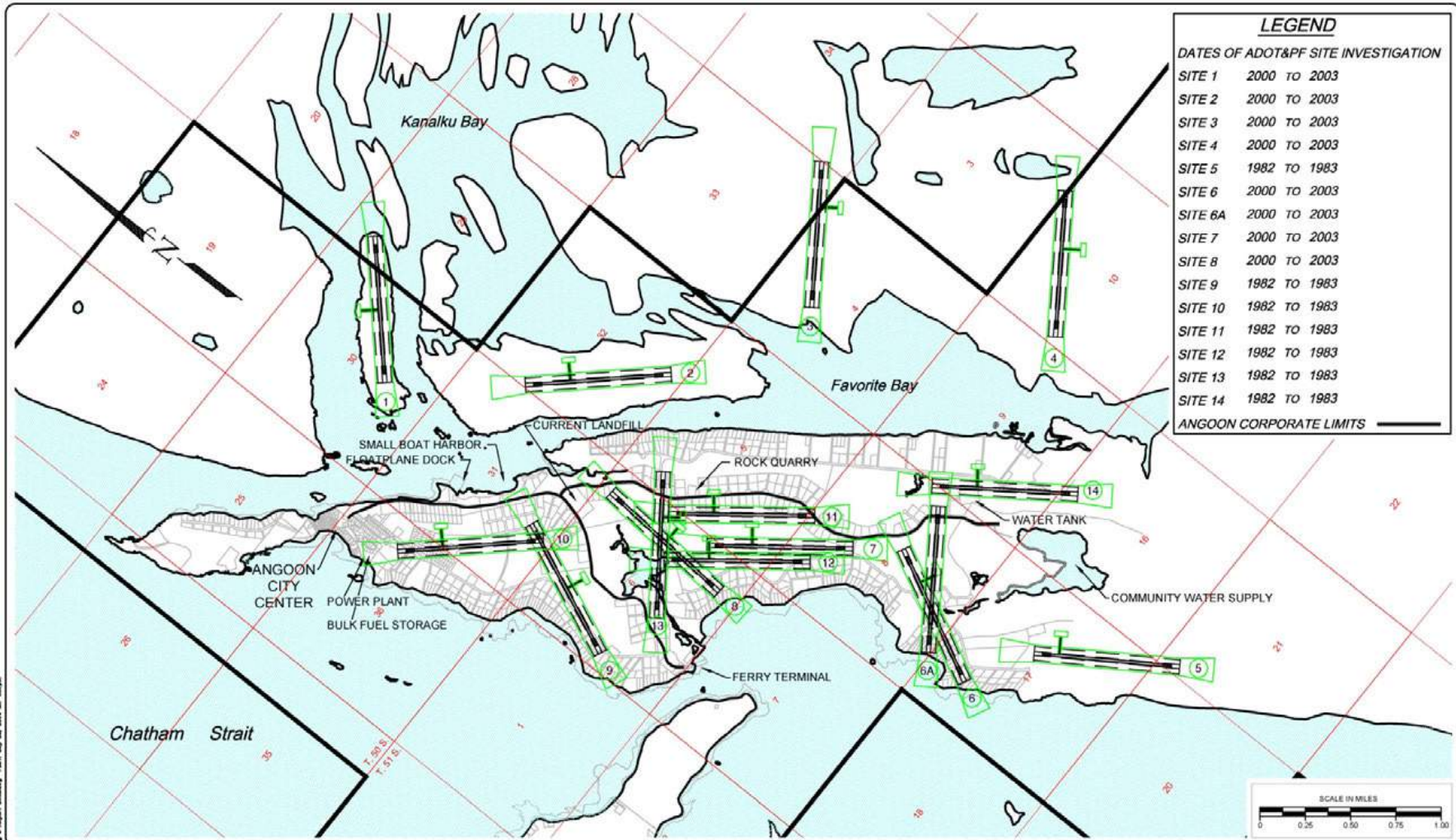
Angoon, AK

Environmental Impact Statement



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STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

FIGURE 5.  
AIRPORT SITES INVESTIGATED



ANGOON AIRPORT  
MASTER PLAN

Angoon Airport



Angoon, AK

# Environmental Impact Statement



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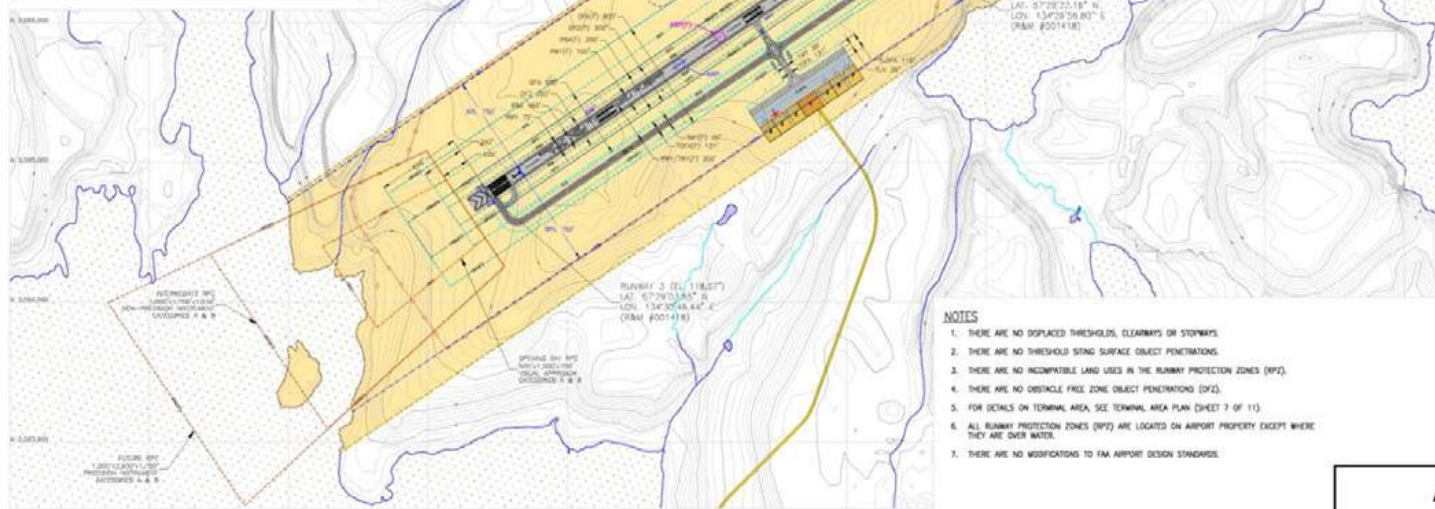
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RUNWAY DATA TABLE			
ITEM	OPENING DAY	PROPOSED	
RUNWAY CLASSIFICATION	RUNWAY 3	SOFT TOWNSHIP	NO CHANGE
RESTRICTED RUNWAY	RUNWAY 31	UNDESIGNATED	NO CHANGE
PRECISION APPROACH	RUNWAY 31	PRECISION APPROACH	NO CHANGE
FAA PART 77 APPROACH SLOPE	RUNWAY 31	UNDESIGNATED	NO CHANGE
APPROACH VISIBILITY MINIMUM	RUNWAY 3	1.0	NO CHANGE
RUNWAY MARKING TYPE	RUNWAY 3	1.0	NO CHANGE
TAXI WEARING	RUNWAY 31	NO CHANGE	NO CHANGE
EMERGENCY RESERVATION	1A 3000	1.0	NO CHANGE
PRESENT DESIGN STRENGTH	1A 3000	1.0	NO CHANGE
PRESENT WIND COVERAGE (C/W)	1A 3000	1.0	NO CHANGE
RUNWAY DIMENSIONS	1A 3000	1.0	NO CHANGE
RUNWAY SAFETY AREA (RSA)	1A 3000	1.0	NO CHANGE
THRESHOLD COORDINATES	1A 3000	1.0	NO CHANGE
RUNWAY END COORDINATES	1A 3000	1.0	NO CHANGE
RUNWAY TOUCHDOWN ZONE	1A 3000	1.0	NO CHANGE
RUNWAY LEASING TYPE	1A 3000	1.0	NO CHANGE
RUNWAY PROTECTION ZONE (RPZ)	1A 3000	1.0	NO CHANGE
RUNWAY OBJECT FREE AREA (OFA)	1A 3000	1.0	NO CHANGE
RUNWAY OBJECT FREE ZONE (OFZ)	1A 3000	1.0	NO CHANGE
USUAL APPROACH AID	1A 3000	1.0	NO CHANGE
RESTRICTED APPROACH AID	1A 3000	1.0	NO CHANGE

AIRPORT DATA TABLE			
ITEM	OPENING DAY	PROPOSED	
FAA AND NATIONAL AIRPORT IDENTIFIERS	1A 3000	1.0	NO CHANGE
FAA SITE NUMBER	1A 3000	1.0	NO CHANGE
AIRPORT ELEVATION (MSL)	1A 3000	1.0	NO CHANGE
AIRPORT REFERENCE POINT (ARP)	1A 3000	1.0	NO CHANGE
MEAN MAXIMUM TEMPERATURE	1A 3000	1.0	NO CHANGE
AVERAGE AND MAXIMUM WINDSPEED	1A 3000	1.0	NO CHANGE
AIRPORT DESIGN GROUP	1A 3000	1.0	NO CHANGE
AIRPORT APPROACH CATEGORY	1A 3000	1.0	NO CHANGE
TAXIWAY MARKINGS	1A 3000	1.0	NO CHANGE
OBSTACLE CLEARANCE	1A 3000	1.0	NO CHANGE
OBSTACLE SURVEY AND TYPE	1A 3000	1.0	NO CHANGE
NO. OF SEA LEVEL	1A 3000	1.0	NO CHANGE

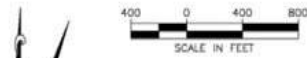
AIRPORT FACILITIES	
NUMBER	DESCRIPTION
1	FUTURE LEASE LIP
2	FUTURE LEASE LIP
3	FUTURE LEASE LIP
4	FUTURE LEASE LIP
5	FUTURE LEASE LIP
6	FUTURE LEASE LIP



- NOTES**
1. THERE ARE NO DISPLACED THRESHOLDS, CLEARWAYS OR STOPWAYS.
  2. THERE ARE NO THRESHOLD SIDING SURFACE OBJECT PENETRATIONS.
  3. THERE ARE NO INCOMPATIBLE LAND USES IN THE RUNWAY PROTECTION ZONES (RPZ).
  4. THERE ARE NO OBSTACLE FREE ZONE OBJECT PENETRATIONS (OFZ).
  5. FOR DETAILS ON TERMINAL AREA, SEE TERMINAL AREA PLAN (SHEET 7 OF 11).
  6. ALL RUNWAY PROTECTION ZONES (RPZ) ARE LOCATED ON AIRPORT PROPERTY EXCEPT WHERE THEY ARE OVER WATER.
  7. THERE ARE NO MODIFICATIONS TO FAA AIRPORT DESIGN STANDARDS.

LEGEND	
FACILITY	SYMBOL
AIRPORT REFERENCE POINT (ARP)	(Symbol)
TERMINAL LEASE LIP	(Symbol)
LEASE LIP	(Symbol)
BUILDING RESTRICTION LINE (BRL)	(Symbol)
FENCING	(Symbol)
PROPERTY LINE	(Symbol)
ROAD	(Symbol)
RAILROAD	(Symbol)
WATER	(Symbol)
TOPOGRAPHIC CONTOUR	(Symbol)

ABBREVIATIONS	
ARP	AIRPORT REFERENCE POINT
OFZ	OBSTACLE FREE ZONE
OFA	RUNWAY OBJECT FREE AREA
PAP	PRECISION APPROACH PATH INDICATOR
REL	RUNWAY END INDICATOR LIGHTS
RFPZ	RUNWAY PROTECTION ZONE
RSA	RUNWAY SAFETY AREA
TLOFA	TAXIWAY OBJECT FREE AREA
TOFA	TOWNSHIP OBJECT FREE AREA
(F)	FUTURE



FEDERAL AVIATION ADMINISTRATION  
THIS AIRPORT DRAWING IS APPROVED BY:  
SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
TITLE: \_\_\_\_\_

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
SOUTHEAST REGION  
THIS AIRPORT DRAWING IS APPROVED BY:  
SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
TITLE: \_\_\_\_\_

REVISIONS			
NO.	DESCRIPTION	BY	DATE

**AIRPORT LAYOUT PLAN**

**ANGOON AIRPORT**  
Angoon, Alaska

DESIGNED BY: RLD	DATE: JANUARY 2007
DRAWN BY: RLD	SHEET 2 OF 11
CHECKED BY: JUY	
PROJECT MANAGER: JUY	

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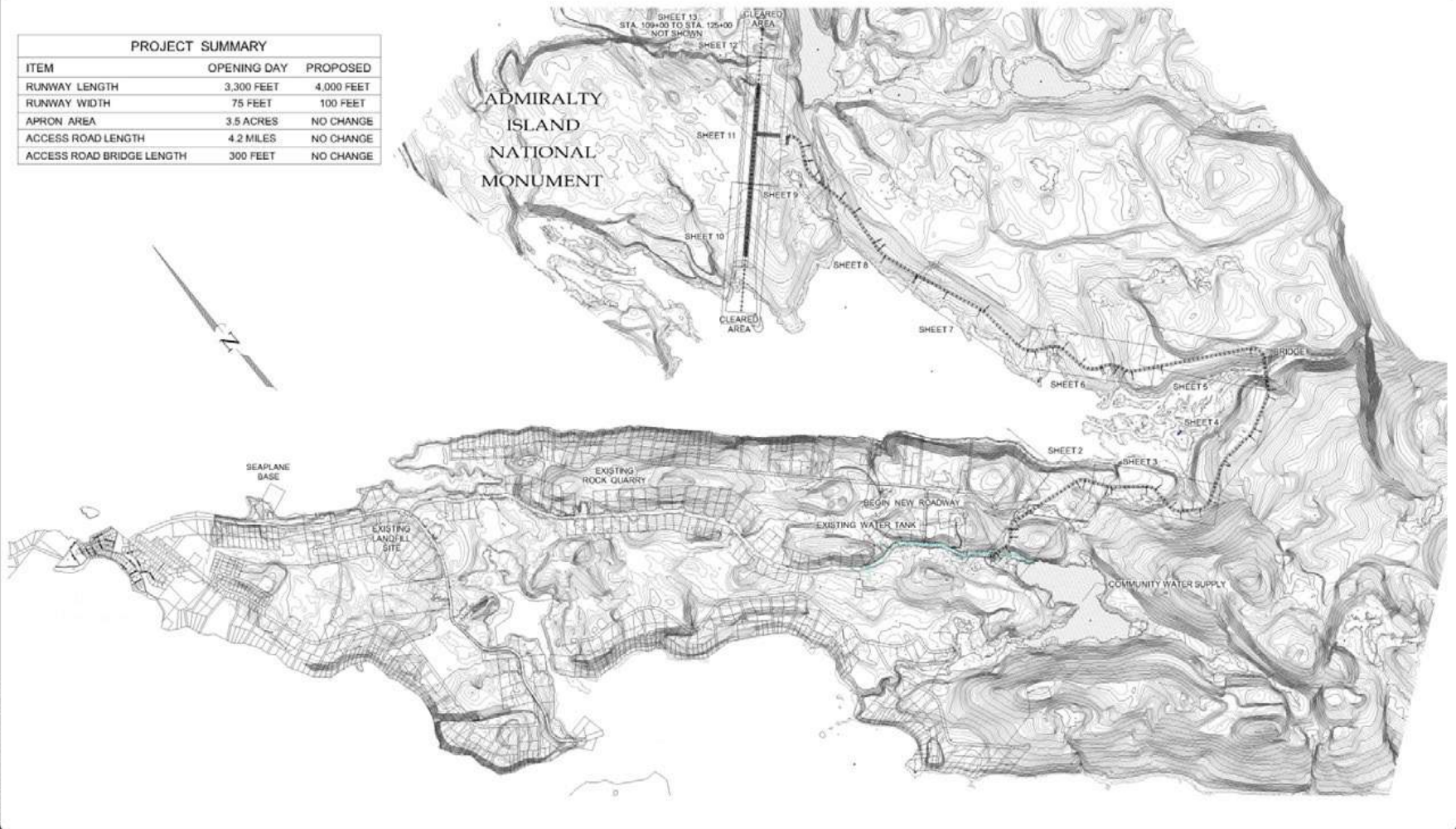
SOURCE: ANGOON AIRPORT RECONNAISSANCE STUDY, ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES, FEBRUARY 1993

# Angoon Airport Angoon, AK

## Environmental Impact Statement



PROJECT SUMMARY		
ITEM	OPENING DAY	PROPOSED
RUNWAY LENGTH	3,300 FEET	4,000 FEET
RUNWAY WIDTH	75 FEET	100 FEET
APRON AREA	3.5 ACRES	NO CHANGE
ACCESS ROAD LENGTH	4.2 MILES	NO CHANGE
ACCESS ROAD BRIDGE LENGTH	300 FEET	NO CHANGE



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES

FIGURE 5.  
PROPOSED ANGOON AIRPORT SITE, APRON, AND  
ROAD ACCESS: PLAN & PROFILE SHEET LAYOUT  
SHEET 1 OF 13



ANGOON AIRPORT  
MASTER PLAN

# Angoon Airport Angoon, AK Environmental Impact Statement



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# 2008 Angoon Airport EIS Supplemental Airport Planning Memorandum

- New Wind Data Acquisition/Analysis
- FAA Single Runway All Weather Wind Coverage Requirement @ 95%
- 10.5-knot Crosswind Component for Small Single and Twin Engine Aircraft

Angoon Airport



Angoon, AK

Environmental Impact Statement



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# Wind Rose and Runway Alignment

- A Wind Rose is a Diagram Showing the Percentage of Time the Wind Blows from a Particular Direction and Particular Speed
- Runways are Normally Aligned with the Prevailing Winds
- Crosswind Runways are Built to Accommodate Smaller Aircraft When Winds Are Not from the Prevailing Direction

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# Wind data

- Wind Data was Collected for Two Sites in Conjunction with the 2004 Angoon Airport Reconnaissance Study
- A Limited Amount of Wind Data was Obtained Due to Weather and Power Constraints
- Recent Wind Data is Available from the Floatplane Dock
- Supplemental Wind Data is Being Collected at Three Locations In Conjunction with Preparation for the EIS

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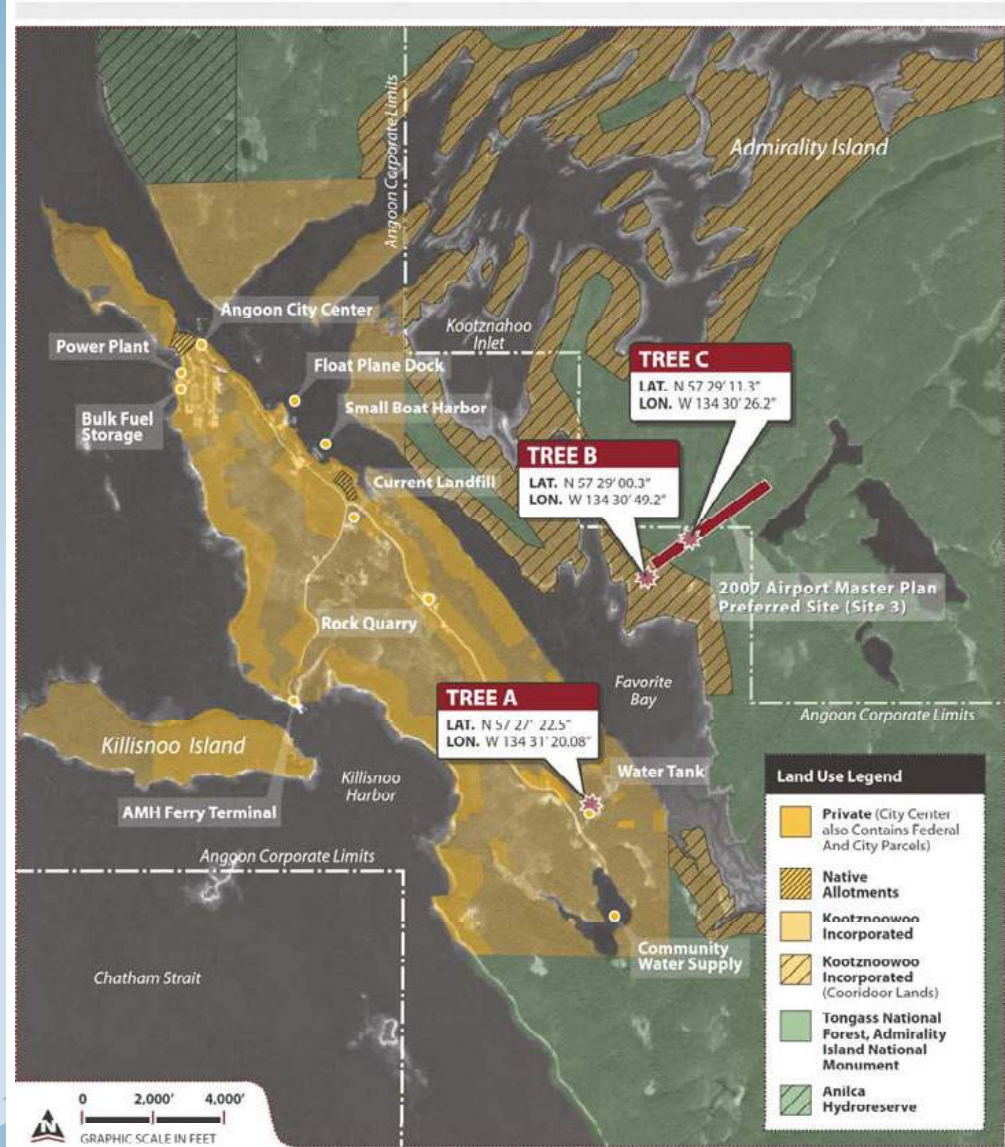


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# 2008 Angoon Airport EIS Supplemental Airport Planning Memorandum

→ New Wind Data Acquisition Sites



Supplemental Wind Data Collection Sites  
Figure A1

Source: Google, 2008 - Map Data, NAVTEQ, 2008.



# Aviation Activity Forecast Confirmation

- Design Aircraft: *Beechcraft Super King Air*
- Aircraft Operations: **3,704 – 4,351**
- Based Aircraft: **0 - 3**
- Passenger Enplanements: **4,344 – 4,800**
- Mail/Freight (lbs.): **368,137 – 626,494**

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# Facility Requirements Confirmation

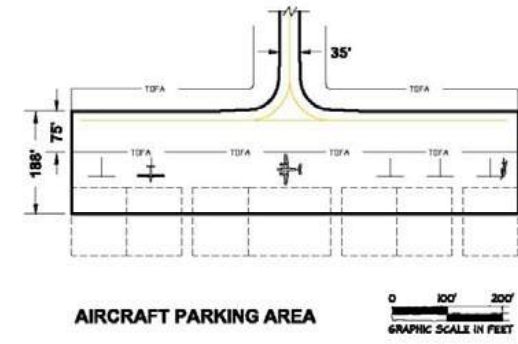
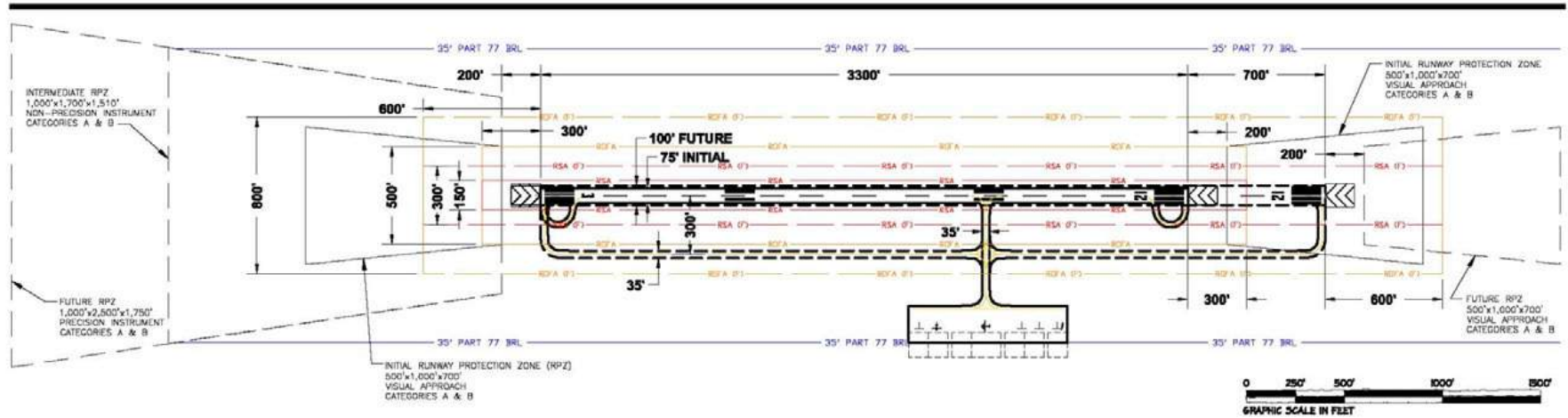
→ Design Aircraft: *Beechcraft Super King Air*

Item	2007 ALP Initial/Future Dimension	ARC B-II Visual & $\geq \frac{3}{4}$ Mile Visibility Minimums	ARC B-II $< \frac{3}{4}$ Mile Visibility Minimums
<b>Runway:</b>			
Width	75/100	75	100
Safety Area Width	150/300	150	300
Safety Area Length (beyond runway end)	300/600	300	600
Object Free Area Width	500/800	500	800
Object Free Area Length (beyond runway end)	300/600	300	600
Obstacle Free Zone Width	<b>250/300</b>	400	400
<b>Runway Centerline to:</b>			
Holdline	N.D.	200	250
Parallel Runway Centerline (VFR)	N.A.	700	700
Parallel Taxiway Centerline	N.A./300	240	300
Aircraft Parking Area	640/640	250	400
<b>Taxiway:</b>			
Width	35	35	35
Safety Area Width	79	79	79
Object Free Area Width	131	131	131
<b>Taxilane:</b>			
Object Free Area Width	115	115	115


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- |  |   |   |  |  |   |
|--|---|---|--|--|---|
| <p><b>BEECH SUPERDOMEAIR 200</b><br/>54.3' X 43.8'<br/>12,500 LBS.<br/>AD6 B-II</p>  | <p><b>CESSNA CARAVAN 208</b><br/>52.7' X 41.8'<br/>8,750 LBS.<br/>AD6 B-II</p>  | <p><b>PIPER CHIEFTAIN</b><br/>40.8' X 35.5'<br/>7,000 LBS.<br/>AD6 B-I</p>  | <p><b>DHC-2 BEAVER</b><br/>48.0' X 30.3'<br/>5,000 LBS.<br/>AD6 A-I</p>  | <p><b>BELL 206 JET RANGER</b><br/>33.3' X 39.7'<br/>3,200 LBS.<br/>AD6 A-I</p>  | <p><b>SIKORSKY HH-60</b><br/>54' X 68'<br/>21,804 LBS.<br/>AD6 A-I</p>  |
|--|---|---|--|--|---|
- 0 25' 50'  
GRAPHIC SCALE IN FEET

Figure C1 Initial/Future Dimensional Criteria Map

Source: Google, 2006; Angoon Airport Master Plan-Alaska DOT 2007

Angoon Airport  EIS (C.5)  
Angoon, AK

# Angoon Airport Angoon, AK Environmental Impact Statement



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# Facility Requirements Confirmation

→ Runway Length: 3,300' to 4,000'

Runway Requirement	Runway Takeoff Length (In Feet) Wet	Runway Takeoff Length (In Feet) Dry
<b>2007 Angoon ALP</b>		
Runway 03/21 (Initial)	3,300	3,300
Runway 03/21 (Future)	4,000	4,000
<b>Small Aircraft with less than 10 seats</b>		
75% of Small Aircraft	2,260	2,260
95% of Small Aircraft	2,790	2,790
100% of Small Aircraft	3,310	3,310
<b>Small Aircraft with more than 10 seats</b>		
	3,800	3,800
<b>Aircraft less than 60,000 pounds</b>		
75% of fleet/60% useful load	5,250	4,810
100% of fleet/60% useful load	5,400	4,940
75% of fleet/90% useful load	6,640	6,020
100% of fleet/90% useful load	7,000	6,850
<b>Large Aircraft greater than 60,000 pounds</b>		
	5,060	5,060

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# Instrument Approaches

- GPS approaches are anticipated to be the FAA's standard approach technology
- The initial approach analysis identifies the potential instrument approach minimums to each runway end (i.e., both ceiling and visibility minimums)
  - *Area Navigation (RNAV)*
  - *GPS Lateral Navigation (LNAV)*
  - *RNAV Localizer Performance with Vertical Guidance (LPV)*

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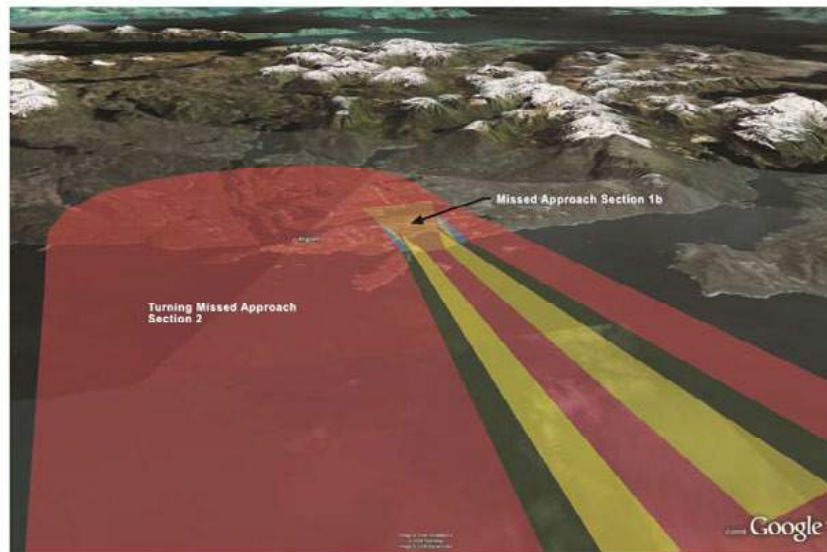
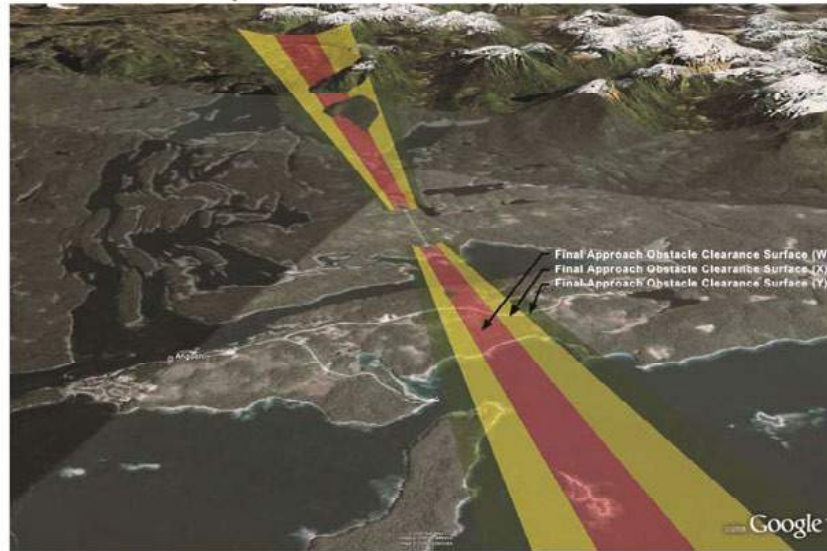


Figure 1 Example Evaluation Surfaces

Source: Google, 2008 - Map Data, NAVTEQ, 2008.

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Angoon, AK



EIS

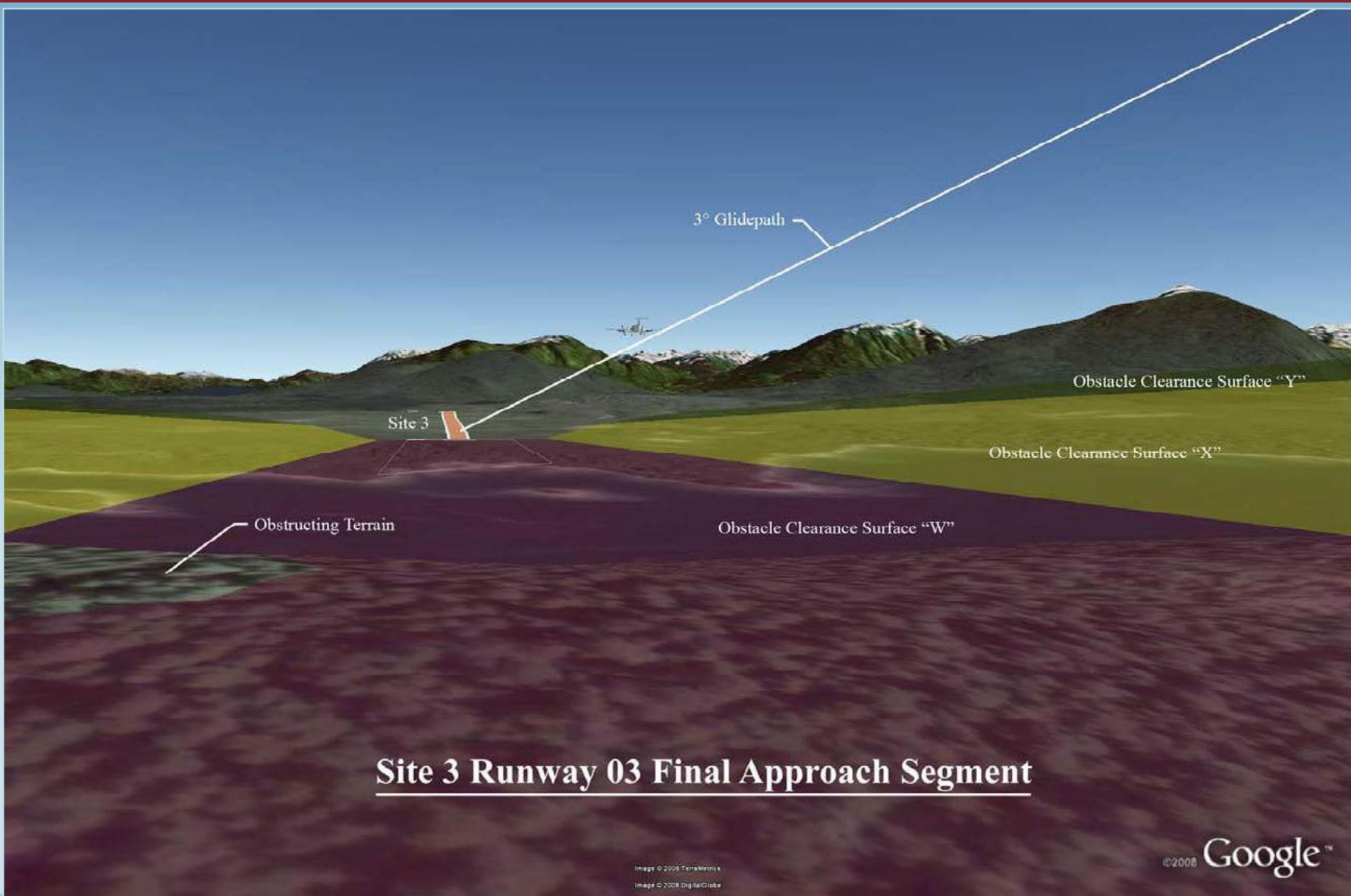


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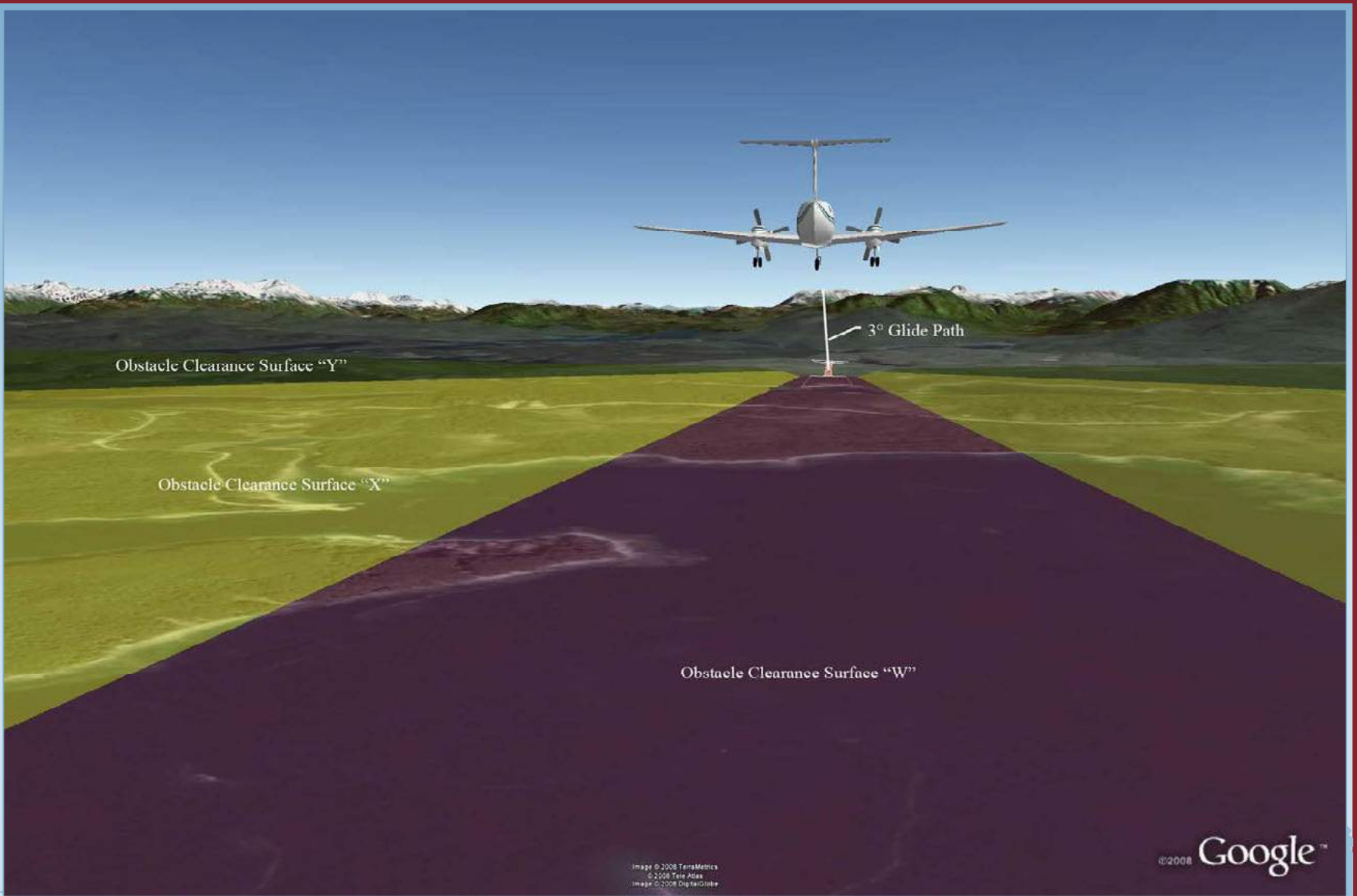




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# Facility Requirements Confirmation

## → Site 3 Instrument Approach Feasibility Evaluation:

- *Screen Each Runway End for GPS Instrument Approach Capability (Both LPV and RNAV procedures)*
- *Construct Preliminary Procedures using all segments*
- *Identify potential ceiling and visibility minima*
- *Identify controlling obstructions*

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# Runway 03 & 21 Instrument Approach Feasibility Minimums (Phase One)

Procedure	Decision Altitude/ Minimum Decent Altitude	Height Above Threshold	Visibility
Runway 03 LPV	1,550'	1,431	5 Statute Miles
Runway 03 LNAV	680'	561	5 Statute Miles
Runway 21 LPV	>2,000'	NA	NA
Runway 21 LNAV Offset	2,000'	1,851	3 Statute Miles

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# Facility Requirements Confirmation

- Site 3 Instrument Approach Feasibility Evaluation:  
**Glidepath Qualification Surface (GQS)**

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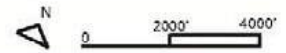


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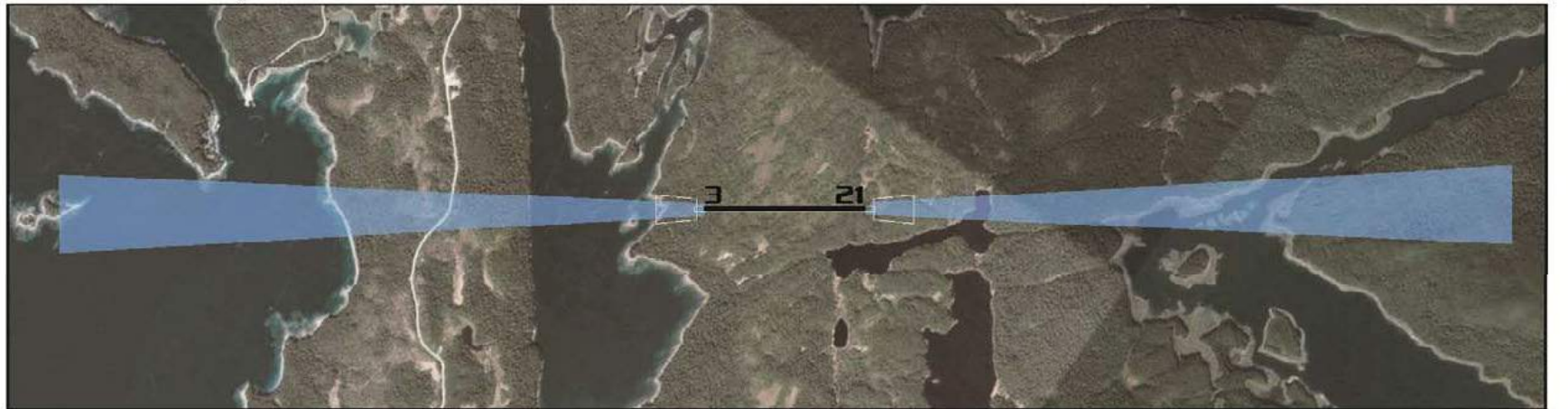


1000' DA - 3.0° Glidepath



Terrain Obstruction to Glidepath Qualification Surface

1000' DA - 3.5° Glidepath



**Figure G.3** Site 3 Glidepath Qualification Surface (GQS)

Source: Google, 2008 - Map Data, NAVTEQ, 2008.



# Facility Requirements Confirmation

- Site 3 Instrument Approach Feasibility Evaluation:  
**Final Approach Segment Obstacle Clearance Surfaces (OCS)**

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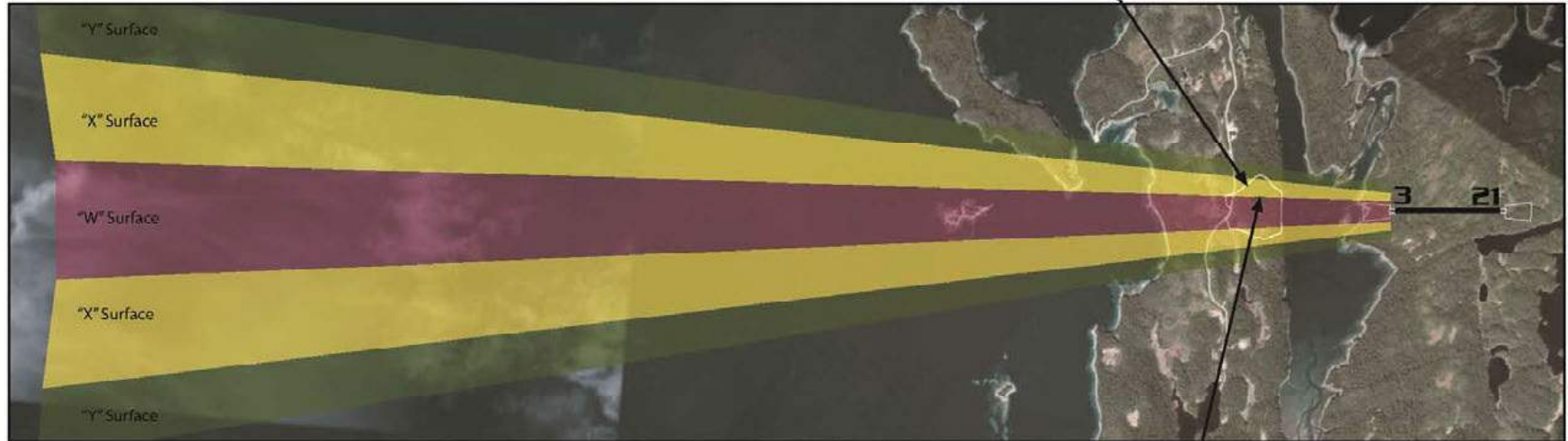
**Environmental Impact Statement**



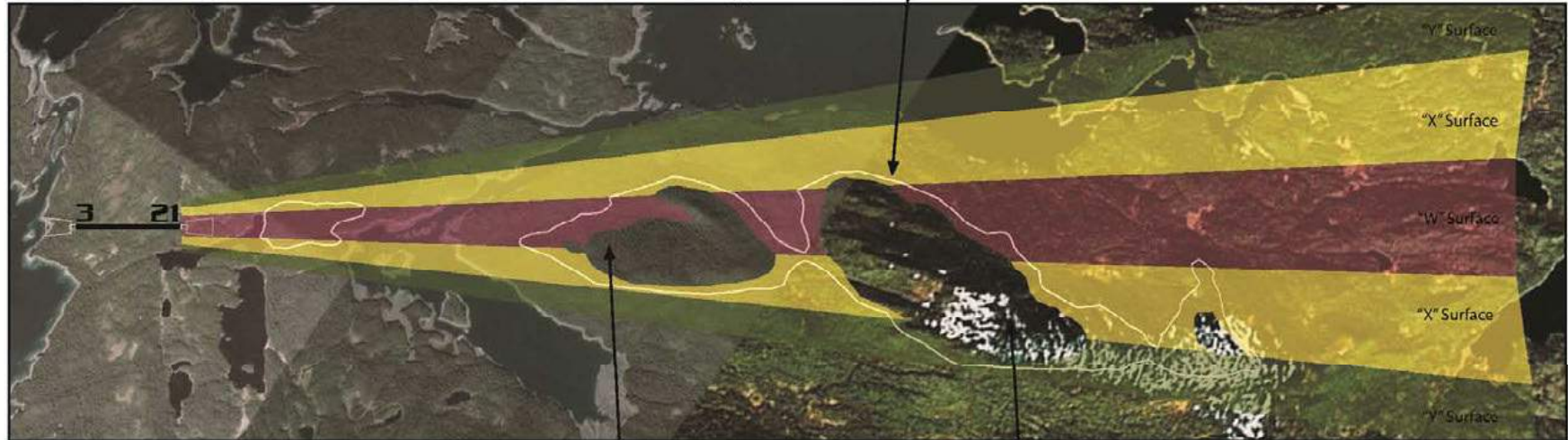
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*Runway 3 Final Approach Obstacle Clearance Surfaces (WXY)*



*Runway 21 Final Approach Obstacle Clearance Surfaces (WXY)*



**Figure W.3 Site 3 Final Approach Segment Obstacle Clearance Surfaces (OCS)**

Source: Google, 2008 - Map Data, NAVTEQ, 2008.

# Facility Requirements Confirmation

- Site 3 Instrument Approach Feasibility Evaluation:  
**Missed Approach Obstacle Clearance Surfaces (OCS)**

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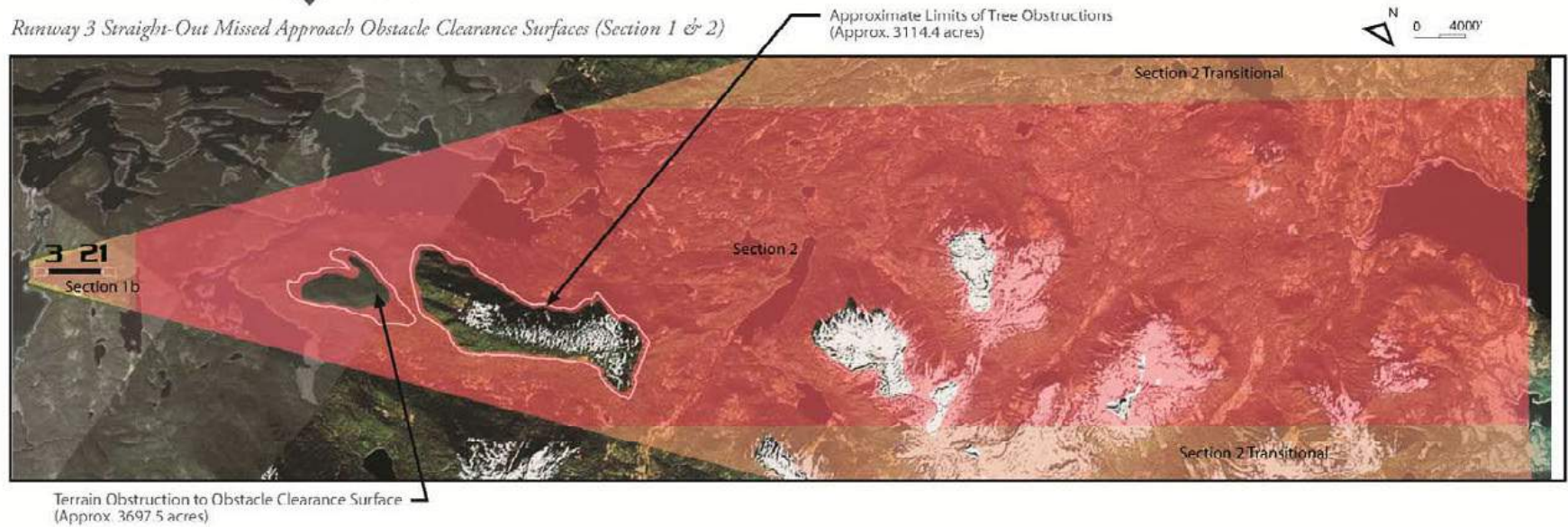


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*Runway 3 Straight-Out Missed Approach Obstacle Clearance Surfaces (Section 1 & 2)*



*Runway 21 Straight-Out Missed Approach Obstacle Clearance Surfaces (Section 1 & 2)*



**Figure M.3** Site 3 Missed Approach Obstacle Clearance Surfaces (OCS)

Source: Google, 2008 - Map Data, NAVTEQ, 2008.

# Facility Requirements Confirmation

- Site 3 Instrument Approach Feasibility Evaluation:  
**Turning Missed Approach Surfaces**

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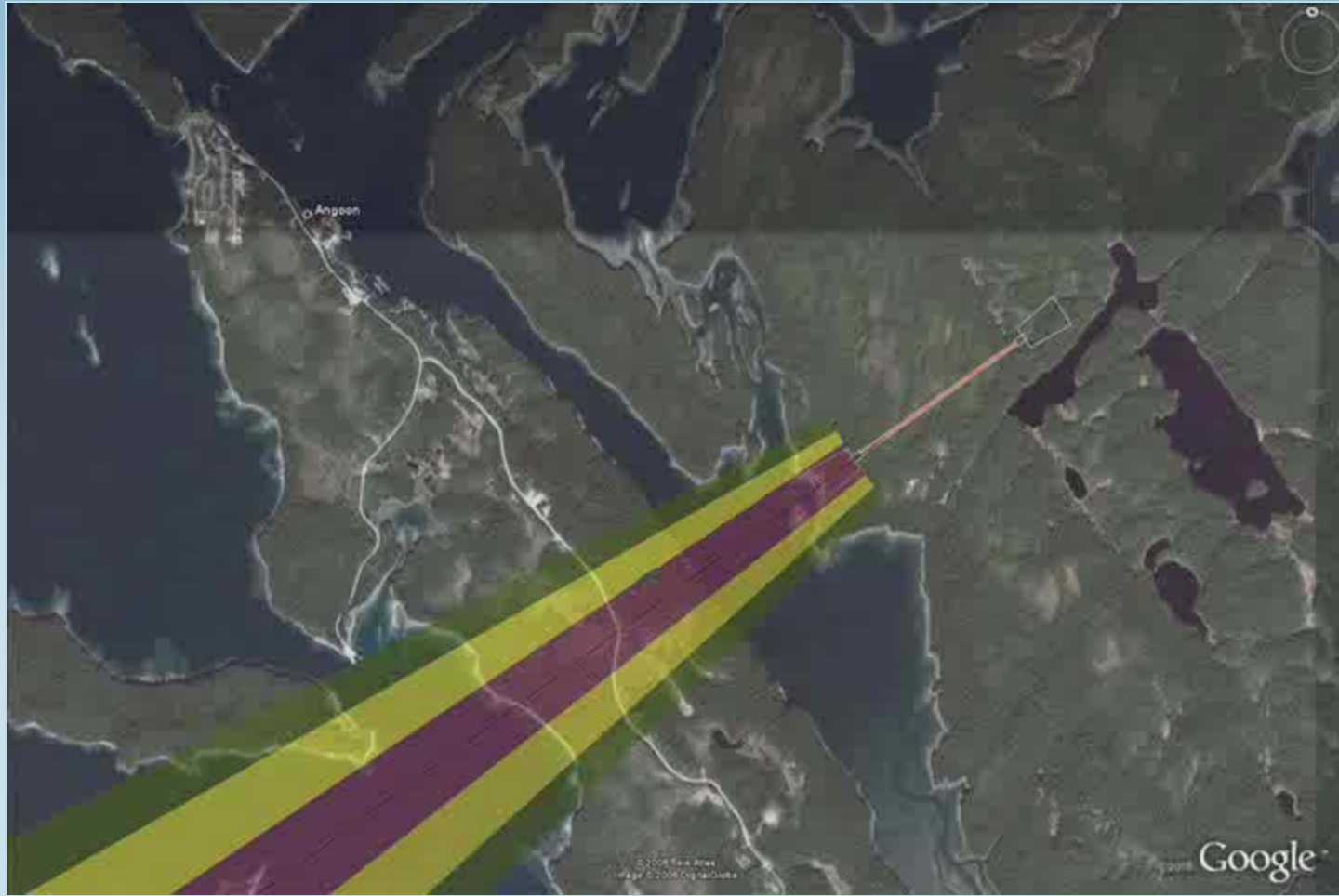
*Runway 3 Turning Missed Approach Obstacle Clearance Surfaces (Section 1 & 2)*



**Figure MT.3** Site 3 Turning Missed Approach Surfaces

Source: Google, 2008 - Map Data, NAVTEQ, 2008.





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# Next Steps

- Instrument Approach Feasibility Determination
- Site Selection Alternatives Review/Confirmation
- Development of Conceptual EIS Alternatives
- Notice of Intent
- Project Scoping

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# Contacts

- Leslie Grey – AAL 614 – Angoon EIS Project Manager
- *Federal Aviation Administration, Airports Division*
  - *222 W. 7th Avenue Box #14*
  - *Anchorage, Alaska 99513-7587*
  - *Phone: (907) 271-5453*
  - *Email: Leslie.Grey@faa.gov*

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**Thank You!**

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## AGENDA FAA/FEDERAL AND STATE AGENCIES MEETING– AUGUST 20, 2008

**Participants:** Leslie Grey (FAA), Verne Skagerberg (DOT&PF), Matt Petersen (SWCA), Sheri Ellis (SWCA), George Weekley (SWCA), Janet Guinn (SWCA), Brad Rolf (BDC), Cody Fussell (BDC), Richard Enriquez (FWS), Chiska Derr (NMFS), John C. Leeds (USACOE), Erin Allee (Alaska CZM), Alexandra Duqua (ADNR), Brenda Krauss (ADEC), Jim Cariello – via phone (ADF&G-HAB), Jason Shull (ADF&G-SF), Karin McCoy (ADF&G-WC), and Kevin Monagle (ADF&G-CF)

**Conference call number:** 1-866-210-1669 (*for Jim Cariello (ADF&G-HAB) who will join via phone*)

**Participant code:** 4578965#

**Time:** 1:00 to 3:00 pm

**Location:** Federal Building, Room 445, NMFS Office, 709 W 9th Street, Juneau

1. Welcome and introductions
2. Overview of supplemental airport planning process and review of results to date
3. Next steps in refining the Proposed Action and developing preliminary alternatives
4. Next steps in EIS and ANILCA processes and anticipated schedule
5. Question and answer

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com).

If you have questions regarding this agenda or project progress, you may also contact Leslie Grey, FAA Project Manager at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

## AGENDA FAA/KOOTZNOOWOO INC. MEETING– AUGUST 20, 2008

**Participants: Leslie Grey (FAA), Verne Skagerberg (DOT&PF), Matt Petersen (SWCA), Sheri Ellis (SWCA), George Weekley (SWCA), Janet Guinn (SWCA), Brad Rolf (BDC), Cody Fussell (BDC), and Peter Naoroz (Kootznoowoo),**

**Time: 4:00 to 5:00 pm**

**Location: Kootznoowoo Office, 8585 Old Dairy Road, Suite 201, Juneau**

1. Welcome and introductions
2. Overview of supplemental airport planning process and review of results to date
3. Balancing issues in refining the Proposed Action and developing preliminary alternatives
4. Next steps in EIS and ANILCA processes and anticipated schedule
5. Review of FAA/Kootznoowoo MOU
6. Concerns, questions, or thoughts

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com).

If you have questions regarding this agenda or project progress, you may also contact Leslie Grey, FAA Project Manager at (907) 271-5453 or Leslie.Grey@faa.gov.



**AGENDA FAA/FOREST SERVICE MEETING– AUGUST 21, 2008**

**Participants: Leslie Grey (FAA), Verne Skagerberg (DOT&PF), Matt Petersen (SWCA), Sheri Ellis (SWCA), George Weekley (SWCA), Janet Guinn (SWCA), Brad Rolf (BDC), Cody Fussell (BDC), Eric Spillman (USFS), USFS Team**

**Time: 8:00 AM to 4:00 PM (if needed)**

**Location: Forest Service Office, 8510 Mendenhall Loop Road**

1. Review project progress
2. Summarize supplemental planning results to date
3. Discuss Proposed Action and alternatives screening process
4. Discuss data exchange and roles of FS resource specialists
5. Discuss MOU status
6. Next steps

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com).

If you have questions regarding this agenda or project progress, you may also contact Leslie Grey, FAA Project Manager at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

**MEMORANDUM OF UNDERSTANDING  
BETWEEN  
FEDERAL AVIATION ADMINISTRATION  
AND  
KOOTZNOOWOO, INCORPORATED  
Angoon Airport EIS  
Angoon, Alaska  
(September 16, 2008)**

This Memorandum of Understanding (MOU) is by and between the Federal Aviation Administration (FAA) Alaskan Region Airports Division, as the lead Federal agency for preparing an Environmental Impact Statement (EIS) for the proposed Angoon Airport, and Kootznoowoo, Inc., as a major landholder that may be affected by the proposed Angoon Airport.

**I PURPOSES**

The purposes of this MOU between the FAA and Kootznoowoo, Inc. ("the parties") are:

1. To formalize and provide a framework for the cooperation and coordination by and between the parties to successfully complete the EIS for the proposed Angoon Airport in a coordinated, timely, and efficient manner;
2. To define the respective roles, obligations, and authorities of the parties in the environmental review process;
3. To confirm the FAA's status as the lead Federal agency with decision-making authority for the EIS;
4. To confirm Kootznoowoo, Inc.'s status as a cooperator with responsibilities for lands under its ownership, as well as lands and their immediate environs managed in consultation and cooperation with the Secretary of Agriculture as defined under Section 506(a)(3)(E) of the Alaska National Interest Lands Conservation Act (ANILCA); and
5. To ensure a working relationship between the parties that meets the purposes and intent of the National Environmental Policy Act (NEPA) and its accompanying regulations.

**II INTRODUCTION**

Under the policies, directives, plans, and operations of the FAA, and under the directives of NEPA and its accompanying regulations, the FAA, as lead federal agency, must request that any agency or group that "has jurisdiction by law" or "has special expertise with respect to any environmental issue" be a cooperating agency (40 CFR § 1501.6; FAA Order 5050.4B 9(d)). Kootznoowoo, Inc. is a major landholder in and around the community of Angoon, including lands that could be considered for potential airport and access road locations. Because of Kootznoowoo, Inc.'s ownership of lands within the airport study area and because of its specialized interest in uses that may affect of those lands, the FAA invites Kootznoowoo, Inc. to participate as a cooperating party. It is the intention of this MOU to establish a working atmosphere of

cooperation among the parties where full recognition and respect to the authority and responsibility of one another is recognized.

### III FAA RESPONSIBILITIES

1. The FAA, as lead federal agency, is responsible for preparing the Draft EIS (DEIS), Final EIS (FEIS), and the subsequent Record of Decision (ROD) for the Angoon Airport project.
2. The FAA seeks the full participation of Kootznoowoo, Inc. as the FAA prepares the DEIS and FEIS.
3. The FAA will provide copies of the following EIS and EIS-related documents to Kootznoowoo, Inc. for its review and comment:
  - Sections of the preliminary DEIS related to Kootznoowoo, Inc.'s land ownership, interests, and other matters as established by statute or regulation (subject to limitations from existing laws and policies; for example, the National Historic Preservation Act, which restricts the distribution of archaeological site location information);
  - The DEIS;
  - Sections of the preliminary FEIS related to Kootznoowoo, Inc.'s land ownership, interests, and other matters as established by statute or regulation (subject to limitations from existing laws and policies);
  - The FEIS.
4. The FAA will provide final copies of technical reports (e.g., resource reports) prepared as part of the EIS process and related to Kootznoowoo, Inc.'s land ownership interests to Kootznoowoo, Inc. (subject to limitations from existing laws and policies).
5. The FAA will request permission from Kootznoowoo, Inc. before conducting any fieldwork on Kootznoowoo, Inc. lands as shown in the attached map of the project area.
6. The FAA, as lead federal agency, will retain ultimate responsibility for determining the purpose and need of the project, selecting the FAA's preferred alternative, issuing decisions (i.e., the ROD), identifying mitigation measures to be included in the project, and formulating conclusions for the FAA's environmental analysis. That the FAA retains these responsibilities does not preclude Kootznoowoo Inc.'s right to comment on documents (see Item III.3) prepared by the FAA.
7. The FAA will ensure that all alternatives retained for detailed analysis in the EIS conform to ownership requirements described under ANILCA Section 506(a).
8. The FAA invites Kootznoowoo, Inc. to help it develop potential mitigation measures that may affect lands under the Kootznoowoo, Inc.'s ownership or other lands or environs that are managed through consultation or cooperation between the Secretary of Agriculture and Kootznoowoo, Inc. (ANILCA Section 506 (a)(3)(E)). The FAA will incorporate Kootznoowoo, Inc. input regarding mitigation as appropriate before determining which measures will be included in the Record of Decision. Kootznoowoo, Inc., however, will determine which mitigation measures will be implemented on lands under its ownership.



9. The FAA will duly consider Kootznoowoo, Inc.'s comments submitted as part of the NEPA process and related legislation and within the scope of the Angoon Airport EIS Project.

#### IV KOOTZNOOWOO, INC. RESPONSIBILITIES

1. Kootznoowoo, Inc. is responsible for managing Kootznoowoo, Inc. and ANILCA Section 506 (a)(3)(C) (Kootznoowoo Corridor) lands.
2. Kootznoowoo, Inc. will fully participate in the Angoon Airport EIS NEPA process as a cooperating party as outlined in this MOU.
3. Kootznoowoo, Inc. will review the documents described in Item III.3 and will comment on the FAA's characterization of lands and resources (i.e., Affected Environment) under Kootznoowoo, Inc.'s ownership and the FAA's assessment of impacts on those lands and resources (i.e., Environmental Consequences). Kootznoowoo, Inc. will submit its written comments and the data it deems necessary to support its comments to the FAA within 30 days of receipt of the documents referenced in Item III.3. If requested, the FAA will make good faith efforts to give Kootznoowoo, Inc. additional time to gather, consolidate, and submit comments from Kootznoowoo, Inc.'s Board of Directors. Kootznoowoo, Inc. will submit its written comments on the DEIS to the FAA during the public comment period, which may exceed 30 days in duration.
4. Kootznoowoo, Inc. will consider all FAA requests to enter Kootznoowoo, Inc. lands for the purpose of fieldwork related to the EIS and will process these requests in as timely a manner as possible. Kootznoowoo, Inc. will notify the FAA in writing of its decisions on such requests and include any stipulations or conditions.
5. Kootznoowoo, Inc. may also provide blanket permission to FAA for entry onto Kootznoowoo, Inc. lands for the purpose of fieldwork related to the EIS.
6. Kootznoowoo, Inc. recognizes the FAA's unique decision-making authority relative to aviation planning and as the lead agency within the NEPA process. Kootznoowoo, Inc. will provide its comments on issues related to its ownership and land management interests to the FAA as outlined in other stipulations of this MOU so that the FAA can be fully informed when the FAA exercises its decision-making authority. Beyond providing comments, Kootznoowoo, Inc. bears no responsibility for preparing the EIS.
7. Kootznoowoo, Inc. will assist the FAA in developing mitigation measures pertaining to impacts affecting lands and resources within Kootznoowoo, Inc.'s ownership; however, the FAA will determine which measures will be included in the ROD. Kootznoowoo, Inc. will report to its Board of Directors on all proposed mitigation within lands under the corporation's ownership, and the Board of Directors will make the final determination on which mitigation measures will be implemented on Kootznoowoo, Inc. lands.
8. Comments provided to the FAA by Kootznoowoo, Inc.'s will be within the umbrella of the NEPA and related legislation and will be limited to actions evaluated in the Angoon Airport EIS.

## V CONFIDENTIALITY

Throughout the EIS process, the parties anticipate that documents related to the EIS (including sections of the preliminary DEIS and preliminary FEIS) will be made available to Kootznoowoo, Inc. for discussion, review, and comment before the DEIS and FEIS are made available to the general public. The parties further anticipate that Kootznoowoo, Inc. may provide proprietary information to the FAA in the course of commenting on EIS-related documents. The parties understand that these draft/preliminary and proprietary documents are not for public review or distribution. Kootznoowoo, Inc. agrees to keep confidential and protect from public disclosure any and all FAA documents it receives before the FAA determines their suitability for public review, subject to the requirements of the Freedom of Information Act. Kootznoowoo, Inc. agrees to keep confidential and protect from public disclosure all information identified by the FAA as confidential or pre-decisional (and marked as such) and disclose it only to Kootznoowoo, Inc.'s employees and the Board of Directors as necessary. Similarly, the FAA agrees to keep confidential and protect from public disclosure all information identified by Kootznoowoo, Inc. as confidential or proprietary (and marked as such).

## VI COMMITMENT TO COOPERATE

1. The parties agree to participate in this EIS in good faith and make every effort to resolve any perceived areas of conflict. The parties further agree to fully explore issues before coming to conclusions, and to commit to searching for opportunities for resolution designed to contribute to an efficient and accurate EIS.
2. The parties agree to provide one another with 30 days written notice before withdrawing from this MOU.

## VII TERMINATION

This MOU will terminate when the FAA issues its ROD. If proposed implementation or mitigation requires further involvement by Kootznoowoo, Inc., a new MOU will be negotiated specific to that involvement.

## VIII NO TRANSFER OF APPROPRIATED FUNDS

The Parties agree that this MOU requires no transfer or commitment of funds or any action that may violate the Anti-Deficiency Act. The Anti-Deficiency Act (31 U.S.C. §1341) prevents the incurring of obligations or expenditures in excess of available appropriations or funds.

## IX POINTS OF CONTACT

1. The points of contact for each party to this MOU are:



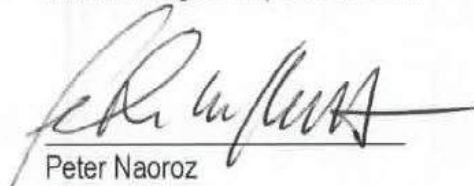
Leslie Grey, AAL-614  
FAA Project Manager  
Angoon Airport EIS  
222 W. 7<sup>th</sup> Avenue #14  
Anchorage, Alaska 99513-7587  
(907) 271-5453  
[leslie.grey@faa.gov](mailto:leslie.grey@faa.gov)

Peter Naoroz,  
Kootznoowoo, Inc. General Manager  
8585 Old Dairy Road, Suite 201  
Juneau, Alaska 99801  
(907) 790-2992  
[peter@kootznoowoo.com](mailto:peter@kootznoowoo.com)

2. The FAA may contact Kootznoowoo, Inc. through the following FAA-authorized third-party contractor staff members; Matt Petersen, Sheri Ellis, or George Weekley.
3. Kootznoowoo, Inc will direct all correspondence to Leslie Grey.

  
Bryon K. Huffman, Manager  
Federal Aviation Administration  
Alaskan Region Airports Division

12/5/08  
Date

  
Peter Naoroz  
General Manager  
Kootznoowoo, Inc.

November 26, 2008  
Date



-----  
[4910-13]

DEPARTMENT OF TRANSPORTATION  
Federal Aviation Administration

Environmental Impact Statement: Angoon Airport,  
Angoon, AK

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice of intent.  
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SUMMARY: The FAA announces that they will prepare an Environmental Impact Statement (EIS) to consider alternatives to and disclose the potential impacts of constructing a new land-based commercial airport near the City of Angoon. The FAA will hold public and agency scoping meetings to help identify substantive project concerns to be addressed in the EIS process. Cooperating agencies in this process include the United States Forest Service (USFS), and the United States Army Corps of Engineers (ACOE).

DATES:

1. October 27, 2008 in Anchorage, Alaska for agency scoping meeting.
2. October 27, 2008 in Anchorage, Alaska for public scoping meeting.
3. October 29, 2008 in Juneau, Alaska for agency scoping meeting.
4. October 29, 2008 in Juneau, Alaska for public scoping meeting.
5. October 31, 2008 in Angoon, Alaska for public scoping meeting.
6. November 10, 2008 close of scoping comment period.

RESPONSIBLE OFFICIAL: Leslie A. Grey, Environmental Protection  
Specialist AAL-614, Federal Aviation Administration, Alaskan Region,  
Airports Division, 222 W. 7th Avenue, #14, Anchorage, AK 99513-7587  
Anchorage, AK 99513-7587, Telephone (907)271-5453.

FOR FURTHER INFORMATION CONTACT: Leslie A. Grey, Environmental Protection Specialist AAL-614, Federal Aviation Administration, Alaskan Region, Airports Division, 222 W. 7th Avenue, #14, Anchorage, AK 99513-7587, Telephone (907)271-5453, e-mail: [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com)

Additional details regarding the project can be found on the project website at [www.angoonairporteis.com](http://www.angoonairporteis.com)

SUBMIT WRITTEN COMMENTS, SEND TO: Leslie A. Grey, Environmental Protection Specialist AAL-614, Federal Aviation Administration, Alaskan Region, Airports Division, 222 W. 7th Avenue, #14, Anchorage, AK 99513-7587, Telephone (907)271-5453, e-mail: [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com)

SUPPLEMENTARY INFORMATION: The FAA will prepare an EIS to assess the proposed construction of a land-based airport in or near the community of Angoon. The Alaska Department of Transportation and Public Facilities' (DOT&PF) Airport Master Plan site submitted to the FAA for consideration would encompass approximately 270 acres and would include a single 3,300 foot runway (with the ability to be expanded to 4,000 feet in the future) and a 3.5 acre apron that would include areas for airport support facilities as needed. This airport would be similar in size and facilities to existing airports at Hoonah, AK and Kake, AK.

Because DOT&PF's proposed site is partially within Admiralty Island National Monument, the USFS has to make a decision on whether to grant and administer a Special Use Permit for airport operation on the Monument, or pursue some type of conveyance of the property to state ownership. To facilitate this process, the FAA has asked the USFS to be

a cooperator in the EIS process to ensure that the EIS analysis and range of alternatives will meet the need of the USFS to make an informed decision.

Because jurisdictional waters of the United States occur within the proposed project area, it is possible that a 404(b)(1) permit application will also be required for the project. The FAA has also asked the ACOE to be a cooperator in this process because of the ACOE's jurisdictional authority over this resource.

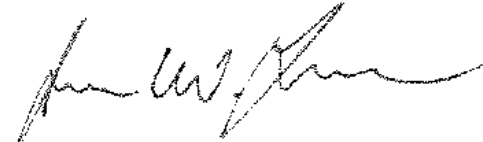
To ensure that the full range of issues related to the proposed action are addressed and that all significant issues are identified, the FAA will coordinate and consult with the public; tribal governments; Federal, State, local agencies, and tribal corporations that have jurisdiction by law or have special expertise with respect to any environmental impacts associated with the proposed projects.

The agency scoping meetings will be held in Anchorage, Alaska on October 27, 2008 and in Juneau, Alaska on October 29, 2008. Public scoping meetings will be held in Anchorage, Alaska on October 27, 2008, in Juneau, Alaska on October 29, 2008 and in Angoon, Alaska on October 31, 2008. Notification of the public scoping meetings will be published on the project web site ([www.angoonairporteis.com](http://www.angoonairporteis.com)), in the Juneau Empire, and in the Anchorage Daily News, and will be posted at the Community Center in Angoon.

In addition to providing input at the scoping meetings, the agencies and the public may submit written comments via the e-mail address [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com) or the address shown above under, "To

Submit Written Comments, Send To.' Comments must be submitted by  
November 10, 2008.

Issued in Anchorage, Alaska, on September 17, 2008.

A handwritten signature in black ink, appearing to read 'James W. Lomen', written in a cursive style.

James W. Lomen, P.E.,  
Deputy Division Manager, FAA, Airports Division, AAL-601.



# Federal Aviation Administration

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## Memorandum

Date: September 17, 2008

To: Assistant Chief Counsel, Regulations Division, AGC-200  
ATTN: Nancy Molitor, Rules Docket Office

From: Deputy Division Manager, Airports Division, AAL-601

Reply to: Leslie Grey (907) 271-5453

Subject: ACTION: Notice for Publication in the Federal Register; Notice of Intent to Conduct and Environmental Impact Statement for the Angoon Airport, Angoon, Alaska

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Please have the attached notice published in the Federal Register no later than September 27, 2008 as the notice contains a time-critical date.

If you have any comments or corrections to the attached Notice please do not hesitate to contact Leslie Grey at 907-271-5453. Also, please advise us of the expected date of publication by calling Ms. Grey.

A handwritten signature in black ink, appearing to read "James W. Lomen".

James W. Lomen, P.E.

Attachment

cc: APP-400



U. S. Department  
of Transportation

**Federal Aviation  
Administration**

# Memorandum

ALASKAN REGION  
AIRPORTS DIVISION  
222 W. 7th AVE., #14  
ANCHORAGE, AK 99513

---

Subject: **ACTION:** Notice for Publication in the Federal Register;  
Notice of Intent to Conduct an Environmental Impact  
Statement for the Angoon Airport, Angoon Alaska

Date: September 17,  
2008

From: Deputy Division Manager, Airports Division, AAL-601

Reply  
to: Leslie Grey  
AAL-614

To: Manager, Airport Planning & Environmental Division,  
APP-400

Attached is a copy of the Federal Register Notice and Memorandum to AGC-200 requesting publication in the Federal Register of the FAA's Notice of Intent to conduct an Environmental Impact Statement for the Angoon Airport, which announces Environmental impact Statement formal public scoping.

If you have any comments or questions on the attached documents, please do not hesitate to contact Leslie Grey at (907) 271-5453.

James W. Lomen, P.E.  
Deputy Division Manager  
Alaskan Region Airports Division,

Enclosures





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

AAL-614  
Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

September 17, 2008

Raymond A. Mosley, Director  
Office of the Federal Register  
Washington, DC 20591

Dear Mr. Mosley,

This is to certify that the uncoded disk furnished with the attached document entitled, Notice of Intent to Conduct an Environmental Impact Statement for the Angoon Airport, Angoon Alaska, is a true copy of the original signed document and should be used by GPO in preparing for publication.

Sincerely,

A handwritten signature in black ink, appearing to read "James W. Lomen".

James W. Lomen, P.E.  
Deputy Division Manager  
FAA Alaskan Region, Airports Division



United States  
Department of  
Agriculture

Forest  
Service

Alaska Region  
Tongass National Forest  
Admiralty National Monument

8510 Mendenhall Loop  
Juneau, AK 99801  
Phone: (907) 586-8790  
Fax: (907) 586-8795

File Code: 2720-2-1

Date: September 17, 2008

Leslie Grey  
Federal Aviation Administration  
P.O. Box 14  
222 West 7th Ave, #14  
Anchorage, AK 99513-7587

Dear Ms. Grey;

I authorize the two year extension of the wind monitoring devices on National Forest System Lands near Favorite Bay, Admiralty Island National Monument per the written request received on September 9, 2008. Rather than expiring on February 15, 2009, your permit will now expire on March 31, 2011.

If you have any questions or would like to discuss this with your permit administrator, you may call Kari Vanderheuel at (907) 789-6279. Thank you for your prompt attention to this matter.

Sincerely,

*Kathryn E. Rodriguez*  
KATHRYN E. RODRIGUEZ  
Monument Ranger

Hi Leslie, 09-22-08  
Here is a signed amendment to allow an  
additional 2 years for the wind monitoring equip.  
please sign the amendment and send it back  
to me at

USDA FOREST SERVICE  
ATTN: Kari Vanderheuel  
8510 Mendenhall Loop Rd  
Juneau AK 99801

Any questions please give me a call at  
907.789.6279

Thanks, Kari V.



**MEMORANDUM OF AGREEMENT**  
**Angoon Airport Environmental Impact Statement (EIS)**  
**Angoon, Alaska**  
**September 23, 2008**

**COOPERATING AGENCY – the Corps of Engineers**

This MEMORANDUM OF AGREEMENT (MOA) is established and entered into by and between the Federal Aviation Administration, Alaskan Region (FAA) and the U.S. Army Corps of Engineers, Alaska District ("the Corps") (collectively the "the parties"). The FAA has determined that FAA approval and funding for proposed construction by the Alaska Department of Transportation and Public Facilities ("the Sponsor") of a new land-based airport in or near the community of Angoon ("the Angoon Airport") constitutes a major Federal action significantly affecting the quality of the human environment and that an Environmental Impact Statement (EIS) is required. This MOA acknowledges FAA as the lead Federal agency and the Corps as a cooperating agency in preparation of the EIS. A goal of this MOA is to foster a working atmosphere of cooperation that serves the mutual interests of all parties and the public in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. § 4332) and as detailed in the Council for Environmental Quality (CEQ) regulations for Implementing the Procedural Provisions of NEPA (40 CFR §1500).

The EIS will analyze alternative locations for the Angoon Airport, potentially including one within Admiralty Island National Monument, which is managed by the U.S. Forest Service (USFS). This EIS serves an important function in disclosing project consequences to the public and agencies, and providing a process to develop an alternative that meets the needs of the community of Angoon while minimizing impacts to natural and human resources. The Corps can provide critical insight into resource concerns and appropriate analysis techniques for those resources under their jurisdiction or for which they have special expertise.

**I. AUTHORITIES**

FAA: The FAA has statutory authority to promote and develop a safe and efficient nation-wide system of airports adequate to meet the current and projected growth in aviation (49 U.S.C. 47101). In carrying out its statutory responsibilities, the FAA is responsible for ensuring that its actions comply with NEPA. The FAA's Airports Program is responsible for analyzing the environmental consequences of proposed Federal actions involving airports. As the lead Federal agency, the FAA is responsible for preparing the EIS (40 CFR ¶1501.5(a)), and for requesting the Corps to participate in the EIS as a cooperating agency (40 CFR ¶1506.6).

Corps: The Corps has the following statutory authorities and jurisdictions: Section 10 of the Rivers and Harbors Act (RHA) of 1899 (33 U.S.C. 403) requires Department of Army permits for structures or work in or affecting navigable waters of the United States; Section 404 of the Clean Water Act (CWA) of 1977 (33 U.S.C. 1344) requires permits for the discharge of dredged or fill material into waters of the United States, including wetlands, and; under Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972 (33 U.S.C. 1413), for the transport of dredged material for the purpose of dumping it into ocean waters.

## II. INTRODUCTION

Under the policies, directives, plans, and operations of the FAA, and in compliance with NEPA and its accompanying regulations, the FAA, as lead agency, is responsible for requesting at its discretion the participation of "any other Federal agency which has jurisdiction by law" to be a cooperating agency (40 CFR § 1501.6). As a cooperating agency, the Corps, through the AUTHORITIES cited above, has jurisdiction by law over above-mentioned resources which could be impacted by the proposed Angoon Airport project. Additionally, the FAA and the Corps have interests in maintaining the "quality of the human environment" (40 CFR §1500) as it relates to any potential adverse impacts of the proposed Angoon Airport project. Accordingly, the FAA invites the Corps to participate as a cooperating agency in the Angoon Airport EIS process.

It is acknowledged that the FAA, as lead agency, has the responsibility for the content of the Draft EIS (DEIS), Final EIS (FEIS), and FAA's findings (i.e., Record of Decision). It is further acknowledged that the FAA seeks the full participation of the Corps as a cooperating agency. To this end, the FAA will provide to the Corps copies of all documents necessary for EIS review including technical reports for resources over which the Corps has jurisdictional authority or particular expertise; the preliminary DEIS (not for public review), the public DEIS, the preliminary FEIS (if prepared; not for public review), the public FEIS, and all public and stakeholder comments and information necessary for the EIS and its conclusions. The Corps will also share information and technical expertise in order to evaluate the potential operational impacts of the proposed action for the Angoon Airport and alternatives to that action, including the alternative of no action. It is the intention of this MOA to establish a working atmosphere of cooperation among the participants where full recognition and respect to the authority and responsibility of one another is recognized.

## III. PURPOSE

The purpose of this MOA between the FAA and the Corps is to:

- (1) formalize a framework for cooperation and coordination that fosters timely and efficient preparation of the DEIS and the FEIS;
- (2) define the respective roles, obligations, and jurisdictional authority of the lead and cooperating agencies in the environmental review process;
- (3) confirm the designations of the FAA as lead agency and the Corps as a cooperating agency in preparation of the EIS, with both agencies maintaining respective jurisdictional responsibilities as are established in the previously cited AUTHORITIES and applicable law;
- (4) prepare a single EIS for the proposed Angoon Airport project that satisfies the NEPA and Section 404(b)(1) compliance requirements for the FAA and Corps; and
- (5) ensure that the working relationship between the FAA and the Corps meets the purposes and intent of NEPA and its accompanying regulations.

The EIS is being prepared under the authority of NEPA and in compliance with the CEQ Regulations. The EIS will be prepared in accordance with the FAA's *National Environmental Policy Act Implementing Instructions for Airport Actions, Order 5050.4B*; FAA's *Policies and Procedures for Considering Environmental Impacts, Order 1050.1E*; and other regulations specific to the responsibilities of applicable state and Federal jurisdictions.

#### IV. STATEMENT OF MUTUAL BENEFITS AND THE PUBLIC INTEREST

It is in the interest of and beneficial to the Federal government, the State of Alaska, and the general public:

- That the FAA and the Corps work together in meeting their NEPA and Section 404(b)(1) guidelines compliance and other applicable regulatory responsibilities;
- That the FAA and the Corps coordinate efforts under this MOA in order to maximize use of available resources and minimize duplication in those areas of overlapping agency responsibilities; and
- For the FAA and the Corps to identify and resolve issues associated with each party's responsibilities and jurisdictions prior to issuance of the DEIS, FEIS, draft Permits, and public review processes.

#### V. THE FAA SHALL

- (1) As the lead agency, have primary responsibility for meeting the compliance requirements of NEPA and for preparing the DEIS and FEIS for the Angoon Airport project. In this capacity, the FAA will ensure that the EIS includes information needed to address the compliance requirements of all cooperating agencies.
- (2) Request that the Corps review the DEIS and FEIS (and preliminary DEIS and FEIS, if prepared) and comment on the Angoon Airport project's impacts, consistent with the Corps' jurisdiction or expertise, on the surrounding environment.
- (3) Retain ultimate responsibility for determining the purpose and need of the Angoon Airport project, establishing the range of reasonable alternatives to be considered in the EIS, selecting the FAA's preferred alternative, proposing mitigation measures for the Angoon Airport project, and making conclusions about the project's environmental analysis. That the FAA retains such responsibilities does not preclude the right of the Corps to comment on these areas, or to make the final determination on the Corps' preferred alternative and associated mitigation measures for their permitting purposes.
- (4) As appropriate, incorporate into the DEIS and FEIS comments, recommendations, and data submitted by the Corps.
- (5) Consult with the Corps regarding the EIS issues of concern, the range of EIS

alternatives considered, and the associated mitigation measures to be analyzed in the EIS.

- (6) In consultation with the Corps, include in the EIS written materials requested by the Corps to meet NEPA compliance and regulatory permitting requirements including information necessary to comply with the Section 404(b)(1) guidelines. Materials may include descriptions of waters of the United States, including wetlands and water resources; descriptions of biological resources; impacts and functional assessments to aquatic resources including wetlands; and the development and evaluation of mitigation measures.
- (7) Include in the EIS an analysis of FAA's preferred alternative and a reasonable range of alternatives sufficient to meet both NEPA and any permit or approval requirements of the Corps for Section 404(b)(1) compliance.
- (8) In consultation with the Corps and other state and Federal agencies, hold public workshops, information meetings, and public hearings for the EIS and permitting processes.
- (9) Ensure that the Corps receives copies of all comments received during development of the DEIS (i.e., scoping) and on the DEIS and FEIS during the public comment periods. The FAA shall identify to the Corps those comments pertaining to the expertise or regulatory authority of the Corps, including those comments which may require the Corps to prepare or assist the FAA in preparing written responses for inclusion in the EIS.
- (10) Ensure that the Notice of Intent (NOI) to prepare the EIS and the cover pages of the DEIS and FEIS identify the Corps as a cooperating agency and that the introduction section of the DEIS and FEIS briefly describes the Corps' roles and authorities.
- (11) Provide to the Corps an EIS work schedule from the NOI to prepare an EIS to completion of the Record of Decision (ROD), and promptly inform the Corps of all schedule changes that would affect the Corps' input into the ROD.
- (12) Provide to the Corps technical reports documenting analyses of aviation and airfield operational matters including reports regarding selection of design aircraft for practicability analysis and feasibility of alternative runway safety area designs. The FAA will maintain final authority for decisions related to aviation planning and safety.



VI. THE CORPS SHALL

- (1) Concurrent with the scoping and FAA's development of the purpose and need statement for the DEIS and FEIS, independently develop (with input and comment from the FAA) the overall project purpose to establish the basis for the Corps' Section 404(b)(1) guidelines compliance determination.
- (2) Prepare a Public Notice of the DA permit application concurrent with the release of the FEIS. The Corps' Public Notice comment period shall be the same as the comment period for the FEIS.
- (3) Coordinate closely with the FAA in the preparation of the Corps' independent ROD within 90 days of publication the FEIS or publication of the FAA's ROD, whichever comes last.
- (4) Help the FAA develop responses to comments received on the DEIS and FEIS that pertain to the Corps' areas of expertise. Similarly, the FAA maintains primary responsibility to respond to inquiries that relate to its special expertise, jurisdiction, and role as lead agency.
- (5) Help the FAA in develop those mitigation measures pertaining to impacts affecting areas within the Corps' expertise; however, FAA maintains final authority for determining what mitigation measures will be proposed for the Angoon Airport project and which will be implemented for those resources under the FAA's jurisdiction. Similarly, the Corps will retain ultimate responsibility for determining which the Corps' preferred alternative and associated mitigation measures for its permitting process.
- (6) Fully review the technical and scientific data supplied by the FAA.
- (7) Compile and review those comments which are both within the umbrella of the NEPA, the CWA, the RHA, and Environmental Protection Agency 404(b)(1) and germane to alternatives within the scope of the FAA's and Corps' decisions for the Angoon Airport project.
- (8) Prepare and submit to the FAA the Corps' written comments within 30 days of the Corps' receipt of technical reports.
- (9) To the extent practicable, prepare and submit the Corps' written comments (plus any necessary supporting data for those comments) to the FAA for inclusion in the DEIS within 30 days of the Corps' receipt of the preliminary DEIS. The Corps shall prepare and submit to the FAA its written comments and data for inclusion in the FEIS within 45 days of the Corps' receipt of the public DEIS. The Corps shall submit responses to public comments on the DEIS, within the Corps' areas of expertise, to the FAA within 30 days from the Corps' receipt of those comments.

- (10) Provide the FAA with timely input on significant issues, mitigation measures, and potential alternatives so that the FAA may consider including that input in the DEIS and FEIS.
- (11) Guide and direct the FAA concerning work needed for the EIS to fulfill the Corps' regulatory evaluation and decision-making processes such that the FAA can develop those sections of the EIS in accordance with the expressed needs of the Corps. The Corps shall also assist the FAA in identifying the least environmentally-damaging practicable alternative to comply with the Section 404(b)(1) guidelines.
- (12) Defer to the FAA in aviation and airfield operational matters, such as selection of design aircraft for practicability analysis, or feasibility of alternative runway safety area designs.


## VII. THE PARTIES

- (1) Shall participate in this EIS in good faith and make every effort to resolve any perceived areas of conflict. The parties further agree to fully explore issues before coming to conclusions, and to commit to searching for opportunities for resolution designed to contribute to an efficient and accurate EIS.
- (2) Shall keep confidential and protect from public disclosure all FAA documents exchanged prior to determination of suitability for public review by the FAA, subject to the directives of the Freedom of Information Act.
- (3) Shall inform all persons within the FAA and the Corps working on Angoon Airport EIS-related documentation (including internal drafts, technical memoranda, delineation reports, and so forth) of the confidentiality requirements noted in item VII(2) above to preclude public release of the documentation before a determination of suitability for public release has been made.
- (4) Shall not employ the services of any representative or party having a financial interest in the outcome of the proposed Angoon Airport project. Consistent with 40 CFR § 1506.5(c), the parties shall also take all necessary steps to ensure that no conflict of interest exists with any consultants, counsel, or representatives they may employ in this undertaking.
- (5) Shall terminate this MOA when the FAA issues its ROD. If any proposed implementation or mitigation measures within the ROD require further involvement of the Corps, the parties shall, at their discretion, either negotiate a new MOA that is specific to that involvement, or amend and extend this MOA.
- (6) Agree that this MOA requires no transfer of appropriated funds and that any obligations contained herein are subject to appropriations by Congress.
- (7) Agree that this MOA is effective upon execution of the signature of the parties.


- (8) Agree to provide the other party at least 30 days written notice before withdrawing from this MOA.
- (9) Agree that nothing in this MOA alters, amends, or affects in any way the statutory or regulatory authorities of the Corps or the FAA.
- (10) Agree to make every reasonable effort, including innovative approaches to problem solving, to resolve differences relating to the EIS analysis, scope, alternatives, or other issues as may arise.
- (11) Understand that the FAA is responsible for directing the work and actions of any third-party consultant that assists in the preparation of the EIS, and that any work requested by the Corps beyond that included in a consultant's scope of work must be pre-approved by the FAA.
- (12) Establish the following points of contact for each party to this MOA:

FAA	Leslie Grey	Project Manager	(907) 271-5453	Leslie.Grey@FAA.gov
Corps	Victor Ross	Project Manager	(907) 753-2779	victor.o.ross.usace.army.mil

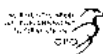
MOA Signatories

  
Byron K. Huffman, Manager  
Alaskan Region, Airports Division  
Federal Aviation Administration

4/16/09  
Date

  
Victor Ross, Acting Team Leader *Frank Chief*  
East Section, Regulatory Branch  
U.S. Army Corps of Engineers, Alaska District

3/12/2009  
Date



Dated: September 16, 2008.

Mark Skolnicki,

*Executive Secretary, Shipping Coordinating Committee, Department of State.*

[FR Doc. E8-22432 Filed 9-23-08; 8:45 am]

BILLING CODE 4710-09-P

## DEPARTMENT OF TRANSPORTATION

### Office of the Secretary

#### Notice of Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits Filed Under Subpart B (Formerly Subpart Q) During the Week Ending September 12, 2008

The following Applications for Certificates of Public Convenience and Necessity and Foreign Air Carrier Permits were filed under Subpart B (formerly Subpart Q) of the Department of Transportation's Procedural Regulations (See 14 CFR 301.201 *et seq.*). The due date for Answers, Conforming Applications, or Motions To Modify Scope are set forth below for each application. Following the Answer period DOT may process the application by expedited procedures. Such procedures may consist of the adoption of a show-cause order, a tentative order, or in appropriate cases a final order without further proceedings.

*Docket Number:* DOT-GST-2008-0285.

*Date Filed:* September 12, 2008.

*Due Date for Answers, Conforming Applications, or Motion To Modify Scope:* October 3, 2008.

*Description:* Application of Sovereign Air, Inc. requesting authority to operate scheduled passenger service as a commuter air carrier.

Renee V. Wright,

*Program Manager, Docket Operations, Federal Register Liaison.*

[FR Doc. E8-22363 Filed 9-23-08; 8:45 am]

BILLING CODE 4910-9X-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Environmental Impact Statement: Angoon Airport, Angoon, AK

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FAA announces that they will prepare an Environmental Impact Statement (EIS) to consider alternatives to and disclose the potential impacts of constructing a new land-based

commercial airport near the City of Angoon. The FAA will hold public and agency scoping meetings to help identify substantive project concerns to be addressed in the EIS process. Cooperating agencies in this process include the United States Forest Service (USFS), and the United States Army Corps of Engineers (ACOE).

**DATES:** 1. October 27, 2008 in Anchorage, Alaska for agency scoping meeting.

2. October 27, 2008 in Anchorage, Alaska for public scoping meeting.

3. October 29, 2008 in Juneau, Alaska for agency scoping meeting.

4. October 29, 2008 in Juneau, Alaska for public scoping meeting.

5. October 31, 2008 in Angoon, Alaska for public scoping meeting.

6. November 10, 2008 close of scoping comment period.

*Responsible Official:* Leslie A. Grey, Environmental Protection Specialist AAL-614, Federal Aviation Administration, Alaskan Region, Airports Division, 222 W. 7th Avenue, #14, Anchorage, AK 99513-7587, Telephone (907) 271-5453.

**FOR FURTHER INFORMATION CONTACT:**

Leslie A. Grey, Environmental Protection Specialist AAL-614, Federal Aviation Administration, Alaskan Region, Airports Division, 222 W. 7th Avenue, #14, Anchorage, AK 99513-7587, Telephone (907) 271-5453, e-mail: [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com).

Additional details regarding the project can be found on the project Web site at <http://www.angoonairporteis.com>.

*Submit Written Comments, Send to:* Leslie A. Grey, Environmental Protection Specialist AAL-614, Federal Aviation Administration, Alaskan Region, Airports Division, 222 W. 7th Avenue, #14, Anchorage, AK 99513-7587, Telephone (907) 271-5453, e-mail: [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com).

**SUPPLEMENTARY INFORMATION:** The FAA will prepare an EIS to assess the proposed construction of a land-based airport in or near the community of Angoon. The Alaska Department of Transportation and Public Facilities' (DOT&PF) Airport Master Plan site submitted to the FAA for consideration would encompass approximately 270 acres and would include a single 3,300 foot runway (with the ability to be expanded to 4,000 feet in the future) and a 3.5 acre apron that would include areas for airport support facilities as needed. This airport would be similar in size and facilities to existing airports at Hoonah, AK and Kake, AK.

Because DOT&PF's proposed site is partially within Admiralty Island

National Monument, the USFS has to make a decision on whether to grant and administer a Special Use Permit for airport operation on the Monument, or pursue some type of conveyance of the property to state ownership. To facilitate this process, the FAA has asked the USFS to be a cooperator in the EIS process to ensure that the EIS analysis and range of alternatives will meet the need of the USFS to make an informed decision.

Because jurisdictional waters of the United States occur within the proposed project area, it is possible that a 404(b)(1) permit application will also be required for the project. The FAA has also asked the ACOE to be a cooperator in this process because of the ACOE's jurisdictional authority over this resource.

To ensure that the full range of issues related to the proposed action are addressed and that all significant issues are identified, the FAA will coordinate and consult with the public; tribal governments; Federal, State, local agencies, and tribal corporations that have jurisdiction by law or have special expertise with respect to any environmental impacts associated with the proposed projects.

The agency scoping meetings will be held in Anchorage, Alaska on October 27, 2008 and in Juneau, Alaska on October 29, 2008. Public scoping meetings will be held in Anchorage, Alaska on October 27, 2008, in Juneau, Alaska on October 29, 2008 and in Angoon, Alaska on October 31, 2008. Notification of the public scoping meetings will be published on the project Web site (<http://www.angoonairporteis.com>), in the Juneau Empire, and in the Anchorage Daily News, and will be posted at the Community Center in Angoon.

In addition to providing input at the scoping meetings, the agencies and the public may submit written comments via the e-mail address [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com) or the address shown above under, "to Submit Written Comments, Send to." Comments must be submitted by November 10, 2008.

Issued in Anchorage, Alaska, on September 17, 2008.

James W. Lomen,

*Deputy Division Manager, FAA, Airports Division, AAL-601.*

[FR Doc. E8-22475 Filed 9-23-08; 8:45 am]

BILLING CODE 4910-13-P

# Anchorage Daily News Affidavit of Publication

10/2/2008

1001 Northway Drive, Anchorage, AK 99508

AD#	DATE	PO	ACCOUNT	PRICE PER DAY	OTHER CHARGES	OTHER CHARGES #2	OTHER CHARGES #3	OTHER CHARGES #4	OTHER CHARGES #5	GRAND TOTAL
556398	09/26/2008		3224307SWC	\$96.28 \$96.28	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$96.28

## STATE OF ALASKA THIRD JUDICIAL DISTRICT

Shane Drew, being first duly sworn on oath deposes and says that he is an advertising representative of the Anchorage Daily News, a daily newspaper.

That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on the above dates and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Shane Drew

Subscribed and sworn to me before this date:

10/03/08

Notary Public in and for the State of Alaska.  
Third Division, Anchorage, Alaska

MY COMMISSION EXPIRES: 12/17/09

Cynthia A. Grove



### ANGOON AIRPORT EIS PUBLIC SCOPING MEETINGS

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to disclose the potential impacts of a proposed land-based airport on Admiralty Island to serve the City of Angoon. The purpose of the airport is to provide Angoon citizens with safe and reliable access to health care, goods, and services available in nearby developed areas.

The FAA will be hosting public scoping meetings in Anchorage, Juneau, and Angoon for this EIS process. The purpose of the meetings will be to provide information on project planning activities to date, and to give citizens the opportunity to ask questions of the project manager and resource specialists involved with project and comment on the issues and alternatives that will be covered in the Draft EIS.

The meetings will be held in Anchorage on October 27, 2008 from 3:30 to 5 PM at the Loussac Library (3600 Denali St.); in Juneau on October 29, 2008 from 5:30 to 8 PM at Centennial Hall (101 Egan St.); and in Angoon on October 31, 2008 from 5:30 to 8 PM at the Angoon Community Center.

Additional project information can be found at [www.angoonairporeis.com](http://www.angoonairporeis.com)

Pub: September 26, 2008

## **AGENDA INTERNAL EIS TEAM ALTERNATIVES GOALS– OCTOBER 7 AND 8<sup>TH</sup>, 2008**

**Participants: Leslie Grey, Verne Skagerberg, Sheri Ellis, Matt Petersen, Cody Fussell, Ryk Dunkelberg, Craig Black, Tom Middendorf/Doug Jones, Janet Guinn**

***0800 AK/0500 AK Time***

**Location: GSA Conference Room C, FAA Office, 222 W 7<sup>th</sup> Ave.**

### ***Goals:***

- Review Supplemental Planning Working Paper #2
- Review and refine project Purpose and Need
- Review and refine/supplement alternative screening criteria from Master Plan
- Conceptualize reasonable range of preliminary alternatives and what will be disclosed in public scoping meetings
- Review anticipated scope of work and potential methods for Phase II of project

### ***Generalized Schedule:***

#### **Tuesday, October 7, 2008**

1. Review Supplemental Planning Paper
2. Presentation by Immersive Video Solutions and Q/A
3. Review screening criteria from Master Plan
4. Discussion on refined screening criteria for engineering constraints/costs
5. Review and discuss project Purpose and Need
6. Review land use, environmental, and other pertinent resource issues
7. Discussion on refined screening criteria for land use, cultural, and natural resource issues

#### **Wednesday, October 8, 2008**

1. Discussion on best alternatives that meet purpose and need and address identified resource issues (based on screening criteria)
2. Review of potential alternatives outside of FAA jurisdiction or not previously considered in Master Plan
3. Discussion on reasons why other alternatives can justifiably be eliminated from detailed analysis
4. Discussion on what alternatives besides Alt. 3 will have the detailed instrument approach design (3A, 4, or 12A?)
5. Discussion on what alternatives will be disclosed during public scoping
6. Discussion on Phase II scope of work, fieldwork needs for upcoming year, including applicability of Immersion Video Solutions' services, etc.



## REVIEW SUPPLEMENTAL PLANNING WORKING PAPER #2

Review of TERPS analysis and final/missed approach screening analysis.

- W surface: slope ratio of 34:1
- X early missed approach transitional surface, slope ratio of 4:1
- Y slope ratio of 7:1

W is the more critical area; at a different angle than X and Y. The turning missed approach has a 1,000' decision altitude and higher minimums than a straight missed approach.

Obstacle clearance surfaces...interactive video, showing turning missed approach and terrain issues:

- Site 3 and 3a (NE realignment) – The gap in terrain helps with terrain issues. The alignment is into Taku winds and it may be possible to get a straight missed approach with realignment. There is still some penetration from trees both on the peninsula and in the missed approach path for Site 3a, but they cover fewer acres than they would for Site 3. Site 3a minimums could be better as well.
- Site 4: The mountains will come in play more; more turbulence is possible during takeoff and landings.
- Site 12a: This alternative is 90 degrees to other sites (due to rolling ridges and terrain issues, it was not possible to have same runway alignment as the other alternatives).
  - Wind may be an issue. Alternative 12a is not the best alignment for Taku events, but does work with the wind data we have. Note: float/planes cannot currently land during Taku events, and they use the same alignment as this alternative.
  - Anecdotal evidence suggests that an alignment that would be okay for Taku winds would be crosswind for southeastern winds. Fall/winter wind monitoring of southeast and Taku winds can verify this anecdotal evidence.
  - Site 12a also has a lot of terrain issues, including significant amounts of cut and fill necessary to create runway protection zones. DOWL will have to determine if the site is buildable.
  - The turning missed approach is over the city and landing approach can only be from one direction.
- Final ranking (in this order) = Sites 3a, 3, 4, and 12. Alternative 12 is the only one not in the monument. These 4 alternatives work for GPS and instrument approach, but precision approach is not possible for any of these sites.
  - Sites 6 and 6a fell out because of terrain issues and because they would require hundreds of feet of cut/fill.
  - Site 5 fell out because cross-slope: too many cut and fill and constructability issues.
  - Site 9 fell out because of a combination of topographic and airside/landside constructability constraints, including inability to expand runway to 4,000 feet.
  - Site 8 fell out because of difficulty expanding runway to 4,000 feet.
  - ASOS wind data from November-January shows 12a to be slightly less feasible than Alternative 12, mostly likely due to Taku winds.

Other comments made:

- We do not have good data regarding vegetation types and timber in the project area.

- Topping trees could yield a viable timber sale but could also be too much maintenance. Timber harvesting would need to be included in the project area, creating a larger project footprint than currently projected. Maintenance of the timber area would also be required.
- It is also possible that 150+ foot trees may not even be present within our sites, as the trees in those locations are smaller than across Favorite Bay.
- No light detection and ranging (LIDAR) data are available; we will need to fly the area.

## **ALTERNATIVE DEVELOPMENT NOTES**

including:

- Review screening criteria from Master Plan
- Discussion on refined screening criteria for engineering constraints/costs
- Review and discuss project Purpose and Need
- Review land use, environmental, and other pertinent resource issues
- Discussion on refined screening criteria for land use, cultural, and natural resource issues
- Discussion on best alternatives that meet purpose and need and address identified resource issues (based on screening criteria)
- Review of potential alternatives outside of FAA jurisdiction or not previously considered in Master Plan
- Discussion on reasons why other alternatives can justifiably be eliminated from detailed analysis
- Discussion on what alternatives besides Alt. 3 will have the detailed instrument approach design (3A, 4, or 12A?)
- Discussion on what alternatives will be disclosed during public scoping

### **Introduction**

Alternatives generated to meet Purpose and Need (P&N) while reducing impacts/conflicts:

- Must have a no action alternative, preferred alternative, and at least one other alternative.
- Alternatives cannot be eliminated from detailed analysis just because there would be resource impacts. If any alternative is going to be eliminated from detailed analysis, there must be a rationale based upon P&N.
- Primary versus secondary alternatives:
  - Primary alternatives include totally different strategies to address P&N. We need to think about these, which goes back the formulation of our P&N; we cannot define P&N too narrowly. For example, would a fast ferry actually meet our Purpose and Need?
  - Secondary alternatives include all the variations of the same strategy; in this case, it would be different locations of an airport.
- The lead agency must have an "adequate" range of alternatives, but they don't have to examine every extreme possibility. Alternatives just need to be "reasonable"—e.g., subject to the rule of reason.... Consideration of alternatives must be well documented.

### ***No Action:***

Not building the airport. Other events/changes that might happen would be cumulative (e.g. changes to fast ferry service).

### ***Other Alternatives would include:***

- Any reasonable alternative suggested by public or agency.
- Alternatives suggested by the public—even if weird—with reasons given if eliminated for consideration.
- Alternatives that address specific resource concerns BUT are not redundant; if an alternative addresses the same resource as another, we do not need to include both.
- Alternatives that provide a more comprehensive benefit.

- Note: even if an alternative is outside the jurisdiction of the lead agency, we must still consider it if it meets P&N.

***Do not need to consider:***

- Alternatives that are not feasible (NOTE: This is *not* the same as just being more expensive, but alternatives do need to be practicable. Example: What have we spent on similar airports? What is a ballpark figure? Some airports costs are extremely high because air travel is the only option in those areas).
- Alternatives that do not meet P&N.
- Alternatives with MORE environmental impacts.
- Alternatives whose implementation is speculative.

***Alternative Development Steps:***

1. Develop P&N.
2. Conduct scoping.
3. Eliminate alternatives that do not meet P&N.
4. Eliminate alternatives that are not feasible.
5. Review remaining alternatives to see what the entire range of feasible alternatives are.
6. Pick representative alternatives ...ones that represent that range (i.e., are not duplicative).
7. Identify Preferred Alternatives and environmentally-preferred alternatives (considering natural and cultural resources only).

***Issues to Consider:***

- Usually the community is the sponsor... and that means that community values come into play. We need to think about the distinction between *practicable* and *desirable* (example: factors like driving time and gas prices; the cost of \$40 versus \$60 million when available airport improvement program (AIP) funds are \$40 million).
- We cannot define P&N to avoid resource impacts; that is what the alternatives do.
- We need to beware of:
  - "Goldilocks scenario"...where the Proposed Action is "just right", and the only alternative that meets the Purpose and Need! If it really is, that is okay, but we must be able to document that.
  - "Chinese menu"...If there are many options, all combinations need to be analyzed to be sure that we analyze synergistic effects. For example, if we have 4 access roads and 3 locations...that would mean 12 options need to be analyzed in the EIS.
- Access road issues:
  - P&N of the road is for access to the airport.
  - People can still travel and use the area now--by boat. The mine is speculative at this point—there is no proposal on the table -- so it would not be included in cumulative effects.
  - However, if the roads use Bureau of Indian Affairs (BIA) funds and there is another purpose and need being addressed, (e.g., to improve access to subsistence or access to the mine), then those other issues would become connected actions.
  - Location of the road on corridor lands—who has primacy over these lands and who makes the decisions on building a road there? It might be good to have a road alignment that avoids this question...and reduces visual impacts.
  - There could be an increased risk of illegal activity.

## Review of Master Plan Screen Criteria

Review of screening criteria from Master plan; see Reconnaissance Study for matrix.

- **Level 1 Analysis: Aeronautical.** This analysis examined runway orientation, 95% coverage with prevailing winds, proximity to airport hazards, etc. This eliminated the following alternatives:
  - Site 2: 95% wind coverage not possible; <3,000 ft to landfill (EPA standard is 5,000 ft).
  - Site 5: crosswind; couldn't realign.
  - Site 7: crosswind; too close to landfill.
- **Level 2 Analysis: Cultural/subsistence and land ownership.** This analysis examined potential sites in term of size (was a big enough land parcel available), location (a site within city limits presents a tax issue), compatibility with city management plans (ACP, etc), and area land use designations (current/future, historical sites, etc). This eliminated the following alternatives:
  - Site 1: historical sites.
  - Site 8: land use conflicts (road-inhibiting, private land, 25% subsistence, city zoning and CMP, close to landfill, would have to acquire entire lot, fee simple lands, 4(f) consultation).
  - Site 9: land use conflicts.

Remaining alternatives were 3, 4, 6, and 6a.

Verne noted that the concept of "land use" was a bit hazy; sometimes sites were listed as empty lots, but were being used for subsistence and/or other uses.

- **Level 3 Analysis: Access/environmental concerns.** Looked at right-of-way length, acres, locations of stream crossing, wetlands, etc. No site eliminated from these considerations. However, Alternative 4 wasn't significantly better than Alternative 3, so it dropped out, leaving only 3, 6 and 6a.
- **Final Screening Criteria:** The Master Plan Purpose and Need included "providing for continuing economic viability." Taking out 3,000 acres of land for development did not fit with stated P&N, so Alternative 6 and 6a dropped out, leaving only Alternative 3. (There were also other factors associated with Site 6, including city water drainage impacts, historical sites, construction issues, and turbulence from southeast winds.)

## Changes in Screening Criteria from Master Plan Process

- Wind is not as bad as we thought, so we can add peninsula sites back in.
- ≥5,000 feet landfill buffer...this requirement says "unless we have a wildlife habitat management plan (WHMP)". So we can consider sites closer to the landfill, like site 12a. (12a also not within 5,000 ft of future landfill site).
- Land use constraints: socioeconomic viability—is that part of our P&N or not? If we do not eliminate based on this criteria, this puts peninsula sites back in. Alternative 12a is practicable; should it be included?
- 4(f) lands: This affects site 3 (on the monument) and site 12a (the preponderance of evidence suggests that its intended use is a park). So we would have to pick another alternative, unless there is none available. Then we would have to pick one with the least impacts.

## Project Purpose and Need

1. To Increase viability of air transportation:
  - 93% who wanted to travel by air last year experienced a time when they could not travel. (Note this refers to air travel, not just travel in general; the ferry can travel most times).
  - Will lower cost.
  - Will increase availability (at night, in poor weather).
  - Increased frequency of air travel? Maybe, maybe not.
  - Note: not necessarily increasing *safety*...it is an increase of *availability of safe flying* (adding in night and poor weather), not an increase in safety, per se.
  - Question: Can we limit Purpose and Need to just air travel?
    - Air transportation provides flexibility, on demand-timing, variety of destinations, speed when you need it, medevac needs, etc.
    - Angoon is listed in the NPIAS (National Plan of Integrated Airport Systems).
    - FAA's mission includes giving everyone access to NATS (National Air Transportation System). Go to FAA mission statement; that lays out the rationale for why it needs to be air transport.
  - Question: What about helicopters?
    - More expensive with decreased availability relative to planes.
    - Poor weather equipped and is probably not instrument flight rules (IFR) capable.
    - Capacity-price per passenger will go up.
    - Travel forecasts do not show a lot of demand for helicopter use.
2. Increased long term availability for socioeconomic, cultural exchanges, and medical needs:
  - Emergency transport in case of natural disaster? Not really; if area was evacuated, the community would use a ferry; they do not need a big jet and longer runway. And if they're just doing freight transport, they would use a barge and ferry.
  - Increased public safety: The local public safety officer is not a sworn officer; the community flies in a trooper when needed (which needs to be able to happen whenever necessary).
  - Question: Why hard aircraft and not floats?
    - A land based strip will accommodate small commercial aircraft with runway length  $\leq 3,300$  feet (expandable to 4,000 feet). This would accommodate Class A and B aircraft (smaller single engine aircraft) and make flights more available and cheaper than floatplanes. The airport would need lights and instrument approaches to improve availability. Precision instrument approach would increase availability even further, but it is a matter of degree—it is not necessary to go to that level. A precision instrument approach is not possible given the area's terrain:
      - 87% visual—and daytime only
      - 12% instrument approach
      - The last 1% is almost impossible to get and very expensive.
  - Use of Angoon as emergency stop/refueling point: This is not really part of the P&N.
  - To meet ultimate regional transportation needs? Perhaps.
  - Increased access to:
    - Sitka-for medical needs
    - Juneau-for shopping



- Sitka/Kake-for cultural exchange
  - Medevac trips:
    - Medevac companies would want a 5,000' strip for a Lear jet. Lear jets would fly to Anchorage and Seattle; the King Air can go to Sitka.
    - Annual medevac trips: there were 10 medevacs events, and 9 coast guard trips... plus 10 events where they couldn't launch. So, approximately 30 medevacs events/year.
    - Note re: King Cove EIS: Those in the lower 48 said, "Hey you choose to live here, you take the risk."
    - There are also other options for improving health care (e.g. have a doctor in Angoon).
3. Runway length/Expandability Discussion Points:
- Does 4,000 ft buy us anything? Doesn't seem to, so the options are either a 3,300 or ~5,000 runway.
  - Phrase as "expandable to..." (whatever the next threshold is: 4,800? 5,000?)
  - Do we need to consider runway length of 6,000 feet (C-130 would need 6,000')? There does not appear to be enough justification given the P&N. We can only do a Title XI application once, though!
  - We can do a 5,000 ft strip in the monument now, but not on the peninsula side. If site 12a is not expandable, do we throw it out?
  - Socioeconomic factors are only a subset of why you'd have an airport, and the impacts could be debated ("Angoon as 'gateway', having an airport on Angoon lands is good..." versus "socioeconomic development is not possible if an airport goes there". (Note: opinion expressed that if the community were to grow to the point that airport expansion is needed, the location of an airport on the peninsula would result in airport/land conflicts).
  - Question: re: ANILCA-could we do another application at a later date? FAA and State may have land banking policy differences.
  - ADOT&PF's Master Plan may not be correct in its 4,000 foot threshold. Do we want to correct that? Is going bigger really justifiable at this point? We cannot build more than our P&N (or less), so we need to be clear about what is reasonably foreseeable versus speculative. Where's the data?
  - We would need to review the aviation forecast to determine the actual runway length required for the aircraft that are expected to use this airport; the runway length varies depending on various factors such as number of passengers, amount of cargo, etc.
  - Could we use "3,300 feet to 4,000 feet" (can accommodate all the small aircraft) as a *starting* number?
  - Can we say to accommodate "increased aircraft demand and protection of future travel opportunities? What about aircraft changes in future? Maybe they will require less acreage.
  - Note re: Aviation service model changes: It may become more economically viable to run a turboprop; limiting Angoon would shortchange the community and aviation system. We may need to consider economics of industry—if there is no subsidy, it would make sense to have smaller vehicles and more trips-like Dutch John. There could be Hoonah-Angoon-Kake runs and Sitka-Angoon-Juneau runs.
  - Expansion as secondary criterion: we have to locate the airport in a physical location that will allow for future growth. It is not a criterion for throwing out an alternative, but it DOES make it more preferable.
  - Conclusion re: Expansion: Expansion is not part of the purpose of the project...we cannot throw an alternative out if it is not expandable, but we can agree that expandability is preferred. 4,000 ft.

is the threshold for dropping an alternative, but cannot drop out an alternative that cannot be expanded to 5,000-6,000 ft. We need to be coherent in our discussions about the runway length.

- Note from Verne: the last 3 airport documents did plan for future land acquisition beyond 15-20 years.
- Clarification about getting a special use permit (SUP) versus doing a land exchange. Noted that Title XI process is of particular interest to the State ("it's never been done").

## Alternative Screening Criteria

### **Step 1 Analysis: Airport Planning (see earlier discussion)**

- 3,300—4,000 ft runway length
- Lights
- GPS
- Class A/B aircraft
- This left the following alternatives: 3, 3a, 4, and 12a.

### **Step 2 Analysis: Cost Estimates (see DOWL handouts)**

- DOWL reviewed list of items in Master Plan cost estimate, which was pretty comprehensive. Missing were:
  - ICAP (DOT fee for mgt, 4.85%)
  - Permit application (environmental costs, 3%)
- Pricing was then readjusted using UDOT 2007-2008 prices.
- Original estimate was 8 million (including electrical). Revised estimate is now 14.4 million.
- Notes:
  - Electrical bid included.
  - Road: gates may be double counted.
  - Right-of-way numbers haven't been updated.
  - Airport site location will only affect cost for fill. Location will affect the road cost, however.
    - 3 and 3a would be the same.
    - 4 would be the same but with a lower cost for the road.
    - 12a would have higher airport costs (fill), but road costs would be much lower.
    - BUT, the road could have BIA or another funding; not necessarily AIP funds.
    - Asphalt and fuels costs are high right now, but this cost could go down.
- Is this cost prohibitive? What is too much? How much more is site 12a than Site 3? Costs would have to be not practicable or feasible to throw out alternatives solely because of cost. There doesn't appear to be a reason to throw any alternative out by cost at this point.
- Borrow source issues:
  - Is there an available material source? That will affect cost. Need to discuss with Mal Menzies (R&M). Will probably have to develop new borrow sources since existing sources in the area are inadequate.
  - Site 12 will have lots of cut and fill; it may be able to be its own materials source.
  - Airport Master Plan road alignment is relatively flat.
  - Site 3's terrain issue could be used to solve fill and alignment by taking trees off the top of the hill, but the issue of buying one person's land and not buying another's will be an issue. May need to acquire some extra land to help alleviate that issue.

### **Step 2 Analysis: Land use**

- 4(f) issues on 3/3a, 4 and 12a (unless we can shift the alignment S/SW off that park land-but then construction is an issue). Draft 14c(3) says specifically the this land was aside for certain uses, and an airport is not mentioned. Might they redraft this? Even if not, is it set in stone? It does not preclude an airport, just didn't mention it specifically.

- Fee simple lands: The unsubdivided land is owned by Kootznoowoo. Would they keep lands as leverage to keep the airport site over on the Monument? (Note: there are also subsistence issues, berry picking, shell harvesting, and recreation).
- Corridor lands: We will need to get a positive determination regarding who owns what and who has the decision making authority.
- Condemnation authority? Don't know yet, but potentially an option with any fee simple lands, although the State would be pretty unlikely to do this. It would also be an EJ issue. If it came to that, the State would walk away: the State is trying to do this project for the community. If we condemned sites, State would lose support and the situation would be the same as before, i.e., no community project support.
- Land use as a decision criteria versus a screening criteria...we can't throw out alternatives based on land use alone, but we will have to communicate that including an alternative for analysis in the EIS doesn't mean that FAA is picking it.
- Land use issues with 3, 3a, and 4:
  - ANILCA
  - Conflict with wilderness goals and values
  - 4(f)
  - Corridor lands easement issue (road alternatives could avoid this)
- Access alternatives issue discussion points:
  - Bridge:
    - Is it reasonable and practicable? Can it be engineered and developed? And if so, is it prudent?
    - Political issues: still have to use corridor lands
    - Still have impacts to wetlands and uplands (will need to disclose impacts)
    - Viewshed impacts; will need to disclose impacts
    - Cost is a little lower. However, lifecycle costs-maintenance issues are higher with a bridge, even if initial cost is similar.
    - People will ask, "How come no bridge alternative"?
    - We can keep it in the mix and get comments
    - Wilderness impacts: What is a wilderness experience and where is it? It is on the water-kayaking, canoeing, etc.?
    - Bridge would be for alternatives 3/3a but not for 4.
  - High access road:
    - Would it avoid wilderness impacts and screen the road from view?
    - Would also avoid corridor land issues. The value of corridor lands-beach fringe-to environment is important, but Kootznoowoo want us to build the road there.
  - Lowest road in estuarine area
    - Possibly delete this one because too many impacts
    - Scoping comments could bring it up again.
- Airport Location Alternatives
  - Keep 3a
  - Delete 3
  - Keep Site 4-does decrease travel (note instrument approach and winds could affect 4)
  - Keep 12a-it is the only site on peninsula

### ***Final Preliminary Alternatives***

- Site 3a with bridge access
- Site 3a with short road access through lowlands
- Site 3a with long road access through uplands
- Site 4 with long road through uplands
- Site 12a located on peninsula

### ***Other Things to Consider Regarding Preliminary Alternatives***

- Height of bridge could affect airport airspace -Part 77. Cost-- including maintenance-- could be very high. Need to make sure we want to keep this in as an alternative.
- Wilderness and the Law:
  - The Tongass NF allows motorized and non-motorized uses and ANILCA trumps the Wilderness Act, etc. We must consider reasonable alternatives, but the USFS *can* authorize development in the wilderness when no other feasible alternatives exist.
  - Admiralty Island-National Monument is not necessarily 4(f) lands, but there is a recreation component.
  - Airport would operate under a special use permit under ANILCA; Sponsor would have to comply with permit stipulations and have an operating plan.
  - Many land exchanges are not subject to NEPA, but a land exchange has to be proposed, otherwise it is speculative.
- Summary of Matt's Alternatives Matrix:
  - Land use issues, especially with site 12a.
  - Natural resource issues are not huge, but there are some.
  - Subsistence: There are deer everywhere people can drive; so impacts could be positive in terms of increased access. EFH and salmon fishing issue could be the biggest with 12a.
  - Not yet sure what soils issues would be.
  - Coastal zone: Site 12a could have issues; bridge and tree removal might be a problem.
  - Borrow sources would be developed along the road during construction or through recontouring. How are we going to identify sources? If it is a new source, is there enough source material? What are the impacts of a new source? If there is a wetland permit, can you stipulate where it has to come from? If it is private land, you cannot stipulate source, but we need a good faith effort to disclose impacts. John will figure out where these would go sequentially.
  - Will we pave the existing road? This is not in estimates, so we wouldn't pave any of it. We would probably would chip seal it, but only for a new road, not the existing road. We would establish a winter maintenance-contract with the city, or build a station and hire someone.
  - Site 3a has fewest land use conflicts.
  - Site 4 has a shorter road and protects wilderness.
  - Site 12a reduces impacts to wilderness and reduces travel times.
  - Socio-economic issues:
    - Taxing authority in Monument? No.
    - Revenue from 12a (taxes on concessions)? Yes
    - Revenue from 3a (taxes on concessions)? No.
    - Aviation tax? City tax?

- Angoon has 3% sales tax
- Discussion about BDC's next steps regarding a more detailed instrument approach analysis: BDC can either apply to all the other alternatives even though that is out of scope, or pick just one to do now in Phase I and do the rest as part of Phase 2. BDC noted that we may want to wait to do Site 12a anyway, until Taku winds data is in and we get DOWL's cost analysis. 12a and 4 are both iffy on constructability. Consensus was that BDC will wait until that is determined then do detailed analysis on those sites.

### **Alternatives Eliminated From Detailed Analysis**

- Fast ferry: Does not meet P&N. Fast ferry would be about 3 hours. Do we know the future of NMHS?
- Heliport::Cost; no increase in availability or frequency.
- Clinic in Angoon: does not meet P&N.
- Using other strips within 30 miles: Would have to build road or ferry to access, which would generate wilderness impacts, and time spent getting there, and would have to be an improvement over existing alternatives.
- Seaplane: is it possible to improve service sufficiently to meet P&N?
  - There are special approach procedures for float planes, but they are only available for certain pilots.
  - There are potential lighting improvements for float planes but this area also has waves, tides and "floaters".
- Monorail to Juneau!
- Hovercraft service to Juneau (apparently works well in slushy icy conditions): Would it meet P&N? It cannot operate at nighttime. Would be 60 nautical miles. Water distance to Hoonah is half of that, but the ferry comes there twice per week.
- Argument against stated P&N:
  - Airport not necessary, they chose to live here.
  - Angoon residents can wait a day.
  - Angoon residents can have a heliport/dedicated aircraft.
  - Will have to address these arguments using rule of reason and lead agency/sponsor mission; it is part of the FAA's mission to have a NPIAS airport within 30 minutes.
- Use of road from Sitka across Baranof Island, which would be closer to Angoon: the project has to be in the works, has to be proposed, or else we will have to propose it. It is mentioned in the Sitka EIS but has not been worked on for awhile. Residents would still have to get to Baranof Island and then drive across the island to Sitka.



## **IMMERSIVE VIDEO (IM) PRESENTATION AND DISCUSSION**

- Camera takes 30 frames per second (or less, even down to 3). Flying at 50 knots, camera takes picture every 2.5 feet. Video is 2400 x 1200, very high resolution.
- IM video can be geo-referenced.
- Uses Flash/adobe shock wave so will play on the web.
- IM can do a version of the spherical view which could show what the takeoff or missed approach would look like.
- Re: GPS coordinates-- They are currently working on it. Right now, they'd have to go back and add them in. They hope to have it available in 2-3 months.
- 400' shooting height- can zoom in ~4x; IM would figure out needs of client.
- They can strip out an individual lens shot, for example, and use just the Z shot (straight below) every 3 feet.
- Costs:
  - 5.5-6 hours hard drive \$2,000/day for video, plus expenses (flight time), which is about \$2,500-2,800 day.
  - Total costs are \$7,000-8,000/day.
  - Post production work is \$7,500/hour video hour.
  - Fully geo-referenced with map data are \$12,000-13,000/hour, including a working copy at 30 frames/second, website support, and data.
- Which do we need more, color IR or high resolution? Need to talk to Spencer to determine this.
- Website is Immersivevideo.com
- Potential audience for IM: video could be used for public involvement and visual simulations.
- BridgeNet can also show the different approach surfaces and even noise contours. This may be useful; lower 48 national groups will not understand that planes are a part of Alaska life and that "customary and traditional" uses include float planes. They could do noise contours moving on approach. We need to find out FAA and DOI protocols for noise work--65 DNL versus requirement for wilderness areas. Alaska wilderness issues include overflights and motorized use; FAA headquarters may want to meet these standards. May need to research other land based airports in wilderness areas (Denali; Yakutat; Frank Church Wilderness Area, in Idaho, e.g.).

## **PHASE 2 SCOPE OF WORK (SOW) DISCUSSION**

- There may be more public/national involvement outside of AK, so we may want more unique graphics to show some perspective, e.g. the size of Admiralty Island National Monument in relation to the airport footprint.
- Need to check with Jake Plant on the DOI's protocol for noise work-existing conditions and noise contours.
- Mapping needs:
  - Currently use Google earth/CAD
  - Check with Spencer on the need to fly over the project area
  - Immersive video could be good for public involvement portion of Phase 2, showing missed approaches, etc.
  - Check with Brad on specs for mapping for Kodiak
  - USFS has no data

- Need to clarify Phase 2 requirements: LIDAR versus color infrared (IR), if functional assessment is needed, other mapping needs (nesting birds, wetland delineation, etc.). We need to discuss mapping needs with the USFS ID team as well--teleconference with Erik on the 4th.
- Budget for AQ modeling will probably not include PM 10
- SOW will include socioeconomics/subsistence work
- Recreation use: We will get USFS data
- Need to determine cultural level of effort: is a pedestrian survey needed? USFS has a cultural model, but ASHPO probably won't accept that.
- Wildlife Hazard Management Plan: Project Sponsor will do this.
- Fisheries and EFH: Will need to discuss with Paul Fishman, NMFS consultation will be needed for the for the bridge
- Terrestrial and Wildlife: Leads need to get with USFS on what reports they will want.
- Visual: Will get with David on methodology and incorporating more innovative methods of showing impacts. Site 12 would be visible.
- Updates for the ADOT: Every time we come into town, we will meet with them. Verne will help make that happen.
- Catherine will prepare final graphics- roads only and sites 3, 4, and 12a. Can we do a map with layers?
- Legislative aide that Sheri met at SE conference is Arne Fuglvog 202-224-6665. Leslie to check with Ivan Paul, local PR firm.



[Click here to return to the original story](#)

## FAA schedules Angoon airport meetings

ANGOON - The Federal Aviation Administration will be hosting public scoping meetings in Anchorage, Juneau and Angoon for a proposed land-based airport on Admiralty Island to serve Angoon.

The meetings will be held in Juneau from 5:30 to 8 p.m. Oct. 29 at Centennial Hall, in Anchorage from 3:30 to 5 p.m. Oct. 27 at the Loussac Library, and in Angoon from 5:30 to 8 p.m. Oct. 30 and 31 at the Angoon Community Center.

The meetings will provide information on project planning and let the public ask questions and comment on the issues and alternatives that will be included in a Draft Environmental Impact Statement. The EIS will analyze potential environmental and socioeconomic impacts of the airport and alternatives. The FAA is the lead agency for the preparation of the EIS.

"These meetings help identify important questions and concerns early on in the process," said Leslie Grey, the FAA's Project Manager. "We want to make sure the best alternatives are presented in this EIS and that means we need to consider lots of different information and points of view in order to understand the broader picture."

The EIS process is expected to take three or more years to complete and will disclose impacts to the human and natural environment that might occur as a result of the airport.

Comments will be accepted through Dec. 31 and can be submitted at the public meetings, e-mailed to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), submitted online at [www.angoonairporteis.com](http://www.angoonairporteis.com) or mailed to Leslie Grey AAL-614; FAA Project Manager, Angoon Airport EIS; 222 W. 7th Ave., Box 14; Anchorage, AK 99513-7587.

More information on the project can be found at [www.angoonairporteis.com](http://www.angoonairporteis.com).  
Click here to return to story:

[http://www.juneauempire.com/stories/102108/reg\\_346793150.shtml](http://www.juneauempire.com/stories/102108/reg_346793150.shtml)

**From:** Peter Naoroz [peter@kootznoowoo.com]  
**Sent:** Friday, November 28, 2008 12:32 PM  
**To:** Leslie.Grey@faa.gov  
**Cc:** Lindsey Petersen  
**Subject:** FW: Angoon Airport

**Attachments:** DOC001.PDF

[Leslie](#)

[here is a scan of the document that was sent to you on Wednesday. We are sending three copies.](#)

[Hope you enjoyed Thanksgiving.](#)

[Peter](#)

-----Original Message-----

**From:** ~\*Daphne L.George\*~ [mailto:sincereangel2001@yahoo.com]  
**Sent:** Wednesday, November 26, 2008 9:35 AM  
**To:** peter@kootznoowoo.com  
**Subject:** Angoon Airport



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

AAL-614  
Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

December 1, 2008

Mr. Chris E. McNeil, Jr.  
President and CEO  
Sealaska Corporation  
One Sealaska Plaza, Suite 400  
Juneau, AK 99801

RE: Angoon Airport Environmental Impact Statement

Dear Mr. McNeil:

The Federal Aviation Administration (FAA) is considering construction of a land-based airport near the community of Angoon, Alaska. As part of our consideration of the new airport, the FAA will be preparing an Environmental Impact Statement (EIS). Within the EIS the potential impacts that airport construction and access would have on the human and natural environment will be analyzed and disclosed. We anticipate that the preparation of the Angoon Airport EIS will take at least three years to complete.

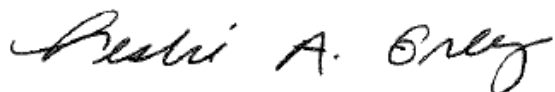
The FAA is aware that Sealaska Corporation holds surface and subsurface rights in the Angoon-Admiralty Island area. It is also our understanding that no such lands are present in the areas that would be directly or indirectly affected by construction of an airport or airport access road at any of the alternative locations being considered in the EIS. However, the FAA also recognizes that Sealaska may still have interest in the proposed project and wants to ensure you have an opportunity to provide input on the corporation's perspective into the EIS process. As such, we are contacting you to notify you of the project as well as sources of additional information and the public scoping (comment) period that is currently underway. We invite you to provide comments through the project website ([www.angoonairporteis.com](http://www.angoonairporteis.com)) or in writing to me. The scoping period ends on December 31, 2009. We also invite you to learn more about the proposed project at the project website or contact me for more information. If you would like to be added to the mailing list to receive updates about the project and notifications of upcoming meetings, you may sign up via the website or you may contact me directly.

At the present time, the FAA has identified four preliminary airport location alternatives (see attached figure). Three of these alternatives are located on the east side of Favorite Bay, on lands within the Admiralty Island National Monument/Kootznoowoo Wilderness Area. One is located on the west side of Favorite Bay, on lands owned by a combination of parties, including the City of Angoon, private individuals, and Kootznoowoo, Inc. Portions of the airport locations on the east side of Favorite Bay and one of the airport access road alternatives associated with them are partially located on Kootznoowoo Corridor Lands, jointly administered by Kootznoowoo, Inc.,

and the U.S. Forest Service. We have been working closely with Kootznoowoo, Inc. to facilitate their participation in the EIS process.

Should you have any questions about the project, please feel free to contact me via phone at (907) 271-5453, via email at Leslie.Grey@faa.gov, or at the address above. We look forward to hearing from you.

Sincerely,

A handwritten signature in cursive script that reads "Leslie A. Grey".

Leslie Grey  
FAA Alaskan Region Airports Division  
Angoon Airport EIS Project Manager

Enclosure

cc: S. Ellis (SWCA)



**From:** Dennis Chester [mailto:dchester@fs.fed.us]  
**Sent:** Thursday, December 11, 2008 1:21 PM  
**To:** Thomas Sharp  
**Subject:** Re: Angoon Airport Wildlife

Thanks Thomas,

I'll check out the web site.

You are correct about the terrestrial T&E species. However, since there is almost always a marine component to projects in SE Alaska, we do address the humpback whale and Stellers sea lion in our BE/BA's as well as endangered salmon. You probably have an aquatic person that will be addressing this but I just wanted to make sure since it's usually the wildlife bio on the Tongass that includes these in their BE/BA.

As far as FS sensitive species, goshawk is the main one. Peale's are not known to nest in the area and it's pretty unlikely altho I dont know of any surveys to confirm that. Osprey's are pretty much the same but would certainly have suitable habitat. They're occasionally seen on migration. There are likely some swans that migrate through and spend part of the winter in the area but again, they're not known to nest there and I doubt there's any suitable nesting habitat. By Forest Plan direction goshawk surveys will need to be conducted in the project area. so far we dont have an established protocol on the TNF. We generally use broadcast survey techniques since dawn watches are pretty tough logistically in non-roaded areas like this. We may have an established protocol by next field season - they're working on it.

Watchlist: we have direction from the Regional Forester to address Kittlitz's murrelet as a sensitive species in the BE. However, I wouldnt expect them to be in the area, altho again no surveys to document that. Eiders are possible but pretty rare, I have never addressed them myself, but I see that they do occur and breed in SE AK. I just havent heard of any. I would expect there to be some oystercatchers in the area.

I agree with your list of MIS. Black bear, wolf, and mountain goat do not occur on Admiralty Island, as you obviously realize. I would also add deer and marten as high interest species, more so than eagles. Marten are a high profile species on the Tongass primarily because of timber harvest, but they are also trapped so have economic value. On Admiralty there is also the endemic issue with marten because it appears the *caurina* lineage occurs there. I havent completely decided yet but for my Angoon Hydro report I'm leaning against addressing them as an endemic, but you might hear about it in public/agency comments. Forest Plan direction for endemics is more focused on smaller mammals and there doesnt seem to be a population concern for Admiralty marten at this time. I havent reviewed for other endemics on Admiralty yet so will have to let you know if I uncover something. Deer are a high value subsistence species, so are one of the primary focuses on all wildlife analyses on the TNF. They're also important to the ANILCA Section 810 subsistence analysis. Will you be conducting that? If you have anadromous fish streams in the project area you'll probably want to survey those for potential as "important bear foraging areas" per the forest plan. This is still a pretty nebulous concept, but for now if there's an anadromous stream with lots of bear sign I'd say it should be considered for that status.

I think May and July/August should work pretty well for field trips. May would be a good time to check for eagle nests and oystercatchers. We usually survey for goshawks from mid-June to end of august. Depending on the stream, bears could be on the streams starting in early to mid July through Sept.

That's the main points I can think of for now. If I come up with something as I complete my Angoon Hydro reports and/or dig through your website I'll send you a note. Also, dont hesitate to holler if you have a question.

Dennis Chester  
 Wildlife Biologist  
 Juneau Ranger District  
 Wildlife Resources Monitoring Program Coordinator  
 Forest Service, US Department of Agriculture  
 907-789-6253  
[dchester@fs.fed.us](mailto:dchester@fs.fed.us)

"Thomas Sharp" <[tsharp@swca.com](mailto:tsharp@swca.com)>

To <[dchester@fs.fed.us](mailto:dchester@fs.fed.us)>

12/10/2008 02:34 PM

cc  
Subject Angoon Airport Wildlife

Dennis,

It was good talking with you on the phone. First, here is the website if you want to see maps and figures on the Angoon Airport you can go to [www.angoonairporteis.com](http://www.angoonairporteis.com)

My understanding is that there are no terrestrial federally or threatened species in or around the project area. There are, however, a variety of U.S. Forest Service Sensitive Species and Alaska State Species of Concern. We anticipate focal bird species to include the Queen Charlotte goshawk, Peale's peregrine falcon, osprey, and trumpeter swan. There are also Alaska State Species of Concern/Audubon WatchList species with potential to occur in the Angoon area and include the common eider, black oystercatcher, Kittlitz's murrelet, and bald eagle. Existing USFWS data on bald eagles nests in the Angoon area shall be supplemented by habitat and nest surveys along the access route and airport site alternatives.

Because a portion of the project area falls within National Forest System lands, it will be necessary to analyze potential impacts to U.S. Forest Service Management Indicator Species (MIS). MIS in the Angoon area include the brown bear, Sitka black-tailed deer, river otter, marten, red squirrel, bald eagle, brown creeper, hairy woodpecker, red-breasted sapsucker, and Vancouver Canada goose. Of these, the brown bear and bald eagle are of particularly high interest species. Bald eagle nests and key brown bear habitat elements such as frequently used forage resources will be surveyed and mapped into the project GIS.

SWCA biologists shall conduct two, two-week long field efforts. The first survey effort will likely be conducted in early May, 2009. The second site-visit shall ground-truth and supplement vegetation mapping developed from the May survey, collect breeding bird data, and wildlife occurrence and habitat data. This survey will likely be conducted in July or early August of 2009.

Terrestrial wildlife and avian habitats are expected to correspond closely with the plant communities. Previous biological survey work conducted for the Angoon Airport Master Plan, Mitchell Bay Landscape Assessment, and Angoon Hydroelectric Project shall be reviewed and referenced as appropriate. Data obtained from these and other pertinent studies shall be updated and supplemented with field surveys so that the EIS is based on adequate information to characterize the affected environment. Field surveys will consist primarily of qualitative observations of habitats, species, and wildlife sign (e.g., tracks, scat, bones, etc.) encountered while traversing proposed access routes and airport locations. These observations will be supplemented by conducting point transects in which all vertebrate wildlife seen and heard from a given point will be recorded by species and distance from the observer.

Let me know what thoughts you have on any of this.

Thanks again for your time,

Thomas Sharp  
Wildlife Ecologist  
swca inc  
Ph: (801) 322-4307

# STATE OF ALASKA

**SARAH PALIN, Governor**

## **ANILCA IMPLEMENTATION PROGRAM Office of Project Management and Permitting**

550 W. 7<sup>TH</sup> AVENUE, SUITE 1430  
ANCHORAGE, ALASKA 99501  
PH: (907) 269-7529 / FAX: (907) 334-2509  
[susan.magee@alaska.gov](mailto:susan.magee@alaska.gov)

December 31, 2008

Leslie Grey  
AAL 614, FAA Project Manager  
Angoon Airport EIS  
222 W. 7<sup>th</sup> Avenue, Box 14  
Anchorage, AK 99513-7587

Dear Ms. Grey:

The State of Alaska received scoping materials for the proposed Angoon Airport Environmental Impact Statement. The following comments represent the consolidated views of the State's resource agencies.

We support the overarching goal to provide the community of Angoon with a safe and reliable airport. We also recognize certain alternatives under consideration would locate the proposed airport and access road within designated Wilderness due to limited suitable, developable land elsewhere. As such, we appreciate the scoping materials address the process established under Title XI of the Alaska National Interest Lands Conservation Act (ANILCA) to consider proposed transportation and utility systems within ANILCA conservation system units, including designated Wilderness. We also appreciate the Federal Aviation Administration's continuing efforts to work with appropriate parties to assess these alternatives and address any related issues in the context of ANILCA.

The proposed project may require authorizations from various state agencies, including the Alaska departments of Fish and Game, Natural Resources and Environmental Conservation. For example, Fish Habitat Permits are required for any instream activities affecting waterbodies that may contain anadromous or resident fish. Favorite Creek (112-67-10800) is currently the only cataloged anadromous stream in the project area. However, because the *Catalog of Waters Important for Spawning, Rearing or Migration of Anadromous Fishes* may be incomplete and does not identify waters important to resident fish; all waterbodies potentially impacted by the proposed project must be sampled for fish presence. Construction activities also need to be planned to avoid sensitive life stages of fish. In addition, the project area is located within the Alaska coastal zone boundary and as such, is subject to the requirements of the Alaska Coastal Management Program.

Thank you for the opportunity to comment. We look forward to continued participation in this planning process. If you have any questions or need assistance in obtaining state agency contacts for permitting or other purposes, please contact me at (907) 269-7529.

Sincerely,

A handwritten signature in black ink, appearing to read "S. Magee". The signature is fluid and cursive, with the first letter of the last name being a large, stylized 'M'.

Susan E. Magee  
ANILCA Project Coordinator

cc: Sally Gibert, ANILCA Program Coordinator

# *Media Information*

Federal Aviation Administration, Alaskan Region  
222 W. 7<sup>th</sup> Avenue / Anchorage, AK 99513-7587

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**Contact:** Leslie Grey, (907) 271-5453

FOR IMMEDIATE RELEASE

## **FAA Schedules Angoon Airport Environmental Impact Statement Public Scoping Meetings**

ANGOON, AK – The Federal Aviation Administration (FAA) will be hosting public scoping meetings in Anchorage, Juneau, and Angoon for the proposed Angoon Airport Environmental Impact Statement (EIS). The purpose of the meetings will be to provide information on project planning activities to date and to give members of the public the opportunity to ask questions of the project manager and resource specialists involved with the project. The public will also be able to provide comments on the issues and alternatives that will be included in the Draft EIS.

The Alaska Department of Transportation and Public Facilities (DOT&PF) has proposed a land-based airport on Admiralty Island to serve the City of Angoon. The airport would enhance the safety and reliability of air travel to and from Angoon. The EIS will analyze the potential environmental and socioeconomic impacts of the DOT&PF's proposed airport and alternatives to it. The FAA is the lead agency for the preparation of the EIS, and Leslie Grey is the FAA's Project Manager.

The meetings will be held in Anchorage on October 27, 2008 from 3:30 to 5 PM at the Loussac Library (3600 Denali St. ), in Juneau on October 29 from 5:30 to 8 PM at Centennial Hall (101 Egan Drive), and in Angoon on October 30 and October 31 from 5:30 to 8 PM at the Angoon Community Center.

"These meetings help identify important questions and concerns early on in the process," Grey said. "We want to make sure the best alternatives are presented in this EIS and that means we need to consider lots of different information and points of view in order to understand the broader picture."

The EIS process is expected to take three or more years to complete and will disclose impacts to the human and natural environment that might occur as a result of the proposed project. It will also look at a range of reasonable alternatives that could avoid or minimize potentially adverse impacts while still achieving the overall purpose of a land-based airport in Angoon. "EISs ensure that all important aspects of a project are considered," Grey said, adding "It provides a 'look-before-you-leap' approach to federal projects. And, if there are significant impacts to the environment, the EIS will also consider measures to counteract those impacts".

Scoping comments will be accepted through December 31, 2008 and can be submitted at the public meetings, emailed to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), submitted online at [www.angoonairporteis.com](http://www.angoonairporteis.com), or mailed to: Leslie Grey AAL-614; FAA Project Manager, Angoon Airport EIS; 222 W. 7th Ave, Box 14; Anchorage, AK 99513-7587.

More information on the project as can be found at [www.angoonairporteis.com](http://www.angoonairporteis.com).

###

**PUBLIC SERVICE ANNOUNCEMENT (30 second)-Juneau/Angoon**

The FAA will be hosting 3 meetings for the proposed Angoon Airport Environmental Impact Statement to give the public a chance to learn about the project and provide comments on the issues and alternatives that will be covered in the Draft Environmental Impact Statement .

The meetings will be held from 5:30 to 8 PM at Juneau's Centennial Hall on October 29th and at the Angoon Community Center on October 30th and October 31st. For more information, contact Leslie Grey at 271-5453 or visit the project website at [www.angoonairporteis.com](http://www.angoonairporteis.com).

#####



**PUBLIC SERVICE ANNOUNCEMENT (30 second)-Anchorage**

The FAA will be hosting a open house for the proposed Angoon Airport Environmental Impact Statement to give citizens a chance to learn about the project and provide scoping comments on the issues and alternatives that will be covered in the Draft Environmental Impact Statement .

The meeting will be held on October 27th from 3:30 to 5 PM at the Loussac Library, located at 3600 Denali St. For more information, contact Leslie Grey at 271-5453 or visit the project website at [www.angoonairporteis.com](http://www.angoonairporteis.com).

#####



## Public Scoping Meeting Dates Announced

The Federal Aviation Administration (FAA) will be hosting public scoping meetings in Anchorage, Juneau, and Angoon for the Angoon Airport Environmental Impact Statement (EIS). The purpose of the meetings will be to provide information on project planning activities to date and to give members of the public the opportunity to ask questions of the project manager and resource specialists involved with the project. The public will also be able to provide comments on the issues and alternatives that will be included in the Draft EIS.

### Meeting Details

---

**Monday, Oct. 27, 2008, Anchorage, AK** Loussac Library, 3600 Denali St.

**1:00-3 PM Agency scoping meeting**

- **1:00 PM: Sign in.** Obtain meeting materials.
- **1:15-3:00 PM: Presentation.** Project team introductions, project overview, question and answer session

**3:30-5 PM Public scoping meeting**

- Public invited to browse resource stations, ask questions of project specialists and submit comments.

---

**Wednesday, Oct. 29, 2008, Juneau, AK** Centennial Hall, 101 Egan Dr.

**1:00-3 PM Agency scoping meeting**

- **1:00 PM: Sign in.** Obtain meeting materials.
- **1:15-3:00 PM: Presentation.** Project team introductions, project overview, question and answer session

**5:30-8 PM Public scoping meeting**

- **5:30 PM: Sign in.** Obtain meeting materials.
- **5:45-6:30 PM: Presentation.** Project team introductions, project overview, question and answer session
- **6:30-8 PM: Open house.** Public invited to browse resource stations, ask questions of project specialists and submit comments (refreshments provided)

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**Thursday, Oct. 30 and Friday, Oct. 31, 2008, Angoon, AK** Angoon Community Center

**5:30-8 PM Public scoping meeting**

- **5:30 PM: Sign in.** Obtain meeting materials.
- **5:45-6:30 PM: Presentation.** Project team introductions, project overview, question and answer session
- **6:30-8 PM: Open house.** Public invited to browse resource stations, ask questions of project specialists and submit comments (refreshments provided)

---

Comments may be submitted via the "Subscribe, Comment and Contact" link on this website, by email to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), or hardcopy to: Leslie Grey - AAL 614, FAA Project Manager; Angoon Airport EIS; 222 West 7th Avenue, Box #14; Anchorage, AK 99513-7587.

## Initial project website and other online postings, 2008

Project website: [www.angoonairporteis.com](http://www.angoonairporteis.com)

The project website was created in 2008. During April and May, it was populated with introductory materials, technical background materials, EIS process materials, contact information, and frequently asked questions. In October 2008, the website was restructured, as shown in this item.

Additional posting were made as follows.

Posting working paper #1: August 2008	See item 134
Posting hotsheet #1: August 2008	Included in this item
Posting revised process flow chart: August 2008	Included in this item
Posting revised working paper #1: August 2008	See item 134
Posting thank you to Angoon #1: September 2008	Included in this item
Posting hotsheet #2: October 2008	Included in this item
Posting working paper #2: October 2008	See item 135

Community of Angoon's online bulletin board: [www.myangoon.org](http://www.myangoon.org)

Note that this website is no longer active.

Posting information regarding upcoming prescoping meeting: March 6, 2008	Included in this item
Posting project contact information #1: March 25, 2008	Included in this item
Posting hotsheet #1: August 15, 2008	Included in this item
Posting thank you #1 to City of Angoon: September 18, 2008	Included in this item
Posting scoping meeting media notice October 27, 2008	Included in this item
Posting thank you #2 to City of Angoon: November 26, 2008	Included in this item



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**AGENCY AND PUBLIC SCOPING MEETINGS WERE HELD OCT. 27th - 31th \*\*\*\*\***

**Welcome!**

The Federal Aviation Administration (FAA) and The SWCA, Inc. Consulting Team welcome you to the Angoon Airport Environmental Impact Statement (EIS) Web site. This web site allows you to monitor project progress and the latest milestones in this EIS process. The FAA is reviewing the Alaska Department of Transportation and Public Facilities (DOT&PF) proposal for a land-based airport on Admiralty Island to serve the City of Angoon, and anticipates preparing an EIS to disclose the potential environmental impacts associated with its construction and operation. This EIS process will inform the public regarding the potential impacts of this project on human and natural resources.

To help ensure that the EIS effectively discloses project progress and potential impacts, we'll keep this site updated throughout this process. The generalized Project Schedule is available and will be updated as milestones are reached to show where we are currently at in the EIS process. Additionally, on this website you will find general background Documents, Contact Information, and related EIS resources such as project Maps, Technical Reports, and Frequently Asked Questions (FAQs). Other background information will be posted as it becomes available. We appreciate your interest and we look forward to keeping you informed and up-to-date throughout this project.

Currently, the EIS team is conducting supplemental airport planning to verify the information gathered by DOT & PF in the Angoon Airport Reconnaissance Study (2004) and the Angoon Airport Master Plan (2007). This supplemental analysis will help in the assessment of the proposed airport site, as well as assist in the development of and analysis of alternative sites. Once the proposed airport site and potential alternatives are reviewed more thoroughly, the EIS Team will once again ask for public participation. Please visit our site again for announcements on our next public meeting.

**Leslie Grey is the FAA Project Manager and SWCA, Inc. is the lead consultant assisting the FAA with the preparation of the EIS.**

**Leslie Grey, FAA Project Manager**  
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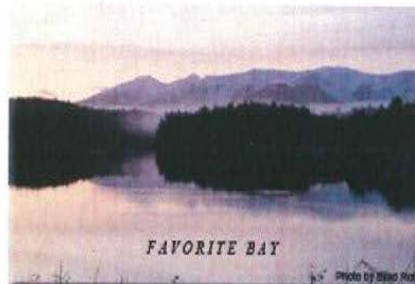
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**What's New**

- [Supplemental Airport Planning Memorandum, Working Paper Two, October 2008 and Supplemental Airport Planning Memorandum, Working Paper One, August 2008-Revised](#)
- [Angoon Airport EIS Project Hotsheet Update #2: October 23, 2008](#)
- [Thank You to the City of Angoon, September 2008](#)

**Meetings**

- [Public Scoping Meetings, October 2008](#)



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**Proposed Improvements:**

According to the 2007 Angoon Airport Master Plan prepared by DOT&PF, the proposed airport would be designed around a single 3,300 foot runway with a full length parallel taxiway system. This runway would accommodate all small aircraft that are forecast to use the airport. Planned ancillary developments would include an aircraft parking apron, aircraft maintenance and storage facilities, and various support facilities, all of which would be situated to interface with the proposed taxiway system. A terminal building and associated parking lot is also anticipated to provide arriving and departing passengers shelter during inclement weather.

To meet the needs for safe and reliable air travel, the airport would be sited to allow for operation during nighttime and poor weather, which would be especially critical for air medevac operations in the area. The runway length would accommodate the Beechcraft Super King Air 200 and Piper Navajo Chieftain medevac aircraft that are commonly used in Southeast Alaska. Additionally, the proposed runway would be located to allow for expansion to 4,000 feet if needed in the future.

For more information on the airport design specifications, please see the [Supplemental Airport Planning Memorandum: Working Paper One](#), which is posted on the [Technical Studies](#) page on this website.

An approximate schedule for the EIS process is as follows:

Summer 2008

- Refine the location and description of the community preferred airport site
- Refine the range of airport location alternatives for analysis in the EIS
- Gather existing information about resources and land uses that could be affected by the proposed airport location and alternatives

Fall 2008

- Issue the Notice of Intent to prepare an EIS
- Conduct formal scoping meetings in Angoon, Juneau, Anchorage and/or Sitka

Spring/Summer/Fall 2009

- Conduct field studies and impacts analysis

Winter 2009/Spring 2010

- Issue Draft EIS
- Hold public meetings to receive comments on the Draft EIS

Fall/Winter 2010

- Issue Final EIS and Record of Decision

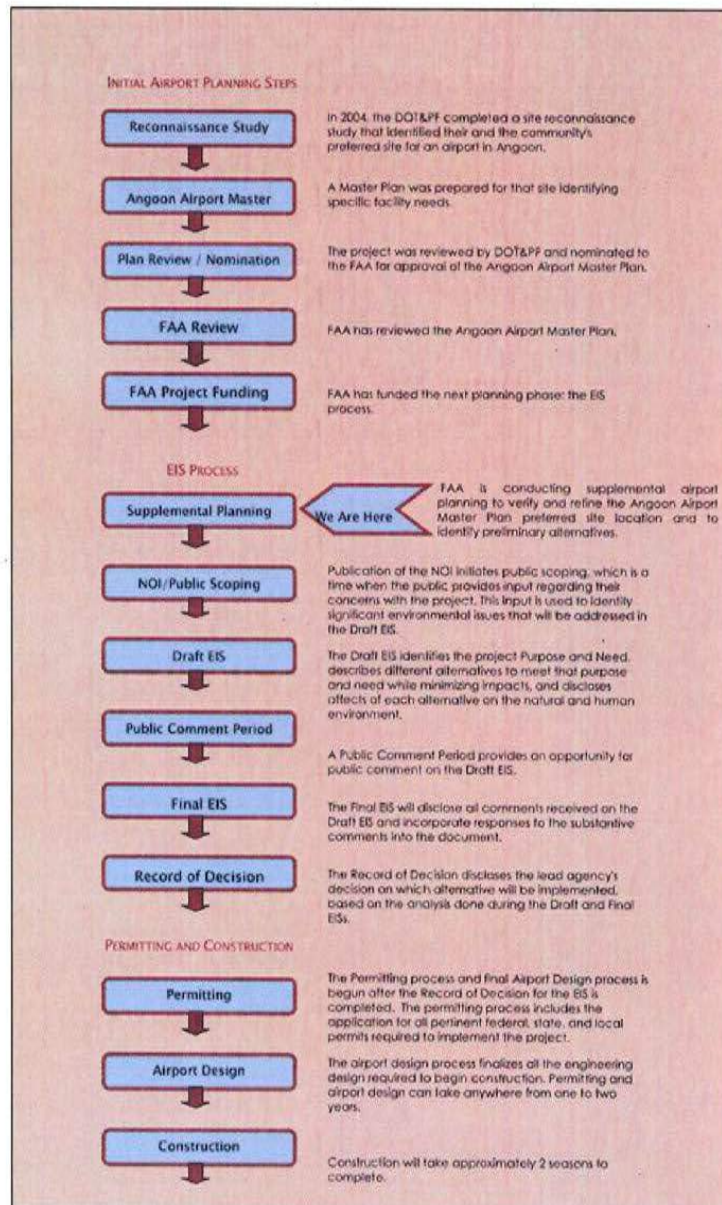
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**EIS Process Flow Chart** (Click on the chart to open it as a PDF.)



For further information on the National Environmental Policy Act (NEPA) and the EIS process, see the following documents and website:

- [FAA's NEPA Implementing Instructions for Airport Actions \(Order 5050.4B, 2006\)](#)
- [FAA's Environmental Desk Reference for Airport Actions \(2007\)](#)
- [FAA's Council on Environmental Quality \(CEQ\) Regulations for Implementing NEPA \(Order 1050.1E,](#)





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### Airport Master Plan Documents

- [Angoon Airport Master Plan, 2007](#)
  - [Angoon Airport Master Plan](#)
  - [Angoon Airport Master Plan Layout Drawings](#) *(This file is 37 MB and may take awhile to open, it's recommended that you download it first.)*
  - [Angoon Airport Master Plan Maps](#) *(This file is 9 MB and may take awhile to open, it's recommended that you download it first.)*
- [Angoon Airport Master Plan Public Review Draft Background Report, 2006](#)
  - [Background Report](#)
  - [Background Report Maps](#) *(This file is 13 MB and may take awhile to open, it's recommended that you download it first.)*
- [Angoon Airport Reconnaissance Study, 2004](#) *(This file is 10 MB and may take awhile to open, it's recommended that you download it first.)*

*Most of these documents require Adobe Acrobat Reader to view them. You can download a free copy of Adobe Acrobat Reader by clicking [here](#).*

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### Technical Studies

- [Supplemental Airport Planning Memorandum, Working Paper Two, October 2008](#)
  - [Appendices to the Supplemental Airport Planning Memorandum, Working Paper Two, October 2008](#) *(This file is 20 MB and may take awhile to open, it's recommended that you download it first.)*
  
- [Supplemental Airport Planning Memorandum, Working Paper One, August 2008--Revised](#) *(This file is 15 MB and may take awhile to open, it's recommended that you download it first.)*
  - [Appendices to the Supplemental Airport Planning Memorandum, Working Paper One, August 2008](#)

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### Public Scoping Meetings


The Federal Aviation Administration (FAA) held agency and public scoping meetings for the Angoon Airport Environmental Impact Statement (EIS) in Anchorage on October 27, 2008, in Juneau on October 29, 2008, and conducted 2 public scoping meetings in Angoon on October 30 and 31, 2008.

The purpose of the scoping meetings was to provide information on project planning activities to date and to give agency personnel and members of the public the opportunity to ask questions of the project manager and resource specialists involved with the project. Meeting attendees were also able to provide comments on the issues and alternatives that will be included in the Draft EIS.

For information that was covered in the scoping meetings, including the scoping meeting packet, display boards and other presentation materials, [click here](#).

Additional comments may be submitted via the "Subscribe, Comment and Contacts" link on this website, by email to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), or hardcopy to: Leslie Grey - AAL 614, FAA Project Manager, Angoon Airport EIS; 222 West 7th Avenue, Box #14; Anchorage, AK 99513-7587.

The deadline for scoping comments is December 31, 2008.

 **Update Newsletters**

- [Angoon Airport EIS Project Hotsheet Update #2: October 23, 2008](#)
- [Angoon Airport EIS Project Hotsheet Update #1: August 18, 2008](#)

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## FREQUENTLY ASKED QUESTIONS

### 1. WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

In 1969, the US Congress passed the National Environmental Policy Act (NEPA) which requires Federal Agencies analyze and disclose the impacts of their actions and consider those impacts before they make decisions to implement those actions. Specifically, NEPA requires that the Federal Aviation Administration (FAA) develop a "detailed statement" (NEPA 102(c)) disclosing the potential impacts of a proposed project on human and natural resources if those impacts are likely to have a significant impact or be controversial. The EIS serves as that "detailed statement", providing a discussion of potential impacts that would occur and informing the FAA and the public of the reasonable alternatives which could avoid or minimize those adverse impacts.

### 2. WHY DID DOT&PF PROPOSE A NEW AIRPORT AT ANGOON?

The City of Angoon, the only permanent settlement on Admiralty Island, has no road links to any other developed areas and is completely dependent upon either marine or seaplane transportation. It is the largest southeast Alaska community without an airport.

Travel and transport to and from the community is accomplished through day boat ferry service, chartered ferry, or commercial or chartered seaplane. Night landing is prohibited. There are navigational hazards near the seaplane float area, and at certain times of the year, prevailing northeasterly winds make landing difficult. Additionally, in the winter, Favorite Bay periodically ices up, precluding floatplane operations. The Alaska Marine Highway System generally provides ferry service to Angoon once a week during late fall, winter, and early spring, and 2-3 times/week in the summer. The nearest commercial center (Sitka) is over five hours away by ferry.

Because of the combination of isolation and limited transportation options, Angoon has difficulty in accessing emergency health care, markets for its products, and necessary social, recreational, and educational opportunities. The Alaska Department of Transportation and Public Facilities (DOT&PF) conducted several studies (see Section 3 below) and determined that an airport that could accommodate Part 135 air carriers (scheduled commuter and unscheduled, on-demand charter carriers) would provide safe and reliable access to health care, goods, and services available in nearby developed areas.

### 3. WHAT HAS HAPPENED ON THE PROJECT TO DATE?

In 2004, DOT&PF completed the Angoon Airport Reconnaissance Study (Reconnaissance Study) to identify a favorable location for an airport in Angoon. That study resulted in the identification of a preferred site location (Site 3) on lands managed by the U.S. Forest Service (USFS) east of Favorite Bay. The DOT&PF completed the Angoon Airport Master Plan (Master Plan) in 2007, selecting Site 3 as the State's preferred alternative and identifying specific facility needs. The DOT&PF Aviation Project Evaluation Board (APEB) then reviewed the Angoon Airport project to determine whether to nominate it to the FAA to receive funding through the Airport Improvement Program (AIP). The APEB nominated the project and DOT&PF submitted a proposal for the project to the FAA.

FAA has reviewed the proposal and has determined that it would involve federal approvals and funds and therefore is subject to NEPA. The NEPA process is an independent, Federal decision-making process requiring public disclosure of critical planning and environmental information regarding a proposed action and its reasonable alternatives. As stated previously, NEPA requires that the FAA develop a "detailed statement" (NEPA 102(c)) disclosing the potential impacts of the proposed project on human and natural resources. FAA solicited several proposals for this work and has chosen a third-party contractor (SWCA, Inc.) to assist in the preparation of an EIS, which serves as this "detailed

statement" of those impacts.

Complete copies of DOT&PF's background work for the proposed Angoon Airport, including the Master Plan, and the Reconnaissance Study, are found on the [Airport Master Plan Documents](#) page of this website.

#### 4. WHY IS FAA PREPARING AN EIS FOR THIS PROJECT?

Based on the proposed airport project and its environmental effects, FAA decides if the Federal action qualifies as a categorical exclusion or requires an environmental assessment (EA) or an environmental impact statement (EIS). Because the proposed new airport could result in significant environmental impacts and/or has the potential for public controversy, preparation of an EIS is required ([FAA Order 1050.1E, Section 500c](#)).

Additionally, alternatives being considered by the FAA during the environmental review are located within the Admiralty Island National Monument and/or Kootznoowoo Wilderness (Conservation System Units or CUS), established through the Alaska National Interest Lands Conservation Act (ANILCA). ANILCA provides for the placement of transportation and utility systems (which include airports and runways) on CUSs, such as designated wilderness. This unique process is spelled out in Title XI of ANILCA (Transportation and Utility Systems in and across, and access into Conservation System Units). Title XI provides very clear guidance on the steps required to site a transportation and/or utility system on a conservation system unit. The process also requires completion of an EIS as well as public hearings in Washington DC and the local area, and independent evaluation of the location by each affected federal agency and the President of the United States. For more information on ANILCA, see the [ANILCA](#) page on this website.

#### 5. WHAT ARE THE NEXT STEPS IN THE EIS PROCESS?

The next steps for the process include: 1) FAA publishing a Notice of Intent (NOI) to prepare an EIS, officially marking the start of the EIS process; 2) conducting scoping meetings with federal, state, and local agencies, and interested members of the public; 3) reviewing agency and public input with airport planning data to identify a range of alternative airport locations that will be evaluated in the EIS; 4) analyzing the potential effects of the proposed airport on human and natural resources; 5) publishing the results of that analysis in a draft EIS for public review and comment; 6) responding to agency and public comments on this draft EIS; and 7) publishing a Final EIS and Record of Decision (ROD) disclosing the FAA's decision on which alternative has been chosen for implementation.

#### 6. WHAT ARE THE POTENTIAL OUTCOMES OF THIS EIS PROCESS?

As stated previously, the purpose of the EIS process is to inform both the FAA and the public of the impacts of the proposed airport before the decision is made on whether it will be built. An EIS requires the alternatives to the proposed airport site also be analyzed. These alternatives will allow the FAA to look at different options for airport siting or design to minimize impacts or resource conflicts as much as possible. Additionally, the EIS must analyze a No Action Alternative, which is an alternative which would not construct the airport. The potential outcomes of the EIS process could be the FAA choosing any one of the alternative airport sites analyzed in the EIS, or choosing the No Action Alternative, with the consequence that no airport would be constructed. FAA's choice will depend on which alternative best meets the project needs while minimizing impacts to both human and natural resources.

#### 7. WHAT IS THE PROJECT TEAM DOING RIGHT NOW?

The FAA project team is currently conducting additional airport planning to supplement and verify information prepared by DOT&PF. This includes the gathering of additional wind data in and around potential airport sites. Temporary wind data collection and data storage equipment have been installed at three sites. One site is located approximately 4 miles southeast of the City of Angoon near the community water storage tank. The second and third sites are both located across Favorite Bay, approximately 1.5 and 2 miles northeast, respectively, of the first site. The second site is located on Kootznoowoo Corporation corridor lands, and the third site is located on land managed by the U.S. Forest Service within the Admiralty Island National Monument. The wind monitors will collect data in Angoon for one to two years to help airport planners determine the best orientation of the runway in relation to prevailing winds.

Additional airport planning factors being analyzed include airport facility requirements, instrument approach modeling, and aviation activity forecasts. The EIS team is integrating this information with environmental, cultural, and land-use information to develop potential alternative(s) to



meet the aviation needs of the community while minimizing impacts on natural, cultural, and human resources.

#### **8. WHO CAN BE INVOLVED WITH THE PROJECT?**

NEPA is an open disclosure process that seeks input from all interested parties. This includes agencies with jurisdictional authority or special expertise over resources that could be impacted by the proposed project, local government, non-governmental organizations (NGOs), adjacent landowners, and the interested public.

#### **9. WHAT KIND OF AIRPORT IS PROPOSED BY DOT&PF?**

Any land based airport established in Angoon would provide services similar to those in other rural Alaskan communities and would be served by Federal Aviation Regulations (FAR) Part 135 air carriers using aircraft such as the Cessna Grand Caravan and the Piper Navajo. Many of the float planes currently used for service are amphibious and would continue to serve the community after the runway is constructed.

DOT&PF prepared the Master Plan, which proposes that the airport include a single runway and required facilities, including a terminal building for passengers, airport support and storage structures, and a vehicle parking area. The Master Plan also proposes that the runway would be developed initially to a length of 3,300 feet with visual approaches serving each runway end and that it have the flexibility for a future extension to a length of 4,000 feet with instrument approach capabilities.

#### **10. HOW CAN I STAY INVOLVED?**

Formal opportunities for public comment occur during the scoping process and after the publication of the draft and final EIS documents. However, the FAA will accept public input throughout the entire EIS study and encourages your participation. If you would like to receive project updates, please visit our "[Subscribe, Input and Contacts](#)" page.

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**Submit Comments/Subscribe to Mailing List**

Please use the form below to ask questions or provide your input on the Angoon Airport EIS. You may check the box if you'd like to be added to our mailing list to receive project announcements and notification when new documents are posted to this website. (Fields with an asterisk "\*" are required.)

**Please note:** All submissions from organizations or businesses will be made available for public review in their entirety. Individuals may request confidentiality with respect to their name and address. If you wish to have your name, email address or street address withheld from public review, under the Freedom of Information Act, the first line of the comment should start with the words "CONFIDENTIALITY REQUESTED" in uppercase letters. Such requests will be honored to the extent allowed by law. Comment contents will not be kept confidential. Your contact information will not be distributed or sold to any mailing lists and will only be used to send you information regarding the Angoon Airport EIS project.

First Name \* :

Last Name \* :

Organization :

Email Address :

Street Address :

City :  State :  Zipcode :

Would you like to be added to our mailing list? If so, check this box

Please indicate whether you would like a response via email  and/or via regular post mail

Comment:

If you have any questions about the proposed project or EIS, please contact us:

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[Click here](#) to find out more about the EIS team.

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- [State of Alaska Office of Project Management and Permitting \(ANILCA\)](#)

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# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT

### ANGOON AIRPORT EIS PROJECT HOTSHEET UPDATE #1: AUGUST 18, 2008

The Angoon EIS process continues to move forward as we gather additional information on potential airport operational constraints on airport locations in the Angoon area. Since our kickoff meetings in early 2008, the EIS Team has:

- Installed wind data collection and data storage equipment at three sites near Angoon. The wind monitors have been collecting wind data in the Angoon area for the last five months and will collect information for a total of one to two years. Each of the three sites includes a wind monitor (anemometer) for measuring the wind speed and direction, a data logger for collecting data, a radio for retrieving the data, and a solar panel to power the instruments. Data from these sites are being used to supplement existing wind data in helping determine the optimal runway alignment(s) for consideration in the EIS.
- Initiated discussion with potential cooperating agencies, stakeholders, and other parties with jurisdictional authority, special expertise, or special interest in the proposed airport project. We have drafted Memorandums of Understanding with the US Forest Service, Kootznoowoo, Inc., and the U.S. Army Corps of Engineers, who have all agreed to be cooperators in this process. These MOUs are being reviewed prior to being finalized and signed. Additionally, we have developed specific communication protocols to ensure efficient communication with interested stakeholder groups.
- Completed the draft *Supplemental Airport Planning Memorandum: Working Paper One*. This working paper provides additional analysis of potential airport operational constraints associated with airport facility needs. This working paper is the first in a series that will be used to assess the Alaska Department of Transportation and Public Facilities (DOT&PF) Master Plan Proposed Action and to evaluate potential alternative airport sites with the goal of maximizing airport utility and safety while minimizing impacts to human and natural resources.
- Developed a project website to provide project updates throughout the EIS process.
- Initiated a review of natural, cultural, and land use resource information that could be impacted by the proposed airport. This information will be used in conjunction with the supplemental airport planning results to develop a range of alternatives to meet project needs while avoiding resource impacts wherever possible.





# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT

The EIS Team is planning the following for the month of August, 2008.

- Facilitating focused meetings on project progress with cooperating and contributing agencies and interested stakeholder groups the week of August 18, 2008. These meetings will be used to update these concerned parties on project progress, results, and next steps. These focus meetings will also serve as a venue to obtain additional input from these groups on any concerns regarding the project.
- Conducting a course on the Fundamentals of Airport Planning on August 20, 2008 in Juneau, Alaska. All interested agency representatives and non-governmental stakeholders are invited to the training, which will provide information on how airport planning is done and its relationship to FAA's NEPA process. This training will use the Angoon Airport EIS project as an example to demonstrate the methods and final objectives of airport planning and how that information will be used in the Angoon Airport EIS.

Upcoming EIS project activities throughout the remainder of the calendar year include:

- Publication of the Notice of Intent to prepare an EIS in the Federal Register in late September/Early October.
- Finalization of the supplemental airport planning and preliminary alternatives development in early October.
- Public scoping meetings in late October.

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com).

If you have questions regarding this agenda or project progress, you may also contact Leslie Grey, FAA Project Manager at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)



# ANGOON AIRPORT

## Environmental Impact Statement



### THANK YOU!

The FAA and EIS Consultant Team wish to thank the community of Angoon for your hospitality and participation in the recent subsistence resources and traditional uses interviews conducted by George Weekley for the Angoon Airport EIS Project. The information you provided is important in helping us to understand the issues surrounding traditional subsistence activities in areas where an airport may be constructed and in better assessing the possible impacts of that construction. We greatly appreciate your taking the time to speak with George and your generosity in hosting him during his time in Angoon. The FAA and members of the EIS Consultant Team will be back in Angoon in late October to hold a public scoping meeting and receive additional comments from the citizens of Angoon regarding the airport project. The date, time, and location of that meeting will be announced soon, and we strongly encourage all interested members of the Angoon public to attend and share your thoughts with us.

Sincerely,

Leslie Grey  
Angoon Airport EIS Project Manager  
FAA Alaskan Region Airports Division



# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT

### ANGOON AIRPORT EIS PROJECT HOTSHEET UPDATE #2: OCTOBER 23, 2008

We are on our way! The last few months since our August 2008 hotsheet was released have been very busy. The Angoon Airport EIS team is finishing up the supplemental airport planning process and the Environmental Impact Statement (EIS) process has officially begun with publication of the Notice of Intent (NOI) to prepare an EIS in the Federal Register. Since release of our last hotsheet update, the EIS Team has:

- Published an NOI in the Federal Register on September 24, 2008, announcing the intent of the FAA to prepare an EIS for the proposed Angoon Airport project. Publication of the NOI initiated the formal public and agency scoping period in which the FAA will be soliciting comments regarding the project and its potential impacts. This comment period will extend until December 31, 2008 to ensure that all interested parties have an opportunity to formally submit their questions, comments, and concerns.
- Continued to collect wind data at three sites near Angoon, including one site on the Angoon side of Favorite Bay and two sites across Favorite Bay. Data from these sites has been, and will continue to be, used to supplement existing wind data in helping determine the optimal runway alignment(s) for consideration in the EIS. Data gathered to date indicates relatively calm conditions in and around Angoon. However, the fall and winter data that is beginning to be collected will be key, since anecdotal evidence suggests that fall and winter are the seasons when strong winds that blow laterally across Favorite Bay from the northeast are most likely to occur.
- Prepared Memorandums of Understanding with the US Forest Service, Kootznoowoo, Inc., and the U.S. Army Corps of Engineers, who have all received final copies of these MOUs for their signatures. Additionally, we continue to work with the Alaska State Office of Permitting etc. to ensure the involvement of appropriate Alaska state agencies as contributors in this EIS process.
- Finalized the *Supplemental Airport Planning Memorandum: Working Paper One* and *Supplemental Airport Planning Memorandum: Working Paper Two*. The first working paper provides additional analysis of potential airport operational constraints associated with airport facility needs. The second working paper analyzes topographical and other constraints further to narrow down the range of potential airport locations to those sites which will best meet the project needs. Look for the final versions of both these documents on the Angoon Airport EIS website ([www.angoonairporteis.com](http://www.angoonairporteis.com)).
- Developed a range of preliminary alternatives to meet project purpose and need while addressing resource impacts, including wilderness values, land use, subsistence, and





# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT

socioeconomics. These alternatives include: 1) a minor realignment of the original 2007 Angoon Airport Master Plan Preferred Alternative; 2) an alternative on Admiralty Island National Monument/Kootznoowoo Wilderness south of the Master Plan Preferred Alternative; and 3) an alternative on the peninsular side of Favorite Bay near the City of Angoon.

- Conducted subsistence interviews in Angoon and researched existing data from Alaska Department of Fish and Game on subsistence uses in the area. This information will help us in evaluating the best airport sites to meet project needs while avoiding subsistence impacts as much as possible.

The EIS Team is planning the following for the months of October and November, 2008.

- Public and agency scoping meetings in Anchorage, Juneau, and Angoon the week of October 27, 2008. These meetings will be used to provide project information to the public, answer questions, and solicit input that will be used to finalize a range of alternatives and environmental consequences to be analyzed in the Draft EIS.
- Continued data research on resources in the project area.
- Development of the work plans for the environmental impacts analysis that will be used in the Draft EIS.

Upcoming EIS project activities throughout the remainder of the calendar year include:

- Formulation of a scoping report documenting and summarizing all comments received during the public scoping period. This scoping report will be published on the project website and will serve as the roadmap for the writing of the Draft EIS.

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com).

If you have questions regarding this agenda or project progress, you may also contact Leslie Grey, FAA Project Manager at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

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## MyAngoon.org - Community Portal

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Mar 06 2008

### Public Meeting Thursday March 6, 2008

Published by [Lillian Woodbury](#) at 7:33 pm under [News](#)

There will be a public meeting tonight for the Angoon Airport EIS at 6pm in the Community Service Building! They will be doing a presentation on the status of the project and the schedule for the environmental document.

On Friday they will just meet with people and talk about the project at the Senior Center around lunch time!

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Angoon, AK

Last Update  
1:38 PM AST

Light Snow  
36°F

ESE 23 MPH

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Mar 25 2008

### Angoon Airport EIS contact list

Published by [JanetGuinn](#) at 4:02 pm under [News](#) [Edit This](#)

**Angoon Airport EIS Core Team Contact Information**

Name	Agency/Firm	Project Role	Address	Telephone	Email	Address
Leslie Grey	Federal Aviation Administration (FAA)	FAA Project Manager	AAL-614222 West 7th Ave Box #14 Anchorage AK 99513	7587907.271.5453	<a href="mailto:Leslie.Grey@faa.gov">Leslie.Grey@faa.gov</a>	
Matt Petersen	SWCA Contractor Team	Project Manager/Interagency NEPA Coordinator	55 North Main, Suite 209 Logan, UT 84321	435.750.8789	Cell: 435.881.3548	<a href="mailto:mpetersen@swca.com">mpetersen@swca.com</a>
Sheri Ellis	SWCA Contractor Team	Asst. Project Manager/Tribal Consultation/Cultural Resources Lead	257 E. 200 S., Suite 200 Salt Lake City, UT 84111	801.322.4307	Cell: 801.230.7260	<a href="mailto:sellis@swca.com">sellis@swca.com</a>
George Weekley	SWCA ANILCA Lead/Agency Coordination		257 E. 200 S., Suite 200 Salt Lake City, UT 84111	801.322.4307	<a href="mailto:gweekley@swca.com">gweekley@swca.com</a>	
Janet Guinn	SWCA Public Involvement Lead		257 E. 200 S., Suite 200 Salt Lake City, UT 84111	801.322.4307	<a href="mailto:jguinn@swca.com">jguinn@swca.com</a>	

To view the ADOT&PF's Angoon Airport Master Plan and Site Reconnaissance Study, please, see the following website: [http://dot.alaska.gov/stwdp/plng/projectinfo/ser/Angoon\\_Airport/index.shtml](http://dot.alaska.gov/stwdp/plng/projectinfo/ser/Angoon_Airport/index.shtml)  
Angoon Airport EIS Core Team Contact List\_PublicVersion 3.0

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## Angoon Airport EIS Core Team Contact Information

Name	Agency/Firm	Project Role	Address	Telephone	Email Address
Leslie Grey	Federal Aviation Administration (FAA)	FAA Project Manager	AAL-614 222 West 7th Ave Box #14 Anchorage AK 99513-7587	907.271.5453	<a href="mailto:Leslie.Grey@faa.gov">Leslie.Grey@faa.gov</a>
Matt Petersen	SWCA	Contractor Team Project Manager/Interagency NEPA Coordinator	55 North Main, Suite 209 Logan, UT 84321	435.750.8789 Cell: 435.881.3548	<a href="mailto:mpetersen@swca.com">mpetersen@swca.com</a>
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Janet Guinn	SWCA	Public Involvement Lead	257 E. 200 S., Suite 200 Salt Lake City, UT 84111	801.322.4307	<a href="mailto:jguinn@swca.com">jguinn@swca.com</a>

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Aug 15 2008

### ANGOON AIRPORT EIS PROJECT HOTSHEET UPDATE #1: AUGUST 18, 2008

Published by [JanetGuinn](#) at 4:56 pm under [News](#) [Edit This](#)

[ANGOON AIRPORT EIS PROJECT HOTSHEET UPDATE #1: AUGUST 18, 2008](#)

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Angoon, AK



Last Update  
11:38 PM AST  
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CURRENT CONDITIONS



# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT

### ANGOON AIRPORT EIS PROJECT HOTSHEET UPDATE #1: AUGUST 18, 2008

The Angoon EIS process continues to move forward as we gather additional information on potential airport operational constraints on airport locations in the Angoon area. Since our kickoff meetings in early 2008, the EIS Team has:

- Installed wind data collection and data storage equipment at three sites near Angoon. The wind monitors have been collecting wind data in the Angoon area for the last five months and will collect information for a total of one to two years. Each of the three sites includes a wind monitor (anemometer) for measuring the wind speed and direction, a data logger for collecting data, a radio for retrieving the data, and a solar panel to power the instruments. Data from these sites are being used to supplement existing wind data in helping determine the optimal runway alignment(s) for consideration in the EIS.
- Initiated discussion with potential cooperating agencies, stakeholders, and other parties with jurisdictional authority, special expertise, or special interest in the proposed airport project. We have drafted Memorandums of Understanding with the US Forest Service, Kootznoowoo, Inc., and the U.S. Army Corps of Engineers, who have all agreed to be cooperators in this process. These MOUs are being reviewed prior to being finalized and signed. Additionally, we have developed specific communication protocols to ensure efficient communication with interested stakeholder groups.
- Completed the draft *Supplemental Airport Planning Memorandum: Working Paper One*. This working paper provides additional analysis of potential airport operational constraints associated with airport facility needs. This working paper is the first in a series that will be used to assess the Alaska Department of Transportation and Public Facilities (DOT&PF) Master Plan Proposed Action and to evaluate potential alternative airport sites with the goal of maximizing airport utility and safety while minimizing impacts to human and natural resources.
- Developed a project website to provide project updates throughout the EIS process.
- Initiated a review of natural, cultural, and land use resource information that could be impacted by the proposed airport. This information will be used in conjunction with the supplemental airport planning results to develop a range of alternatives to meet project needs while avoiding resource impacts wherever possible.





# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT

The EIS Team is planning the following for the month of August, 2008.

- Facilitating focused meetings on project progress with cooperating and contributing agencies and interested stakeholder groups the week of August 18, 2008. These meetings will be used to update these concerned parties on project progress, results, and next steps. These focus meetings will also serve as a venue to obtain additional input from these groups on any concerns regarding the project.
- Conducting a course on the Fundamentals of Airport Planning on August 20, 2008 in Juneau, Alaska. All interested agency representatives and non-governmental stakeholders are invited to the training, which will provide information on how airport planning is done and its relationship to FAA's NEPA process. This training will use the Angoon Airport EIS project as an example to demonstrate the methods and final objectives of airport planning and how that information will be used in the Angoon Airport EIS.

Upcoming EIS project activities throughout the remainder of the calendar year include:

- Publication of the Notice of Intent to prepare an EIS in the Federal Register in late September/Early October.
- Finalization of the supplemental airport planning and preliminary alternatives development in early October.
- Public scoping meetings in late October.

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com).

If you have questions regarding this agenda or project progress, you may also contact Leslie Grey, FAA Project Manager at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)



# ANGOON AIRPORT

## Environmental Impact Statement



### THANK YOU!

The FAA and EIS Consultant Team wish to thank the community of Angoon for your hospitality and participation in the recent subsistence resources and traditional uses interviews conducted by George Weekley for the Angoon Airport EIS Project. The information you provided is important in helping us to understand the issues surrounding traditional subsistence activities in areas where an airport may be constructed and in better assessing the possible impacts of that construction. We greatly appreciate your taking the time to speak with George and your generosity in hosting him during his time in Angoon. The FAA and members of the EIS Consultant Team will be back in Angoon in late October to hold a public scoping meeting and receive additional comments from the citizens of Angoon regarding the airport project. The date, time, and location of that meeting will be announced soon, and we strongly encourage all interested members of the Angoon public to attend and share your thoughts with us.

Sincerely,

Leslie Grey  
Angoon Airport EIS Project Manager  
FAA Alaskan Region Airports Division



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Oct 27 2008

### [Angoon Airport Environmental Impact Statement October 30th and 31st Public Scoping Meetings](#)

Published by [JanetGuinn](#) at 7:14 pm under [News Edit This](#)

ANGOON, AK – The Federal Aviation Administration (FAA) will be hosting public scoping meetings in Anchorage, Juneau, and Angoon for the proposed Angoon Airport Environmental Impact Statement (EIS). The purpose of the meetings will be to provide information on project planning activities to date and to give members of the public the opportunity to ask questions of the project manager and resource specialists involved with the project. The public will also be able to provide comments on the issues and alternatives that will be included in the Draft EIS. The Alaska Department of Transportation and Public Facilities (DOT&PF) has proposed a land-based airport on Admiralty Island to serve the City of Angoon. The airport would enhance the safety and reliability of air travel to and from Angoon. The EIS will analyze the potential environmental and socioeconomic impacts of the DOT&PF's proposed airport and alternatives to it. The FAA is the lead agency for the preparation of the EIS, and Leslie Grey is the FAA's Project Manager. The meetings will be held in Anchorage on October 27, 2008 from 3:30 to 5 PM at the Loussac Library (3600 Denali St. ), in Juneau on October 29 from 5:30 to 8 PM at Centennial Hall (101 Egan Drive), and in Angoon on October 30 and October 31 from 5:30 to 8 PM at the Angoon Community Center. "These meetings help identify important questions and concerns early on in the process," Grey said. "We want to make sure the best alternatives are presented in this EIS and that means we need to consider lots of different information and points of view in order to understand the broader picture." The EIS process is expected to take three or more years to complete and will disclose impacts to the human and natural environment that might occur as a result of the proposed project. It will also look at a range of reasonable alternatives that could avoid or minimize potentially adverse impacts while still achieving the overall purpose of a land-based airport in Angoon. "EISs ensure that all important aspects of a project are considered," Grey said, adding "It provides a 'look-before-you-leap' approach to federal projects. And, if there are significant impacts to the environment, the EIS will also consider measures to counteract those impacts". Scoping comments will be accepted through December 31, 2008 and can be submitted at the public meetings, emailed to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), submitted online at [www.angoonairporteis.com](http://www.angoonairporteis.com), or mailed to: Leslie Grey AAL-614; FAA Project Manager, Angoon Airport EIS; 222 W. 7th Ave, Box 14; Anchorage, AK 99513-7587. More information on the project as can be found at [www.angoonairporteis.com](http://www.angoonairporteis.com).

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#### **Leave a Reply**

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Thank you Angoon!

The project team for the Angoon Airport EIS would like to extend a heartfelt thank-you to the residents of Angoon for the warm hospitality extended to us during our recent two-day visit for scoping meetings. We always look forward to coming to Angoon and are never disappointed. The friendly atmosphere, the enthusiastic and insightful input at the meetings, and the amazing beauty of your community are always a treat for us. We look forward to seeing you again in early spring when we initiate our field investigations for the EIS analysis. In the meantime, keep your eyes on the project website ([www.angoonairporteis.com](http://www.angoonairporteis.com))! We will be posting the results of George Weekley's subsistence interviews, a summary report on the public and agency concerns expressed during the scoping meetings, and our anticipated schedule for spring and summer fieldwork. If you have any questions, please do not hesitate to call me at 907-271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

PS -

Don't forget to provide your comments and concerns in writing. You can submit them on-line at [www.angoonairporteis.com](http://www.angoonairporteis.com), or e-mail them to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), or send them hardcopy to me at the following address.

Leslie Grey, AAL 614  
FAA Project Manager  
Angoon Airport EIS  
222 W. 7th Ave., Box #14  
Anchorage, AK 99513-7587

Thank you again, and we hope to see you soon!



# Affidavit of Publication

United States of America  
State of Alaska  
First Division

Ad #: 103785  
Re: PO#13475-Angoon  
Legal #: 900-043

I, Lolita Cook, being first duly sworn, oath, depose, and say that I am the Principle Clerk of the JUNEAU EMPIRE, a newspaper of general circulation, published in the city of Juneau, State of Alaska; that the publication was published in said newspaper on the 26<sup>th</sup> of September 2008, and thereafter for 0 additional day(s), the last date of publication being September 26, 2008.

*Lolita Cook*

Subscribed and sworn to before me this 6<sup>th</sup> day of January, 2009.

*S. Perry*

Notary Public in and for the State of Alaska.

## ANGOON AIRPORT EIS PUBLIC SCOPING MEETINGS

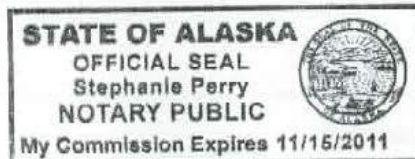
The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to disclose the potential impacts of a proposed land-based airport on Admiralty Island to serve the City of Angoon. The purpose of the airport is to provide Angoon citizens with safe and reliable access to health care, goods, and services available in nearby developed areas.

The FAA will be hosting public scoping meetings in Anchorage, Juneau, and Angoon for this EIS process. The purpose of the meetings will be to provide information on project planning activities to date, and to give citizens the opportunity to ask questions of the project manager and resource specialists involved with project and comment on the issues and alternatives that will be covered in the Draft EIS.

The meetings will be held in Anchorage on October 27, 2008 from 3:30 to 5 PM at the Loussac Library (3600 Denali St.); in Juneau on October 29, 2008 from 5:30 to 8 PM at Centennial Hall (101 Egan St.); and in Angoon on October 31, 2008 from 5:30 to 8 PM at the Angoon Community Center.

Additional project information can be found at [www.angoonairporteis.com](http://www.angoonairporteis.com).

Publish: September 26, 2008 900-043



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SCOPING MEETINGS

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) to disclose the potential impacts of a proposed land-based airport on Admiralty Island to serve the City of Angoon. The purpose of the airport is to provide Angoon citizens with safe and reliable access to health care, goods, and services available in nearby developed areas.

The FAA will be hosting public scoping meetings in Anchorage, Juneau, and Angoon for this EIS process. The purpose of the meetings will be to provide information on project planning activities to date, and to give citizens the opportunity to ask questions of the project manager and resources.

**Payment Reference:**

Janet Guinn SWCA~ CC NO. 5701  
05/11 -313.64 Auth:

**Total:** 298.70  
**Tax:** 14.94  
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**Total Due** 0.00



**MEMORANDUM OF UNDERSTANDING  
BETWEEN  
FEDERAL AVIATION ADMINISTRATION  
ALASKAN REGION, AIRPORTS DIVISION  
&  
U.S. DEPARTMENT OF AGRICULTURE FOREST SERVICE, ALASKA REGION**

This **MEMORANDUM OF UNDERSTANDING (MOU)** is hereby entered into by and between the Federal Aviation Administration (FAA) and the USDA Forest Service (Forest Service).

**I. INTRODUCTION**

Alaska Department of Transportation and Public Facilities (ADOT-PF) is proposing to build an airport to provide commercial service to the City of Angoon on Admiralty Island. The ADOT-PF's proposed airport site, as identified in their Master Plan, is on the northeast side of Favorite Bay, on lands partially within the City of Angoon and partially within the Admiralty Island National Monument-Kootznookoo Wilderness. Airport access would be provided by a proposed 4.2 mile road paralleling the Favorite Bay shoreline. The ADOT-PF's Master Plan proposed airport site would encompass approximately 270 acres and would include a single 3,300 foot runway and a 3.5 acre apron that would include areas for aircraft tie downs, construction of a terminal and airport support structures, a 50 foot wide taxiway to the runway, and a 40 foot roadway connecting the proposed access road.

The City of Angoon is home for 500 to 600 residents, most of whom are native Tlingit Indian. Angoon is located approximately 55 miles southeast of Juneau and 41 miles northeast of Sitka, the two closest major cities. It has no road links to any other developed areas and is completely dependent upon either marine or seaplane commercial passenger transportation. At this time, it is the largest southeast Alaska community without an airport (Angoon Airport Master Plan 2004). Travel and transport to and from the community is accomplished through daytime ferry service, chartered ferry, or commercial or chartered seaplane.

Four to five flights stop at Angoon daily while traveling to and from Juneau. Chartered flights typically arrive at Angoon from Juneau, Sitka, Kake, and Tenakee Springs. Seaplanes dock at an unattended seaplane float located 2.1 miles east-southeast of the entrance to Favorite Bay. In addition to a floating dock, the seaplane facility includes a small, unheated waiting area/maintenance building. There is no directional or landing light system at the seaplane landing zone so night landing is prohibited. Generally, seaplanes have acceptable landing conditions in the late spring, summer, and early fall. Other times of the year, prevailing northeasterly winds make landing difficult. Additionally, rocks approximately 2,000 to 3,000 feet west/northwest of the seaplane float create another hazard for landing planes.

Ferry service to Angoon is provided by the Alaska Marine Highway System. Ferry service is generally two to three times a week in the summer and once a week during late fall, winter, and

early spring. The nearest commercial center (Sitka) is more than five hours away by ferry. The Angoon Ferry terminal is located 2.5 miles east-southeast of the city.

Because of the combination of isolation and limited transportation options, Angoon has difficulty in accessing emergency health care, markets for its products, necessary goods, and social, recreational, and educational opportunities. The ADOT-PF has indicated that an airport that could accommodate Part 135 air carriers—scheduled commuter and unscheduled, on-demand charter carriers—would provide safe and reliable access to health care, goods, and services available in nearby developed areas.

## II. PURPOSE

This MOU provides the framework under which the FAA and the Forest Service will cooperate in the preparation and review of an Environmental Impact Statement (EIS) to meet the requirements of the National Environmental Policy Act of 1969 (NEPA) and Title XI of the Alaska National Interest Lands Conservation Act of 1980 (ANILCA) for the proposed new commercial service airport near the City of Angoon, Alaska on Admiralty Island (Project). Collectively, the FAA and the Forest Service are referred to as the “Parties.” The purpose of this MOU is to establish an understanding between the Parties regarding their respective roles and responsibilities and the conditions and procedures to be followed to comply with NEPA and ANILCA. As such, this MOU defines the roles and responsibilities of the FAA as the Lead Agency and the Forest Service as the Cooperating Agency in the preparation of the EIS for the Project to meet the requirements of Title XI of ANILCA. Although it is not a party to this MOU, this MOU also describes the role of the ADOT-PF in the preparation, submission, and review of the EIS.

## III. AUTHORITY:

1. Public Law 91-190, 42 U.S.C 4321 - 4347, *National Environmental Policy Act of 1969 (NEPA)*
2. Public Law 96-487, *Alaska National Interest Lands Conservation Act of 1980 (ANILCA)*

Each Party, in the performance of its obligations under this MOU, will follow laws, which apply to both Parties, and policies that apply to each Party individually. In addition to NEPA and ANILCA, those laws and policies include, but are not limited to:

- a. FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*
- b. FAA Order 1050.1E, *Policies and Procedures for Considering Environmental Impacts*
- c. Forest Service Handbook (FSH) 1909.15, *USFS Environmental Policies and Procedures Handbook*

- d. 36 C.F.R. 220, *National Environmental Policy Act (NEPA) Compliance*
- e. Public Law 88-577, *Wilderness Act of 1964*
- f. 40 C.F.R 1500, *Council on Environmental Quality (CEQ) Regulations for Implementing the National Environmental Policy Act (NEPA)*
- g. Public Law 94-579, *Federal Land Policy and Management Act of 1976 (FLPMA)*.

**IV. FAA RESPONSIBILITIES – NEPA PROCESS.** The FAA, as the Lead Agency for the NEPA process, shall:

1. Be at all times the Lead Agency retaining full responsibility for the content and findings of the Draft Environmental Impact Statement (DEIS) and the Final Environmental Impact Statement (FEIS).
2. Ensure that the DEIS and FEIS include the information needed to address the federal compliance requirements of its Cooperating Agency, the Forest Service.
3. Assume primary responsibility for preparation of the DEIS and FEIS to meet the compliance requirements of NEPA and Title XI of ANILCA.
4. Request that the Forest Service review the DEIS and FEIS and comment on alternatives, affected environment, and environmental consequences related to its jurisdiction and expertise.
5. Ensure full access to FAA expertise, data, information, analyses, and comments so that the Forest Service may effectively complete its responsibilities under Federal law and this MOU.
6. Use the comments and information provided by the Forest Service as a Cooperating Agency, and its expertise as the land management agency responsible for the Admiralty Island National Monument-Kootznoowoo Wilderness, to the maximum extent authorized by law while still meeting the FAA's regulatory requirements.
7. Retain responsibility for developing and identifying the proposed action.
8. Retain ultimate responsibility to identify and prepare the Project purpose and need, range of reasonable alternatives retained for detailed analysis in the EIS, the selection of the Preferred Alternative, the conclusions of the environmental analysis, the Record of Decision (ROD), and required mitigation measures. This does not preclude the right of the Forest Service or other Cooperating Agencies as may be identified to submit comments or independent recommendations with respect to these matters. Similarly, the FAA will incorporate these comments to the maximum extent authorized by law while

still meeting the FAA's regulatory requirements, the Project purpose and need, and the requirements of NEPA.

9. Provide copies of all documents necessary for the Forest Service to complete its EIS review, including technical reports concerning resources under Forest Service jurisdiction or expertise, the preliminary (administrative) DEIS, public DEIS, preliminary draft FEIS, public FEIS, and all comments and information necessary for the EIS and its conclusions.
10. Meet with the Forest Service regarding any concerns related to effects, the range of alternatives, and the proposed mitigation measures to be analyzed in the EIS.
11. Include in the EIS an analysis of the FAA's Preferred Alternative and a reasonable range of alternatives sufficient to meet NEPA and the requirements of Title XI of ANILCA.
12. Revise, to the extent authorized by law, the drafts of the DEIS and FEIS in response to comments from the Forest Service.
13. In consultation with the Forest Service and other state and federal agencies, hold public workshops, information meetings, and public hearings as required by Title XI of ANILCA, subsistence hearings as may be required under Title VIII of ANILCA, and other pertinent permitting processes.
14. Ensure that the Forest Service receives copies of all public and agency comments received during development of the DEIS, as well as public comments on the public DEIS and FEIS. The FAA shall provide the initial identification and classification of these comments to facilitate the Forest Service's review and response to those comments.
15. Ensure that the DEIS and FEIS identify the Forest Service as a Cooperating Agency and that the introductory section of these documents describes the role and authority of the Forest Service in this Project.
16. Provide the Forest Service 30 days for review of the preliminary draft of the DEIS and 30 days for review of the draft FEIS. The DEIS will be available for public review and comment for at least 45 days, as required by 40 CFR 1506.10(e).
17. Consult with the Forest Service regarding legal and management policy requirements regarding the Admiralty Island National Monument Kootznoowoo Wilderness.
18. Provide the Forest Service the opportunity to review technical reports documenting analysis of aviation and operational matters, such as selection of design aircraft for practicability analysis, alternative runway alignments, safety area designs, and sighting of airport facilities.
19. Retain sole responsibility for determining which alternative is selected as the FAA Preferred Alternative. Use any environmental analysis, alternative proposals, and

comments of the Forest Service to the maximum extent provided by law while still meeting Project purpose and need and all applicable FAA regulations.

20. Direct and administer all contract actions with the FAA's NEPA Contractor (SWCA) for preparation of the EIS. Any work requested by the Forest Service beyond that included in the SWCA's scope of services must be approved by the FAA prior to implementation.

**V. FAA RESPONSIBILITIES – TITLE XI OF ANILCA.** With respect to compliance with Title XI of ANILCA, the FAA shall:

1. Be at all times the Lead Agency for the Angoon Airport EIS and one of the Federal agencies with decision-making responsibility for authorizing the Project as provided in Title XI of ANILCA.
2. Collaborate with the Forest Service to implement the NEPA process so that it provides an analysis to support the Parties' responsibilities under Title XI of ANILCA.
3. Process the application filed with the FAA by the ADOT-PF for the Project.
4. Review and determine the accuracy of the information in the Title XI application and inform the ADOT-PF in writing within 60 days of any information gaps or data inadequacies.
5. If more information is submitted, inform the ADOT-PF within 30 days regarding the adequacy of the new information.
6. Collaborate with the Forest Service to ensure consistency between the Title XI provisions and the EIS analysis.
7. Complete a draft EIS within 9 months and a final EIS within 12 months of the ADOT-PF application. Per ANILCA Title XI, if the timelines need to be extended, the FAA will inform ADOT-PF and the Forest Service, in writing, and will publish a notice of determination for timeline extensions and reasons for the extension in the Federal Register.
8. Hold public hearings in Washington DC and at appropriate locations in the State of Alaska, consistent with Title XI of ANILCA.
9. Within four months after publication of the FEIS, decide whether the FAA approves or disapproves the application and identify the reasons and findings supporting the FAA's position. In making its decision, the FAA shall make detailed findings as prescribed by Section 1104(g)(2) of ANILCA.
10. Promptly submit the recommendation, with detailed findings supporting the decision, to the President of the United States, as prescribed by Section 1106(b) of ANILCA.

**VI. FOREST SERVICE RESPONSIBILITIES – NEPA PROCESS.** As a Cooperating Agency in the NEPA process, the Forest Service shall:

1. Share data, information, and expertise to assist in the analysis of potential project impacts on resources within its jurisdictional authority or for which it has special expertise.
2. Participate in the NEPA process at the earliest possible opportunity, including providing comment regarding the project purpose and need, development of alternatives, public and agency scoping, and the environmental impact analysis.
3. Assist as needed in the FAA's government-to-government tribal consultation for the EIS process. Additionally, the Forest Service will initiate their own government-to-government tribal consultation process for specific project decisions under Forest Service jurisdiction.
4. Review and comment on resource technical reports and cause-and-effect analyses for resources within its jurisdictional authority or for which it has special expertise. Submit these comments within 30 days of the receipt of the reports and analyses.
5. Assist the FAA in developing mitigation measures for impacts to resources within the Forest Service's jurisdiction or special expertise.
6. Prepare and submit comments for inclusion in the public DEIS within 30 days of receipt of the preliminary DEIS. The Forest Service may also prepare and submit comments for inclusion in the FEIS within 45 days of receipt of the public DEIS.
7. Assist the FAA in developing responses to comments received on the DEIS and FEIS pertaining to resources within the Forest Service's jurisdiction or expertise.
8. Provide guidance and specific direction to the FAA concerning process or analysis necessary for the EIS to fulfill the Forest Service's internal decision-making process regarding any authorizations within its jurisdiction, including Title XI of ANILCA.
9. Prepare and submit Forest Service Record of Decision.
10. Prepare, if needed, a Forest Plan amendment for the Transportation Utility System (TUS) Land Use Designation (LUD), which will meet the needs of the Project.

**VII. FOREST SERVICE RESPONSIBILITIES – TITLE XI OF ANILCA.** With respect to compliance with Title XI of ANILCA, the Forest Service shall:

1. Be a Cooperating Agency for the Angoon Airport EIS and one of Federal agencies with decision-making responsibilities for authorizing the Project as provided in Title XI of ANILCA.



2. Collaborate with the FAA to implement the NEPA process so that it provides an analysis to support the Parties' responsibilities under Title XI of ANILCA.
3. Review and determine the accuracy of the information submitted by the ADOT-PF in its application. Coordinate with the FAA and inform the ADOT-PF in writing within 60 days of any information gaps or data inadequacies.
4. If more information is submitted, coordinate with the FAA and inform the ADOT-PF within 30 days regarding the adequacy of the new information.
5. Collaborate with the FAA to ensure consistency between the Parties with respect to processing the Title XI application and the NEPA process.
6. Cooperate with the FAA to facilitate completion of a draft EIS within 9 months and a final EIS within 12 months of the ADOT-PF's application.
7. Assist the FAA as necessary in preparation for public hearings in Washington DC and other locations consistent with Title XI of ANILCA.
8. Within four months after publication of the FEIS, decide whether the Forest Service tentatively approves or disapproves the application and identify the reasons and findings supporting the Forest Service's position. In making its decision, the Forest Service shall make detailed findings as prescribed by Section 1104(g)(2) of ANILCA.
9. Submit its decision, with detailed findings as prescribed by Section 1104(g)(2) of ANILCA supporting that decision, to the President of the United States.
10. If the Project is approved by the President and Congress as provided in Title XI of ANILCA, issue an appropriate authorization in accordance with Title V of the Federal Land Policy and Management Act of 1976 or other applicable law.

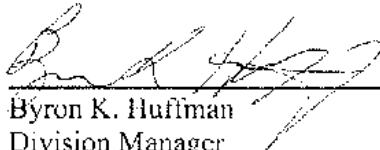
**VIII. IT IS MUTUALLY AGREED AND UNDERSTOOD BY AND BETWEEN THE PARTIES THAT:**

1. **THE FAA AND FOREST SERVICE MUTUALLY AGREE TO:** The Parties agree to participate in this EIS process in good faith and make every effort to resolve any perceived areas of conflict, to fully explore issues before coming to conclusions, and to commit to working collaboratively to ensure an efficient and accurate EIS process. The Parties will make every effort to effectively communicate throughout the process and employ innovative problem-solving approaches to resolve any differences related to EIS process, analysis, or other issues. Appoint an agency point of contact person annually (by January 1) through the life of this MOU.

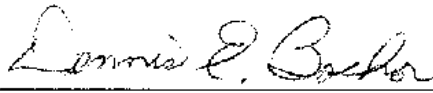
2. **FREEDOM OF INFORMATION ACT (FOIA).** Any information furnished to the Forest Service under this instrument is subject to the Freedom of Information Act (5 U.S.C. 552).
3. **VOIDANCE OF FINANCIAL CONFLICTS OF INTEREST.** The Parties agree not to employ the services of any consultant, counsel or representative having a financial interest in the outcome of the proposed project.
4. **NON-FUND OBLIGATING DOCUMENT.** Nothing in this MOU shall obligate either the Forest Service or the FAA to obligate or transfer any funds. Specific work projects or activities that involve the transfer of funds, services, or property among the various agencies and offices of the Forest Service and the FAA will require execution of separate agreements and be contingent upon the availability of appropriated funds. Such activities must be independently authorized by appropriate statutory authority. This MOU does not provide such authority. Negotiation, execution, and administration of each such agreement must comply with all applicable statutes and regulations.
5. **EFFECTIVE DATE.** This MOU shall be effective upon the date of final signature and will remain effective unless modified as provided for elsewhere in this MOU.
6. **PERIODIC REVIEW.** Each year, the Parties shall evaluate the effectiveness of this MOU and determine the need for modification or continuation.
7. **EFFECT ON OTHER AUTHORITIES.** Nothing in this agreement alternates, amends or affects in any way the statutory or regulatory authorities of the Forest Service or the FAA.
8. **MODIFICATION.** Modifications within the scope of the MOU shall be made by mutual consent of the Parties, by the issuance of a written modification, signed and dated by the Parties, prior to any changes being performed.
9. **TERMINATION.** This MOU shall terminate on 12/31/2013. By mutual consent of the Parties, in writing, the MOU may terminate in whole or in part, at any time before the date of termination.
10. **RESPONSIBILITIES OF PARTIES.** The Forest Service and the FAA and their respective agencies and offices shall handle their respective activities and utilize their own resources, including the expenditure of their own funds, in pursuing these objectives. Each party shall carry out its separate activities in a coordinated and mutually beneficial manner.
11. **AUTHORIZED REPRESENTATIVES:** By their signatures below, the representatives of the FAA and Forest Service certify that they are authorized to act on behalf of their respective agencies for all matters related to this MOU.

12. AUTHORIZED REPRESENTATIVES: By signature below, the FAA certifies that the individual listed in this document as representative of the FAA is authorized to act in his respective area for matters related to this MOU.

**APPROVED BY:**

  
\_\_\_\_\_  
Byron K. Huffman  
Division Manager  
Federal Aviation Administration  
Alaska Region, Airports Division

Date: 2/19/09

  
\_\_\_\_\_  
Dennis E. Bschor  
Regional Forester  
Alaska Region  
USDA Forest Service

Date: 2/12/2009

The authority and format of this instrument has been reviewed and approved for signature.

/s/Mechele M. MacDonald                      1/27/09

\_\_\_\_\_  
Mechele M. MacDonald                      Date  
Agreements Specialist



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**

*National Marine Fisheries Service*

*P.O. Box 21668*

*Juneau, Alaska 99802-1668*

February 10, 2009

Ms. Leslie Grey  
Federal Aviation Administration  
222 West 7<sup>th</sup> Avenue # 14  
Anchorage, Alaska 99513-7587

Re: Angoon Airport Environmental Impact  
Statement Scoping Comments

Dear Ms. Grey:

The National Marine Fisheries Service (NMFS) has reviewed the scoping material for the Angoon Airport Environmental Impact Statement (EIS).

### **Background**

The Alaska Department of Transportation and Public Facilities' (ADOT&PF) 2007 Angoon Airport Master Plan analyzed twelve potential runway sites, and identified a site on the east side of Favorite Bay as ADOT&PF's Master Plan Preferred Site. This site was presented to the Federal Aviation Administration (FAA) as the Proposed Action for the EIS process. In 2008, FAA conducted wind data collection and supplemental airport planning to confirm whether this Master Plan Preferred Site would meet project purpose and need while being both reasonable and prudent. This supplemental planning also identified three additional alternative sites that would meet project purpose and need while addressing various human and natural resource concerns. The 15 preliminary alternatives sites were presented to the public and agency for consideration during the EIS scoping meetings in October 2008. These sites include three locations across Favorite Bay from Angoon on Admiralty Island National Monument / Kootznoowoo Wilderness lands, and one location near the City of Angoon on Kootznoowoo, Inc. and private land. These sites were identified during scoping as Sites 3, 3a, and 4 (the three sites across Favorite Bay) and 12A (the site near Angoon). Sites located across Favorite Bay would require construction of between four and six miles of new road to access the airport. A new access road would cross either Favorite Bay or Favorite Creek, both of which are important subsistence resources for the residents of Angoon. Because Site 12 is on the peninsula near the existing Angoon road system, it would only require construction of a small spur road.

### **Essential Fish Habitat (EFH) Consultation Process**

Section 305 (b) of the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) requires federal agencies to consult with NMFS on all actions that may adversely affect EFH. EFH is defined as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity (MSA § 3(10)). For any action that may adversely affect EFH, the action agency must provide NMFS with a written assessment of the effects of that action on EFH. The





EFH Assessment can be contained within the EIS; if so it should be clearly identified as a discrete part of the document.

The EFH Assessment must contain:

1. A description of the proposed action.
2. An analysis of the potential adverse effects of the action on EFH and managed species.
3. The federal action agency's conclusions regarding the effects of the action on EFH.
4. Proposed mitigation, if applicable.

If appropriate, the assessment should also include:

1. The results of an on-site inspection to evaluate the habitat and the site-specific effects of the project.
2. The views of recognized experts on the habitat or species that may be affected.
3. A review of pertinent literature and related information.
4. An analysis of alternatives to the action. Such analysis should include alternatives that could avoid or minimize adverse effects on EFH.
5. Other relevant information.

Under Section 305(b)(4) of the MSFCMA, NMFS is required to provide EFH Conservation Recommendations to Federal agencies for actions that would adversely affect EFH. The EFH Conservation Recommendations will be provided as part of the EFH consultation process, following receipt of the EFH Assessment. These recommendations may include measures to avoid, minimize, mitigate or otherwise offset adverse effects. Section 305(b)(4)(B) requires the federal agency to provide a detailed response in writing to NMFS addressing the measures proposed for avoiding, mitigating, or offsetting the impact of the activity on EFH habitat. Please see our website for more information: <http://www.fakr.noaa.gov/habitat/faq.htm#fed>. In the meantime, we offer the following comments for your consideration.

### **Anadromous Fish**

EFH for salmon is present within the project area. Favorite Bay and the adjoining Mitchell Bay marine, estuarine, and freshwater complex is a rich area that supports rearing and spawning habitat for coho, chum, sockeye and pink salmon, and Dolly varden and cutthroat trout (Johnson & Dqaigneault 2008). Sites 3, 3a and 4 may be in wetlands and streams that either support anadromous fish or have a nexus to anadromous waters. There are also uncatalogued anadromous streams in the project area. Several Angoon residents report having seen salmon in the inlet to a lake system that lies within Section 34 in T 50 S., R 68 E., and within Sections 2 and 3 in T 51 S., R 68 E (Frank, pers. comm.; Woodbury pers. comm.). Coho salmon are present in Lighter Creek, Mitchell Bay (Frank pers. comm.), which could be impacted from runoff from Sites 3 and 3a. Land contours also suggest the presence of other unmapped anadromous streams. NMFS recommends that all streams in the project area be surveyed for the presence of anadromous and



other fishes, and that newly documented anadromous habitat be nominated to the anadromous stream catalogue (Johnson & Dqaigneault 2008).

### **Eelgrass Beds**

Eelgrass beds are an ecologically important nearshore habitat that is susceptible to degradation and loss due to coastal development and natural environmental changes (Johnson et al. 2003). This habitat can be especially important to many animals, including rearing salmon, flatfish, crab, and others (Johnson et al. 2003). Angoon residents report extensive eelgrass beds at the head of Favorite Bay and also at the mouth of the unnamed stream and lake system that lies within Section 34 in T 50 S., R 68 E., and within Sections 2 and 3 in T 51 S., R 68 E. (Woodbury pers. comm.). NMFS recommends surveying for, verifying anecdotal reports of, and mapping the extent of eelgrass beds in Freshwater Bay, Mitchell Bay, and Kanalku Bay, that could be impacted by runoff from Site 3, 3a and 4, and from any new road. We also suggest that eelgrass surveys be conducted in Killisnoo Harbor, if that EFH could be affected by runoff from Site 12. Please contact NMFS staff for mapping protocol.

### **Groundfish**

EFH for groundfish is present in the project area. Groundfish species present include, but are not limited to: Pacific cod, Pacific Ocean perch, walleye pollock, dusky rockfish, shortraker and roughey rockfish, yelloweye rockfish, sablefish, sculpin, skate, flathead sole, and rex sole. Other rockfish expected to be in the project area include: black rockfish, quillback rockfish, copper rockfish and yellowtail rockfish.

### **Timing Restrictions**

NMFS recommends that the timing of activities that could adversely impact EFH be restricted to protect EFH and managed species during critical life cycle phases. In general, prohibiting in-water work between March 15 and June 15 could protect spawning herring and migrating juvenile salmon from construction activities. Herring occur in Freshwater Bay and Kanalku Bay, where fecund females have been captured (Frank pers. comm.). Herring spawning activity should be confirmed with Angoon residents, and if possible by actual documentation.

### **Wetlands Mitigation**

The Clean Water Act 404 (B)(1) guidelines direct agencies first to avoid impacting wetlands; second, to minimize any impacts to wetlands; and finally, to compensate for unavoidable adverse impacts. Compensatory mitigation for unavoidable wetland impacts may be required for this action and should be addressed in the EIS. We recommend that you coordinate mitigation plans with NMFS and other resource agencies.



## Threatened and Endangered Species / Marine Mammals

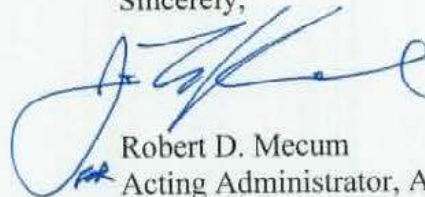
Section 9 of the Endangered Species Act (ESA) and federal regulations pursuant to section 4(d) of the ESA prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect, or to attempt to engage in any such conduct. In addition, the Marine Mammal Protection Act (MMPA) specifically prohibits the taking of marine mammals, including harassment, unless the activity is exempted by law or permitted under the Act. General information on ESA species and MMPA species under NMFS jurisdiction can be found at:

<http://www.fakr.noaa.gov/protectedresources>.

Endangered humpback whales and threatened Steller sea lions occur within the project area, as do MMPA protected killer whales, porpoises, seals, and sea otters (Frank pers. comm.; Woodbury pers. comm.). Noise from in-water construction activities or from operational procedures can negatively impact marine mammals. This and other potential impacts to marine mammals should be analyzed in the EIS. Precautions may need to be implemented to prevent injury, harm or harassment of marine mammals. Also, under section 7(a)(2) of the ESA, the FAA is required to consult with NMFS to ensure that any action authorized, funded, or carried out by the FAA is not likely to jeopardize the continued existence of threatened or endangered species. For more information on ESA and MMPA requirements, please contact Kate Savage at 907-586-7312 or [Katharine.savage@noaa.gov](mailto:Katharine.savage@noaa.gov).

Thank you for the opportunity to comment. If you have any questions regarding our scoping comments for this project, please contact Chiska Derr at 907-586-7345 or [Chiska.derr@noaa.gov](mailto:Chiska.derr@noaa.gov).

Sincerely,



Robert D. Mecum

Acting Administrator, Alaska Region

Cc: [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), SWCA Environmental Consultants project team, Utah\*  
[Dafrank\\_73@yahoo.com](mailto:Dafrank_73@yahoo.com), Donald Frank, Tribal Liaison, Forest Service, Angoon\*  
[Kate.savage@noaa.gov](mailto:Kate.savage@noaa.gov), Protected Resources Division, NOAA Fisheries, Juneau\*  
[Jackie\\_timothy@alaska.gov](mailto:Jackie_timothy@alaska.gov), Habitat Division, ADF&G, Juneau\*  
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[Jim.cariello@alaska.gov](mailto:Jim.cariello@alaska.gov), Habitat Division, ADF&G, Petersburg\*  
[John.c.leeds@usace.army.mil](mailto:John.c.leeds@usace.army.mil), Army Corps, Juneau\*

- e-mail PDF

## References

- Frank, Donald. February 2009. Personal communication. Tribal Liaison, Admiralty National Monument, Tongass National Forest.
- Johnson, J. and M. Dqaigneault. 2008. Catalogue of waters important for spawning, rearing, or migration of anadromous fishes—Southeastern Region. Effective June 2, 2008. Alaska Department of Fish and Game, Special Publication No. 08-06, Anchorage.
- Johnson, S.W., M.L. Murphy, D.J. Csepp, P.M. Harris , and J.F. Thedinga. 2003. A survey of fish assemblages in eelgrass and kelp habitats of southeastern Alaska. U.S. Department of Commerce, NOAA Technical Memorandum NMFS-AFSC-139, 39 p.
- National Marine Fisheries Service. 2005. Final Environmental Impact Statement, Essential Fish Habitat Identification and Conservation in Alaska, Vol. 2, Appendix G; National Marine Fisheries Service, Department of Commerce. April, 2005.
- Woodbury, Lillian. February 2009. Personal communication. Angoon resident.

G: FAA Angoon Airport EIS scoping comments ed 2-2-09





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

March 10, 2009

Victor Ross  
U.S. Army Corps of Engineers, Alaska  
Regulatory Division  
PO Box 6898  
Elmendorf AFB, Alaska 99506-0898

USACE  
AK REGULATORY  
MAR 16 2009  
RECEIVED

**Cooperating Agency Agreement for Angoon Airport EIS**

Dear Mr. Ross:

Enclosed please find the revised Cooperating Agency Agreement between the Corps of Engineers and the Federal Aviation Administration (FAA) for the Angoon Airport EIS. The enclosed version of the agreement incorporates changes pursuant to all of your previous comments via your October 29, 2008 e-mail to Jane Gendron of the Alaska Department of Transportation and Public Facilities (ADOT&PF). Your request was for clarification of the Corps' independent development of the project purpose relative to the Section 404(b)(1) guidelines, preparation of a public notice concurrent with the release of the Final EIS, and issuance of a Record of Decision.

Please note for future reference that all correspondence regarding the Angoon Airport EIS should be directed to my attention as the FAA Project Manager. FAA is the lead agency for this project and is responsible for directing the completion of the EIS; the ADOT&PF is the project sponsor but does not have a role in executing cooperating agency agreements.

I trust that the enclosed revised version of the agreement meets your needs and can now be executed. Please sign the agreement where indicated and return it to me. I will then obtain the appropriate FAA signature and return a fully executed copy to you for your records. Thank you for your participation in this project. I look forward to working with you. As always, do not hesitate to call me at 907-271-5453 should you have any questions.

Sincerely,

Leslie A. Grey  
Alaskan Region - Airports Division  
Project Manager  
Angoon Airport EIS

1 Atch: Final MOA for Angoon Airport EIS

**MEMORANDUM OF AGREEMENT**  
**Angoon Airport Environmental Impact Statement (EIS)**  
**Angoon, Alaska**  
**September 23, 2008**

**COOPERATING AGENCY – the Corps of Engineers**

This MEMORANDUM OF AGREEMENT (MOA) is established and entered into by and between the Federal Aviation Administration, Alaskan Region (FAA) and the U.S. Army Corps of Engineers, Alaska District ("the Corps") (collectively the "the parties"). The FAA has determined that FAA approval and funding for proposed construction by the Alaska Department of Transportation and Public Facilities ("the Sponsor") of a new land-based airport in or near the community of Angoon ("the Angoon Airport") constitutes a major Federal action significantly affecting the quality of the human environment and that an Environmental Impact Statement (EIS) is required. This MOA acknowledges FAA as the lead Federal agency and the Corps as a cooperating agency in preparation of the EIS. A goal of this MOA is to foster a working atmosphere of cooperation that serves the mutual interests of all parties and the public in compliance with the National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. § 4332) and as detailed in the Council for Environmental Quality (CEQ) regulations for Implementing the Procedural Provisions of NEPA (40 CFR §1500).

The EIS will analyze alternative locations for the Angoon Airport, potentially including one within Admiralty Island National Monument, which is managed by the U.S. Forest Service (USFS). This EIS serves an important function in disclosing project consequences to the public and agencies, and providing a process to develop an alternative that meets the needs of the community of Angoon while minimizing impacts to natural and human resources. The Corps can provide critical insight into resource concerns and appropriate analysis techniques for those resources under their jurisdiction or for which they have special expertise.

I. **AUTHORITIES**

**FAA:** The FAA has statutory authority to promote and develop a safe and efficient nation-wide system of airports adequate to meet the current and projected growth in aviation (49 U.S.C. 47101). In carrying out its statutory responsibilities, the FAA is responsible for ensuring that its actions comply with NEPA. The FAA's Airports Program is responsible for analyzing the environmental consequences of proposed Federal actions involving airports. As the lead Federal agency, the FAA is responsible for preparing the EIS (40 CFR ¶1501.5(a)), and for requesting the Corps to participate in the EIS as a cooperating agency (40 CFR ¶1506.6).

**Corps:** The Corps has the following statutory authorities and jurisdictions: Section 10 of the Rivers and Harbors Act (RHA) of 1899 (33 U.S.C. 403) requires Department of Army permits for structures or work in or affecting navigable waters of the United States; Section 404 of the Clean Water Act (CWA) of 1977 (33 U.S.C. 1344) requires permits for the discharge of dredged or fill material into waters of the United States, including wetlands, and; under Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972 (33 U.S.C. 1413), for the transport of dredged material for the purpose of dumping it into ocean waters.

## II. INTRODUCTION

Under the policies, directives, plans, and operations of the FAA, and in compliance with NEPA and its accompanying regulations, the FAA, as lead agency, is responsible for requesting at its discretion the participation of "any other Federal agency which has jurisdiction by law" to be a cooperating agency (40 CFR § 1501.6). As a cooperating agency, the Corps, through the AUTHORITIES cited above, has jurisdiction by law over above-mentioned resources which could be impacted by the proposed Angoon Airport project. Additionally, the FAA and the Corps have interests in maintaining the "quality of the human environment" (40 CFR §1500) as it relates to any potential adverse impacts of the proposed Angoon Airport project. Accordingly, the FAA invites the Corps to participate as a cooperating agency in the Angoon Airport EIS process.

It is acknowledged that the FAA, as lead agency, has the responsibility for the content of the Draft EIS (DEIS), Final EIS (FEIS), and FAA's findings (i.e., Record of Decision). It is further acknowledged that the FAA seeks the full participation of the Corps as a cooperating agency. To this end, the FAA will provide to the Corps copies of all documents necessary for EIS review including technical reports for resources over which the Corps has jurisdictional authority or particular expertise; the preliminary DEIS (not for public review), the public DEIS, the preliminary FEIS (if prepared; not for public review), the public FEIS, and all public and stakeholder comments and information necessary for the EIS and its conclusions. The Corps will also share information and technical expertise in order to evaluate the potential operational impacts of the proposed action for the Angoon Airport and alternatives to that action, including the alternative of no action. It is the intention of this MOA to establish a working atmosphere of cooperation among the participants where full recognition and respect to the authority and responsibility of one another is recognized.

## III. PURPOSE

The purpose of this MOA between the FAA and the Corps is to:

- (1) formalize a framework for cooperation and coordination that fosters timely and efficient preparation of the DEIS and the FEIS;
- (2) define the respective roles, obligations, and jurisdictional authority of the lead and cooperating agencies in the environmental review process;
- (3) confirm the designations of the FAA as lead agency and the Corps as a cooperating agency in preparation of the EIS, with both agencies maintaining respective jurisdictional responsibilities as are established in the previously cited AUTHORITIES and applicable law;
- (4) prepare a single EIS for the proposed Angoon Airport project that satisfies the NEPA and Section 404(b)(1) compliance requirements for the FAA and Corps; and
- (5) ensure that the working relationship between the FAA and the Corps meets the purposes and intent of NEPA and its accompanying regulations.

The EIS is being prepared under the authority of NEPA and in compliance with the CEQ Regulations. The EIS will be prepared in accordance with the FAA's *National Environmental Policy Act Implementing Instructions for Airport Actions, Order 5050.4B*; FAA's *Policies and Procedures for Considering Environmental Impacts, Order 1050.1E*; and other regulations specific to the responsibilities of applicable state and Federal jurisdictions.

#### IV. STATEMENT OF MUTUAL BENEFITS AND THE PUBLIC INTEREST

It is in the interest of and beneficial to the Federal government, the State of Alaska, and the general public:

- That the FAA and the Corps work together in meeting their NEPA and Section 404(b)(1) guidelines compliance and other applicable regulatory responsibilities;
- That the FAA and the Corps coordinate efforts under this MOA in order to maximize use of available resources and minimize duplication in those areas of overlapping agency responsibilities; and
- For the FAA and the Corps to identify and resolve issues associated with each party's responsibilities and jurisdictions prior to issuance of the DEIS, FEIS, draft Permits, and public review processes.

#### V. THE FAA SHALL

- (1) As the lead agency, have primary responsibility for meeting the compliance requirements of NEPA and for preparing the DEIS and FEIS for the Angoon Airport project. In this capacity, the FAA will ensure that the EIS includes information needed to address the compliance requirements of all cooperating agencies.
- (2) Request that the Corps review the DEIS and FEIS (and preliminary DEIS and FEIS, if prepared) and comment on the Angoon Airport project's impacts, consistent with the Corps' jurisdiction or expertise, on the surrounding environment.
- (3) Retain ultimate responsibility for determining the purpose and need of the Angoon Airport project, establishing the range of reasonable alternatives to be considered in the EIS, selecting the FAA's preferred alternative, proposing mitigation measures for the Angoon Airport project, and making conclusions about the project's environmental analysis. That the FAA retains such responsibilities does not preclude the right of the Corps to comment on these areas, or to make the final determination on the Corps' preferred alternative and associated mitigation measures for their permitting purposes.
- (4) As appropriate, incorporate into the DEIS and FEIS comments, recommendations, and data submitted by the Corps.
- (5) Consult with the Corps regarding the EIS issues of concern, the range of EIS



alternatives considered, and the associated mitigation measures to be analyzed in the EIS.

- (6) In consultation with the Corps, include in the EIS written materials requested by the Corps to meet NEPA compliance and regulatory permitting requirements including information necessary to comply with the Section 404(b)(1) guidelines. Materials may include descriptions of waters of the United States, including wetlands and water resources; descriptions of biological resources; impacts and functional assessments to aquatic resources including wetlands; and the development and evaluation of mitigation measures.
- (7) Include in the EIS an analysis of FAA's preferred alternative and a reasonable range of alternatives sufficient to meet both NEPA and any permit or approval requirements of the Corps for Section 404(b)(1) compliance.
- (8) In consultation with the Corps and other state and Federal agencies, hold public workshops, information meetings, and public hearings for the EIS and permitting processes.
- (9) Ensure that the Corps receives copies of all comments received during development of the DEIS (i.e., scoping) and on the DEIS and FEIS during the public comment periods. The FAA shall identify to the Corps those comments pertaining to the expertise or regulatory authority of the Corps, including those comments which may require the Corps to prepare or assist the FAA in preparing written responses for inclusion in the EIS.
- (10) Ensure that the Notice of Intent (NOI) to prepare the EIS and the cover pages of the DEIS and FEIS identify the Corps as a cooperating agency and that the introduction section of the DEIS and FEIS briefly describes the Corps' roles and authorities.
- (11) Provide to the Corps an EIS work schedule from the NOI to prepare an EIS to completion of the Record of Decision (ROD), and promptly inform the Corps of all schedule changes that would affect the Corps' input into the ROD.
- (12) Provide to the Corps technical reports documenting analyses of aviation and airfield operational matters including reports regarding selection of design aircraft for practicability analysis and feasibility of alternative runway safety area designs. The FAA will maintain final authority for decisions related to aviation planning and safety.

VI. THE CORPS SHALL

- (1) Concurrent with the scoping and FAA's development of the purpose and need statement for the DEIS and FEIS, independently develop (with input and comment from the FAA) the overall project purpose to establish the basis for the Corps' Section 404(b)(1) guidelines compliance determination.
- (2) Prepare a Public Notice of the DA permit application concurrent with the release of the FEIS. The Corps' Public Notice comment period shall be the same as the comment period for the FEIS.
- (3) Coordinate closely with the FAA in the preparation of the Corps' independent ROD within 90 days of publication the FEIS or publication of the FAA's ROD, whichever comes last.
- (4) Help the FAA develop responses to comments received on the DEIS and FEIS that pertain to the Corps' areas of expertise. Similarly, the FAA maintains primary responsibility to respond to inquiries that relate to its special expertise, jurisdiction, and role as lead agency.
- (5) Help the FAA in develop those mitigation measures pertaining to impacts affecting areas within the Corps' expertise; however, FAA maintains final authority for determining what mitigation measures will be proposed for the Angoon Airport project and which will be implemented for those resources under the FAA's jurisdiction. Similarly, the Corps will retain ultimate responsibility for determining which the Corps' preferred alternative and associated mitigation measures for its permitting process.
- (6) Fully review the technical and scientific data supplied by the FAA.
- (7) Compile and review those comments which are both within the umbrella of the NEPA, the CWA, the RHA, and Environmental Protection Agency 404(b)(1) and germane to alternatives within the scope of the FAA's and Corps' decisions for the Angoon Airport project.
- (8) Prepare and submit to the FAA the Corps' written comments within 30 days of the Corps' receipt of technical reports.
- (9) To the extent practicable, prepare and submit the Corps' written comments (plus any necessary supporting data for those comments) to the FAA for inclusion in the DEIS within 30 days of the Corps' receipt of the preliminary DEIS. The Corps shall prepare and submit to the FAA its written comments and data for inclusion in the FEIS within 45 days of the Corps' receipt of the public DEIS. The Corps shall submit responses to public comments on the DEIS, within the Corps' areas of expertise, to the FAA within 30 days from the Corps' receipt of those comments.

- (10) Provide the FAA with timely input on significant issues, mitigation measures, and potential alternatives so that the FAA may consider including that input in the DEIS and FEIS.
- (11) Guide and direct the FAA concerning work needed for the EIS to fulfill the Corps' regulatory evaluation and decision-making processes such that the FAA can develop those sections of the EIS in accordance with the expressed needs of the Corps. The Corps shall also assist the FAA in identifying the least environmentally-damaging practicable alternative to comply with the Section 404(b)(1) guidelines.
- (12) Defer to the FAA in aviation and airfield operational matters, such as selection of design aircraft for practicability analysis, or feasibility of alternative runway safety area designs.

## VII. THE PARTIES

- (1) Shall participate in this EIS in good faith and make every effort to resolve any perceived areas of conflict. The parties further agree to fully explore issues before coming to conclusions, and to commit to searching for opportunities for resolution designed to contribute to an efficient and accurate EIS.
- (2) Shall keep confidential and protect from public disclosure all FAA documents exchanged prior to determination of suitability for public review by the FAA, subject to the directives of the Freedom of Information Act.
- (3) Shall inform all persons within the FAA and the Corps working on Angoon Airport EIS-related documentation (including internal drafts, technical memoranda, delineation reports, and so forth) of the confidentiality requirements noted in item VII(2) above to preclude public release of the documentation before a determination of suitability for public release has been made.
- (4) Shall not employ the services of any representative or party having a financial interest in the outcome of the proposed Angoon Airport project. Consistent with 40 CFR § 1506.5(c), the parties shall also take all necessary steps to ensure that no conflict of interest exists with any consultants, counsel, or representatives they may employ in this undertaking.
- (5) Shall terminate this MOA when the FAA issues its ROD. If any proposed implementation or mitigation measures within the ROD require further involvement of the Corps, the parties shall, at their discretion, either negotiate a new MOA that is specific to that involvement, or amend and extend this MOA.
- (6) Agree that this MOA requires no transfer of appropriated funds and that any obligations contained herein are subject to appropriations by Congress.
- (7) Agree that this MOA is effective upon execution of the signature of the parties.


- (8) Agree to provide the other party at least 30 days written notice before withdrawing from this MOA.
- (9) Agree that nothing in this MOA alters, amends, or affects in any way the statutory or regulatory authorities of the Corps or the FAA.
- (10) Agree to make every reasonable effort, including innovative approaches to problem solving, to resolve differences relating to the EIS analysis, scope, alternatives, or other issues as may arise.
- (11) Understand that the FAA is responsible for directing the work and actions of any third-party consultant that assists in the preparation of the EIS, and that any work requested by the Corps beyond that included in a consultant's scope of work must be pre-approved by the FAA.
- (12) Establish the following points of contact for each party to this MOA:

FAA	Leslie Grey	Project Manager	(907) 271-5453	Leslie.Grey@FAA.gov
Corps	Victor Ross	Project Manager	(907) 753-2779	victor.o.ross.usace.army.mil

MOA Signatories

  
Byron K. Huffman, Manager  
Alaskan Region, Airports Division  
Federal Aviation Administration

4/6/09  
Date

  
Victor Ross, Acting Team Leader *Branch Chief*  
East Section, Regulatory Branch  
U.S. Army Corps of Engineers, Alaska District

3/18/2009  
Date



**Angoon Airport**  
Environmental Impact Statement

**Angoon Airport EIS News and Updates**

The Angoon Airport EIS has an updated Web Page. Please click on the following link to view the redesigned site.

[www.angoonairporteis.com](http://www.angoonairporteis.com)

---

New Items

- [On March 17th, the Agency & Public Scoping Summary was added.](#)



**Leslie Grey**, [Federal Aviation Administration](#), Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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To unsubscribe, click [HERE](#).

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\* Please do not reply directly to this e-mail. This is an unmonitored mailbox and you will not receive a response.



## **AGENCY AND PUBLIC SCOPING MEETINGS SUMMARY ♦ MARCH 2009**

In October of 2008, the Angoon Airport EIS Project Team held five scoping meetings. The following summary provides basic information as to the content of the meetings and the topics discussed. Each meeting included the introduction of project team members, the presentation of a project overview, and opportunities for agency representatives and members of the public to ask questions and provide comments. The first meeting was held in Anchorage on October 27th, and included agency representatives and members of the public. Two meetings were held in Juneau ♦ one for agencies and another specifically for members of the public - on October 29th. The last two meetings were held in Angoon on October 30th and 31st.

The Project Team received a number of questions and comments at these meetings, which will be incorporated into the project planning process. In general, the comments heard by project team members fell into one of three categories: Airport Facilities, Natural Resources, and the Alaska National Interest Lands Conservation Act (ANILCA). The specific elements of these

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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

AAL-614  
Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

April 3, 2009

Bill Martin, President  
Central Council of the Tlingit and Haida  
Indian Tribes of Alaska  
320 West Willoughby Avenue, Suite 300  
Juneau, Alaska 99801

RE: Angoon Airport Environmental Impact Statement

Dear President Martin,

The Federal Aviation Authority (FAA) is considering building a new land-based airport in or near the community of Angoon, Alaska. As part of our consideration of a new airport, the FAA will be preparing an environmental impact statement (EIS). Within the EIS the potential impacts that airport construction and access would have on the human and natural environment will be analyzed and disclosed. Among the issues to be analyzed are those related to cultural resources (such as archaeological sites, sacred sites, and traditional use sites) and Alaska Native customary and traditional practices. We anticipate that the preparation of the Angoon Airport EIS will take at least three years to complete.

In accordance with regulations of the National Historic Preservation Act (NHPA) as outlined in 36CFR800 and Executive Order 13175, the FAA has identified the Central Council of the Tlingit and Haida Indian Tribes of Alaska (CCTHITA) as a potential interested party with regards to cultural resources within the EIS project area. For this reason, we invite you to become a formal consulting party for the EIS. If you would like more information about the proposed airport and the EIS process before deciding whether you wish to become a consulting party, we encourage you to examine the project website at [www.angoonairporteis.com](http://www.angoonairporteis.com). If you do not wish to be a formal consulting party but would still like to receive updates on the status of the EIS, notifications about public meetings, and copies of the draft and final EIS documents, we would be happy to accommodate you.

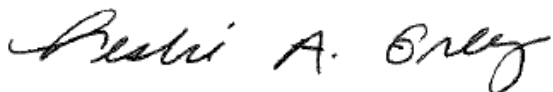
At the present time, the FAA has identified four preliminary airport location alternatives (see attached figure). Three of these location alternatives are on the east side of Favorite Bay on lands within the Admiralty Island National Monument/Kootznoowoo Wilderness Area. One location alternative is on the west side of Favorite Bay on lands owned by a combination of parties, including the City of Angoon, private individuals, and Kootznoowoo Incorporated. Access roads to each of these location alternatives are also being considered. The enclosed figure also depicts the preliminary access routes being considered for the four airport location alternatives.

The FAA conducted public scoping in which members of the public, agencies, and interested organizations provided comments on the proposed airport project, the potential environmental impacts that should be analyzed in the EIS, and the preliminary range of alternatives for consideration in the EIS. This public scoping comment period ended on December 31, 2008; however, the CCTHITA is still invited to provide comments at any time throughout the EIS process. Written comments can be sent to me via email or regular mail, or they can be submitted through the aforementioned project website.

The FAA has selected SWCA Environmental Consultants (SWCA) to assist us in preparing the EIS, addressing cultural resource issues, and consulting with interested parties such as the CCTHITA and the Angoon Community Association, with whom we have also been in contact. Specifically, Sheri Murray Ellis of SWCA has been assigned as the project lead for cultural resource issues. Ms. Ellis is available to you at any time, and she invites you to contact her with any questions you might have about the project.

If the CCTHITA wishes to become a formal consulting party for the EIS or if you would rather just receive updates on the project, please notify either Ms. Ellis or me. I can be reached via phone at (907) 271-5453, via email at Leslie.Grey@faa.gov, or at the address above. Ms. Ellis can be reached via phone at (801) 322-4307, via email at sellis@swca.com, or via regular mail at 257 East 200 South, Suite 200, Salt Lake City, Utah, 84111. We look forward to hearing from you.

Sincerely,



Leslie Grey  
FAA Alaskan Region Airports Division  
Angoon Airport EIS Project Manager

Enclosure

cc: S. Ellis (SWCA)



# ANGOON AIRPORT

## Environmental Impact Statement



### **PUBLIC INVOLVEMENT PLAN UPDATE #1**

#### **SUBMITTED TO:**

**FEDERAL AVIATION ADMINISTRATION  
ALASKAN REGION, AIRPORTS DIVISION**

#### **SUBMITTED BY:**

**SWCA ENVIRONMENTAL CONSULTANTS**

**257 EAST 200 SOUTH, SUITE 200  
SALT LAKE CITY, UTAH 84111  
801.322.4307**

**April 22, 2009**



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## ANGOON AIRPORT EIS PROJECT PUBLIC INVOLVEMENT PLAN UPDATE #1

### 1.0 INTRODUCTION

**Client:** Federal Aviation Administration (FAA)

**Project Sponsor:** Alaska Department of Transportation and Public Facilities (ADOT&PF)

**Project Type:** Environmental Impact Statement (EIS)

**Project Identification/Title:** Angoon Airport EIS Project

The FAA is preparing an EIS to analyze the potential effects of constructing a land-based airport near the City of Angoon, Alaska, located in the southeast portion of the state on Admiralty Island. Anticipating that the proposed airport will be of considerable interest to a variety of local, state, and regional stakeholders, the EIS public involvement (PI) team prepared a public involvement plan (PIP) in April 2008 that identified general public involvement goals, outreach techniques, and anticipated stakeholders. The plan included a recommendation that the PIP be updated as needed to reflect lessons learned regarding effective outreach techniques and other elements of a successful PI approach.

This PIP update includes 1) revisions to the PIP's outreach techniques to facilitate public involvement for both internet and non-internet users, 2) a suggested schedule for website updates, and 3) updated media contact information.

### 2.0 OUTREACH TECHNIQUES

To keep potential stakeholders involved and interested in the project, a project mailing list was developed from information provided in the original PIP. This list has been updated through pre-scoping and scoping meeting sign-in sheets, information provided by the FAA and U.S. Forest Service (USFS), and internet users who have subscribed to the project mailing list using the project website. To date, stakeholders on the list have received a project postcard, e-mails containing project materials, and one notification of website updates; they have also been invited to attend a number pre-scoping and scoping meetings in Anchorage, Juneau, and Angoon. Agencies were also invited to participate in a teleconference recap of the scoping materials. Additionally, members of EIS team (the FAA project manager and the FAA's consultants) have met informally with many Angoon residents during their visits to the area.

The EIS team has confirmed through these outreach efforts that project stakeholders include not only citizens who rely on electronic media for their information but also a more traditional population that prefers in-person project updates. Additionally, many stakeholders prefer hardcopy updates to electronic updates. The table below outlines this project's general stakeholder types and the PI team's understanding of the most effective outreach techniques for each.

**Table 1. Outreach Techniques by General Stakeholder Type**

Audience	PI Technique (in order of effectiveness)
General Angoon community	1) In-person updates 2) Town flyers 3) U.S. Postal Service–mailed updates 4) Electronic notification/website and/or <a href="http://www.myangoon.org">www.myangoon.org</a> updates
Mayor/ Angoon Community Association (ACA)/ Kootznoowoo, Inc.	1) In-person/teleconference updates 2) Hard copies of documents 3) Electronic notification/website
Other agencies and non-governmental organizations	Electronic notification (e-mail)/website

Because this is a multiyear and many-phased project, there will be periods when no public meetings are scheduled and when project progress is less obvious to the public. Updates provided to the public and other stakeholders during those times will need to identify the project phases and accomplishments that have taken place, such as field work, technical report completion, and alternatives development. Additionally, periods when there are fewer milestones to report can provide opportunities for the EIS team to develop and disseminate ancillary educational materials that help stakeholders learn more about the area's natural and cultural resources and, it is hoped, that create excitement about and interest in the project.

By providing an ongoing variety of website, media, and hardcopy project updates, the PI team will help ensure that stakeholders always have up-to-date project information and that the project stays fresh in their minds.

## 2.1 Engaging the Internet User

As part of project outreach, the PI team created an Angoon Airport EIS website ([www.angoonairporteis.com](http://www.angoonairporteis.com)). As the project has progressed, the website has become increasingly important as a primary means of providing up-to-date information to many of the stakeholders on the project mailing list. The PI team plans to notify those stakeholders who have provided e-mail addresses about website updates through an automatic e-mail notification system that provides a brief description of the update and a link to the website.

### 2.1.1 Changes to Existing Website Sections

The current website organizational structure was based on the reference websites provided by the FAA (Figure 1). The EIS team will continue to enhance and refine the website throughout the project. The website will be used to provide information in a variety of fashions, including text, streaming video, streaming audio, and graphics. Because members of the interested public may be novice website users, the PI team will ensure that the website will be easy to navigate as well as informative.

<b>Websection 1. Home Page</b>
<b>Websection 2. Angoon Airport EIS Plan</b>
<ul style="list-style-type: none"><li>• Proposed action/ improvements</li><li>• Process diagram</li><li>• Google Earth interactive map of project site</li></ul>
<b>Websection 3. Documents</b>
<ul style="list-style-type: none"><li>• Master plan documents</li><li>• Angoon Airport EIS technical studies</li></ul>
<b>Websection 4. Community</b>
<ul style="list-style-type: none"><li>• Public outreach</li><li>• Alaska National Interest Lands Conservation Act (ANILCA)</li></ul>
<b>Websection 5. Other Resources</b>
<ul style="list-style-type: none"><li>• Frequently asked questions</li><li>• Submit comments</li><li>• Web links</li><li>• Project contact information</li></ul>
<b>Websection 6. Subscribe</b>
<b>Websection 7. Search Function</b>

**Figure 1. Current website structure.**

The PI team researched other websites for additional features or navigational changes that would facilitate more effective public outreach for the project. The following sections outline suggested improvements to the existing website, as well as a proposed implementation schedule.

### **Websection 1. Home Page**

#### **Issue:**

The current home page design, while very clean and visually attractive, provides minimal information to stimulate user interest in exploring embedded pages within the website.

#### **Suggestions:**

Additions for the home page would include

- a **searchable calendar** of upcoming events and/or relevant milestones;
- a link to a quick **“fun fact” or trivia quiz** regarding the Angoon area, its residents, or even the NEPA process;
- links to a **news/action updates** page (see Section 2.2 below on suggested new pages), frequently asked questions, and contact information; and
- a **message** at the page footer highlighting interesting pages that visitors might want to check out (*see example website footer below*).

 **Check out the FAA web camera’s latest photographs of Angoon on the Project Description page!** 

## **Websection 2. Angoon Airport EIS Plan**

### **Issue:**

Upon entering the website, the viewer is auto-directed to the Angoon Airport EIS Plan "Welcome!" page. This section provides a very brief text overview of the project and what is on the website.

- There is no background information to put this project into any context or to catch the reader's interest; no discussion of where Angoon and Admiralty Island actually are; no mention of a national monument; no mention of tribes affected. Detailed information about proposed alternatives is only available via downloaded scoping documents several layers deep within the website. **Without understanding first why this project is interesting or should matter to them, visitors may not choose to investigate those links.** Novice website users may not be able to find the information.
- All information on the welcome page is text-based. The text discusses key information provided on the website but provides no hyperlinks to those items. There is nothing to capture the user's attention.
- Without more introductory project information, the process diagram and map pages lack context: It is hard to tell from the map where in Alaska the project is, for example, and the process diagram does not show which stages have been completed. Moreover, none of the text accessed while navigating to those two pages has provided that information.
- The navigation bar for the "Angoon Airport EIS Plan" section is confusing: it contains additional subsections, but the actual Welcome page is not one of them, thus there is no link back to that page, only to the front page, whereupon the viewer must re-enter the site.

### **Suggestions:**

Provide additional information *in a variety of media formats* to engage visitors and educate them about the project location and process. Possible additions for this section include the following:

- A **new page in this section outlining the project Purpose and Need**, including
  - video, text, and/or audio interviews with community leaders such as the mayor, city council members, or ACA president, and/or agency representatives such as FAA Project Manager Leslie Grey or ADOT&PF Project Manager Verne Skagerberg discussing current and past airport planning efforts and results;
  - video, text, and/or audio interviews with community leaders and/or agency representatives discussing project Purpose and Need; and
  - **sidebars** (see example at left) to text/audio/video links to public and stakeholder comments on the project.
- A **new page in this section outlining Angoon's location and history**, including
  - a brief general history of Angoon (possibly including audio or photographs by instructors Alan Zuboff and Daniel Johnson; see [www.myangoon.org](http://www.myangoon.org));
  - pictures of current key locations within the project area, such as Favorite Bay (although photographs are available on the interactive map, this location may not be intuitive for all visitors); and

Mr. X of Angoon, AK shares his medical evacuation story and why he wants an airport in Angoon...  
[\(click here\)](#)

- aerial or historic photographs and maps of the region (example maps can be accessed at <http://www.commerce.state.ak.us/dca/profiles/profile-maps.htm>).
- A **new Proposed (or Preliminary) Alternatives page in this section**, including
  - downloadable .pdf maps and brief text descriptions of the alternatives;
  - embedded lower-resolution flyover videos (that would not require downloading prior to use) of the project area (visitors could still be given the option of downloading a higher-resolution video, if they so desired); and
  - Google Earth tours (separate from the interactive map) comparing the alternatives' potential impacts on key resources (see *example website sidebar to right*).
- **Time and weather reports**, including a link to the FAA Angoon webcam at (<http://akweathercams.faa.gov/sitelist.php>).
- **Sidebars** (see *example sidebar below, right*) highlighting interesting cultural or natural features of the project area. These sidebars would have links to a new *Resources* section (described in Section 2.1.2 of this plan) for more information.
- **Updates to the NEPA process flow chart** by color or arrow to note the project's current position; this would have links to full documents (master plan and working papers) and other related material (such as the scoping meeting handouts) in the appropriate boxes.
- An **inset on the map page** that shows Southeast Alaska in relation to the state;
- A brief text or audio explanation (by the EIS team) of **why an EIS is needed** and the information that an EIS contains. This is currently addressed under the frequently asked questions section but may be more useful as a stand-alone page.
- A **new Glossary/Definitions page** that defines key words and terms used throughout the website.

[Click here](#)  
for a Google Earth tour of the coastlines potentially affected by proposed sites 3/3a, 4, and 12a!

**DID YOU KNOW?**  
**TAKU WINDS** can blow at over 100 miles per hour! Learn more about these winds and their impact on airport safety [here](#).

### **Websection 3. Documents**

#### **Issue:**

The Documents section currently contains links to only Airport Planning materials, although many other documents are currently located elsewhere on the website. This may make site navigation frustrating for website visitors. Additionally, this does not reflect the true scope and progress of the project.

#### **Suggestions:**

This section could be improved by including **downloadable .pdfs** of all public reports, outreach materials, and other relevant documents for the project, such as

- the review of existing research reports;
- past meeting agendas and summaries;
- media releases, printed project interviews, or meeting advertisements;
- resource technical reports; or
- the notice of intent and notice of availability.

As an alternative to including full .pdfs, a flow chart or table could be developed to show the **history of document development** for the project. The PI team also recommends developing an **archive page** for older materials to keep the main document page fresh with links to only the most recent documents.

#### **Websection 4. Community**

##### **Issue:**

The Community section provides a section on public outreach (currently just a text summary of subsistence interviews and public scoping meetings) and a discussion on ANILCA. The title of this section, "Community," is misleading: There is no information about the actual community of Angoon nor is there a discussion of the culture. Description of past stakeholder involvement in the project is also limited, encompassing only attendance at scoping meetings.

##### **Suggestions:**

To further engage the viewer, this section could be improved by the addition of a variety of media forms providing information that ties this project to the community of Angoon and shows active engagement by the project team. Suggestions include the following:

- Providing a **searchable calendar of events** for public involvement activities (also possibly placed on the front page)
- **Inviting website visitors** to contact the PI team if they have an **upcoming event** (for example, the recent sports tournament) for which they would like a project update or handout materials
- Incorporating photographs and captions, as appropriate, to show the **PI team in action** during public meetings and other public outreach opportunities
- Soliciting feedback from visitors regarding public involvement activities using a **web-based survey** (described in more detail later in this plan)
- **Providing text/audio/video links** to Angoon resident testimonies regarding the need for an airport in the area
- Posting **videos or transcripts** of oral history interviews, if conducted and appropriate
- Providing a blog or audio description (by the PI team) that discusses how **public comments are used in the EIS process** and that thanks visitors for their involvement
- Developing a **scoping comment search function** to enable visitors to search comments online by subject and view letters (e.g., <http://windeis.anl.gov/comments/index.cfm>)
- Developing a **table of outreach opportunities** provided to targeted stakeholders (Table 2).



**Table 2. Sample Table of Outreach Opportunities to Date**

Audience	Public Involvement
General Angoon community	Three meetings
ADOT&PF (Juneau office)	Four meetings Bimonthly teleconferences
Kootznoowoo, Inc.	One meeting
U.S. Fish and Wildlife Service, Region 7 (Anchorage office)	Four meetings Two teleconferences
Friends of Admiralty Island (Juneau office)	Two meetings

Note: Example table only; does not include all stakeholders or stakeholder meetings held to date.

- Developing a **journal-entry blog page**, where EIS team members could share stories and photographs from their recent trips to Angoon (for example, entries about lunch at the senior center or a Favorite Bay boat tour)
- Placing links or downloadable .pdfs of **radio, newspaper, or television reports** related to the Angoon community or the EIS project (currently limited to media releases and scoping advertising)
- **Highlighting local cultural events** and activities through community-posted photographs or videos and a community calendar of events (or via links to [www.myangoon.org](http://www.myangoon.org))

### **Websection 5. Other Resources**

#### **Issue:**

This section currently contains frequently asked questions (FAQ) as well as links to pages where visitors can obtain contact information, submit comments, and see other website resources. The FAQ page contains the most user-friendly and explicit project information, yet it is buried several pages deep into the website. Contact information is also somewhat hidden, and it is unclear which persons should be contacted for which reasons. The comment form is located here—separately from the Subscribe page—and the relationship between the two is not explained. (For example, is a person necessarily registered when they submit a comment?). Additionally, there is no mention of the formal comment periods.

#### **Suggestions:**

- **Move the FAQ** page to the Angoon Airport EIS Plan section, where those seeking an overview of the project can easily access it.
- **Augment the current contact** page by
  - linking audio or video to each member of the EIS team that explains their roles and responsibilities as part of the NEPA process;
  - scheduling webinars that visitors can use to get an interactive project update from the FAA project manager or the EIS team at key milestones (e.g., fieldwork kick-off, release of preliminary results for the affected environment, and completion of preliminary impact analysis); and

- adding an instant messaging function to allow for direct online communication between the FAA project manager or EIS team and website visitors at specified dates and times.
- **Move the comment form** to the "Subscribe" section and perhaps rename it "Subscribe and Comment." Provide clear posting of formal comment period dates and additional information regarding consideration of comments during non-formal time periods.
- **Add a "Tell a Friend" link**, a simple form tool that allows visitors to send a link to the Angoon Airport EIS website to enter e-mail addresses.

There are no additional issues or suggestions identified for Websections 6 and 7.

### **2.1.2 New Website Pages and Sections**

Based on a review of other websites, several other features might be of interest to the visitors of the Angoon Airport EIS website, including a survey section, a resource section, an action item section, and an Angoon Airport EIS user section. Each is described below.

#### **NEW Websection: Website Surveys**

Developing a **website survey section** and including a link on the home page (see sample below, left) would allow the EIS team to receive feedback regarding recent public involvement events and to receive suggestions for future improvements. This could be developed as a page within the website, or it could be a link to other online survey tools, such as SurveyMonkey.com (<http://www.surveymonkey.com/>). Survey topics could include:

- meeting format, presentation, and timing;
- perceived inclusion of all relevant stakeholders;
- perceived inclusion of all public values;
- appropriate cultural context;
- perceived level of involvement; and
- best ways to distribute information.

#### **HELP US IMPROVE!**

[Click here](#) to give us your feedback regarding our recent scoping meetings. This survey will be open until May 1, 2009. If you'd like a hardcopy to fill out and mail back to us, [contact us](#).

The incorporation of a survey section into the website would provide the public with an opportunity to stay actively involved in the project and would provide valuable information during those times when there is no formal comment period.

This section could also be used to post previous survey results and to advertise upcoming survey opportunities.

#### **NEW Websection: Action Items**

Providing a **distinct action item or project update section**, either as a new page within the Angoon Airport EIS Plan section or as a stand-alone section, could allow visitors to have a better understanding of the project's current status, and could serve as a supplement to the overall process flow chart. Information that could be placed on this page includes the following:

- Action item updates or a check-off sheet.
- Notices of upcoming activities.
- An overall task and milestones calendar.
- Monthly blogs by EIS team members, which might consist of
  - reflections by the FAA on the project's successes over the last 12 months;
  - commentary by a team member in conjunction with a media release (such as for an upcoming meeting), giving a personal message about what the meeting means to the EIS team; and
  - commentary by a team member about what ANILCA Title XI (or other) legislation may mean for the project.

**ACTION ITEM UPDATES:**  
***What's new this month?***

- Kootznoowoo, Inc. signed their MOU with the FAA.
- The Phase 2 budget and scope of work is currently under review.
- Fieldwork season to start this summer. Look for us in Angoon!

This section would change each month and would provide an area to show behind-the-scenes progress not normally apparent to the public, as well as other informational pieces during slower times. Webinars or instant messaging times could also be posted in this section.

***NEW Websection: Resources***

Currently, the Angoon Airport EIS website does not have a section discussing key resources that will be analyzed as part of the EIS process. The PI team suggests developing such a page, which could include the following:

- A list of **key resources** with brief text descriptions, as necessary, and **photographs**
- An upcoming fieldwork schedule and **photographs or videos of fieldwork** in progress or completed, including audio or video discussion of fieldwork techniques and methodologies
- Resource-related **"fun facts"** or trivia (see example below)

**FUN NATURE FACTS**

***Did you know...***

- ❖ Admiralty Island has the highest density of brown bears in the world?!
- ❖ Kootznoowoo Wilderness receives 4 feet of rain annually?!

[Click here](#) to learn more about our recent natural resources fieldwork!

- **Links to other relevant websites**, such as the Admiralty Island National Monument page on the Tongass National Forest website (<http://www.fs.fed.us/r10/tongass/districts/admiralty/>);
- A **resource topic highlighted each month. Possibilities include the following:**
  - Pictures of the coastline with an audio or video discussion of visual impacts analysis or a video of immersive video imagery being taken

- Wind-monitoring photographs and/or links to wind-related stories, songs, or videos (e.g., <http://dwb.adn.com/life/story/8331652p-8227671c.html>, Can You Hear the Taku Wind by Shoowee ka' & the Ravens)
- Descriptions and/or photographs of the Kootznoowoo Wilderness, with an audio or video description of managing wilderness areas and implications for airport construction
- Photographs, art, or stories about cultural resources and an audio or video description of the Section 106 consultation process
- A discussion of general subsistence resources, uses, and practices, with links to the interactive map, oral histories, or other related material
- Links to a site addressing the effects of noise on wildlife or human health (e.g., the website for the Federal Interagency Committee on Aviation Noise) and a discussion of aircraft decibels with a supplemental reading list
- Links to Angoon census data and a discussion of community economic, social, and environmental justice issues (<http://quickfacts.census.gov/qfd/states/02/02232.html>)
- GIS natural resource map layers, when available (separate from the interactive map), and a discussion of GIS and mapping applications in natural resources planning
- Photographs of threatened and endangered species, with an audio or video description of the Endangered Species Act Section 7 consultation process
- Interviews with resource specialists discussing topics of interest, such as wildlife behavior or Tlingit culture

Many of these resource topics could be easily developed from the references obtained by specialists during the literature review stage of the EIS development.

#### ***NEW Websection: Angoon Airport EIS Website User***

A fourth possible new section for the Angoon website could focus on fun, social, and/or educational activities for website visitors. Possible activities include the following:

- A **select list of fictional or fact-based reading materials** containing topics related to the Angoon area, culture, natural resources, and EIS project
- A **link to learning activities for children** (e.g., <http://www.fs.fed.us/r10/tongass/education/education.shtml> )
- A **phrasebook** or vocabulary of the Tlingit language, as provided by local elders or by a source such as Yahoo Widget (see Table 3 and <http://www.alaskool.org/language/dictionaries/akn/dictionary.asp> for an example)

**Table 3. Sample Table of Tlingit Phrases**

Word	Meaning
ch'aak'	eagle
du tlaa	mother
eesh	father
gooch	wolf
heen	water
lxsixan	I love you
neil si goot	welcome
Klumu Gutta	Spirits' Home, the Tlingit name for Taku Glacier
Khutz-n-hu	Bear Fort, on Admiralty Island
xaat	salmon or fish
s'EEK	black bear

- Space for **visitors to post blogs** or other materials (such as photographs or videos). (Tongass National Forest's forest plan amendment of 2008 allowed visitors to officially participate by commenting in their blog)
- Use of a **social connections utility** (e.g., LinkedIn) to allow visitors to identify and respond to other interested Angoon website visitors

Because some of the suggested activities involve unsolicited public feedback, this section would most likely need an explicit statement clarifying that participation in this section is not part of the legal NEPA process and any opinions or information shared there would be for entertainment purposes only, and that offensive, derogatory, or foul language would not be tolerated. A moderator would be required to screen comments for language and appropriateness.

### **2.1.3 Proposed Schedule for Implementing Website Changes**

A prioritization and timeline of projected completion dates for suggested website changes is provided in Table 4. Task priorities and the timeline are contingent upon FAA approval and may be updated periodically to include additional tasks or changes in FAA-preferred timing.

**Table 4. Prioritization and Time Line for Proposed Website Changes**

High Priority Tasks	
Time Frame for Completion: June 2009	
• Website, Home Page	• Add links to news/action updates, FAQs, and contact information
• Website, Angoon Airport EIS Plan	• Add map insert and Angoon project history/location introduction material
• Website, Community	• Create web-based PI survey; add event request option
• Website, Other Resources	• Move FAQ page
• New website sections	• Create action items update page

**Table 4. Prioritization and Time Line for Proposed Website Changes**

<b>Moderate Priority</b>	
<b>Time Frame for Completion: September 2009</b>	
• Website, Home Page	• Add link to searchable event calendar
• Website, Angoon Airport EIS Plan	• Add Angoon project history/location and alternatives pages, flow chart update, EIS explanation
• Website, Documents	• Create .pdfs or flow chart of project documents
• Website, Community	• Implement scoping comment search function, searchable calendar of events, outreach table
• Website, Other Resources	• Augment contact information with photographs and audio
• New website sections	• Create Resources page
<b>Low Priority</b>	
<b>Time Frame for Completion: December 2009</b>	
• Website, Home Page	• Add page footer "fun fact" or trivia quiz link
• Website, Angoon Airport EIS Plan	• Add time/weather reports links, cultural/natural resource sidebars, and glossary
• Website, Documents	• Add Archive page
• Website, Community	• Add blogs, videos, links, and photographs
• Website, Other Resources	• Add Tell a Friend link
• New website sections	• Create Angoon user page

## 2.2 Engaging the Non-Internet User

### Issue:

Although the EIS team is continuing to refine the website, project stakeholders will always include individuals who are unable or choose not to utilize website or e-mail resources. The EIS team will continue to develop easy-to-read and informative materials and progress notifications to be distributed through an ongoing combination of newsletters, media releases, utility bill or other regular mail inserts, or postcard mailings.

### Suggestions:

- The EIS team will develop **hardcopy newsletters or update bulletins** providing project updates, schedules, next steps, and educational information on the NEPA and airport planning processes at key project milestones. The updates will be sent to all individuals on the current mailing list and to the city offices, ACA offices, the Angoon Business Center, and individuals (e.g., Maxine Thompson) who have volunteered to distribute/post these newsletters to the community. (The EIS team will also submit quarterly project updates to the www.myangoon.org website).
- The PI team will work with the ACA, the USFS, and other organizations to identify **upcoming open houses, meetings, or events** in Angoon, Juneau, or other nearby areas where project information can be distributed to local residents as appropriate and as requested. (See also "Community" section of this document regarding submitting events online).



- Anyone attending an open house, meeting, or community event where a project information sign-up sheet is used will be sent a **postcard** thanking them for their interest, and their contact information will be added to the project mailing list.
- An **information repository** will be established at the Angoon Business Center to provide local residents with access to hardcopies of EIS documents and technical reports as they become available.
- Radio, television, and newspaper **media releases** will be disseminated using media stations accessible to the Angoon community to inform local residents about upcoming public involvement opportunities. Radio interview requests to the same stations will be made as appropriate so that the PI team can share “newsworthy” project updates and activities. Additional discussion of media use is provided in Section 3.0 of this report.
- **CB radios** could also be utilized as a means of information dissemination to Angoon residents as appropriate, particularly in regard to the advertising of meetings, availability of published documents, and EIS team presence for fieldwork and other visits to Angoon. (Angoon resident Maxine Thompson has volunteered to disseminate information using her CB radio; alternatively, the PI team could contact the mayor or other key local figures to request assistance with this.)
- EIS team visits to Angoon for fieldwork, project coordination, or public involvement will include a **courtesy visit to the Mayor of Angoon** (and/or other key personnel) and the ACA by a senior EIS team member to provide a project status update and to respond to questions.
- All EIS team visits to Angoon for fieldwork, project coordination, or public involvement will include a **publicized luncheon at the senior center**. A senior EIS team member will be available during the luncheon to respond to questions and comments by local residents. This informal meeting would be advertised via posting on [www.myangoon.org](http://www.myangoon.org), as well as by posted flyer or CB announcement whenever possible.

### 3.0 MEDIA RELATIONS

Table 5 provides updated media contact information for Angoon, the general Southeast Alaska region, and the Anchorage area, where some agency stakeholders and other interested parties are located. The PI team will continue to augment this table with additional information as useful media outlets are identified.

Media outlets will be used to disseminate project findings and upcoming public involvement activities at the following key milestones:

- Fieldwork kick-off
- Affected environment results
- Resource impacts analysis completion
- Draft EIS release and public comment period
- Summary of comment period results
- Final EIS release and public comment period
- Record of Decision (ROD)

Media releases will be distributed to radio, television, and newspaper stations at each milestone. Selection of appropriate media outlet will be based on desired target audience. General information will be sent to all listed stations (see below). For information or events targeting the Angoon community, only sources available to local residents would be used. Similarly, for news or events targeting the Southeast Alaska or Anchorage area, only those sources targeting those areas will be used. When deemed appropriate to enhance stakeholder interest and awareness, radio interviews will also be requested for designated talk radio shows (see Media Contacts in Table 5 for a description of available shows). All requested interviews would be contingent on radio host interest and perceived relevance to their audience base. The PI team will work with talk show hosts to identify topics of interest, set up interview times, and provide other planning or logistical needs for interviewees.

**Table 5. Media Contacts**

Media Outlet	Address	Phone	Contacts
<b>Newspapers</b>			
Juneau Empire <a href="http://www.juneauempire.com">http://www.juneauempire.com</a> Juneau, AK daily newspaper	3100 Channel Dr. Juneau, AK 99801	Phone: 907.586.3740 Circulation Phone: 907.523.2222 Newsroom Fax: 907.586.3028 Business Fax: 907.586.9097	News Editor: Ken Lewis <a href="mailto:ken.lewis@juneauempire.com">ken.lewis@juneauempire.com</a> Community Editor, Obituaries, and Public Service Announcements: Kim Andree <a href="mailto:nrclerk@juneauempire.com">nrclerk@juneauempire.com</a>
Daily Sitka Sentinel <a href="http://www.sitkasentinel.net">http://www.sitkasentinel.net</a> Sitka, AK daily newspaper	112 Barracks St. Sitka, AK 99835	Main Office: 907.747.3219 Fax: 907.747.8898	Editor: Thad Poulson <a href="mailto:thad@sitkasentinel.com">thad@sitkasentinel.com</a>
Capital City Weekly <a href="http://www.capitalcityweekly.com">http://www.capitalcityweekly.com</a> Juneau, AK weekly paper	134 North Franklin Juneau, AK 99801	Phone: 907.789.4144 Fax: 907.789.0987	Managing Editor: Charles Westmoreland <a href="mailto:charles.westmoreland@capweek.com">charles.westmoreland@capweek.com</a>
Anchorage Daily News <a href="http://www.adn.com">http://www.adn.com</a> Anchorage, AK daily newspaper	P.O. Box 149001 Anchorage, AK 99514- 9001	Main phone: 907.257.4200 Newsroom main phone: 907.257.4300 Toll-free in Alaska: 800.478.4200 City desk: 907.257.4301 Copy desks 907.257.4356 (News)	Rural Affairs Reporter: Kyle Hopkins <a href="mailto:khopkins@adn.com">khopkins@adn.com</a> News: Mike Jakiemiec <a href="mailto:mjakiemiec@adn.com">mjakiemiec@adn.com</a> Native corporations, tourism, mining, timber, environment: Elizabeth Bluemink <a href="mailto:ebluemink@adn.com">ebluemink@adn.com</a>
<b>Radio Stations</b>			
KCAW (104.7 FM / 90.1 FM; 105.5 in Angoon) <a href="http://kcaw.org/">http://kcaw.org/</a> Sitka, AK locally owned and operated public radio station. Can be picked up in Angoon.	2 Lincoln St. Suite B Sitka, AK 99835	907.747.5877 KCAW offices 907.747.5879 KCAW News Department 800.478.5877 Toll-Free Fax: 907.747.5977	Contact Info Link: <a href="http://kcaw.org/modules/contact_form">http://kcaw.org/modules/contact_form</a> Robert Woolsey – morning news interviews M- F 8:18
KIFW (1230 AM) <a href="http://www.kifw.com">http://www.kifw.com</a> Sitka, AK. Not a public radio station, but airs a popular "Problem Corner" show where listeners call concerning local issues. Can be picked up in Angoon.	611 Lake Street Sitka AK, 99835	Monday Through Saturday 907.747.6626 For the Business Office call 907.747.KIFW(5439)	For Public Service Announcements, please e- mail <a href="mailto:kifw@abcstations.com">kifw@abcstations.com</a> Valerie See – radio interviews during Problem Corner. 2-3 days notification unless flying in, then 1 week required. Mondays generally not available. Cell: 907.441.6169

**Table 5. Media Contacts**

Media Outlet	Address	Phone	Contacts
KTOO (104.3 FM) <a href="http://www.ktoo.com">http://www.ktoo.com</a> Juneau, AK. NPR-member radio station, affiliated with the Coast Alaska network.	360 Egan Drive Juneau, AK 99801-1748	907.586.1670 Connecting all departments 907.586.1212 KTOO News and Rain Country Fax: 907.586.2561	Contact Info Link: <a href="http://www.ktoo.org/contact.cfm">http://www.ktoo.org/contact.cfm</a> Jeff Brown – afternoon show M–F 3–4 jeff@ktoo.org 907.463.6425 Radio interviews for activities with Juneau connection 1–2 weeks notice
Alaska Public Radio Network <a href="http://aprn.org/">http://aprn.org/</a> Consortium of public radio stations to which KSKA, KNBA, KTOO, KCAW belong. The website has a number of news and community calendar sections.	<a href="http://www.ktoo.com">3877 University Dr</a> Anchorage, AK 99508	907.550.8400 general business 907.550.8444 news room Fax: 907.550.8401 general business 907.550.8402 press releases / news	Press Releases/News: <a href="mailto:news@aprn.org">news@aprn.org</a> Contact Info Link: <a href="http://aprn.org/about/contact/">http://aprn.org/about/contact/</a>
KNBA ( 90.3 FM) <a href="http://www.knba.org/">http://www.knba.org/</a> Anchorage, AK public radio station; community news as well as a Native American radio show.	3600 San Jeronimo Drive, Suite 480 Anchorage, AK 99508	Office: 907.793.3500 Toll Free: 888.278.KNBA (5622) Office Fax: 907.793.3536 Newsroom Fax: 907.793.3536	E-mail: <a href="mailto:feedback@knba.org">feedback@knba.org</a> Contact Info Link: <a href="http://www.knba.org/">http://www.knba.org/</a> Radio interviews not available.
KSKA (91.1 FM) <a href="http://www.kska.org/">http://www.kska.org/</a> Anchorage, AK public radio station with community forum and events calendar for KSKA as well as KAKM and APRN websites.	<a href="http://www.ktoo.com">3877 University Dr</a> Anchorage, AK 99508-4676	907.550.8400 general business Fax: 907.550.8401 general business 907.550.8403 PSAs and press releases	Community Forum E-mail: <a href="mailto:communityforum@kska.org">communityforum@kska.org</a> Contact Info Link: <a href="http://kska.org/about/contact/">http://kska.org/about/contact/</a> Ellen Lapier – Community Forum Steve Heimel – Talk of Alaska Will accept radio interviews if deemed “newsworthy” to audience
KINY (800 AM; 103.9 FM in Angoon) Juneau, AK. Not a public radio station, but airs local “news of the north.” Can be picked up in Angoon.	1107 West 8th, Suite 2 Juneau, AK 99801	Main: 907.586.1800 Problem Corner: 907.586.1800 Fax: 907.586.3266 News Line: 907.586.6397	News room: <a href="mailto:kinynews@eagle.ptialaska.net">kinynews@eagle.ptialaska.net</a> Contact Info Link: <a href="http://www.kinyradio.com/statinfo.html">http://www.kinyradio.com/statinfo.html</a>

**Table 5. Media Contacts**

Media Outlet	Address	Phone	Contacts
KJNO (630 AM) Juneau, AK. Talk radio station with local news updates. Can be picked up in Angoon.	3161 Channel Drive Juneau AK, 99801	Office and Studio: 907.586.3630 Community Notice Board: 907.586.3630 Fax: 907.463.3685	<a href="mailto:noticeboard@kjno.com">noticeboard@kjno.com</a> Contact Info Link: <a href="http://kjno.com/cms/kjnopages?id=25">http://kjno.com/cms/kjnopages?id=25</a> Program Director – radio interviews unknown
<b>Television Stations</b>			
KTOO-TV (Alaska One): Juneau, AK public television station with website.	Same as KTOO Radio		
KSKA/KAKM Channel 7 <a href="http://www.kakm.org/">http://www.kakm.org/</a> Anchorage, AK public television station with website.	3877 University Dr Anchorage, AK 99508-4676	907.550.8400 general business Fax: 907.550.8401 general business	Contact Info Link: <a href="http://kakm.org/about/contact/">http://kakm.org/about/contact/</a>
KTNL-TV, channel 13 <a href="http://www.ktnl.tv">http://www.ktnl.tv</a> Sitka, AK CBS affiliate, seen in Juneau on KTNL-LP channel 24. Website has community calendar.	520 Lake Street Sitka, AK 99835	Phone: 907.747.5749 Fax: 907.747.8440	E-mail: <a href="mailto:ktnltv@alaska.com">ktnltv@alaska.com</a> Contact Info Link: <a href="http://www.ktnl.tv/contact.htm">http://www.ktnl.tv/contact.htm</a>



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division  
AAL-600  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

May 5, 2009

Dennis Bschor, Regional Forester  
U.S. Forest Service, Alaska Regional Office  
P.O. Box 21628  
Juneau, AK 99802-1628

Dear Mr. Bschor:

As you may know, the Federal Aviation Administration (FAA) is preparing an environmental impact statement (EIS) for a proposed land-based airport for the community of Angoon in Southeast Alaska. The Alaska Department of Transportation and Public Facilities (ADOT&PF) has proposed an airport location on lands within the Admiralty Island National Monument and Kootznoowoo Wilderness Area (the Monument–Wilderness Area), which is administered by the U.S. Forest Service. The FAA is studying the ADOT&PF's proposed action as well as several alternatives to that action, both on and off the Monument–Wilderness Area.

Undoubtedly, the EIS process will involve many challenges, not the least of which is the application of the ANILCA Title XI process, which allows for transportation and utility systems in conservation system units such as the Monument–Wilderness Area. It is my understanding that the Title XI process has not been carried out on as large a scale as would be the case should the FAA select as its preferred alternative one of the alternatives within the Monument–Wilderness Area. This opportunity to tread new ground is exciting, but it is also cause for very effective coordination with regulatory agencies.

Because lands managed by the Forest Service are involved in alternatives under consideration in the EIS, we executed a Memorandum of Understanding (MOU) last year with your Tongass National Forest and Admiralty Island National Monument office. The MOU outlines how our two agencies will work closely and cooperatively to accomplish our mutual goals and meet our individual agency requirements.

We recognize that such a complex project will require much effort on the part of Forest Service staff, and we appreciate all of your efforts to date and in the months to come. The FAA has hired a team of consultants, lead by SWCA Environmental Consultants, to assist in the preparation of the EIS. The team consists of a large number of specialists with expertise in the specific issues associated with the project. It is our goal and expectation that the consultant team will carry out the bulk of the day-to-day work on the EIS, thereby minimizing the amount of time Forest Service staff will need to dedicate to the project. The FAA and the consultant team will work closely with Forest Service staff to ensure that our EIS document and related resource studies can be adopted by your agency.


To date, the FAA and the consultant team have undertaken several major steps in the EIS process. The notice of intent was issued last fall, and scoping meetings were held in Angoon, Juneau, and Anchorage. The public comment period for scoping ended on December 31, 2008, and we received



excellent input from the public, agencies, and other stakeholders. It is clear that there are many different opinions about the proposed airport project. Our immediate upcoming schedule is busy with fieldwork to gather information about the wide variety of natural and cultural resources in the study area. Our field studies are scheduled to begin in mid May and end in August. While many factors will influence the schedule of the EIS process, we currently anticipate issuance of the draft EIS late next year and issuance of the final EIS the following year.

I look forward to our agencies working closely together on this project, and I am glad we are partners in this effort. My door is always open to you to discuss the project. Feel free to contact me at any time. I can be reached via e-mail at [byron.k.huffman@faa.gov](mailto:byron.k.huffman@faa.gov) or by phone at (907) 271-5438.

Sincerely,



Byron K. Huffman  
FAA – Alaskan Region Airports Division  
Division Manager



**ANGOON AIRPORT**  
Environmental Impact Statement

**Angoon Airport EIS News and Updates**

The Federal Aviation Administration (FAA) has initiated natural and cultural resource studies in the Angoon area as part of the Angoon Airport Environmental Impact Statement (EIS) project. The project schedule can be found on the project Website.

[Click Here For Full Announcement & Schedule](#)



**Leslie Grey**, [Federal Aviation Administration](#), Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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## Angoon Airport EIS Fieldwork Begins

The Federal Aviation Administration (FAA) will be initiating natural and cultural resource studies in the Angoon area this month as part of the Angoon Airport Environmental Impact Statement (EIS) project.

The Alaska Department of Transportation and Public Facilities (DOT&PF) has proposed a landbased airport on Admiralty Island to enhance the safety and reliability of air travel to and from the city of Angoon. The EIS will analyze and disclose impacts to the human and natural environment that might occur as a result of the proposed project and will look at a range of reasonable alternatives that could avoid or minimize potentially adverse impacts while still achieving the overall purpose of a land-based airport in Angoon.

This summer's cultural and natural resource studies will obtain additional information regarding project area wildlife, wetlands, geomorphology, cultural sites, and other important local resources. The fieldwork associated of this project is an important project milestone stated FAA's Project Manager Leslie Grey, adding "a thorough documentation of existing conditions is necessary before the impacts of the proposed project can be fully analyzed."

Current and upcoming fieldwork includes the following:

- May 1-10: Geomorphology studies
- May 25-27: Eagle and black oystercatcher nest surveys
- May 28-June 11: Fisheries surveys
- June 14-June17: Visual surveys
- June 17-27: Wetlands, vegetation, breeding bird surveys
- Mid-late July: Cultural surveys
- August: Late-season vegetation and goshawk surveys

Many field crews in Angoon will be available for questions by the public concerning field work activities and project updates. Ms. Grey also noted that that preliminary survey results would be shared with the public via the project Website.

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**AGENDA – FAA/ADOT&PF TELECONFERENCE – MAY 14, 2009**

**Invited Participants: Leslie Grey, John Lovett, Pat Oien, Verne Skagerberg, Liz Perry, Matt Petersen, Sheri Ellis**

**8:30 AK/10:30 MT Time**

**Call-In Number: 1-866-866-2244**

**Passcode: 6238504#**

- 1. Project update**
  - a. Fieldwork Schedule**
  - b. FAA HQ Coordination**
- 2. Proposed Action**
- 3. Construction costs and access road funding**
  - a. Potential cooperating agencies**
- 4. Upcoming activities**
  - a. Meetings**
  - b. Monthly telecon schedule**





# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT



### ANGOON AIRPORT ENVIRONMENTAL IMPACT STATEMENT PROJECT UPDATE – FOREST SERVICE: MAY 22, 2009

Much has happened since our last project update. The Angoon Airport Environmental Impact Statement (EIS) team is now engaged in the next major phase of the project: data gathering. In the last several months many tasks have been completed and others have been initiated and are now underway.

- All agency and public comments received during the scoping period, which ended on December 31, 2008, have been thoroughly reviewed. These comments have been taken into account in designing our studies, which are aimed at gathering on-the-ground information about the environmental and cultural resources in the project area.
- A memorandum of understanding or memorandum of agreement between the Federal Aviation Administration (FAA) and the following agencies has been finalized and signed:
  - U.S. Army Corps of Engineers
  - Kootznoowoo, Inc.
  - U.S. Forest Service (Forest Service)
- Formal government-to-government consultation with the Angoon Community Association has been initiated and is ongoing, as is consultation with Kootznoowoo, Inc. Protocols for communication and consultation were established with each group as well as with the City of Angoon.
- The Angoon Airport EIS team began 2009 spring fieldwork, which includes the following:
  - May 10–15: Geomorphology studies
  - May 25–27: Eagle and black oystercatcher nest surveys
  - May 28–June 11: Fisheries surveys
  - Early June: Geotechnical studies
- The Angoon Airport EIS team established a system that allows users of the project website ([www.angoonairporteis.com](http://www.angoonairporteis.com)) to subscribe for automatic project updates. We also finalized interactive maps and displays on the website, and posted summaries of subsistence interviews and results from scoping meetings.
- The Angoon Airport EIS team developed additional methods to reach out to the public and keep them involved and interested in the project. Many of the methods involve innovative use of the project website. These methods will be implemented throughout the life of the project.
- The Angoon Airport EIS team is developing an online survey to obtain feedback about public involvement efforts to date and to solicit suggestions from the public about additional methods of outreach.





# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT



- The Angoon Airport EIS team continues to gather wind data at three sites near Angoon. Preliminary analysis of the fall and winter data suggests that winds blowing across Favorite Bay from the northeast are not as strong as originally suspected. These winds would therefore not preclude development of an alternative on the Angoon peninsula that has a runway with an east-west orientation. Monitors will continue to gather data for one more year, and the data will be analyzed carefully to refine alternatives.
- The Angoon Airport EIS team is currently drafting the Purpose and Need chapter (Chapter 1 of the Draft EIS).

**UPCOMING ACTIVITIES** - EIS project activities throughout the remainder of the calendar year include the following:

- Finalizing summer 2009 fieldwork plans. The preliminary schedule is as follows:
  - June 17–June 28: General vegetation community, wetland, and sensitive species surveys
  - Late June: Breeding bird and other wildlife surveys
  - Early to mid July: Cultural resources surveys
  - Late July: Noise monitoring
  - Mid August: Late-season vegetation and goshawk surveys
- Posting on the project website the full scoping report.
- Posting on the project website summaries of preliminary fieldwork results.
- Scheduling a webinar at the end of fieldwork season to provide interested parties an opportunity to ask questions of the EIS team.
- Adding features to the project website, including audio interviews with key EIS team members about their roles on the project, videos of fieldwork, a description of preliminary alternatives, and other information to help inform the public about the project.
- Distributing a draft Purpose and Need chapter (Chapter 1 of the Draft EIS) to the Forest Service, pending FAA review and approval.
- Developing a draft Alternatives chapter (Chapter 2 of the Draft EIS), and distributing it to the Forest Service, pending FAA review and approval. (late 2009 or early 2010)

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com). If you have questions regarding this project update or the project's progress, you may also contact FAA Project Manager Leslie Grey at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).



## Lara Bjork

---

**From:** Pete Schneider [pschneider@fs.fed.us]  
**Sent:** Tuesday, May 26, 2009 1:28 PM  
**To:** Leyla Arsan  
**Subject:** RE: FS sampling protocols

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Leyla,

hope this isn't getting to you too late.

Fish and Game requires eggs to be sterilized with a 10:1 solution of iodine (or Betadyne) for a minimum of 10 minutes. We typically add Borax to the sterilized eggs to help preserve them and it can also help to "thicken" the mixture to they leach scent more slowly while in the water.

Yes, we use frame packs to haul traps and can usually stack 20 or so per pack. It depends how awkward you want to become. Unfortunately, I won't be able to part with our packs for the timeframe you mentioned.

Pete J Schneider  
Fisheries Biologist  
JRD Tongass NF  
(907) 789-6255  
pschneider@fs.fed.us

"Leyla Arsan" <larsan@swca.com>

05/20/2009 04:23 PM

To "Pete Schneider" <pschneider@fs.fed.us>  
cc  
Subject RE: FS sampling protocols

Thanks for the info Pete. Is there a standard or protocol you use for sterilizing the salmon eggs before using them as bait? What solution of betadyne and for how long?

Leyla

---

**From:** Pete Schneider [mailto:pschneider@fs.fed.us]  
**Sent:** Tuesday, May 19, 2009 6:31 PM  
**To:** Leyla Arsan  
**Subject:** RE: FS sampling protocols

Yes, you have the trap description right.

We are located on Loop Rd in the Mendenhall Valley. Juneau Ranger District, 8510 Mendenhall Loop Rd. It's out towards the glacier, take the Mendenhall Loop Rd off Egan Hwy, go about 4 miles and look for a sign pointing you to Loop Rd and

"Auke Bay" (if you continue straight, it takes you out to the Mendenhall Glacier) and the office will be on your right after about 1/4 mile.

Each trap is rigged with bait containers and line already. The bait (we use salmon eggs) must be treated with iodine (Betadyne) and Borax before it can be used. There are a number of fish processors in Juneau you could contact ahead of time (Alaska Glacier Seafoods: 780-8666 or 790-3590, Horst Seafood: 790-4300, Alaska Seafood Company: 780-5111, Taku Smokeries: 463-4617, and Norther Keta Caviar: 586-6095)

Pete J Schneider  
Fisheries Biologist  
JRD Tongass NF  
(907) 789-6255  
pschneider@fs.fed.us

"Leyla Arsan" <larsan@swca.com>

05/19/2009 04:15 PM

To "Pete Schneider" <pschneider@fs.fed.us>  
cc "Kim Gould" <kgould@swca.com>  
Subject RE: FS sampling protocols

Great! The Gee traps are the ones that breakdown into 2 parts and fit inside one another for transport, right? We'd love to borrow 20 or so of the 1/4" size. We'll be in Juneau the afternoon of May 26, and can pick the traps up then. Where are you located? We'll be back from the field the morning of June 12 to drop the traps back off. Do you have bait cans, lines, floats, etc. that we can borrow? Do you usually use sterilized salmon eggs for bait? Do you know of a good spot for us to pick some up in Juneau?

Thanks so much for your help Pete, much appreciated.

Leyla

---

**From:** Pete Schneider [mailto:pschneider@fs.fed.us]  
**Sent:** Tuesday, May 19, 2009 3:57 PM  
**To:** Leyla Arsan  
**Cc:** Kim Gould  
**Subject:** RE: FS sampling protocols

Hi Leyla,

short of going out to count, I'd guess we have about 150 Gee traps at our disposal. It's about a 50/50 mix of 1/4" and 1/8" mesh sizes. You are welcome to borrow as many as you want. As long as I hang onto 30 or so, I'll have my bases

covered.

Pete J Schneider  
Fisheries Biologist  
JRD Tongass NF  
(907) 789-6255  
pschneider@fs.fed.us  
"Leyla Arsan" <larsan@swca.com>

05/19/2009 09:17 AM

To "Pete Schneider" <pschneider@fs.fed.us>  
cc "Kim Gould" <kgould@swca.com>  
Subject RE: FS sampling protocols

Hi Pete,

I am wondering if your minnow traps are still available for us to borrow for the Angoon project? How many do you have and what is the mesh size?

Thanks,

Leyla

Leyla Arsan  
Aquatic Biologist  
[SWCA Environmental Consultants](#)  
434 NW Sixth Avenue, Suite 304  
Portland, OR 97209  
Tel: 503.224.0333 x341  
Toll Free: 866-351-4711  
Fax: 503.224.1851

**From:** Pete Schneider [mailto:pschneider@fs.fed.us]  
**Sent:** Tuesday, April 28, 2009 10:07 AM  
**To:** Leyla Arsan  
**Subject:** Re: FS sampling protocols

Leyla,

sorry for the delayed response. We refer to the following study by Bryant, often called "Three pass removal method". Nothing too special about the protocol, aside from it providing consistency in the data collection. This allows for more confidence when making correlations about fish presence and their population strength (emphasizes maintaining catch per unit effort, timing, location, etc).

Let me know if you have questions and/or if you'd be interested in borrowing minnow traps for your work. Could save you some \$\$.

Pete J Schneider  
Fisheries Biologist  
JRD Tongass NF  
(907) 789-6255  
pschneider@fs.fed.us  
"Leyla Arsan" <larsan@swca.com>

04/23/2009 12:33 PM

To <pschneider@fs.fed.us>  
cc

Subject FS sampling protocols

Hi Pete,

I spoke with you back in December regarding the proposed Angoon Airport project. You sent me some data from a 1980's FS survey of Favorite Creek. We are in the process of planning our field work for this summer and were wondering if there are current FS sampling protocols for fish presence surveys. We are crafting our sampling plan and reviewing FS protocols would be helpful. We have found several references to the following document: USDA Forest

Service (USFS). 2001. *FSH 2090-Aquatic Habitat Management Handbook (R-10 Amendment 2090.21-2001-1*. Chapter 20 – Fish and Aquatic Stream Habitat Survey. 2001. We can't seem to find the full document online; might you be able to send us the applicable chapter? Or can you suggest something different that your crew uses, or something specific to SE Alaska?

Thanks Pete,

Leyla Arsan  
Aquatic Biologist  
[SWCA Environmental Consultants](#)  
434 NW Sixth Avenue, Suite 304  
Portland, OR 97209  
Tel: 503.224.0333 x341  
Toll Free: 866-351-4711  
Fax: 503.224.1851



# PUBLIC AND AGENCY SCOPING REPORT

PREPARED FOR:

FEDERAL AVIATION ADMINISTRATION  
222 WEST 7TH AVE, BOX #14  
ANCHORAGE, ALASKA 99513-7587

PREPARED BY:

SWCA ENVIRONMENTAL CONSULTANTS  
257 EAST 200 SOUTH, SUITE 200  
SALT LAKE CITY, UTAH 84111

MAY 27, 2009



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## 1.0 INTRODUCTION

### 1.1 Background Information

The Alaska Department of Transportation and Public Facilities (DOT&PF) has proposed a land-based airport on Admiralty Island to serve the City of Angoon, and the Federal Aviation Administration (FAA) is the lead federal agency for the project. The FAA is preparing an environmental impact statement (EIS) to disclose the potential environmental impacts associated with the airport's construction and operation, and to consider alternatives to the DOT&PF's proposed action. This EIS process will inform the public and agencies about the potential impacts on human and natural resources.

A notice of intent (NOI) to prepare the EIS was published in the *Federal Register* on September 24, 2008 (Appendix A). Publication of the NOI initiated the formal public and agency scoping period during which the FAA solicited comments regarding the project and its potential impacts. The FAA held public and agency scoping meetings for the EIS in Anchorage, Juneau, and Angoon, Alaska, to provide information on project planning activities to date and to give agency personnel and members of the public the opportunity to ask questions of the FAA project manager and resource specialists involved with the project. Meeting attendees were also able to provide comments on the issues and alternatives that will be included in the Draft EIS.

### 1.2 Purpose

This scoping report is intended as an aid in clarifying preliminary issues, determining the appropriate scope of environmental analysis, and gathering new input on alternatives development from comments received in response to the September 24, 2008, NOI (Appendix A). It summarizes public and agency comments received during the scoping period, describes the analysis of those comments, and provides a preliminary list of issues, concerns, and opportunities for analysis in the EIS. All substantive issues raised by respondents within the scope of the FAA's and the U.S. Forest Service's (USFS) decisions will be included in the Draft EIS, as will other resource categories and issues (e.g., visual resources, cultural resources) that are required by FAA Orders 1050.1E and 5050.4B but that were not mentioned specifically by respondents.

### 1.3 Document Organization

This document contains summary descriptions of the following:

- Scoping meetings, including advertising leading up to the meetings
- Opportunities for public and agency comment during the scoping period
- Scoping content analysis process, including how individual letters and comments were coded and tabulated
- Comments received during the scoping period (September 24, 2008 to December 31, 2008) in a tabular format (Appendix B)
- Comments organized by resource

As part of the NEPA process all comments are given equal consideration, regardless of the method of their transmittal. Appendix C contains contact information for those who submitted scoping comments.

## 2.0 DESCRIPTION OF FORMAL SCOPING MEETINGS

Four public scoping meetings and two agency scoping meetings were held for the Angoon Airport EIS (Table 1). Scoping meeting attendees are listed in Appendix D.

*Table 1. Formal Scoping Meeting Dates, Times, and Locations*

Date	Time	City, State	Address
<b>Public Scoping Meetings</b>			
October 27, 2008	3:30–5:00 PM	Anchorage, Alaska	Loussac Library, 3600 Denali Street
October 29, 2008	5:30–8:00 PM	Juneau, Alaska	Centennial Hall, 101 Egan Drive
October 30, 2008	5:30–8:00 PM	Angoon, Alaska	Angoon Community Center
October 31, 2008	5:30–8:00 PM	Angoon, Alaska	Angoon Community Center
<b>Agency Scoping Meetings</b>			
October 27, 2008	1:00–3:00 PM	Anchorage, Alaska	Loussac Library, 3600 Denali Street
October 29, 2008	1:00–3:00 PM	Juneau, Alaska	Centennial Hall, 101 Egan Drive

### 2.1 Meeting Set-up

The scoping meetings combined formal presentation and open house formats. At each meeting a welcome message display board was posted just outside the meeting hall. Attendees were greeted at the entrance and asked to sign in (see Appendix D for copies of the sign-in sheets). Each attendee was asked if he or she would like to be added to the mailing list and, if so, to provide contact information. Attendees were informed about the meeting format and given a meeting information folder containing a meeting agenda, copies of the meeting display boards, a project hot sheet, a write-up of frequently asked questions, a list of all documents contained on the project website, and a scoping comment form (Appendix F). Attendees were informed about ways to submit comments to the FAA (including the locations of comment boxes in the meeting room) and were informed about the flow of information on the display boards in the room.

After meeting sign-in and seating, the FAA project manager introduced the project team, and a Microsoft PowerPoint overview of the project was presented. Attendees were encouraged to ask questions during the presentation and to seek out individual resource specialists for answers to their questions during the open house portion of the meeting.

Eleven informational display boards were arranged in stations (see Appendix E) in the following order around the meeting rooms:

1. Welcome message to meeting attendees
2. Explanation of the NEPA process and the general timeline and sequence of events associated with this EIS
3. Description of the general need for an airport in Angoon
4. Description of the initial airport planning steps and the DOT&PF's Airport Master Plan (the Master Plan)
5. Map of the sites investigated by DOT&PF during airport master planning
6. Map of the sites investigated by the FAA during the supplemental airport planning site evaluation
7. Map of initial dimensional criteria

8. Approach segment obstacle clearance surfaces for Alternative 3 (the DOT&PF's Master Plan Preferred Alternative)
9. Map of preliminary alternative airport locations for consideration in the EIS
10. Potential resource issues
11. Explanation of the importance of public comment and a description of comment methods

At each information station, FAA staff and resource specialists from the EIS consultant team were available to answer questions. Refreshments were provided at each meeting.

## 2.2 Meeting Advertising

Pursuant to NEPA requirements, the scoping meetings were advertised in a variety of formats (Table 2; Appendix G) at least two weeks prior to their scheduled dates. In each format, the advertisements provided logistics, explained the purpose of the scoping meetings, gave the schedule for the public and agency comment period, outlined additional ways to comment, and provided methods of obtaining additional information.

*Table 2. Advertising of Formal Public and Agency Meetings*

Newspaper Advertisements
Legal advertisements were published in the Juneau Empire and in the Anchorage Daily News on September 26, 2008.
A display advertisement was published in the Anchorage Daily News on October 24, 2008.
Display advertisements were published in the Juneau Empire on October 22, 2008, and October 28, 2008.
Online advertisements were purchased in both the Anchorage Daily News and the Juneau Empire, and were spread over a several day period during the week preceding the meetings until 10,000 viewings were achieved. These advertisements were placed either as a banner at the top of the website or posted prominently to the right of the newspaper content area of the website.
Media Notices and Other Forms of Advertising
Media notice releases and three-second public service announcements were e-mailed and/or faxed on October 20, 2008 to: <ul style="list-style-type: none"> <li>• the Anchorage Daily News, the Juneau Empire, the Sitka Sentinel, and the Capital City Weekly newspapers;</li> <li>• KCAW, KIFW, KTOO, APRN, KNBA, KSKA, KINY, and KJNO radio stations; and</li> <li>• KTOO, KAKM, and KTNL television stations.</li> </ul>
Meeting information was posted on the Centennial Hall marquee beginning approximately October 25, 2008.
Meeting information was posted on the project website, <a href="http://www.angoonairporteis.com">www.angoonairporteis.com</a> on October 14, 2008.
Meeting information was posted on the <a href="http://www.myangoon.org">www.myangoon.org</a> website on October 14 and October 27, 2008.
Postcards and Other Invitations
Postcards announcing the scoping meetings were sent to those on the project mailing list: <ul style="list-style-type: none"> <li>• Members of the Alaska State legislature</li> <li>• FAA staff identified as having an interest in the project</li> <li>• DOT&amp;PF staff identified as having an interest in the project; the Angoon Community Association (ACA); and the Angoon City Council</li> <li>• Kootznoowoo, Inc.</li> <li>• Non-governmental organizations (NGO) identified during pre-scoping meetings or through development of the public involvement plan as having a possible interest in the project</li> </ul>

**Table 2. Advertising of Formal Public and Agency Meetings**

- 
- Federal and state agencies identified during pre-scoping meetings as having jurisdictional authority in the project
  - Angoon residents who had attended pre-scoping meetings
  - Members of the general public who signed up for updates via the project website
- 

Additional postcards were mailed to the City of Angoon, the ACA office, the Angoon Business Center, the Angoon Health Clinic, and the Angoon Trading Company to post or hand out to facility visitors, or both.

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A meeting invitation was e-mailed to those on the project mailing list for whom e-mail addresses were provided or were obtainable.

---

## 2.3 Methods for Public and Agency Comment

Members of the public and representatives of agencies were afforded several methods for providing comments:

- Comments could be recorded on comment forms at the scoping meetings. Comment forms (see Appendix F) were provided in meeting information packets and were also available throughout the meeting room and at a station where attendees could write and submit comments at that time.
- Comments could be submitted online at [www.angoonairporteis.com](http://www.angoonairporteis.com).
- E-mailed comments could be sent to a dedicated e-mail address: [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com).
- Individual letters and comment forms could be mailed via U.S. Postal Service to Leslie Grey, AAL 614, FAA Project Manager, Angoon Airport EIS, 222 W. 7th Ave., Box #14, Anchorage, AK 99513-7587.

## 2.4 Additional Agency Engagement

Some agency personnel were not able to attend the Anchorage or Juneau agency scoping meetings, and, as an additional way to engage them, a third agency scoping meeting was conducted on November 26, 2008. Invitees were given the option of attending a meeting facilitated by the FAA project manager at the FAA Alaskan Region office in Anchorage, Alaska, or participating by teleconference. All were sent a .pdf version of the scoping meeting information packet and downloading instructions for the Microsoft PowerPoint presentation. During the meeting, those attending by teleconference could run the presentation from their computer simultaneously with the presentation shown at FAA headquarters. Members of the EIS consultant team were available by telephone to provide commentary during the presentation and answer questions from meeting attendees.



### 3.0 SCOPING CONTENT ANALYSIS

#### 3.1 Comment Processing

Each comment letter or form was numbered sequentially (beginning with 1) and labeled with a comment type code indicating the entity from which it was received (Table 3).

*Table 3. Comment Type Codes*

Type	Type Code
Individual	I
Government agency	G
NGO (special interest)	O
Business	B
Tribe	T

This combination of number and comment type code results in a unique alphanumeric identifier for each individual letter or form submitted. This system provides ease in referencing and cross-checking the letters and forms received and the comments contained within them.

#### 3.2 Comment Analysis

After all letters and forms were labeled with alphanumeric identifiers, each was reviewed for the specific comments it contained. Each letter or form may contain one or multiple comments, and each comment was categorized and coded by resource issue or topic. Comments were assigned codes corresponding to their respective issue (Table 4). For example, a comment concerning subsistence issues in Favorite Bay would be coded as SUB to identify it as a subsistence resource issue. This form of analysis allows for specific comments to be captured and grouped by general topic or resource issue.

*Table 4. Resource Issue Identification*

Resource Code	Resource Issue
ALT	Alternatives
CUM	Cumulative effects
FSH	Fisheries and essential fish habitat
LAR	Lands use
MS	Miscellaneous
PN	Purpose and Need
PRO	Process
SOC	Socioeconomics
SUB	Subsistence
WLD	Wilderness
WLF	Wildlife

### 3.3 Comment Disposition

After specific comments were categorized and coded by resource issue, they were also coded according to their disposition. A comment's disposition refers to the way in which it would be addressed in the EIS. Within this analysis, comments fell into one of six disposition categories (Table 5).

*Table 5. Comment Disposition*

Disposition Code	Comment Disposition	Explanation
PRO	Process	Identifies certain elements of the NEPA process that must be documented and disclosed in the EIS, but does not require specific resource analysis in the EIS.
PN	Purpose and Need	Requires additional documentation or clarification of the project Purpose and Need.
ALT	Alternatives Development	Requires analysis of existing alternatives or consideration of new alternatives.
IA	Impacts Analysis	Requires EIS analysis of impacts to specific resources of concern.
OOS	Out of Scope	Comments receiving the disposition codes OOS or NS are not addressed in the EIS. These are comments that are not within the scope of the FAA's decision regarding the Angoon Airport, or are otherwise not substantive.
NS	Nonsubstantive	

### 4.0 SUMMARY OF SCOPING COMMENTS FROM LETTERS AND FORMS

Substantive scoping comments fell into the following four broad disposition categories described in Table 5: Process, Purpose and Need, Alternatives Development, and Impacts Analysis (including resource-specific concerns and cumulative impacts). Comments are summarized below in narrative form for each resource issue area (e.g., all comments specific to wildlife are included under the Wildlife category; all comments specific to subsistence are included under the Subsistence category). This section represents a summary of the formal comments received during public and agency scoping. A more detailed record of all formal comments is arranged by category and can be found in Appendix B.

The narrative summary is organized in the following order:

- Process
- Purpose and Need
- Alternatives
- Impacts Analysis (listed alphabetically by resource, followed by cumulative impacts)

## 4.1 Process

It was requested that the Draft EIS include a detailed description of the involved government agencies and their various roles in decision-making for this project. It was pointed out that the ACA, the federally recognized tribal government, "was not listed in the Agency Contacts"<sup>1</sup> and that there is a federal requirement to consult with them on a government-to-government basis.

It was requested that, given the location of the area, a number of other issues and considerations need analysis in order to make an informed decision, one that meets the federal intent and letter of NEPA, the Alaska National Interest Lands Conservation Act (ANILCA), and the revised Tongass Land Use Management Plan (TLUMP). In addition, it was requested that federal and state laws and issues be addressed, including water quality, coastal zone management, disposal of hazardous waste, the Bald Eagle Protection Act, protection of fish and wildlife habitat, the State of Alaska's Forest Practice Act, and cultural and subsistence protection.

It was noted that the proposed project may require authorizations from various state agencies, including the Alaska Department of Fish and Game (ADF&G), the Alaska Department of Natural Resources (DNR), and the Alaska Department of Environmental Conservation (DEC). Specific mention was made of the need for fish habitat permits for any in-stream activities affecting water bodies that may contain anadromous or resident fish.

Appreciation was expressed for information in the scoping materials about the process established under Title XI of ANILCA to consider proposed transportation and utility systems within ANILCA conservation system units, including areas designated as wilderness.

Requests for information were also captured in this category, including requests for the Draft EIS when available and for communications on project activities.

## 4.2 Purpose and Need

General support was expressed for the airport because of its potential to lower the cost of both transportation and the import and export of goods to and from Angoon. Support was also expressed because of the need for a safe and reliable airport that enables better access for air medevac, sea planes, air medics, forest fire fighters, U.S. Postal Service, U.S. Forest Service, and emergency response.

Support was expressed for expansion of the runway to 5,000 feet.

---

<sup>1</sup> In some cases, respondents made statements for which the meaning could not be definitively understood or which were factually untrue. These kinds of comments are noted in quotations, and a clarification for them is provided in a footnote. In this case, the respondent is correct that the ACA is defined as a sovereign government for which there must be government-to-government consultations. However, there was no formal list of agency contacts distributed at the scoping meetings, and, further, as a sovereign government the ACA would not be included on any agency list, even if such a list were to be distributed.

### 4.3 Alternatives Development

One respondent stated a preference for an airport location closer to the community of Angoon because roads in Angoon are icy and hard to maintain in winter and because the cost of gas is high for both private vehicles and maintenance equipment travelling to and from the airport.

Support was offered specifically for the preliminary Alternative 12a site because of the following considerations:

- It would be closer to the existing road system and therefore more accessible.
- There would be less overall road to construct.
- It would provide a tailwind and southeast headwind.
- It would provide access to fresh water.
- It would not affect subsistence-taking.
- It would be much less costly to construct than would the sites on the west-northwest side of Favorite Bay.

Support for preliminary Alternative 3a was also specifically expressed because of the following factors:

- Low wind shear, north wind or southeast wind
- Access to fresh water
- "[T]he short 1-mile distance to the village road"<sup>2</sup>
- A safe approach regarding the rough terrain
- A way to access subsistence foods

However, respondents expressed general opposition to any alternative that would impact Favorite Bay (which would include preliminary Alternatives 3a and 4 and the DOT&PF's proposed alternative, Site 3). Opposition to Alternatives 3 and 3a included the road being too long and therefore gas costs being too high for private citizens and maintenance equipment. Specific concerns are discussed in the Impacts Analysis section, below.

A suggestion was made that instead of building a state-run airport, which would be accessible to any outsider, a private airstrip capable of handling both passenger and cargo planes could be built on lands owned by Kootznoowoo, Inc., the local native corporation. The reasoning behind this suggestion was that residents could then control use of the airstrip (with the exception of emergencies) and thereby protect local resources around Favorite and Kanalku bays. Concern was also expressed that jobs created from construction of a state-run airport would be given to technical workers brought in from outside the communities rather than to local workers.

---

<sup>2</sup> The preliminary alternatives presented for Alternative 3a included several access road options (two roads around Favorite Bay and one involving a series of bridges across the bay). It appears the respondent was expressing support for the Alternative 3a bridge access road option, as this would reduce the road mileage to about 1 mile, although that was not stated explicitly...

It was recommended that a gravel runway should be constructed instead of a hard-surface type of runway. The reasons for this recommendation include the following:

- Southeast Alaska lacks a high-quality gravel runway that is open to the public, and the lack of a good gravel airstrip places significant limitations on training for tailwheel airplane operations.
- Using a hard-surface runway for training is somewhat hazardous and, to some extent, defeats the purpose of that kind of training because the idea is to learn to land on gravel.
- A gravel surface would be cheaper.
- A hard-surface runway sooner or later must be repaved and would be difficult given the ever-decreasing supply of cement and asphalt.

#### 4.4 Impacts Analysis (including cumulative impacts)

##### Fisheries and Essential Fish Habitat

It was noted that the proposed project may require authorizations from various state agencies, including the ADF&G, the DNR, and the DEC. It was requested that all water bodies potentially impacted by the proposed project must be sampled for fish presence and that construction activities be planned to avoid sensitive life stages of fish. Specific mention was made of the need for fish habitat permits for any in-stream activities affecting water bodies that may contain anadromous or resident fish.

##### Lands and Realty

It was pointed out that if Alternative 3 is the preferred alternative, an application for land use from the DNR may be required.

##### Socioeconomics

It was suggested that the airport would provide jobs and economic benefit to the community. However, concern was expressed that the cost of airfare would not be affordable, causing residents to continue using current transportation methods such as the ferry.

It was also suggested that the current untouched wilderness at Favorite Bay provides more of a benefit to tourism because of its uniqueness.

It was also requested that the Draft EIS address the social and economic costs and benefits anticipated by the proposed project to Angoon and the public.

##### Subsistence

Concern was expressed for the impact of the airport on continued subsistence use. Specific areas of concern are the inside waterway and bays and inlets (including Kootznahoo Inlet, Favorite Bay, Mitchell Bay, Salt Lake, and Kanalku Bay) as valued food sources that contain most, if not all, of the major foods Angoon residents use to survive. These foods are deer, crab, clams, shrimp, salmon, gumboots, bottom fish, waterfowl, bear, goose tongue, wild asparagus, blueberries, huckleberries, currants, and other traditional foods.

Concern was expressed that a seven-mile road (an option for access to Sites 3 and 3a) constructed along both the south and north shores of Favorite Bay with crossings over Favorite Creek would have an impact on an important salmon-spawning stream.

Concern was expressed that many pilots throughout Southeast Alaska would use the airport to access hunting and fishing opportunities in the Angoon area, creating direct competition with Angoon subsistence users and residents.

It was pointed out that land ownership, land use patterns, and natural resource values are key issues to address and resolve. This applies to a parcel of land that the airport access road would pass through, a parcel that was purchased and returned to the Admiralty Island National Monument and Kootznoowoo Wilderness Area due to a controversial logging project that would have impacted traditional subsistence use.

### Wilderness

It was requested that the Draft EIS consider the potential mitigation of project impacts to the Monument–Wilderness Area values, including consideration of a land exchange or alternative project locations. Concern was expressed for the conflicts between this project and the natural and cultural resource values of the area.

### Wildlife

Concern was expressed regarding impacts to wildlife in and around Favorite Bay.

Support was offered for the Danger Point location (a location suggested during development of the Master Plan) "because it doesn't involve wildlife."

### Cumulative Impacts

It was requested that the cumulative impacts and effects of the project (airport, access road, and air traffic) be addressed in the Draft EIS.

## **5.0 SUMMARY OF INFORMAL COMMENTS FROM NOTES TAKEN DURING THE PUBLIC AND AGENCY SCOPING MEETINGS**

In addition to formally submitted comments, informal comments and input were received from agency officials and members of the public during the meetings' question and answer sessions and general discussions. Those comments were noted during the meetings and are summarized in the following order:

- Purpose and Need
- Alternatives
- Impacts Analysis (listed alphabetically by resource, followed by cumulative impacts)

### **5.1 Purpose and Need**

General support was expressed for the airport because of the need for medevac service and mail delivery by regular U.S. Postal Service. It was noted that Angoon did not qualify for a previous project because it did not have an airport, and meeting attendees wondered if the city's ability to compete for business could be part of the Purpose and Need. Attendees also expressed concern that the Draft EIS would inappropriately take into account other desired uses of an access road into USFS lands by the community as part of the project Purpose and Need.



Support was expressed for the expansion of the runway to 5,000 feet in order to accommodate the following:

- Necessary future expansion and the growth potential for the community
- The aircraft that carriers will use in the future to service the community
- Medevac aircraft of a size that can transport patients directly to Anchorage when needed
- The runway's use as a possible training area for the U.S. National Guard

Concern regarding the expansion of the runway beyond the length specified in the Master Plan included the following comment and questions:

- The FAA has the responsibility to respond to community transportation needs, but it is not appropriate to consider speculative needs. Only reasonably foreseeable uses should be considered.
- Because current demographic projections do not show population growth in Angoon, how big a factor is the ability of the airport to expand its runway beyond that proposed in the Master Plan? Might a viable alternative be discarded because that alternative does not accommodate expansion?

## 5.2 Alternatives

### Airport Planning

Meeting attendees asked for clarification about the use of a landing technique called a turning missed approach, which, rather than a straight-out missed approach, would need to be used for all of the preliminary alternatives. Is it a common, normal, and safe procedure? If all of the alternatives are equally safe, is cost the next factor in considering alternatives? When would cost be too high and cause an alternative to be eliminated?

### Site Location

Some attendees stated a preference for an airport location closer to the village because of road conditions in Angoon, difficulty of road maintenance, and fuel costs.

Attendees also noted the need to relocate the landfill and wondered how the old and new landfill locations affect alternative locations.

### Facilities and Acreage

Meeting attendees requested more details regarding the proposed airport facilities and noted that the Draft EIS will need to disclose the full acreage of the entire impact zone for all facilities related to the project. The disclosure would need to be at a level that meets permitting requirements.

Meeting attendees requested more details about construction, funding, and maintenance of the road.

Meeting attendees requested more details regarding the decision to pave the runway. One respondent noted that a general lack of gravel runways in Southeast Alaska reduces opportunities for pilots to train for other types of landings (e.g., beaches and sand).

### Access to Airport

Meeting attendees questioned why the lower access road alternative around Favorite Bay was the DOT&PF's preferred alternative. They also wondered if variations on the Favorite Bay bridge alternative and/or a fast ferry had been considered. Noting that NEPA requires analysis of a reasonable range of alternatives, attendees expressed a desire to see in the Draft EIS the reasons why an alternative was either selected as representing a reasonable range or dismissed from further analysis.

Meeting attendees requested consideration of bridge designs that minimize impacts to estuarine areas along Favorite Creek.

Meeting attendees questioned who would manage the access road to the airport. One attendee commented that the airport should be managed or co-managed by Kootznoowoo, Inc., not solely the USFS, because the airport/access road is on corridor lands, which include "immediate environs," according to this respondent.<sup>3</sup> Attendees wondered if these issues would be addressed in the Draft EIS.

## 5.3 Impacts Analysis

### General

Several public and agency respondents noted that the analysis in the EIS needs to include both direct and indirect impacts and that the Draft EIS will need to consider mitigation for impacts.

### Human Health and Safety

Attendees requested details on impacts to human health and safety, including the following:

- The site location possibly resulting in crashes that would affect people in town
- The use of the turning missed approach and its effect on safety
- The impacts of roads, including speed limit and road maintenance, or lack thereof, on safety
- The relationship of the Alternative 12a location and landfill sites in terms of wildlife hazards, air quality, etc.

### Noise

Meeting attendees requested details on noise impacts on the town, particularly with Alternative 12a.

### Socioeconomics

Meeting attendees requested details regarding impacts of Alternative 12a on land ownership and wondered if there were any issues regarding surface versus subsurface ownership.

Attendees also noted that tourism is a valuable part of the economy. They wondered about the impacts of human activity in wilderness areas to wildlife and tourism.

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<sup>3</sup> Kootznoowoo, Inc. retains ownership of lands around the perimeter of Favorite Bay. These lands are referred to as the Kootznoowoo Corridor Lands. The USFS has at least some authority to approve uses of corridor lands because those uses could impact the adjacent Admiralty Island National Monument and Kootznoowoo Wilderness Area. Legislation establishing the corridor lands referenced said lands "and the immediate environs" as lands to which Kootznoowoo, Inc. had some management authority. There is dispute over what "immediate environs" means. To also clarify, the DOT&PF, not the USFS, would manage the airport, as suggested in the respondent's statement.

### Subsistence

Meeting attendees requested details on impacts to subsistence. Specific comments regarding analysis included the following:

- Analysis should include whether increased access would result in changes to subsistence patterns in terms of both increased and decreased usage for subsistence.
- Analysis should include interviews with people who are currently conducting subsistence activities, and not just rely on traditional subsistence usage.
- The Favorite Bay and Mitchell Bay areas are prime subsistence areas, especially during freeze-ups. They are important parts of the community and need to remain that way.
- The community needs to know that subsistence areas will be protected, and the Draft EIS must include mitigation measures.
- The bridge alternative over Favorite Bay would have the biggest impacts to subsistence. Water areas are important subsistence resources, so the road alternative would be better.
- A road around Favorite Bay might allow better hunting access and subsistence opportunities.

### Vegetation

Meeting attendees requested details regarding tree clearance areas for each of the alternatives.

### Water Quality/Hazardous Materials

Meeting attendees requested details on the impacts of fueling operations, as well as more detail regarding chemicals that would be used for runway and aircraft maintenance.

### Wetlands

Attendees expressed concern about impacts to estuarine areas. Meeting attendees requested minimization of impacts to estuarine areas through a 1,000-foot beach buffer and bridge span across Favorite Creek.

### Wildlife

Attendees expressed concern about the presence of bears in the area and maintenance to the access road possibly leading to bear-human conflicts.

Attendees expressed concern regarding impacts to fish and wildlife habitat, including eagle nests. Meeting attendees noted that the project should be designed so as not to attract birds and bears, and they requested that the U.S. Fish and Wildlife Service's eagle database be researched. One meeting attendee noted that the lake near the Alternative 12a location is excellent bird habitat and that he had seen well over 1,000 mallards there at one time.

Attendees also wondered about the impacts of increased access to wilderness areas on wildlife, and mentioned other areas of Alaska where wildlife became scarcer after access increased.

### Cumulative Impacts

Meeting attendees requested information about projects outside of FAA jurisdiction that would be considered in the cumulative impacts analysis and mentioned the Favorite Creek water project as an example, noting that cumulative impacts analysis must include past, present, and reasonably foreseeable projects.

**APPENDIX A: NOTICE OF INTENT**

**55200** Federal Register / Vol. 73, No. 186 / Wednesday, September 24, 2008 / Notices

Dated: September 16, 2008.  
**Mark Skolnicki**,  
*Executive Secretary, Shipping Coordinating  
Committee, Department of State.*  
[FR Doc. E8-22432 Filed 9-23-08; 8:45 am]  
BILLING CODE 4710-09-P

**DEPARTMENT OF TRANSPORTATION**

**Office of the Secretary**

**Notice of Applications for Certificates  
of Public Convenience and Necessity  
and Foreign Air Carrier Permits Filed  
Under Subpart B (Formerly Subpart Q)  
During the Week Ending September 12,  
2008**

The following Applications for  
Certificates of Public Convenience and  
Necessity and Foreign Air Carrier  
Permits were filed under Subpart B  
(formerly Subpart Q) of the Department  
of Transportation's Procedural  
Regulations (See 14 CFR 301.201 *et  
seq.*). The due date for Answers,  
Conforming Applications, or Motions  
To Modify Scope are set forth below for  
each application. Following the Answer  
period DOT may process the application  
by expedited procedures. Such  
procedures may consist of the adoption  
of a show-cause order, a tentative order,  
or in appropriate cases a final order  
without further proceedings.

*Docket Number:* DOT-OST-2008-  
0285.

*Date Filed:* September 12, 2008.  
*Due Date for Answers, Conforming  
Applications, or Motion To Modify  
Scope:* October 3, 2008.

*Description:* Application of Sovereign  
Air, Inc. requesting authority to operate  
scheduled passenger service as a  
commuter air carrier.

**Renee V. Wright**,  
*Program Manager, Docket Operations,  
Federal Register Liaison.*  
[FR Doc. E8-22363 Filed 9-23-08; 8:45 am]  
BILLING CODE 4910-3X-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Environmental Impact Statement:  
Angoon Airport, Angoon, AK**

**AGENCY:** Federal Aviation  
Administration (FAA), DOT.

**ACTION:** Notice of intent.

**SUMMARY:** The FAA announces that they  
will prepare an Environmental Impact  
Statement (EIS) to consider alternatives  
to and disclose the potential impacts of  
constructing a new land-based

commercial airport near the City of  
Angoon. The FAA will hold public and  
agency scoping meetings to help  
identify substantive project concerns to  
be addressed in the EIS process.

Cooperating agencies in this process  
include the United States Forest Service  
(USFS), and the United States Army  
Corps of Engineers (ACOE).

**DATES:** 1. October 27, 2008 in  
Anchorage, Alaska for agency scoping  
meeting.

2. October 27, 2008 in Anchorage,  
Alaska for public scoping meeting.

3. October 29, 2008 in Juneau, Alaska  
for agency scoping meeting.

4. October 29, 2008 in Juneau, Alaska  
for public scoping meeting.

5. October 31, 2008 in Angoon, Alaska  
for public scoping meeting.

6. November 10, 2008 close of scoping  
comment period.

*Responsible Official:* Leslie A. Grey,  
Environmental Protection Specialist  
AAL-614, Federal Aviation  
Administration, Alaskan Region,  
Airports Division, 222 W. 7th Avenue,  
#14, Anchorage, AK 99513-7587  
Anchorage, AK 99513-7587, Telephone  
(907) 271-5453.

**FOR FURTHER INFORMATION CONTACT:**  
Leslie A. Grey, Environmental  
Protection Specialist AAL-614, Federal  
Aviation Administration, Alaskan  
Region, Airports Division, 222 W. 7th  
Avenue, #14, Anchorage, AK 99513-  
7587, Telephone (907) 271-5453, e-  
mail: [comments@angoonairports.com](mailto:comments@angoonairports.com).  
Additional details regarding the  
project can be found on the project Web  
site at [http://  
www.angoonairports.com](http://www.angoonairports.com).

**Submit Written Comments. Send to:**  
Leslie A. Grey, Environmental  
Protection Specialist AAL-614, Federal  
Aviation Administration, Alaskan  
Region, Airports Division, 222 W. 7th  
Avenue, #14, Anchorage, AK 99513-  
7587, Telephone (907) 271-5453, e-  
mail: [comments@angoonairports.com](mailto:comments@angoonairports.com).

**SUPPLEMENTARY INFORMATION:** The FAA  
will prepare an EIS to assess the  
proposed construction of a land-based  
airport in or near the community of  
Angoon. The Alaska Department of  
Transportation and Public Facilities'  
(DOT&PF) Airport Master Plan site  
submitted to the FAA for consideration  
would encompass approximately 270  
acres and would include a single 3,300  
foot runway (with the ability to be  
expanded to 4,000 feet in the future)  
and a 3.5 acre apron that would include  
areas for airport support facilities as  
needed. This airport would be similar in  
size and facilities to existing airports at  
Hoonah, AK and Kake, AK.

Because DOT&PF's proposed site is  
partially within Admiralty Island

National Monument, the USFS has to  
make a decision on whether to grant and  
administer a Special Use Permit for  
airport operation on the Monument, or  
pursue some type of conveyance of the  
property to state ownership. To  
facilitate this process, the FAA has  
asked the USFS to be a cooperater in the  
EIS process to ensure that the EIS  
analysis and range of alternatives will  
meet the need of the USFS to make an  
informed decision.

Because jurisdictional waters of the  
United States occur within the proposed  
project area, it is possible that a  
404(b)(1) permit application will also be  
required for the project. The FAA has  
also asked the ACOE to be a cooperater  
in this process because of the ACOE's  
jurisdictional authority over this  
resource.

To ensure that the full range of issues  
related to the proposed action are  
addressed and that all significant issues  
are identified, the FAA will coordinate  
and consult with the public; tribal  
governments; Federal, State, local  
agencies, and tribal corporations that  
have jurisdiction by law or have special  
expertise with respect to any  
environmental impacts associated with  
the proposed projects.

The agency scoping meetings will be  
held in Anchorage, Alaska on October  
27, 2008 and in Juneau, Alaska on  
October 29, 2008. Public scoping  
meetings will be held in Anchorage,  
Alaska on October 27, 2008, in Juneau,  
Alaska on October 29, 2008 and in  
Angoon, Alaska on October 31, 2008.  
Notification of the public scoping  
meetings will be published on the  
project Web site ([http://  
www.angoonairports.com](http://www.angoonairports.com)), in the  
Juneau Empire, and in the Anchorage  
Daily News, and will be posted at the  
Community Center in Angoon.

In addition to providing input at the  
scoping meetings, the agencies and the  
public may submit written comments  
via the e-mail address  
[comments@angoonairports.com](mailto:comments@angoonairports.com) or the  
address shown above under, "to Submit  
Written Comments. Send to." Comments  
must be submitted by  
November 10, 2008.

Issued in Anchorage, Alaska, on September  
17, 2008.

**James W. Lomen**,  
*Deputy Division Manager, FAA, Airports  
Division, AAL-601.*  
[FR Doc. E8-22475 Filed 9-23-08; 8:45 am]  
BILLING CODE 4910-13-P

**APPENDIX B: PUBLIC AND AGENCY SCOPING COMMENTS SUMMARY TABLE**



**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
I	1	1	PN	I see a need for air medevac.	PN
I	1	2	PN	12a is my choice for future expansion to 5,000 feet, closer to existing road system.	PN
I	1	3	WLF	I object to 3a, 2, 4, anything affecting Favorite Bay – too many effects on wildlife, Angoon subsistence lifestyle, and negative effects.	IA
I	1	4	SUB	I object to 3a, 2, 4, anything affecting Favorite Bay – too many effects on wildlife, Angoon subsistence lifestyle, and negative effects.	IA
I	2	1	PN	Sea planes, air medic, forest fire fighters, U.S. Postal Mail, U.S. Forest Service, other airlines in landing emergencies and for year-round jobs for people for years to come.	PN
I	2	2	PN	Whatever strip you build, please to 5,000 feet and then some, with an emergency fire response crew.	PN
I	2	3	SOC	Excellent for business!	IA
I	3	1	ALT	My personal preference is 3a; it seems the best approach with the least possibility of crashing into a mountainside.	ALT
I	3	2	SUB	My husband, who is a wonderful provider and fills our freezer with subsistence foods, said that a road to 3a could provide a way to access, not just to the airport (The Walter Sobeloff Airport!), but also to harvest our foods.	IA
I	4	1	SUB	<p>Under the 1971 Alaska Native Claims Settlement Act (ANCSA), the Village of Angoon selected the area surrounding Angoon and Kootznahoo Inlet on Admiralty Island (approximately 23,000 acres). However, after considering the possibly negative effects on local subsistence uses by the commercialization of those lands, our elders petitioned their elected representatives to change their cultural lifestyle as true subsistence users since time immemorial.</p> <p>The decision by the elders, the follow-through by their local representatives of Kootznoowoo, and the ultimate approval by the U.S. Congress for the change in Kootznoowoo's land selection to Prince of Wales Island resulted not only in substantially increased revenues to Kootznoowoo and its shareholders (from the increased value of the timber on the lands on Prince of Wales Island over the values of the original Kootznahoo Inlet (Angoon selection). Additionally, Kootznoowoo, in the re-selection of lands on Prince of Wales Island over Kootznoowoo Inlet, was granted an additional 10,000 acres. Acres making the total acreage awarded Kootznoowoo equal to 33,000 acres—more than any other ANCSA village corporation! More importantly, however, was that in changing Kootznoowoo's original land selection off-island for lands on Prince of Wales Island over that in Kootznahoo Inlet, the lands and waters surrounding Angoon and its subsistence values were protected for future generations.</p>	IA

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
				<p>Of all the ANCSA land selections by the villages in southern Southeast Alaska, other than Klukwan and Goldbelt, Kootznoowoo (Angoon) alone chose to protect their cultural subsistence values. In most cases, the rest chose to log right up to their city boundaries. It has been said by other villages that Kootznoowoo (Angoon) alone got its cake and ate it, too! That is, we received the increased revenues from commercial logging and kept our subsistence uses surrounding our village intact.</p> <p>Today, we have an issue before us that I believe will adversely affect our ability to continue our most sacred and valued subsistence uses and lifestyles. Our elders, parents, and grandparents worked hard to protect and pass on this knowledge on to future generations. Do we wish to continue that protection that has sustained us for generations and generations as our elders did? Or shall we destroy (for temporary monetary gain) our valued heritage? It does not have to be one or the other, because, as with the change in our land selections under ANCSA, we were able to retain our subsistence values and still increase our wealth. With wise decisions, we can have the best of both worlds!</p> <p>The current issue is a decision to construct a proposed 100–400 acre airport at the mouth of Favorite Bay in Kootznahoo Inlet, with access to the airport by a road to be constructed along the south side of Favorite Bay, bridging across the salmon stream at the head of Favorite Bay, continuing back down the north side of the bay to the proposed airport site across from the Angoon Boat Harbor and extending in a northwesterly direction to Kanalku Bay.</p> <p>The inside waterway, including Kootznahoo Inlet, Favorite Bay, Mitchell Bay, Salt Lake, and Kanalku Bay are one of the most, if not the most, valued food sources we have, containing most, if not all, of the major foods our people utilize to survive. Deer, crab, clams, shrimp, salmon, gumbots, bottom fish, waterfowl, bear, goose tongue, wild asparagus, blueberries, huckleberries, currants, and other traditional foods are readily available in this close proximity to town. When Chatham Strait was stormy and inaccessible for our local hunters, fishermen, and food gatherers, they could find subsistence staples in this location.</p> <p>Our ancestors were truly wise to make Kootznahoo their home. Many, if not most, of us here today live here because of the area's bountiful resources. To put an airport right in the middle of this untamed, resource-bountiful area would help destroy the very reason our ancestors and we here treasure it today. We do not have to be like everybody else, just because Kake and Hoonah, Craig did it; we do not have to. Just as in our decision to change our ANCSA land selection and log elsewhere—and thereby gaining the best of two worlds—we can again have our cake and eat it, too!</p>	

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
I	4	2	SUB	In definition, an airstrip is a graveled runway 3,500 to 4,000 feet in length and 50 to 60 feet wide. Such a strip can adequately handle both small- and medium-wheeled passenger and cargo planes. Aside from cost, the major problem with putting in a state airport is that the community loses control over who (basically anyone with access to an airplane!) can utilize the airport. Many pilots throughout Southeast Alaska have said that should an Angoon airport be built, they would use the airport to access hunting and fishing opportunities in the Angoon area, which would be in direct competition with Angoon subsistence users and residents.	IA
I	4	3	ALT	<p>Having traveled and worked throughout much of rural northern and western Alaska, I observed that many villages far more landlocked and remote than Angoon made extensive and sole use of simple airstrips to meet all their shipping and transportation needs. These villages constructed airstrips rather than full-fledged airport facilities and kept the cost to a minimum.</p> <p>For several years I have suggested that instead of a huge state airport accessible to any outsider, we build an airstrip capable of handling both passenger and cargo planes on lands owned by Kootznoowoo Incorporated. By doing so we would have not only the availability of both wheeled passenger and cargo planes without the huge handprint of a full-sized airport located in a prime subsistence use area like Favorite and Kanalku bays, available to an unknown amount of outsiders, many of whom have said that they would not utilize commercial facilities in Angoon, preferring to camp out rather than paying for services.</p> <p>The key here is that by placing the airstrip on privately owned Kootznoowoo land, we could control who uses the airstrip, emergencies excepted. Kootznoowoo could authorize certain air services and individuals to utilize the airstrip and have the final say as to who is allowed to use the airstrip.</p> <p>There are several areas on or near our present road system where an airstrip could be placed, which would have little or no effect on our lifestyle and cultural subsistence use.</p> <p>With the construction of an airstrip instead of a state-owned airport, we can have our cake and eat it, too!</p>	ALT

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
I	4	4	SOC	Supporters of a state airport say that there would be many temporary local jobs created in the construction of the airport and the access road leading to the airport and after the airport is completed. This has not been proved to be the case in the construction of the other state airports in Hoonah and Craig. Most of the technical workers were brought in from outside the communities. Yes, some jobs would be available to local workers during the construction period of a state airport; however, in building a strip instead, as many or more local jobs would be created and accomplish the same results as in the building of a state airport without affecting our subsistence values in Favorite and Kanalku bays.	IA
I	4	5	SOC	More importantly, economically speaking, rather than benefiting the great tourism potential that we have by our surrounding untouched wilderness, an airport at that location (Favorite Bay) will detract from those values making us just like everyone else.	IA
I	4	6	SOC	A final thought is that many of us, when shopping for food supplies, take our vehicles into Juneau on the state ferry every few weeks or months to buy in large quantities. We can fill up our vehicles and return home at a reasonable cost. Whether a huge state airport or an airstrip is built, we will still not be able to afford the roundtrip airfare and excess baggage fees. It will make no difference in our ability to bring in supplies and most will continue to use the ferry. A state airport will forever change the values that we and our ancestors held/hold so dear!	IA
I	4	7	SUB	In personally attending the hearing by the EIS planning team on October 30, 2008, I remain steadfast in my objections to the construction of an airport on the west-northwest side of Favorite Bay fearing, as stated in my written statement, possible serious negative effects of such construction to our subsistence uses not only in construction at an airport there, but just as serious or more so, a nearby seven-mile road being constructed along both the south and north shores of Favorite Bay to access the airport, with one or two crossings over Favorite Bay Creek on important salmon spawning stream.	IA
I	4	8	MS	Within my written statement I suggest that instead of a state-financed airport that Kootznoowoo Inc. instead build an airstrip located on Kootznoowoo lands to have some control on the users of the field, being privately owned so as to control over the use of the local fish and game resources. I now believe that the concept or opportunity has passed us by and that any other discussions on that would only delay or even cause stoppage of the building of an airport in Angoon. Since so much time, effort, and money has been spent on DOT's planning for the Angoon airport.	NS

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
I	4	9	ALT	I believe that Site 12a of the airport planning site evaluation is the best site for the airport. It is right on the present road system (nearly) and easily accessible, does not affect subsistence taking, and is obviously much less costly to construct than the sites on the west-northwest side of Favorite Bay.	ALT
I	5	1	ALT	I would go for 12a.	ALT
I	5	2	SOC	I would like to see the airport come as soon as possible. A lot of elders that passed away that didn't want it because of our alcohol and drugs coming in.  Not worry about it because we need it because of the high cost of living.	IA
I	6	1	ALT	My thoughts would be #3a airport would be an excellent choice, low wind shear north wind or SE wind, access to fresh water, and only one-mile road to village road. I do believe #3a air strip will be an excellent choice. I've lived in Angoon for 35 years and plan on living my life out there.	ALT
I	6	2	ALT	Or 12a with tail wind and SE head wind and access to fresh water also. With less road to build. Either one would be great 25 years ago.	ALT
I	7	1	WLF	Prefer the Danger Point location; doesn't involve wildlife	IA
I	7	2	ALT	Prefer closer location because roads are icy and hard to maintain. Don't get enough sand to maintain roads properly; even the roads close to town —by rock quarry—have a lot of snow, need additional equipment to maintain properly.	ALT
I	7	3	ALT	Site 3/3A has too long a road. Gas prices are very high—for private citizens and for maintenance equipment.	ALT
B	8	1	ALT	It is my position that very serious consideration should be given to building a gravel runway instead of a hard surface type. One reason is that Southeast Alaska lacks a high quality gravel runway that is open to the public. The one at Snetisham is not for public use. This leaves the strip at Atlin, BC, which is beyond the mountains and in another country.  The lack of a good gravel strip places significant limits on training for tailwheel airplane operations. There are numerous locations in the southeast where one can land a tailwheel airplane, and people do it all the time. However, one would not want do primary training using any of these strips. Using a hard surface runway for training is somewhat hazardous and to some extent defeats the purpose, since the idea is to learn to land on gravel.  Another reason is that a gravel surface would be cheaper and, in the future, when petroleum fuels will become less and less available and more and more expensive, it will be possible to maintain the gravel surface by fairly primitive means. Even now one sees from an article in	ALT

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
				<p>the Juneau Empire:</p> <p>"Expect a bumpier drive. An asphalt shortage is delaying road maintenance projects in communities nationwide, including Alaska. Asphalt is becoming scarce as U.S. refiners overhaul their equipment to maximize output of highly profitable fuels such as diesel and gasoline, using inexpensive—and hard to process—crude oil.</p> <p>To make matters worse, refiners are also cutting back on the production of a petrochemical that many states mix into asphalt to make roads more durable.</p> <p>"In the past, about 40 percent of an oil barrel would be turned into asphalt products and now it's around 10 percent," McMinimee said.</p> <p>There is also a shortage of cement, so that is not necessarily a cure to the problem. If one builds a hard surface runway, sooner or later one must repave it. We should contemplate how that will be done given the ever-decreasing supply of cement and asphalt.</p>	
I	9	1	SUB	I don't hunt or fish, nor have I ever gone on any trips with anyone to hunt or fish, but I have waited for the ones who do so that when they come home, me and my family may have a chance to buy some subsistence to feed our family and to support the people who hunt and fish with the price it costs them to provide the subsistence.	IA
I	9	2	SOC	I hope my husband can get a job on this project so we can bring our family back home to Angoon, AK.	IA
I	10	1	ALT	I support the 3rd or preferred site of the Angoon Airport. I had a chance to speak on the subsistence of the area, but did not get a chance to say I fully support the "Favorite Bay Site."	ALT
I	11	1	PN	In reviewing the documents and analysis presented on the State of Alaska Department of Transportation Angoon Airport planning web site, we conclude that most, if not all, the analysis deals with technical airport design and construction. We acknowledge the value of providing Angoon with a reliable and safe airport.	PN



**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
I	11	2	PRO	Given that Admiralty Island National Monument and Kootznoowoo Wilderness represents a world class reserve, there are a number of other issues and considerations that need analysis in order to make an informed decision and one that meets the federal intent and letter of NEPA, ANILCA, and the revised Tongass Land Use Management Plan. In addition there are other federal and state laws and issues that must be addressed, among which are water quality, coastal zone management, disposal of hazardous waste, the Bald Eagle Protection Act, protection of fish and wildlife habitat, the State Forest Practice Act, and cultural and subsistence protection.	PRO
I	11	3	PRO	There is also a requirement for the federal government to interact with the Angoon Community Association, the federally recognized tribal government on a "government to government" basis. They were not listed in your "Agency Contacts."	PRO
I	11	4	SUB	The land ownership, use patterns, and natural resource values are key issues to address and resolve. Your favored airport location (#3) is partially on Kootznoowoo Corporation lands and on Admiralty Island National Monument and Kootznoowoo Wilderness Area lands with anticipated impacts to tidal lands. The proposed project will have significant impacts to the public lands and waters, and diminish those values for which those lands were designated. An example is a native allotment (on the east side at the head of Favorite Bay) that was purchased and returned to the Monument–Wilderness Area status due to a controversial logging project that would have impacted traditional subsistence use. It appears that the airport access road would pass through this same parcel.  This land purchase is a demonstrated value of the resource values important to Angoon as well as the American people.	IA
I	11	5	CUM	Favorite Bay, Kanalku Bay, and the adjacent waterways and land contain high-importance wildlife and fish habitat and populations and wilderness, subsistence, cultural, scenic, and recreation values. The primary concerns our organization has focus on the obvious conflicts between this project and the natural and cultural resource values.  Given the significant level of national and local values, we ask that the Draft EIS address in detail:  1) The cumulative impacts and effects of this project (airport, access road, and air traffic).	IA

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
I	11	6	SOC	<p>Favorite Bay, Kanalku Bay, and the adjacent waterways and land contain high-importance wildlife and fish habitat and populations and wilderness, subsistence, cultural, scenic, and recreation values. The primary concerns our organization has focus on the obvious conflicts between this project and the natural and cultural resource values.</p> <p>Given the significant level of national and local values, we ask that the Draft EIS address in detail:</p> <p>2) The social and economic costs and benefits to Angoon and the public anticipated by this project.</p>	IA
I	11	7	WLD	<p>Favorite Bay, Kanalku Bay, and the adjacent waterways and land contain high-importance wildlife and fish habitat and populations and wilderness, subsistence, cultural, scenic, and recreation values. The primary concerns our organization has focus on the obvious conflicts between this project and the natural and cultural resource values.</p> <p>Given the significant level of national and local values, we ask that the Draft EIS address in detail:</p> <p>3) Potential mitigation of project impacts to the national Monument/Wilderness values. Please consider a land exchange, alternative project locations, or other strategies.</p>	IA
I	11	8	PRO	<p>Favorite Bay, Kanalku Bay, and the adjacent waterways and land contain high-importance wildlife and fish habitat and populations and wilderness, subsistence, cultural, scenic, and recreation values. The primary concerns our organization has focus on the obvious conflicts between this project and the natural and cultural resource values.</p> <p>Given the significant level of national and local values, we ask that the Draft EIS address in detail:</p> <p>4) A detailed description of the involved government agencies and their various roles in the decision-making of this project.</p>	PRO

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
G	12	1	PRO	<p>We support the overarching goal to provide the community of Angoon with a safe and reliable airport. We also recognize certain alternatives under consideration would locate the proposed airport and access road within designated Wilderness due to limited suitable, developable land elsewhere. As such, we appreciate the scoping materials address the process established under Title XI of the Alaska National Interest Lands Conservation Act to consider proposed transportation and utility systems within ANILCA conservation system units, including designated wilderness. We also appreciate the Federal Aviation Administration's continuing efforts to work with appropriate parties to assess these alternatives and address any related issues in the context of ANILCA.</p>	PRO
G	12	2	FISH	<p>The proposed project may require authorizations from various state agencies, including the Alaska departments of Fish and Game, Natural Resources, and Environmental Conservation. For example, fish habitat permits are required for any in-stream activities affecting water bodies that may contain anadromous or resident fish. Favorite Creek (112-67-10800) is currently the only cataloged anadromous stream in the project area.</p> <p>However, because the <i>Catalog of Waters Important for Spawning, Rearing or Migration of Anadromous Fishes</i> may be incomplete and does not identify waters important to resident fish; all water bodies potentially impacted by the proposed project must be sampled for fish presence. Construction activities also need to be planned to avoid sensitive life stages of fish. In addition, the project area is located within the Alaska coastal zone boundary and, as such, is subject to the requirements of the Alaska Coastal Management Program.</p>	IA
G	13	1	LAR	<p>The Land Section of the Division of Mining, Land and Water has reviewed the above-referenced development project for public scoping comments. The project proposes three alternatives to develop an airport in Angoon, Alaska.</p> <p>If Access Alternative 3 is the preferred alternative, please be advised that an application for land use from the Department of Natural Resources may be required.</p>	IA

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
G	14	1	PN	The EIS should clearly identify the underlying purpose and need to which the FAA is responding in proposing the alternatives, including the broader public interest and need. The purpose of the proposed action is typically the specific objectives of the activity or project, while the need for the proposed action may be to eliminate a broader underlying problem or take advantage of an opportunity. Thus, the purpose and need should be a clear, objective statement of the rationale for the proposed project, as it provides the framework for identifying project alternatives. In supporting the statement of purpose and need, the EIS should discuss the proposed project in the context of other aviation and transportation services in the region, and clearly describe how the need for the proposed action has been determined.	PN
G	14	10	WR	The EIS should use existing plans to identify aquatic resources that would be potentially impacted by construction and operation of the proposed airport. Since the FAA has previously determined that jurisdictional waters are present in the project area, the FAA should continue to coordinate with the [U.S. Army] Corps [of Engineers] to ensure the development of a preferred alternative that will meet the requirements of Section 404(b)(1) guidelines in the CWA ( <i>Federal Guidelines for Specification of Disposal Sites for Dredged or Fill Materials</i> [40 CFR 230]), and that the preferred alternative can be determined to be the least environmentally damaging practicable alternative (LEDPA). The EIS should describe all waters of the U.S. that could be affected by the project alternatives, and include maps that clearly identify all waters within the project area. The discussion should include acreages and channel lengths, habitat types, values, and functions of these waters. If, under the proposed project, dredged or fill material would be discharged into waters of the U.S., the EIS should discuss alternatives to avoid those discharges. If a discharge to waters of the U.S. becomes necessary, the EIS should discuss how potential impacts would be minimized and mitigated. This discussion should include (a) acreage and habitat type of waters of the U.S. that would be created or restored; (b) water sources to maintain the mitigation area; (c) re-vegetation plans, including the numbers and age of each species to be planted, as well as special techniques that may be necessary for planting; (d) maintenance and monitoring plans, including performance standards to determine mitigation success; (e) size and location of mitigation zones; (f) parties that would be ultimately responsible for the plan's success; and (g) contingency plans that would be enacted if the original plan fails. Mitigation should be implemented in advance of the impacts to avoid habitat losses due to the lag time between the occurrence of the impact and successful mitigation, and should follow the preferences for mitigation types outlined in the recent <i>Compensatory Mitigation Rule</i> (Federal Register. April 10, 2008).	IA

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
G	14	11	AQ	The EIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), and criteria pollutant non-attainment areas in the project area and vicinity, if applicable. The EIS should estimate emissions of criteria pollutants for the airport area and discuss the timeframe for release of these emissions from construction through the lifespan of the project. Also, the document should include analysis of the potential impacts to air quality (including cumulative and indirect impacts) from the project, especially during construction. The EIS should specify emission sources and quantify these emissions. Such an evaluation is necessary to assure compliance with state and federal air quality regulations and to disclose the potential impacts from temporary or cumulative degradation of air quality. The EIS should include the following: (a) detailed information about ambient air conditions, NAAQS, and criteria pollutant non-attainment areas in all areas considered for the airport and adjacent areas; (b) data on emissions of criteria pollutants from the proposed project and discuss the timeframe for release of these emissions; (c) specific information about pollutant from mobile sources, stationary sources, and ground disturbance (this source-specific information should be used to identify appropriate mitigation measures and areas in need of the greatest attention); and (d) an Equipment Emissions Mitigation Plan that identifies actions to reduce diesel particulate, carbon monoxide, hydrocarbons, and NOx associated with construction activities.	IA
G	14	12	HMW	The EIS should address potential direct, indirect, and cumulative impacts of use of hazardous and non-hazardous materials in the construction and operation of the project. Because of the project, hazardous materials such as compressed gas, petroleum products, and others may be used and/or stored in the community or at the airport site. Although their proper management is presumed to be safe, concerns remain about the possibility of accidents resulting in the release of hazardous materials to the environment. The EIS should therefore describe measures that will be taken to minimize the chances of such an accident, and emergency response measures that would be taken should an accident occur.	IA

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
G	14	13	HMW	The EIS should address the applicability of state and federal hazardous materials, pollution prevention, and solid waste requirements, and appropriate mitigation measures to prevent and minimize the generation of solid and hazardous materials. Consistent with the FAA guidelines on Environmental Resource Categories and Associated Statutory and Regulatory References (see <a href="http://www.faa.gov/airports_airtraffic/airports/regional_guidance/great_lakes/airports_resources/ppms/media/5050.15.pdf">http://www.faa.gov/airports_airtraffic/airports/regional_guidance/great_lakes/airports_resources/ppms/media/5050.15.pdf</a> ) and EPA regulations (40 CFR 112. Final Rule published November 5, 2008), preparation and implementation of Spill Prevention, Control, and Countermeasure (SPCC) plans for the proposed airport may be necessary depending on storage capacities and types. The EPA recommends that information addressing such plans be included in the EIS document, if applicable.	IA
G	14	14	HMW	If any pesticides and herbicides will be used during construction, operation, and maintenance of the project, the EIS should address any potential toxic hazards related to the application of the chemicals, and describe what actions will be taken to assure that impacts by toxic substances released to the environment will be minimized.	IA
G	14	15	VEG	Executive Order 13112, Invasive Species (February 3, 1999) mandates that federal agencies take actions to prevent the introduction of invasive species, provide for their control, and minimize the economic, ecological, and human health impacts that invasive species cause. The EIS should include a project design feature that calls for the development of an invasive plant management plan to monitor and control noxious weeds, and to utilize native plants for restoration of disturbed areas after construction. Finally, since the operation of a rural airport usually requires the construction of support and passenger facilities, the EPA recommends that the EIS discuss how wastewater and solid waste generated at the airport will be managed.	IA
G	14	16	TES	Evaluation of the proposed airport project should identify the endangered, threatened, and candidate species under the Endangered Species Act (ESA), and other sensitive species within the project area, if applicable. The EIS should describe the critical habitat for the species and identify any impacts the project will have on the species and its critical habitat and how the proposed project will meet all requirements under ESA, including consultation with the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service (NMFS). The EIS may need to include a biological assessment and a description of the outcome of consultation with the services under Section 7 of ESA. The FAA actions should promote the recovery of declining populations of species.	IA



**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
G	14	17	LU	Land use impacts would include, disturbance of existing land uses within construction work areas during construction and creation of permanent rights-of-ways for construction, operations, and maintenance of the airport and associated facilities. The EIS should document all existing land cover and uses in the project area, particularly traditional and subsistence uses; anticipated impacts by the project to the land cover and uses; and mitigation measures that would be implemented to reduce the impacts. The EIS should indicate which land uses would be converted into airport use and acreages, and measures that would be taken to compensate landowners for loss of their resources due to the project.	IA
G	14	18	LU	Since the currently proposed alternatives include ones located in the Monument–Wilderness Area, the EIS should specify the special designation areas, indicate impacts to the areas, and document any easement conditions for use of the areas, including mitigation measures.	IA
G	14	19	CUM	[The Council on Environmental Quality ] (CEQ) definition of cumulative impact is "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions." The cumulative impacts analysis should therefore provide the context for understanding the magnitude of the impacts of the alternatives by analyzing the impacts of other past, present, and reasonably foreseeable projects or actions and then consider those cumulative impacts in their entirety. The EIS should include and analyze present and reasonably foreseeable projects and actions proximate to the airport area and vicinity. Where adverse cumulative impacts may exist, the EIS should disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts.	IA
G	14	2	ALT	The EIS should include a range of reasonable alternatives that meet the stated purpose and need for the project and that are responsive to the issues identified during the scoping process. The Council on Environmental Quality (CEQ) recommends that all reasonable alternatives should be considered, even if some of them could be outside the capability of the applicant or the jurisdiction of the agency. Also, the environmental impacts of the proposal and alternatives should be presented in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decision-maker and the public. The potential impacts of each alternative should be quantified to the greatest extent possible. It would also be useful to list each alternative action's impacts and corresponding mitigation measures. The EPA encourages selection of reasonable alternatives that will minimize environmental degradation.	ALT

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
G	14	20	CUM	The EIS should clearly identify the resources that may be cumulatively impacted, the time over which impacts are going to occur, and the geographic area that will be impacted by the proposed project. The focus should be on resources of concern - those resources that are at risk and/or are significantly impacted by the proposed project before mitigation. In the introduction to the Cumulative Impacts Section, identify which resources are analyzed, which ones are not, and why. For each resource analyzed, the EIS should (a) identify the current condition of the resource as a measure of past impacts, for example, the percentage of species habitat lost to date; (b) identify the trend in the condition of the resource as a measure of present impacts, for example, the health of the resource is improving, declining, or in stasis; (c) identify the future condition of the resource based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added, and identify existing conditions and current trends, for example, what will the future condition of the watershed be; (d) assess the cumulative impacts contribution of the proposed alternatives to the long-term health of the resource, and provide a specific measure for the projected impact from the proposed alternatives; (e) disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts; and (f) identify opportunities to avoid and minimize impacts, including working with other entities.	IA
G	14	21	CLIM	Currently, there is concern that continued increases in greenhouse gas emissions resulting from human activities contribute to climate change. Effects of climate change may include changes in hydrology, sea level, weather patterns, precipitation rates, and chemical reaction rates. The EIS document should therefore consider how resources affected by climate change could potentially influence the proposed project and vice versa, especially within sensitive areas. Also, the EIS should quantify and disclose greenhouse gas emissions from the project and discuss mitigation measures to reduce emissions.	IA
G	14	22	PRO	The EIS should describe the process and outcome of government-to-government consultation between the FAA and tribal government(s) that would be affected by the project and issues that were raised, if any, and how those issues were addressed. <i>Executive Order 13175, Consultation and Coordination with Indian Tribal Governments</i> (November 6, 2000) was issued in order to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, and to strengthen the U.S. government-to-government relationships with Indian tribes.	PRO

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
G	14	23	SOC	The EIS should include an evaluation of environmental justice populations within the geographic scope of the project. If such populations exist, the EIS should address the potential for disproportionate adverse impacts to minority and low-income populations and the approaches used to foster public participation by these populations. Assessment of the project's impact on minority and low-income populations should reflect coordination with those affected populations.	IA
G	14	24	SOC	The EIS must demonstrate that communities bearing disproportionately high and adverse effects have had meaningful input into the decisions being made about the project. The EIS needs to include information describing what was done to inform the communities about the project and the potential impacts it will have on their communities (notices, mailings, fact sheets, briefings, presentations, exhibits, tours, news releases, translations, newsletters, reports, community interviews, surveys, canvassing, telephone hotlines, question and answer sessions, stakeholder meetings, and on-scene information); what input was received from the communities; and how that input was utilized in the decisions that were made regarding the project. One tool available to locate environmental justice populations is the Environmental Justice Geographic Assessment tool, which is available online at: <a href="http://www.epa.gov/enviro/ej">http://www.epa.gov/enviro/ej</a> .	IA
G	14	25	SOC	<i>Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations</i> (February 11, 1994) directs federal agencies to identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations, allowing those populations a meaningful opportunity to participate in the decision-making process.	IA
G	14	26	PRO	The proposed project has the potential to impact a variety of resources for an extended period of time. As a result, EPA recommends that the project be designed to include an environmental inspection and mitigation monitoring program to ensure compliance with all mitigation measures and to assess their effectiveness. The EIS document should describe the monitoring program and how it will be used as an effective feedback mechanism, such as through adaptive management, so that any needed adjustments can be made to the project to meet environmental objectives during the project operation, maintenance, and eventual decommissioning. The EIS should also discuss how the existing transportation facilities would be decommissioned, if applicable.	PRO
G	14	27	ATT	Attachment 1: EPA's Section 309 Review: The Clean Air Act and NEPA.	NS
G	14	28	ATT	Attachment 2: The National Environmental Policy Act and CEQ	NS

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
G	14	3	WR	Water quality degradation is one of the EPA's primary concerns. Section 303(d) of the Clean Water Act requires the State of Alaska to identify water bodies that do not meet water quality standards and to develop water quality restoration plans to meet established water quality criteria and associated beneficial uses. The EIS must disclose which waters may be impacted by the project, the nature of potential impacts, and specific pollutants likely to impact those waters. It should also report those water bodies potentially affected by the project that are listed on the state's most current EPA-approved 303(d) list. The EIS document should describe existing restoration and enhancement efforts for those waters, how the proposed project will coordinate with on-going protection efforts, and any mitigation measures that will be implemented to avoid further degradation of water quality within impaired waters.	IA
G	14	4	WR	Antidegradation provisions of the CWA apply to those water bodies where water quality standards are currently being met. This provision prohibits degrading the water quality unless an analysis shows that important economic and social development necessitates degrading water quality. Project evaluation should determine how the antidegradation provisions would be met.	IA
G	14	5	WR	Public drinking water supplies and/or their source areas often exist in many watersheds. It is possible that source water areas may exist within the watershed(s) in which the new airport and associated facilities will be built. Source water is water from streams, rivers, lakes, springs, and aquifers that is used as a supply of drinking water. Source water areas are delineated and mapped by the state for each federally regulated public water system. The 1996 amendments to the Safe Drinking Water Act (SDWA) require federal agencies to protect sources of drinking water for communities. As a result, state agencies have been delegated responsibility to conduct source water assessments and provide a database of information about the watersheds and aquifers that supply public water systems. If the construction and operation of the project may impact sources of drinking water, EPA recommends that FAA contact the Alaska Department of Environmental Conservation to help identify source water protection areas within the project area. The EIS document should: (a) identify all source water protection areas within the project area, (b) identify all activities that could potentially affect source water areas, (c) identify all potential contaminants that may result from the proposed project, and (d) identify all measures that would be taken to protect the source water protection areas in the Draft EIS.	IA

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Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
G	14	6	WR	The EIS should note that, under the CWA, any construction project disturbing a land area of one or more acres requires the National Pollutant Discharge Elimination System (NPDES) permit for discharges to waters of the U.S. The EIS should document the project's consistency with applicable stormwater permitting requirements and should discuss specific mitigation measures that may be necessary or beneficial in reducing adverse impacts to water quality. Construction of the new airport will disturb soils and increase impervious surface area, resulting in potential stormwater impacts that should be analyzed. If project construction or site clearing is initiated prior to the delegation of the construction stormwater program to the State of Alaska (October 31, 2009), a Notice of Intent should be submitted to EPA for coverage under the NPDES Stormwater Construction General Permit. A Stormwater Pollution Prevention Plan (SWPPP) should be developed and implemented on site to minimize potential adverse effects of stormwater runoff to receiving waters. The SWPPP should identify best management practices, effective control measures, structural design features, and post-project monitoring. To the maximum extent practicable, we recommend that natural vegetation be maintained adjacent to the road, pad, and airstrip to support natural filtration of stormwater and trapping of sediments.	IA
G	14	7	WR	Should the discharge of pollutants to waters of the U.S. be necessary during airport operation, the airport will also need coverage under the EPA NPDES Multi-Sector General Permit. This permit was recently reissued in September 2008, and information regarding the changes to the permit can be viewed at <a href="http://cfpuh.epa.gov/npdes/stormwater/msgp.cfm">http://cfpuh.epa.gov/npdes/stormwater/msgp.cfm</a> . Please note that the Stormwater Program will be delegated to the State of Alaska on October 31, 2009, as well.	IA
G	14	8	FSH	Additionally, ethylene and propylene glycol, common deicing fluids used extensively in Alaska, are known to cause harm to fish by reducing the amount of oxygen in the water when it reaches streams or lakes. In its 2004 Effluent Limit Guidelines Plan, EPA reviewed existing permits and decided to develop effluent guidelines for the airport deicing category. EPA plans to publish a proposed rule in the near future and take final action by December 2009. As such, discharge controls should be considered in the project design and management programs to prevent deicing fluid from reaching the numerous water bodies in the project area and to ensure that wastes from deicing operations are properly collected and treated, if applicable.	IA

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G	14	9	WLF	Construction of facilities and access roads and runways may also compact the soil, thus changing hydrology, runoff characteristics, and affecting flows and delivery of pollutants to waterbodies and ecological function of the area. The EIS should therefore include a detailed discussion of the cumulative effects from this and other projects on the hydrologic conditions of the proposed airport. The document should clearly depict reasonably foreseeable direct, indirect, and cumulative impacts to groundwater and surface water resources. For groundwater, the potentially affected groundwater basin should be identified and any potential for subsidence and impacts to springs or other open waterbodies and biologic resources should be analyzed.	IA
I	15	1	PN	We need an airport because when the weather is bad no planes come in; other ways are slower and sometimes we have to get in faster, like for emergency. The bad weather (environment) sometimes keeps planes from coming in for up to 3 weeks during the winter months. We can expect our mail from coming in but we need to get out "fast" in emergency. I was medevac'ed out of Angoon with a brain aneurism. I was lucky the weather was okay; some people were not.	PN
I	15	2	SOC	The money we will save will also impact our economy/environment.	IA
I	16	1	ALT	I would like to have an airport here in Angoon. I believe selection #3 would be the best site, and I do not believe it will significantly affect subsistence hunting, fishing, or gathering.	ALT
I	16	2	PN	An airport is important because in the winter, many days planes are unable to land on the water here in Angoon. It will also encourage other carriers to service Angoon because they will not have to be a floats-only operation.	PN
I	17	1	ALT	I am in favor of selection 3 because that area is flat and has no landmark. I used to hunt (that area), and people got lost in that area before. I remember Wally Frank Sr. got lost in that area for 3 days (before). Because of the flat terrain this area would be good location for our airport runway. The water runs in the opposite direction, and since it is flat, it could be easy to get lost so I would go up the mountain. There are other areas to hunt. I am now 67 years old so I had hunted for many years.	ALT
I	18	1	ALT	I speak in favor of site #3 for our airport location.	ALT
I	18	2	PN	Angoon is the only (isolated) town located on Admiralty Island. Angoon is the largest Southeast community without an airport. There is no official helicopter landing for emergency evacuation. We use the ball field, which can be torn up by (grader) snow plowing. While transportation by ferry is an option, it is not practical during an emergency situation. Currently, our elderly are reluctant to climb in/out of floatplanes over the water (unsure footing). Our larger "baby boomer" population is	PN



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Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
				rapidly coming to age where medical attention will be a huge concern.	
I	18	3	SOC	With rising costs, a runway would bring lower air transportation costs, and provide much relief for (our) already limited financial resources, and most importantly, “a sound environment is impossible without a sound economy” (taken from a bumper sticker).	IA
I	18	4	MS	In October 1998, the Angoon community voted in favor of having an airport. Since then, we have had several community meetings with State DOT regarding potential locations/pros/cons, and we eagerly await its arrival.	NS
I	19	1	ALT	In regard to the Angoon Airport, I feel that area 3 is the best area for the airport. Having an airport in any of the other sites takes away from the shareholder land or the corporation or the city land and is not the answer. Living on Admiralty [Island] National Monument means living with limited public land usage; anything that frees up more land is a plus.	ALT
I	19	2	SUB	Furthermore, there is much talk about encroaching on subsistence land by putting the airport in any of these sites. There are wonderful hunting sites for 100 miles in any direction in this area, and putting the airport on Site 3 will have little more effect on the hunting and fishing than the constant seaplane traffic that currently takes place.	IA
I	19	3	SUB	The people of Angoon are constantly being told that they enjoy a subsistence lifestyle. It would be nice if that was a choice out here and not a necessity pushed on us by people in bigger communities that enjoy the benefits of airports and roads and at the same time can gather subsistence foods just as easily as we can. If you live in Juneau you can live a subsistence lifestyle; I know many that do.	IA
I	19	4	SOC	Finally, there has been much talk of how an airport would affect tourist influx in this area. Currently we have 10 ferry travel opportunities a month here. You can travel to Angoon with a camper and twenty-foot boat for around \$250.00 round trip, launch your own boat, and catch your limit without paying any guide service or spending any time or money within the community of Angoon. If you had to fly in you would have to interact with the community to accomplish this, and it would benefit the entire community of Angoon.	IA
I	20	1	SOC	I think having airport will benefit very good to our community such as economic boom. May be able to have fresh seafood business which very abundant in this community. I know fresh seafood is very demanded everywhere.	IA
I	20	2	PN	With this airport we can probably have flights all year even when temperatures are very low.	PN
I	20	3	SOC	This airport will definitely create more jobs for the community, so please let the	IA

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Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
				airport happen in Angoon.	
I	21	1	SOC	Local hire—for work needed to be done	IA
I	21	10	SOC	Boost economy	IA
I	21	2	PN	Start ASAP	PN
I	21	3	PN	Would help in EMS transports, emergencies, etc	PN
I	21	4	PN	Mail regularly, pay bills on time	PN
I	21	5	SOC	Cheaper cost on import/export—food, supplies, etc	IA
I	21	6	SOC	Town people could come home for holidays	IA
I	21	7	SOC	Help in shipping funeral type events: caskets, bodies	IA
I	21	8	SOC	More business could possibly start	IA
I	21	9	SOC	Bring more people in shorter time	IA
I	22	1	PN	Please get the airport here ASAP!	PN
I	22	2	ALT	I heard that 3 was a good spot.	ALT
I	22	3	SOC	I want to see Angoon grow some or a lot. It would bring Angoon more money and work. I want to see more jobs in Angoon, AK. I want more planes coming and going from here. It would help lower prices on flying then.	IA
I	22	4	PN	Make medevac out of Angoon better. I'd like to see Alaska Airlines come here too. I hear AK Airlines would be able to land here when skies are fogged in and Juneau is snowing. Instead of flying to Seattle or Anchorage they could land here. I want mileage on my AK airlines ha ha ha. But we need an airport bed here in Angoon. So please make it happen ASAP.	PN
I	23	1	SOC	I think that having an airport here would be great. It would mean that it would be a bit easier for some people to have a temporary job and having learning skills.	IA
I	23	2	PN	Having an airport would be a whole lot better once it's built for an emergency plane to get in and get out of Angoon.	PN
I	23	3	SUB	But a question would always be asked when something this huge is going on... "How would it affect the subsistence lifestyle?"	IA
I	24	1	SOC	I think the FAA's Angoon Airport EIS would be good for Angoon. Angoon needs new businesses.	IA
I	24	2	ALT	I like site 3 by Favorite Bay better.	ALT
I	25	1	SOC	We need the airport. More jobs, a place for a chopper to land.	IA

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
I	25	2	PN	Our mail gets stranded during cold weather.	PN
I	25	3	PN	Need plane that will fly to Sitka when going to hospital.	PN
I	25	4	ALT	I thought Site 3	ALT
I	26	1	ALT	I feel that Area #3 is the best location for Angoon's Airport. It will have less impact on the environment in the area but still provide an excellent location for the community.	ALT
I	26	2	SOC	This project will develop the much-needed jobs in the community and help boost our much-needed economy.	IA
I	26	3	PN	Angoon has always been a very isolated community and has limited means of transportation. Having an airport lessens the cost of chartered flights year-round especially in the winter when the float planes can't fly because of the freezing factor.	PN
I	27	1	PN	I think that Angoon needs an airport: would be a bit easier for people	PN
I	27	2	SOC	I think Angoon needs an airport: more jobs for the community	IA
I	27	3	PN	I think Angoon needs an airport: it would be nice to just build it now instead of talking about it for years, years	PN
I	28	1	PN	Stop beating around the bush now and start the airport.	PN
G	29	1	PRO	Section 305(b) of the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) requires federal agencies to consult with NMFS on all actions that may adversely affect essential fish habitat (EFH).	PRO
G	29	2	FSH	EFH is defined as those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity (MSA § 3[10]). For any action that may adversely affect EFH, the action agency must provide NMFS with a written assessment of the effects of that action on EFH. The EFH assessment can be contained within the EIS; if so it should be clearly identified as a discrete part of the document. The EFH assessment must contain (1) a description of the Proposed Action, (2) an analysis of the potential adverse effects of the action on EFH and managed species, (3) the federal action agency's conclusions regarding the effects of the action on EFH, and (4) proposed mitigation, if applicable. If appropriate, the assessment should also include (1) the results of an on-site inspection to evaluate the habitat and the site-specific effects of the project, (2) the views of recognized experts on the habitat or species that may be affected, (3) a review of pertinent literature and related information, (4) an analysis of alternatives to the action (such analysis should include alternatives that could avoid or minimize adverse effects on EFH), and (5) other relevant information. Under Section 305(b)(4) of the MSFCMA,	IA

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
				NMFS is required to provide EFH conservation recommendations to federal agencies for actions that would adversely affect EFH. The EFH conservation recommendations will be provided as part of the EFH consultation process, following receipt of the EFH assessment. These recommendations may include measures to avoid, minimize, mitigate, or otherwise offset adverse effects. Section 305(b)(4)(B) requires the federal agency to provide a detailed response in writing to NMFS addressing the measures proposed for avoiding, mitigating, or offsetting the impact of the activity on EFH habitat. Please see our website for more information: <a href="http://www.fakr.noaa.gov/habitat/faq.htm#fed">http://www.fakr.noaa.gov/habitat/faq.htm#fed</a> . In the meantime, we offer the following comments for your consideration.	
G	29	3	FSH	EFH for salmon is present within the project area. Favorite Bay and the adjoining Mitchell Bay marine, estuarine, and freshwater complex is a rich area that supports rearing and spawning habitat for coho, chum, sockeye, and pink salmon, as well as Dolly varden and cutthroat trout (Johnson & Dqaigneault 2008). Sites 3, 3a, and 4 may be in wetlands and streams that either support anadromous fish or have a nexus to anadromous waters. There are also uncatalogued anadromous streams in the project area. Several Angoon residents report having seen salmon in the inlet to a lake system that lies within Section 34 in T 50 S., R 68 E., and within Sections 2 and 3 in T 51 S., R 68 E (Frank, pers. comm.; Woodbury pers. comm.). Coho salmon are present in Lighter Creek and Mitchell Bay (Frank pers. comm.), which could be impacted from runoff from Sites 3 and 3a. Land contours also suggest the presence of other unmapped anadromous streams. NMFS recommends that all streams in the project area be surveyed for the presence of anadromous and other fishes, and that newly documented anadromous habitat be nominated to the anadromous stream catalogue (Johnson & Dqaigneault 2008).	IA
G	29	4	FSH	Eelgrass beds are an ecologically important nearshore habitat that is susceptible to degradation and loss due to coastal development and natural environmental changes (Johnson et al. 2003). This habitat can be especially important to many animals, including rearing salmon, flatfish, crab, and others (Johnson et al. 2003). Angoon residents report extensive eelgrass beds at the head of Favorite Bay and also at the mouth of the unnamed stream and lake system that lies within Section 34 in T 50 S., R 68 E., and within Sections 2 and 3 in T 51 S., R 68 E. (Woodbury pers. comm.), NMFS recommends surveying for, verifying anecdotal reports of, and mapping the extent of eelgrass beds in Freshwater Bay, Mitchell Bay, and Kanalku Bay that could be impacted by runoff from Site 3, 3a and 4, and from any new road. We also suggest that eelgrass surveys be conducted in Killisnoo Harbor, if that EFH could be affected by runoff from Site 12. Please contact NMFS staff for mapping protocol.	IA

**Table B-1. Scoping Comments Summary Table**

Respondent Type	Letter Number	Comment Number	Comment Resource Code	Comment	Disposition
G	29	5	FSH	EFH for groundfish is present in the project area. Groundfish species present include, but are not limited to, Pacific cod, Pacific Ocean perch, walleye pollock, dusky rockfish, shortraker and rougheye rockfish, yelloweye rockfish, sablefish, sculpin, skate, flathead sole, and rex sole. Other rockfish expected to be in the project area include black rockfish, quillback rockfish, copper rockfish, and yellowtail rockfish.	IA
G	29	6	FSH	NMFS recommends that the timing of activities that could adversely impact EFH be restricted to protect EFH and managed species during critical lifecycle phases. In general, prohibiting in-water work between March 15 and June 15 could protect spawning herring and migrating juvenile salmon from construction activities. Herring occur in Freshwater Bay and Kanalku Bay, where fecund females have been captured (Frank pers. comm.). Herring spawning activity should be confirmed with Angoon residents and, if possible, by actual documentation	IA
G	29	7	WR	The Clean Water Act 404 (B)(1) guidelines direct agencies to: first, avoid impacting wetlands; second, minimize any impacts to wetlands; and finally, compensate for unavoidable adverse impacts. Compensatory mitigation for unavoidable wetland impacts may be required for this action and should be addressed in the EIS. We recommend that you coordinate mitigation plans with NMFS and other resource agencies.	IA
G	29	8	TES	Section 9 of the Endangered Species Act (ESA) and federal regulations pursuant to Section 4(d) of the ESA prohibit the take of endangered and threatened species, respectively, without special exemption. Take is defined as to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. In addition, the Marine Mammal Protection Act (MMPA) specifically prohibits the take of marine mammals, including harassment, unless the activity is exempted by law or permitted under the act. General information on ESA species and MMPA species under NMFS jurisdiction can be found at: <a href="http://www.fakr.noaa.gov/protectedresources">http://www.fakr.noaa.gov/protectedresources</a> . Endangered humpback whales and threatened Steller sea lions occur within the project area, as do MMPA-protected killer whales, porpoises, seals, and sea otters (Frank pers. comm.; Woodbury pers. comm.). Noise from in-water construction activities or from operational procedures can negatively impact marine mammals. This and other potential impacts to marine mammals should be analyzed in the EIS. Precautions may need to be implemented to prevent injury, harm, or harassment of marine mammals. Also, under Section 7(a)(2) of the ESA, the FAA is required to consult with NMFS to ensure that any action authorized, funded, or carried out by the FAA is not likely to jeopardize the continued existence of threatened or endangered species.	IA

**APPENDIX C: CONTACT INFORMATION FOR RESPONDENTS**



**Table C-1. Contact Information for Respondents**

Letter Number	Respondent Type	Last Name	First Name	Organization	Address	City	State	ZIP	Date Received
1	Individual	Anonymous							10/30–10/31/08
2	Individual	Walker	Philip J.		PO Box 182	Angoon	AK	99820	10/30–10/31/08
3	Individual	Walker	Lenora		PO Box 182	Angoon	AK	99820	10/30–10/31/08
4	Individual	Sharp	Frank		PO Box 23	Angoon	AK	99820	10/30–10/31/08
5	Individual	Washington	Charlotte		PO Box 114	Angoon	AK	99820	10/30–10/31/08
6	Individual	Walker	Phil		PO Box 182	Angoon	AK	99820	10/30–10/31/08
7	Individual	Ethel	Jack		PO Box 169	Angoon	AK	99820	10/30–10/31/08
8	Business	Long	Wallace		PO Box 35721	Juneau	AK	99803	11/20/08
9	Individual	Jack	Michelle		635 Chinook Way	Angoon	AK	99820	11/27/08
10	Individual	Anonymous							12/31/08
11	Organization	Metcalf	K.J.	Friends of Admiralty Island	PO Box 20791	Juneau	AK	99802	12/30/08
12	Government	Magee	Susan	State of Alaska, ANILCA Implementation Program	550 W. 7th Ave. Ste. 1430	Anchorage	AK	99501	12/31/08
13	Government	Dugaqua	Alexandria	DNR Division of Mining Land and Water SE Regional Office	P.O. Box 111021	Juneau	AK	99811-1000	11/31/08
14	Government	Curtis	Jennifer	EPA Region 10	Room 537 Federal Building 222 W. 7 <sup>th</sup> Ave #19	Anchorage	AK	99513	12/30/09
15	Individual	Daniels	Francis		PO Box 31	Angoon	AK	99820	12/30/08
16	Individual	Thompson	Joseph	Angoon Oil and Gas	PO Box 111	Angoon	AK	99820	12/30/08
17	Individual	Jack, Jr.	Johnny		PO Box 6	Angoon	AK	99820	12/30/08
18	Individual	Thompson	Maxine	Southeast Conference	PO Box 111	Angoon	AK	99820	12/10/08
19	Individual	Thompson	Shayne	Angoon Trading Company	PO Box 161	Angoon	AK	99820	12/3/08

**Table C-1. Contact Information for Respondents**

Letter Number	Respondent Type	Last Name	First Name	Organization	Address	City	State	ZIP	Date Received
20	Individual	Bales	Kwan		PO Box 174	Angoon	AK	99820	12/31/08
21	Individual	See	Travis	Angoon Trading Company	PO Box 203	Angoon	AK	99820	12/31/08
22	Individual	McCluskey	John		PO Box 93	Angoon	AK	99820	12/31/08
23	Individual	Askoak	M.		PO Box 86	Angoon	AK	99820	12/31/08
24	Individual	Kookesh	Andrew C.		PO Box 222	Angoon	AK	99820	12/31/08
25	Individual	McCluskey, Sr.	Pete		PO Box 93	Angoon	AK	99820	12/31/08
26	Individual	Bates	Sue		PO Box 161	Angoon	AK	99820	12/31/08
27	Individual	Johnson	Sugar						12/31/08
28	Individual	Awes	Russell		PO Box 68				12/31/08
29	Government	Mecum	Robert D.	U.S. Department of Commerce, National Oceanic and Atmospheric Administration	National Marine Fisheries Service PO Box 21668	Juneau	AK	99802	2/10/2009

**APPENDIX D: SCOPING MEETING ATTENDEES**

**Table D-1. Scoping Meeting Attendees**

Last Name	First Name	Organization	Address	City	State	ZIP
<b>Anchorage</b>						
Helms	Eric	FAA AAL-622	222 W. 7th	Anchorage	AK	
Greenwood	Bruce	FAA; AAL-616	222 W. 7th	Anchorage	AK	
Oien	Pat	FAA; AAL-621	222 W. 7th	Anchorage	AK	
<b>Juneau</b>						
Spillman	Erik	USFS	204 Signaha Way	Sitka	AK	99835
Gendron	Jane	DOT & PF	PO Box 112506	Juneau	AK	99801
Neary	John	USFS	8510 Mendenhall Loop Road	Juneau	AK	99801
Carlson	Pete	Aircraft Owners and Pilots Association (AOPA)/Alaska Airmen's Association	PO Box 22620	Juneau	AK	99802
Long	Wallace H.	Alaska Flight Center	PO Box 35721	Juneau	AK	99803
Monahan	Ruth	USFS	PO Box 21628	Juneau	AK	99802
Nelson	Mike	USFS	PO Box 38	Angoon	AK	99820
Nelson Jr.	George	ACA	Mailing address not provided			
Nelson III	George	Self	Mailing address not provided			
Zuboff	Sharon	Self	8407 Decoy Blvd	City not provided		
Walker	Phillip	Angoon T-E	PO Box 182	Angoon	AK	99820
Pursell	Jenny	Friends of Admiralty Island	PO Box 20791	Juneau	AK	99802
Naoroz	Peter	Angoon/ Kootznoowoo	8585 Old Dairy Road, Suite 201	Juneau	AK	99801
Shaw	Linda	NMFS	PO Box 21668	Juneau	AK	99802-1668
Berger	Jennifer	USFS	8510 Mendenhall Loop Rd.	Juneau	AK	99801
Richards	Betsy	USFS	PO Box 21628	Juneau	AK	99802
Enriquez	Richard	U.S. Fish and Wildlife Service	3000 Vintage Blvd. #201	Juneau	AK	99803
Gillian	Myra	USDA-Admiralty National Monument	8510 Mendenhall Loop Rd.	Juneau	AK	99801
Griffin	Pete	USFS	8510 Mendenhall Loop Rd.	Juneau	AK	99801
Howard	Albert	City of Angoon	PO Box 189	Angoon	AK	
Pullman	Lonetta	Self	173 Behrends	Juneau	AK	
Cullum	Melissa	Admiralty Research and Development	PO Box 314	Angoon	AK	99820
Sanford	Merrill	CBJ Assembly		Address not given		
Mitcnell	Duff	Self	PO Box 21938	Juneau	AK	99802


**Table D-1. Scoping Meeting Attendees**

Last Name	First Name	Organization	Address	City	State	ZIP
Tremblay	Bill	Tongass National Forest	PO Box 309	Petersburg	AK	99833
Meade	Chris	Environmental Protection Agency	PO Box 20370	Juneau	AK	99802-0370
Skagerberg	Judy	N/A				
Walker	Lenora	City of Angoon	PO Box 182	Angoon	AK	99820
Johnson	Leonard R.		206 W. 11th St	Juneau	AK	99801
Cartwright	Meg	Juneau Audubon Society	PO Box 21725	Juneau	AK	99801
Birk	Roger	USFS	P.O. Box 21628	Juneau	AK	99802
Williams	Gordon	Self	555 Hemlock St.	Juneau	AK	99801
Plantz	Ron	Hella Greens Creek Mining	PO Box 32199	Juneau	AK	99803
Trigg	Jan	Self	PO Box 32081	Juneau	AK	99803
<b>Angoon</b>						
Thomas	Starla		PO Box 104	Angoon	AK	99820
Thompson	Maxine	UTAB	PO Box 111	Angoon	AK	99820
Sharp	Joseph	Angoon Oil	PO Box 111	Angoon	AK	99820
Jim	Pauline		PO Box 3	Angoon	AK	99820
Kookesh	Matt	Kootznoowoo Inc.	PO Box 102	Angoon	AK	99820
Jack	Denise	Tribe	PO Box 54	Angoon	AK	99820
Washington	Charlotte	ANS Camp 7 President	PO Box 114	Angoon	AK	99820
Sharp	Frank	Personal	PO Box 23	Angoon	AK	99820
Walker	Lenora	City of Angoon	PO Box 182	Angoon	AK	99820
Jim	Pauline	Angoon Subsistence Tribe	PO Box 182	Angoon	AK	99820
Frank	Wally	Angoon ACA	PO Box 112	Angoon	AK	99820
Naoroz	Peter	Kootznoowoo, Inc	8585 Old Dairy Road, Suite 201	Juneau	AK	99801
Jackson	Frank	City of Angoon	Mailing address not given			
Jackson	Paul	Angoon	Mailing address not given			
Zuboff	Sharon		Mailing address not given			
Frank	Joyce		Mailing address not given			
Frank	Kevin	ACA Tribal Council	PO Box 184	Angoon	AK	99820
James?	Russell		PO Box 68	Angoon	AK	99820
Jim	Floyd G.	ACA Tribal Council	PO Box 185	Angoon	AK	99820
Nelson?	Reggie		PO Box 52	Angoon	AK	99820
Williams	Peggy		Address not given			
Dawcels	Jamie		PO Box 284	Angoon	AK	99820
Getgood	K. (Martha)	Angoon Business Center/Central	PO Box 113	Angoon	AK	99820

**Table D-1. Scoping Meeting Attendees**

Last Name	First Name	Organization	Address	City	State	ZIP
		Council of the Tlingit and Haida Indian Tribes of Alaska (CCTHITA)				
Silva	Harriet		PO Box 124	Angoon	AK	99820
Martin	Carol	City of Angoon	PO Box 98	Angoon	AK	99820
K?			Address not given			
Walker	Lenora	City of Angoon	PO Box 182	Angoon	AK	99820
Jim	Pauline		PO Box 3	Angoon	AK	99820
Jack	Ethel		PO Box 169	Angoon	AK	99820
Jack	Paul		PO Box 117	Angoon	AK	99820
Washington	Charlotte	Self	PO Box 114	Angoon	AK	99820
Naoroz	Peter	Kootznoowoo, Inc	8585 Old Dairy Road, Suite 201	Juneau	AK	99801
Howard	Albert	City of Angoon	PO Box 189	Angoon	AK	99820





**ANGOON AIRPORT**  
 Environmental Impact Statement

Meeting Location: Anchorage, AK

Meeting Date: 10-29-08

**Agency Scoping Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Eric Helms	AAI-622	222 W 7th Anchorage	eric.g.helms@fa.gov
Bruce Greenwood	AAI-616	" " Anchorage	bruce.greenwood@fa.gov
Pat Oien	AAI-601	" " "	Pat.oien@fa.gov

Meeting Location: Centennial Hall, Juneau  
 Meeting Date: 10/29/08

**ANGOOON AIRPORT**  
 Environmental Impact Statement

**Public Scoping Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Pete Carlson	AOAA ALASKA AVIATORS ASSOC	P.O. Box 22620 99802	petecarlson@alaska.net
Wallace H. Long	Alaska Flight Center	P.O. Box 35721 99803	joakssstv@gci.net
Ruth Monahan	USDA Forest Service	P.O. Box 21628 99802	rmonahan@fs.fed.us
Mike Nelson	—	50438 99820	
George Nelson Jr	ACA		
George Nelson III			
Sharon Zuboff	—	8407 Decoy Blvd	—
Phillip Walker	Angoon T-2	Box 182 Angoon AIC 99820	pwalker01@yahoo
Jenny Russell	Friends of Admir. Isl		
Peter Nadez	ANACON / COO BUREAU		



**ANGOON AIRPORT**  
 Environmental Impact Statement

Meeting Location: Centennial Hall, Juneau  
 Meeting Date: 10/29/08

**Agency Scoping Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Eric Spillman	USDA Forest Service	204 Siginah Way, Sities AK 99835	espillman@fs.fed.us
Jane Gordon	DOT: AF		
John Needy	USFS	Admiralty	




Meeting Location: Centennial Hall, Juneau  
 Meeting Date: 10/29/08

**ANGOON AIRPORT**  
 Environmental Impact Statement

**Agency Scoping Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Linda Shaw	NMFS	P.O. Box 21668 Juneau, AK 99802-1668	linda.shaw@noaa.gov
Jennifer Berger	USFS	7510 Mendenhall Loop Rd Juneau, AK 99801	jberger@fs.fed.us
Betsy Rickards	USFS	POB 21628 JNU, AK 99802	brickards@fs.fed.us
Richard ENRIQUEZ	USFWS	3000 Vintag Loop, #201 Juneau, AK 99803	Richard_ENRIQUEZ@USFWS.gov
Myra Giacomin	USDA - ANM	8510 Mendenhall Loop Rd Juneau, AK 99801	
Pete Griffin	US Forest Service	" " "	
Albert Howard	City of Angoon	PO Box 189 Angoon AK	



**ANGOON AIRPORT**  
 Environmental Impact Statement

Meeting Location: Centennial Hall Juneau  
 Meeting Date: 10/29/08

**Public Scoping Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Judy Skagorbars	n/a		
Lendra Walker	City of Angoon	PO Box 182 Angoon 99820	sebeauty4@ hotmail.com
Leonard R Johnson	Juneau Alaska 99801	206 w 11 <sup>th</sup> St	—
Meg Cartwright	Juneau Audubon Soc	P.O. Box 2725 Juneau AK 99801	meg-cartwright@gi.net
Roger Birk	Forest Service		
Gordon Williams	SELF	555 Hemlock St Juneau 99801	gwilliams@ ACS.ALSKA.NET
Ron Pearce	Heen Greens Creek Mining	PO Box 32199 JUN AK 99803	R Pearce@Heen-Mining.com
Jan Trigg		PO Box 32081 Juneau AK 99803	Jan.Trigg@ gradall.com

Meeting Location: Centennial Hall, Juneau  
 Meeting Date: 10/29/08


**ANGOON AIRPORT**  
 Environmental Impact Statement

**Public Scoping Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Loretta Pitman	Self.	173 Behrends Juneau, AK	jeanpette@yahoo.com
Melissa Cullum	Admiralty Research & Development	PO Box 314 Juneau, AK 99820	
Merrill Sanford	CBS Assembly		fb3d3dick@adl.com
DUFF MITCHELL	SELF	PO Box 21938 Juneau, AK 99802	duff.mitchell@yahoo.com
Bill Tremblay	TNF-	Box 309 Petersburg, AK 99853	btremblay@ps.fal.us
Chris Meade	EPA	PO Box 20370 Juneau, AK 99802-0370	meade.chrise@epa.gov





**ANGOON AIRPORT**  
 Environmental Impact Statement

Meeting Location: Angoon

Meeting Date: 10/30/08

**Public Scoping Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Mexine Thompson	MARS	PO Box 111 Angoon AK 99820	
Joseph D. Smith	Angoon, AK	PO Box 111 Angoon, 99820	
David Smith		Box 13	
MATT KOOKESH	KOOTZ INC	Box 102 Angoon, AK 99820	
Denise Sack	Tribe	Box 54 Angoon AK 99820	
Charlotte Washington	ANS Camp 7 President	Box 114 Angoon AK 99820	
Ernie Shoup	Personal	Box 23 Angoon, AK 99820	
General	City of Angoon	Box 182 Angoon	
Paul W	Angoon Substg Tribe	" "	
Wally Frank	Angoon A.C.A	Box 112 Angoon, AK	




**ANGOON AIRPORT**  
 Environmental Impact Statement

Meeting Location: Angoon  
 Meeting Date: 10/30/08

**Public Scoping Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Starla Thomas		Po Box 104 Angoon	Starla.thomas@mid-mail.com



**ANGOON AIRPORT**  
 Environmental Impact Statement

Meeting Location: Angoon

Meeting Date: 10/31/08


**Public Scoping Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
<u>Pete Nordt</u>	<u>CORDWOOD</u>	<u>—</u>	<u>pete@cordwood.com</u>
<u>Frank Jackson</u>	<u>City of Angoon</u>	<u>—</u>	<u>—</u>
<u>Paul Jackson</u>	<u>ANGOON</u>		
<u>Stacy Joff</u>			
<u>Joyce Frank</u>			
<u>Kevin Frank</u>	<u>Acta - tribe</u>	<u>Box 184 Ang AK 99820</u>	<u>KMS5182@tda.net</u>
<u>Russell Amer</u>		<u>P.O. Box 8</u>	<u>K.M.F 51 82</u>
<u>Harold G. Jim</u>	<u>Atka Council</u>	<u>P.O. Box 185</u>	
<u>Reggie Nelsons.</u>		<u>Box 52 Angoon Ak 99820</u>	
<u>Roggy William</u>			




Meeting Location: Angoon  
 Meeting Date: 10/31/08



**Public Scoping Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
<i>Francis Dawley</i>		<i>P1 Box 284 Angoon AK 99720</i>	<i>mad-carver73@yahoo.com</i>
<i>K. Getgood</i>	<i>Ang Bus Center CETHIA</i>	<i>PO Box 113 Angoon AK</i>	<i>mgetgood@cehita.org</i>
<i>Harriet Silva</i>	<i>city/ANS</i>	<i>PO Box 124 Angoon AK</i>	
<i>Carol Martin</i>		<i>Box 98 Angoon</i>	<i>Kalola-75@netmail.ca</i>
<i>Wendy</i>			
<i>Verona Walker</i>	<i>City of Angoon</i>		
<i>Pauline Jim</i>			
<i>Debra Just</i>	<i>Angoon</i>	<i>Box 169</i>	



**ANGOON AIRPORT**  
 Environmental Impact Statement

Meeting Location: Angoon  
 Meeting Date: 10/31/08

**Public Scoping Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
<u>Paul Jack</u>		<u>PO Box 17</u>	
<u>Charlotte Washburn</u>	<u>self</u> <u>ANS Camp #7 President</u>	<u>P.O. Box 114 Angoon AK</u>	<u>907-788-3342</u>
<u>Peter Lewis</u>	<u>City of Angoon</u>	<u>Box 189</u>	
<u>Albert Howard</u>	<u>City of Angoon</u>		

## APPENDIX E: SCOPING MEETING DISPLAY BOARDS






The banner features a background image of a forest and a body of water. On the left, there is a colorful Totem Pole. The title 'ANGOON AIRPORT' is in large, bold, red letters, with 'ENVIRONMENTAL IMPACT STATEMENT' in smaller, black letters below it. A circular logo is on the right side of the banner.

# Welcome!!

Welcome to the Federal Aviation Administration's (FAA) scoping meeting for the Angoon Airport Environmental Impact Statement (EIS). The Alaska Department of Transportation and Public Facilities (DOT&PF) has proposed a land-based airport on Admiralty Island to serve the City of Angoon. The FAA is the lead federal agency for the project and will be preparing an EIS to disclose the potential environmental impacts associated with the construction and operation of the proposed airport and potential alternatives to it.

The FAA is requesting public input on issues to be considered in the Draft EIS and values your input. While you are here, please take time to learn about the proposed project, ask questions, and discuss your concerns with FAA's project manager and the resource specialists involved with this project. Written comments may be submitted tonight or at any point **until December 31, 2008.**

Thank you for joining us.



## ANGOON AIRPORT ENVIRONMENTAL IMPACT STATEMENT

### National Environmental Policy Act (NEPA) EIS Process and Schedule

- During public scoping, the public provides input regarding project concerns. This input is used to identify issues to be addressed in the Draft EIS.
- The Draft EIS will identify the project Purpose and Need, describe different alternatives that meet purpose and need while minimizing impacts, and disclose the effects of each alternative on the natural and human environment.
- There will be 45-day public comment period after release of the Draft EIS to allow for public comment on the document.
- The Final EIS will disclose all comments received on the Draft EIS and will respond to those comments.
- Following release of the Final EIS, the FAA will publish a Record of Decision disclosing our decision on which alternative analyzed in the EIS will be implemented.

Fall/Winter 2008	Winter/Spring 2010	Spring 2010	Fall/Winter 2010
Public Scoping	Draft EIS	Public Comment	Final EIS
Record of Decision			

WE ARE HERE



## ANGOON AIRPORT ENVIRONMENTAL IMPACT STATEMENT

### Why Does Angoon Need an Airport?

FAA Vision: Our vision is to improve the safety and efficiency of aviation, while being responsive to our customers and accountable to the public.

*"Fewer flights to our villages results in less access to food, health care, and can impact the safety of our rural communities. Aviation in Alaska is critical to our economy and public welfare."*

*- DOT&PF Deputy Commissioner Christine Klein*

Angoon's only regularly scheduled air transportation (floatplane) is limited because:

- it cannot operate at night or in poor weather;
- it has limited ability to operate in the winter because of
  - the small amount of available daylight,
  - ice in Favorite Bay, and icing of the required amphibious landing gear when the Juneau Airport floatplane pond is frozen;
- it has limited passenger capacity (3 to 4 passengers);
- it is more expensive to operate than land-based aircraft; and
- it does not have medical evacuation capability.

*The proposed project would allow Angoon to be serviced by larger capacity land-based aircraft with the capability to fly passengers or medical evacuations in poor weather and at night.*



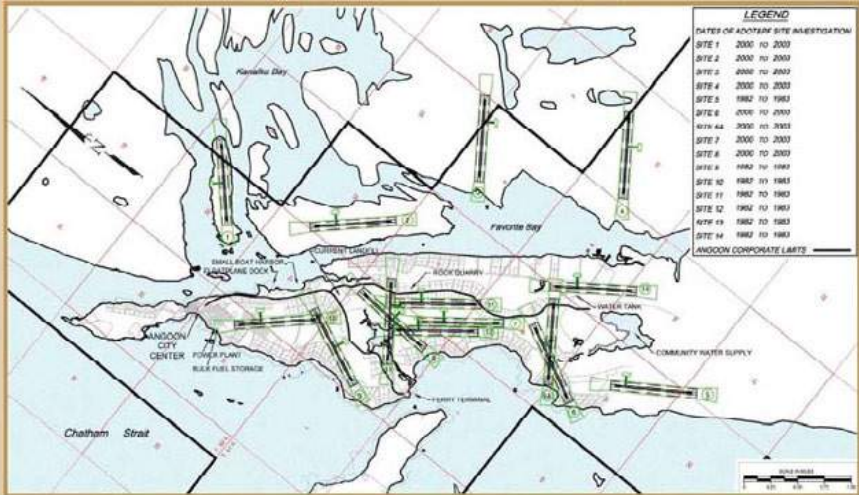


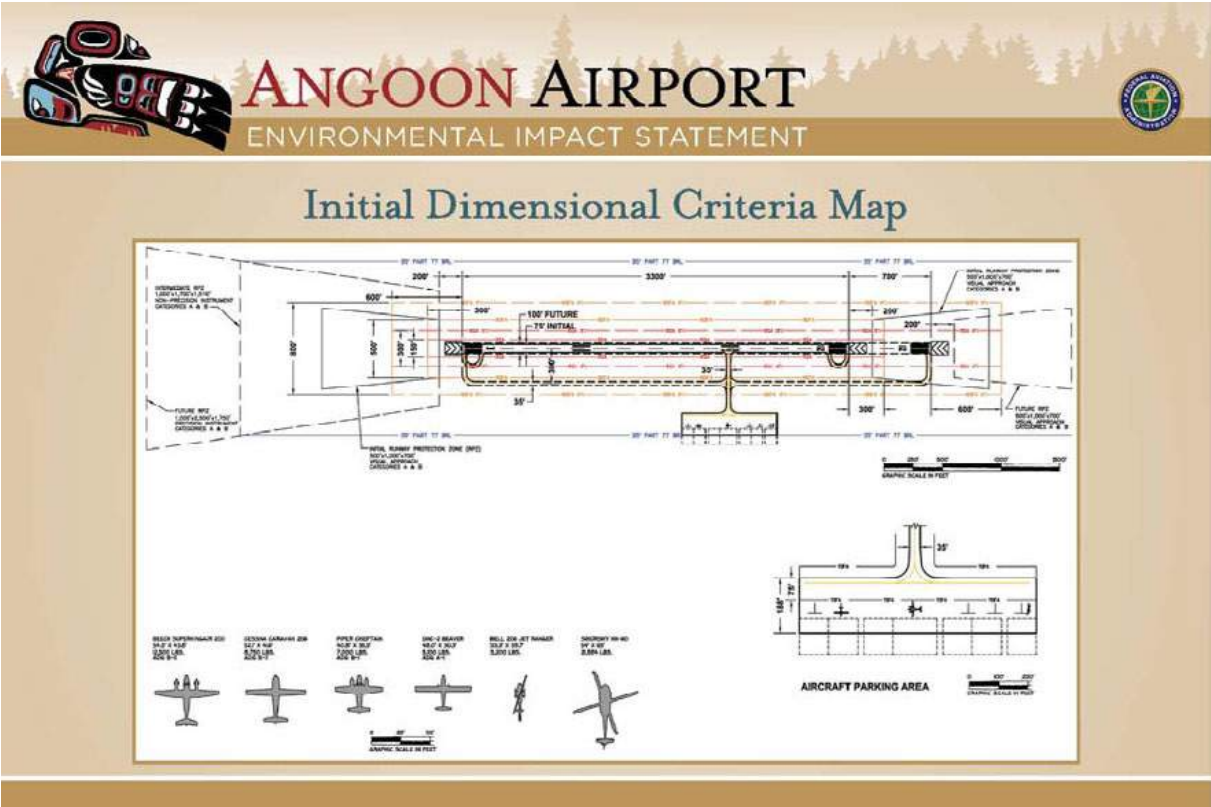
# Initial Airport Planning Steps and the Airport Master Plan

- In 2004, Alaska Department of Transportation and Public Facilities (DOT&PF) completed a site reconnaissance study of fourteen different potential airport locations.
- In 2007, DOT&PF completed the Angoon Airport Master Plan, which identified a preferred airport location across Favorite Bay from Angoon on Admiralty Island National Monument/ Kootznoowoo Wilderness lands.
- The proposed airport design includes a 3,300-foot runway with full length parallel taxiway system, and would allow for future runway expansion to 4,000 feet. Associated facilities would include an airport access road, aircraft parking areas, maintenance/storage facilities, and a terminal building and parking lot.
- DOT&PF presented the 2007 Master Plan to the FAA for consideration. As required by NEPA, the FAA is preparing an EIS to analyze the proposed airport and potential alternatives before we make a decision on whether to approve the project.



## Sites Investigated by DOT & PF During Airport Master Planning












## Potential Resource Issues

- Public Health & Safety (medical evacuations)
- Subsistence
- Socioeconomics/ Environmental Justice
- Wilderness Values
- Land Ownership
- Wildlife
- Cultural and Historic Resources
- Wetlands and Coastal Resources
- Section 4(f)
- Noise



## You Can Submit Scoping Comments in a Number of Ways:

- Submit written comments tonight
- Submit comments online to: [www.angoonairporteis.com](http://www.angoonairporteis.com)
- Submit comments by e-mail to: [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com)
- Mail hardcopy comments to:  
Leslie Grey  
AAL 614, FAA Project Manager  
Angoon Airport EIS  
222 W. 7th Ave., Box #14  
Anchorage, AK 99513-7587

All comments must be received by December 31, 2008.  
Thank you for your participation in the Angoon Airport EIS process.



## APPENDIX F: SCOPING MEETING HANDOUTS

- Scoping meeting agendas (3 pages)
- Project hotsheet update #2: 10/23/08 (2 pages)
- Frequently asked questions (4 pages)
- Website information (1 page)
- Comment form (2 pages)



## **AGENCY AND PUBLIC SCOPING MEETING AGENDA**

**Loussac Library, PUBLIC CONFERENCE ROOM  
3600 Denali St, ANCHORAGE, AK**

**OCTOBER 27, 2008**

### **1:00-3:00 PM AGENCY SCOPING MEETING**

- 1:00-1:15 PM Sign in: Receive meeting materials.
- 1:15-3:00 PM Seated presentation: Project team introductions, project overview.
- 3:00-3:30 PM Open house: Agency question and answer session and open house

### **3:30-5:00 PM PUBLIC SCOPING MEETING**

- 3:30-5:00 PM Open house: invited to browse resource stations, speak with the FAA Project Manager and resource specialists directly involved with the project, ask questions, and submit comments.



## **AGENCY AND PUBLIC SCOPING MEETING AGENDA**

**CENTENNIAL HALL, EGAN ROOM  
101 EGAN DRIVE, JUNEAU, AK**

**OCTOBER 29, 2008**

### **1:00-3:00 PM AGENCY SCOPING MEETING**

- 1:00 PM: Sign in. Obtain meeting materials.
- 1:15-3:00 PM: Presentation. Project team introductions, project overview, question and answer session

### **5:30-8:00 PM PUBLIC SCOPING MEETING**

- 5:30-5:45 PM Sign in: Receive meeting materials.
- 5:45-6:30 PM Seated presentation: Project team introductions, project overview, question and answer session.
- 6:30-8:00 PM Open house: Public invited to browse resource stations, speak with the FAA Project Manager and resource specialists directly involved with the project, ask questions, and submit comments (refreshments provided).



## **PUBLIC SCOPING MEETING AGENDA**

**ANGOON COMMUNITY CENTER  
ANGOON, AK**

**OCTOBER 30 AND OCTOBER 31, 2008**

- **5:30-5:45 PM Sign in:** Receive meeting materials.
- **5:45-6:30 PM Seated presentation:** Project team introductions, project overview, question and answer session.
- **6:30-8:00 PM Open house:** Public invited to browse resource stations, speak with the FAA Project Manager and resource specialists directly involved with the project, ask questions, and submit comments (refreshments provided).





## ANGOON AIRPORT ENVIRONMENTAL IMPACT STATEMENT

### ANGOON AIRPORT EIS PROJECT HOTSHEET UPDATE #2: OCTOBER 23, 2008

We are on our way! The last few months since our August 2008 hotsheet was released have been very busy. The Angoon Airport EIS team is finishing up the supplemental airport planning process and the Environmental Impact Statement (EIS) process has officially begun with publication of the Notice of Intent (NOI) to prepare an EIS in the Federal Register. Since release of our last hotsheet update, the EIS Team has:

- Published an NOI in the Federal Register on September 24, 2008, announcing the intent of the FAA to prepare an EIS for the proposed Angoon Airport project. Publication of the NOI initiated the formal public and agency scoping period in which the FAA will be soliciting comments regarding the project and its potential impacts. This comment period will extend until December 31, 2008 to ensure that all interested parties have an opportunity to formally submit their questions, comments, and concerns.
- Continued to collect wind data at three sites near Angoon, including one site on the Angoon side of Favorite Bay and two sites across Favorite Bay. Data from these sites has been, and will continue to be, used to supplement existing wind data in helping determine the optimal runway alignment(s) for consideration in the EIS. Data gathered to date indicates relatively calm conditions in and around Angoon. However, the fall and winter data that is beginning to be collected will be key, since anecdotal evidence suggests that fall and winter are the seasons when strong winds that blow laterally across Favorite Bay from the northeast are most likely to occur.
- Prepared Memorandums of Understanding with the US Forest Service, Kootznoowoo, Inc., and the U.S. Army Corps of Engineers, who have all received final copies of these MOUs for their signatures. Additionally, we continue to work with the Alaska State Office of Permitting etc. to ensure the involvement of appropriate Alaska state agencies as contributors in this EIS process.
- Finalized the *Supplemental Airport Planning Memorandum: Working Paper One* and *Supplemental Airport Planning Memorandum: Working Paper Two*. The first working paper provides additional analysis of potential airport operational constraints associated with airport facility needs. The second working paper analyzes topographical and other constraints further to narrow down the range of potential airport locations to those sites which will best meet the project needs. Look for the final versions of both these documents on the Angoon Airport EIS website ([www.angoonairporteis.com](http://www.angoonairporteis.com)).
- Developed a range of preliminary alternatives to meet project purpose and need while addressing resource impacts, including wilderness values, land use, subsistence, and





## ANGOON AIRPORT ENVIRONMENTAL IMPACT STATEMENT

socioeconomics. These alternatives include: 1) a minor realignment of the original 2007 Angoon Airport Master Plan Preferred Alternative; 2) an alternative on Admiralty Island National Monument/Kootznoowoo Wilderness south of the Master Plan Preferred Alternative; and 3) an alternative on the peninsular side of Favorite Bay near the City of Angoon.

- Conducted preliminary data gathering on subsistence uses in Angoon, including subsistence interviews and a review of existing ADF&G data on subsistence uses in the area. This information will help us in evaluating the best airport sites to meet project needs while avoiding subsistence impacts as much as possible.

The EIS Team is planning the following for the months of October and November, 2008.

- Public and agency scoping meetings in Anchorage, Juneau, and Angoon the week of October 27, 2008. These meetings will be used to provide project information to the public, answer questions, and solicit input that will be used to finalize a range of alternatives and environmental consequences to be analyzed in the Draft EIS.
- Continued data research on resources in the project area.
- Development of the work plans for the environmental impacts analysis that will be used in the Draft EIS.

Upcoming EIS project activities throughout the remainder of the calendar year include:

- Formulation of a scoping report documenting and summarizing all comments received during the public scoping period. This scoping report will be published on the project website and will serve as the roadmap for the writing of the Draft EIS.

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com).

If you have questions regarding this agenda or project progress, you may also contact Leslie Grey, FAA Project Manager at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)





## FREQUENTLY ASKED QUESTIONS

### 1. WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

In 1969, the US Congress passed the National Environmental Policy Act (NEPA) which requires Federal Agencies analyze and disclose the impacts of their actions and consider those impacts before they make decisions to implement those actions. Specifically, NEPA requires that the Federal Aviation Administration (FAA) develop a "detailed statement" (NEPA 102(c)) disclosing the potential impacts of a proposed project on human and natural resources if those impacts are likely to have a significant impact or be controversial. The EIS serves as that "detailed statement", providing a discussion of potential impacts that would occur and informing the FAA and the public of the reasonable alternatives which could avoid or minimize those adverse impacts.

### 2. WHY DID DOT&PF PROPOSE A NEW AIRPORT AT ANGOON?

The City of Angoon, the only permanent settlement on Admiralty Island, has no road links to any other developed areas and is completely dependent upon either marine or seaplane transportation. It is the largest southeast Alaska community without an airport.

Travel and transport to and from the community is accomplished through day boat ferry service, chartered ferry, or commercial or chartered seaplane. Night landing is prohibited. There are navigational hazards near the seaplane float area, and at certain times of the year, prevailing northeasterly winds make landing difficult. Additionally, in the winter, Favorite Bay periodically ices up, precluding floatplane operations. The Alaska Marine Highway System generally provides ferry service to Angoon once a week during late fall, winter, and early spring, and 2-3 times/week in the summer. The nearest commercial center (Sitka) is over five hours away by ferry.

Because of the combination of isolation and limited transportation options, Angoon has difficulty in accessing emergency health care, markets for its products, and necessary social, recreational, and educational opportunities. The Alaska Department of Transportation and Public Facilities (DOT&PF) conducted several studies (see Section 3 below) and determined that an airport that could accommodate Part 135 air carriers (scheduled commuter and unscheduled, on-demand charter carriers) would provide safe and reliable access to health care, goods, and services available in nearby developed areas.

### **3. WHAT HAS HAPPENED ON THE PROJECT TO DATE?**

In 2004, DOT&PF completed the Angoon Airport Reconnaissance Study (Reconnaissance Study) to identify a favorable location for an airport in Angoon. That study resulted in the identification of a preferred site location (Site 3) on lands managed by the U.S. Forest Service (USFS) east of Favorite Bay. The DOT&PF completed the Angoon Airport Master Plan (Master Plan) in 2007, selecting Site 3 as the State's preferred alternative and identifying specific facility needs. The DOT&PF Aviation Project Evaluation Board (APEB) then reviewed the Angoon Airport project to determine whether to nominate it to the FAA to receive funding through the Airport Improvement Program (AIP). The APEB nominated the project and DOT&PF submitted a proposal for the project to the FAA.

FAA has reviewed the proposal and has determined that it would involve federal approvals and funds and therefore is subject to NEPA. The NEPA process is an independent, Federal decision-making process requiring public disclosure of critical planning and environmental information regarding a proposed action and its reasonable alternatives. As stated previously, NEPA requires that the FAA develop a "detailed statement" (NEPA 102(c)) disclosing the potential impacts of the proposed project on human and natural resources. FAA solicited several proposals for this work and has chosen a third-party contractor (SWCA, Inc.) to assist in the preparation of an EIS, which serves as this "detailed statement" of those impacts.

Complete copies of DOT&PF's background work for the proposed Angoon Airport, including the Master Plan, and the Reconnaissance Study, are found on the Airport Master Plan Documents page of [www.angoonairporteis.com](http://www.angoonairporteis.com).

### **4. WHY IS FAA PREPARING AN EIS FOR THIS PROJECT?**

Based on the proposed airport project and its environmental effects, FAA decides if the Federal action qualifies as a categorical exclusion or requires an environmental assessment (EA) or an environmental impact statement (EIS). Because the proposed new airport could result in significant environmental impacts and/or has the potential for public controversy, preparation of an EIS is required (FAA Order 1050.1E, Section 500c).

Additionally, alternatives being considered by the FAA during the environmental review are located within the Admiralty Island National Monument and/or Kootznoowoo Wilderness (Conservation System Units or CUS), established through the Alaska National Interest Lands Conservation Act (ANILCA). ANILCA provides for the placement of transportation and utility systems (which include airports and runways) on CUSs, such as designated wilderness. This unique process is spelled out in Title XI of ANILCA (Transportation and Utility Systems in and across, and access into Conservation System Units). Title XI provides very clear guidance on the steps required to site a transportation and/or utility system on a conservation system unit. The process also requires completion of an EIS as well as public hearings in Washington DC and the local area, and independent evaluation of the location by each affected federal agency and the President of the United States. For more information on ANILCA, see the ANILCA page on [www.angoonairporteis.com](http://www.angoonairporteis.com).

### **5. WHAT ARE THE NEXT STEPS IN THE EIS PROCESS?**

The next steps for the process include: 1) FAA publishing a Notice of Intent (NOI) to prepare an EIS, officially marking the start of the EIS process; 2) conducting scoping meetings with federal, state, and local

agencies, and interested members of the public; 3) reviewing agency and public input with airport planning data to identify a range of alternative airport locations that will be evaluated in the EIS; 4) analyzing the potential effects of the proposed airport on human and natural resources; 5) publishing the results of that analysis in a draft EIS for public review and comment; 6) responding to agency and public comments on this draft EIS; and 7) publishing a Final EIS and Record of Decision (ROD) disclosing the FAA's decision on which alternative has been chosen for implementation.

#### **6. WHAT ARE THE POTENTIAL OUTCOMES OF THIS EIS PROCESS?**

As stated previously, the purpose of the EIS process is to inform both the FAA and the public of the impacts of the proposed airport before the decision is made on whether it will be built. An EIS requires the alternatives to the proposed airport site also be analyzed. These alternatives will allow the FAA to look at different options for airport siting or design to minimize impacts or resource conflicts as much as possible. Additionally, the EIS must analyze a No Action Alternative, which is an alternative which would not construct the airport. The potential outcomes of the EIS process could be the FAA choosing any one of the alternative airport sites analyzed in the EIS, or choosing the No Action Alternative, with the consequence that no airport would be constructed. FAA's choice will depend on which alternative best meets the project needs while minimizing impacts to both human and natural resources.

#### **7. WHAT IS THE PROJECT TEAM DOING RIGHT NOW?**

The FAA project team is currently conducting additional airport planning to supplement and verify information prepared by DOT&PF. This includes the gathering of additional wind data in and around potential airport sites. Temporary wind data collection and data storage equipment have been installed at three sites. One site is located approximately 4 miles southeast of the City of Angoon near the community water storage tank. The second and third sites are both located across Favorite Bay, approximately 1.5 and 2 miles northeast, respectively, of the first site. The second site is located on Kootznoowoo Corporation corridor lands, and the third site is located on land managed by the U.S. Forest Service within the Admiralty Island National Monument. The wind monitors will collect data in Angoon for one to two years to help airport planners determine the best orientation of the runway in relation to prevailing winds.

Additional airport planning factors being analyzed include airport facility requirements, instrument approach modeling, and aviation activity forecasts. The EIS team is integrating this information with environmental, cultural, and land-use information to develop potential alternative(s) to meet the aviation needs of the community while minimizing impacts on natural, cultural, and human resources.

#### **8. WHO CAN BE INVOLVED WITH THE PROJECT?**

NEPA is an open disclosure process that seeks input from all interested parties. This includes agencies with jurisdictional authority or special expertise over resources that could be impacted by the proposed project, local government, non-governmental organizations (NGOs), adjacent landowners, and the interested public.

#### **9. WHAT KIND OF AIRPORT IS PROPOSED BY DOT&PF?**

Any land based airport established in Angoon would provide services similar to those in other rural Alaskan communities and would be served by Federal Aviation Regulations (FAR) Part 135 air carriers using aircraft such as the Cessna Grand Caravan and the Piper Navajo. Many of the float planes currently used for service are amphibious and would continue to serve the community after the runway is constructed.

DOT&PF prepared the Master Plan, which proposes that the airport include a single runway and required facilities, including a terminal building for passengers, airport support and storage structures, and a vehicle parking area. The Master Plan also proposes that the runway would be developed initially to a length of 3,300 feet with visual approaches serving each runway end and that it have the flexibility for a future extension to a length of 4,000 feet with instrument approach capabilities.

**10. HOW CAN I STAY INVOLVED?**

Formal opportunities for public comment occur during the scoping process and after the publication of the draft and final EIS documents. However, the FAA will accept public input throughout the entire EIS study and encourages your participation. If you would like to receive project updates, please visit our project website at [www.angoonairporeis.com](http://www.angoonairporeis.com) and click on the "Subscribe, Input and Contacts" page to add your name to our mailing list.



## PROJECT WEBSITE INFORMATION

The FAA has created project website for the Angoon Airport Environmental Impact Statement, [www.angoonairporteis.com](http://www.angoonairporteis.com). The website currently contains the project information listed below and will be updated as new information becomes available.

### Proposed Angoon Airport Master Plan Improvements

#### Angoon Airport EIS Process Flow Chart

#### Airport Master Plan Documents

- Angoon Airport Master Plan, Layout Drawings, and Maps, 2007
- Angoon Airport Master Plan Public Review Draft Background Report, 2006
- Background Report and Maps Angoon Airport Reconnaissance Study, 2004

#### Angoon Airport Technical Studies

- Supplemental Airport Planning Memorandum, Working Paper One, August 2008
- Appendices to the Supplemental Airport Planning Memorandum, Working Paper One, August 2008
- Supplemental Airport Planning Memorandum, Working Paper Two, October 2008
- Appendices to the Supplemental Airport Planning Memorandum, Working Paper Two, October 2008

#### Public Outreach Documents

- Public Scoping Meeting Schedule and Agendas
- Angoon Airport EIS Project Hotsheet Update #1, August 18, 2008
- Angoon Airport EIS Project Hotsheet Update #2, October 22, 2008
- Angoon Airport EIS Update Newsletter, May 2008
- Thank You to the City of Angoon, September 2008

#### Frequently Asked Questions

#### How to Submit Comments/Subscribe to Mailing List

#### Project Contact Information

Leslie Grey - AAL 614  
FAA Project Manager  
Federal Aviation Administration, Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
Phone. 907-271-5453 FAX. 907-271-2851  
[comments@angoonairporteis.com](mailto:comments@angoonairporteis.com)





I have the following comments regarding the  
FAA's Angoon Airport EIS

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All submissions from organizations or businesses will be made available for public review in their entirety. Individuals may request confidentiality with respect to their name, address and phone number. If you wish to have your name or street address withheld from public review, under the Freedom of Information Act, the first line of the comment should start with the words "CONFIDENTIALITY REQUESTED" in uppercase letters. Such requests will be honored to the extent allowed by law. Comment contents will not be kept confidential.

**Additional comments and information can be sent separately to the address provided on the front of this form.**

Scoping Comments **MUST BE RECEIVED** by  
DECEMBER 31, 2008



**Thank you for sharing  
your ideas with us!**

Your Contact Information:

Your Name \_\_\_\_\_  
Organization \_\_\_\_\_  
Address \_\_\_\_\_  
City/State/Zip \_\_\_\_\_  
E-mail Address \_\_\_\_\_  
Phone Number \_\_\_\_\_

Please keep me informed of the project  
through updates:

- Yes
- No

Opportunities for Input and  
Project Contact Information:

By Email: [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com)  
Website: [www.angoonairporteis.com](http://www.angoonairporteis.com)  
By Mail:  
Leslie Grey, AAL-614  
FAA Project Manager  
Angoon Airport EIS  
222 W. 7th Ave., Box #14  
Anchorage, AK 99513-7587

**Scoping comments must be  
postmarked and received by  
December 31, 2008.**

Fold this form in thirds, making sure to display the mailer  
portion on the outside. Please tape and affix the correct  
postage.

You are invited  
to provide input on  
issues  
to be addressed  
in the  
Federal Aviation  
Administration's

**Angoon Airport  
Draft  
Environmental  
Impact  
Statement  
(EIS)**

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.....

Please  
Affix  
First Class  
Postage

Leslie Grey, AAL-614  
FAA Project Manager, Angoon Airport EIS  
222 W. 7th Ave., Box #14  
Anchorage, AK 99513-7587

**APPENDIX G: ADVERTISING POSTCARD, SAMPLE PRESS RELEASE,  
AND SAMPLE PUBLIC SERVICE ANNOUNCEMENT**



 **ANGOON AIRPORT**   
ENVIRONMENTAL IMPACT STATEMENT

**You are invited to attend a public scoping meeting  
to learn about the FAA's Angoon, Alaska Airport  
Environmental Impact Statement Project.**

This meeting will provide you with an opportunity to speak with  
the FAA Project Manager and resource specialists directly  
involved with the project, ask questions, and submit comments.



**Project Point of Contact**  
**Leslie Grey** - AAL 614, FAA Project Manager  
Angoon Airport EIS  
222 West 7th Avenue, Box #14  
Anchorage, AK 99513-7587

**MEETING DETAILS**

**Monday, Oct. 27, 2008** • 3:30-5 PM  
Loussac Library • 3600 Denali St., Anchorage, AK

**Open House:** Public invited to browse resource stations,  
ask questions of project specialists, and submit comments  
in an open house format.

**Wednesday, Oct. 29, 2008** • 5:30-8 PM  
Centennial Hall • 101 Egan Dr., Juneau, AK

**Friday, Oct. 31, 2008** • 5:30-8 PM  
Angoon Community Center • Angoon, AK

**Agenda will be as follows:**

- **5:30 pm Sign in:** Obtain meeting materials.
- **5:45-6:30 pm Presentation:** Project team introductions,  
project overview, and question and answer session.
- **6:30-8 pm Open house:** Public invited to browse resource  
stations, ask questions of project specialists and submit  
comments (refreshments provided).

Comments may also be submitted hardcopy to the address  
listed above, by e-mail to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com),  
or by filling out a comment form at [www.angoonairporteis.com](http://www.angoonairporteis.com).

**The deadline for scoping comments is Dec. 31, 2008.**

Thank you for your interest in the Angoon Airport EIS Project.  
We look forward to seeing you at our October scoping meetings.

## ***Media Information***

**Federal Aviation Administration, Alaskan Region**  
222 W. 7<sup>th</sup> Avenue / Anchorage, AK 99513-7587



**Contact:** Leslie Grey, (907) 271-5453

FOR IMMEDIATE RELEASE

### **FAA Schedules Angoon Airport Environmental Impact Statement Public Scoping Meetings**

ANGOON, AK – The Federal Aviation Administration (FAA) will be hosting public scoping meetings in Anchorage, Juneau, and Angoon for the proposed Angoon Airport Environmental Impact Statement (EIS). The purpose of the meetings will be to provide information on project planning activities to date and to give members of the public the opportunity to ask questions of the project manager and resource specialists involved with the project. The public will also be able to provide comments on the issues and alternatives that will be included in the Draft EIS.

The Alaska Department of Transportation and Public Facilities (DOT&PF) has proposed a land-based airport on Admiralty Island to serve the City of Angoon. The airport would enhance the safety and reliability of air travel to and from Angoon. The EIS will analyze the potential environmental and socioeconomic impacts of the DOT&PF's proposed airport and alternatives to it. The FAA is the lead agency for the preparation of the EIS, and Leslie Grey is the FAA's Project Manager.

The meetings will be held in Anchorage on October 27, 2008 from 3:30 to 5 PM at the Loussac Library (3600 Denali St. ), in Juneau on October 29 from 5:30 to 8 PM at Centennial Hall (101 Egan Drive), and in Angoon on October 30 and October 31 from 5:30 to 8 PM at the Angoon Community Center.

"These meetings help identify important questions and concerns early on in the process," Grey said. "We want to make sure the best alternatives are presented in this EIS and that means we need to consider lots of different information and points of view in order to understand the broader picture."

The EIS process is expected to take three or more years to complete and will disclose impacts to the human and natural environment that might occur as a result of the proposed project. It will also look at a range of reasonable alternatives that could avoid or minimize potentially adverse impacts while still achieving the overall purpose of a land-based airport in Angoon. "EISs ensure that all important aspects of a project are considered," Grey said, adding "It provides a 'look-before-you-leap' approach to federal projects. And, if there are significant impacts to the environment, the EIS will also consider measures to counteract those impacts".

Scoping comments will be accepted through December 31, 2008 and can be submitted at the public meetings, emailed to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), submitted online at [www.angoonairporteis.com](http://www.angoonairporteis.com), or mailed to: Leslie Grey AAL-614; FAA Project Manager, Angoon Airport EIS; 222 W. 7th Ave, Box 14; Anchorage, AK 99513-7587.

More information on the project as can be found at [www.angoonairporteis.com](http://www.angoonairporteis.com).

###

**PUBLIC SERVICE ANNOUNCEMENT (30 second)-Juneau/Angoon**

The FAA will be hosting 3 meetings for the proposed Angoon Airport Environmental Impact Statement to give the public a chance to learn about the project and provide comments on the issues and alternatives that will be covered in the Draft Environmental Impact Statement .

The meetings will be held from 5:30 to 8 PM at Juneau's Centennial Hall on October 29th and at the Angoon Community Center on October 30th and October 31st. For more information, contact Leslie Grey at 271-5453 or visit the project website at [www.angoonairporteis.com](http://www.angoonairporteis.com).

#####





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division  
AAL-814  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

June 3, 2009

Gary Davis  
Assistant Commissioner, Southeast Region Director's Office  
Alaska Department of Transportation and Public Facilities  
Mail Stop 2506  
6860 Glacier Highway  
Juneau, AK 99801

Re: Angoon Airport Environmental Impact Statement, Proposed Action

Dear Mr. Davis:

As you are aware, the Federal Aviation Administration (FAA) conducted supplemental aviation planning for the Angoon Airport Environmental Impact Statement (EIS). The supplemental aviation planning confirmed the facility needs and further analyzed the operational characteristics of the Alaska Department of Transportation and Public Facilities (DOT&PF) 2007 Master Plan proposed action (Site 3). The analysis also identified alternative airport sites that will be carried forward in the EIS for detailed evaluation. In conducting the supplemental aviation planning, the FAA analyzed a variation on Site 3 that appears to have substantially better operational characteristics (e.g., better minimums) than does Site 3. The details of the analysis can be found in *Supplemental Airport Planning Memorandum, Working Paper Two*. A copy of this document was provided to you and is also available on the project website: [www.angoonairporteis.com](http://www.angoonairporteis.com).

This new location, referred to as Site 3a, is located just north of Site 3 and has a slightly different runway alignment to take advantage of a low-lying saddle in the terrain east of the potential runway end. The enclosed figure illustrates the locations of Sites 3 and 3a. Both Sites 3 and 3a are located on Admiralty Island National Monument and Kootznoowoo Wilderness Area and on Kootznoowoo Corridor Lands on the east side of Favorite Bay. Both sites are located in areas with similar natural and cultural resources, and both are anticipated to have comparable environmental impacts. Given these factors and the fact that Site 3a has better aviation operational characteristics, the FAA recommends that the DOT&PF substitute Site 3a for Site 3 as the proposed action in the EIS. As the proposed action in the EIS, Site 3a would have the same facilities and airport layout illustrated for Site 3 on the FAA approved Airport Layout Plan, including an ultimate 4,000-foot long by 100-foot wide runway. As outlined in the Master Plan, and as supported by the aviation demand forecast of the supplemental aviation planning

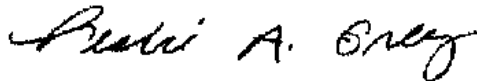


conducted for the EIS, the initial build-out of the airport, as being assessed in EIS, would include a 3,300-foot-long by 75-foot-wide runway, and the longer runway would be assessed and potentially constructed at such point in the future that aviation demand justifies a 4,000-foot long by 100-foot wide runway. However, data gathered for the EIS will encompass sufficient area to accommodate consideration of the longer runway in the future.

During recent conversations with Verne Skagerberg, the Angoon Airport EIS Project Manager for the DOT&PF, Mr. Skagerberg indicated his preference to identify Site 3a as DOT&PF's proposed action. In order to fully document this, we request that you sign the statement below acknowledging your agreement with the FAA's recommendation and your decision to adopt Site 3a as the DOT&PF's proposed action. If you wish to discuss this issue further before signing, or if you disagree with the decision, please contact me at your earliest convenience.

I look forward to continuing to work closely with the DOT&PF on this project. As always, feel free to contact me at any time. I can be reached via e-mail at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov) or by phone at (907) 271-5454.

Sincerely,



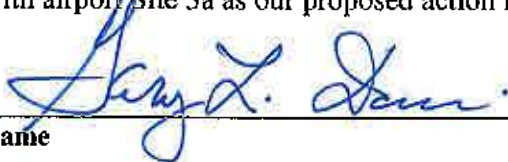
Leslie A. Grey  
FAA – Alaskan Region Airports Division  
Angoon Airport EIS Project Manager

enclosure

cc: S. Ellis (SWCA Environmental Consultants)

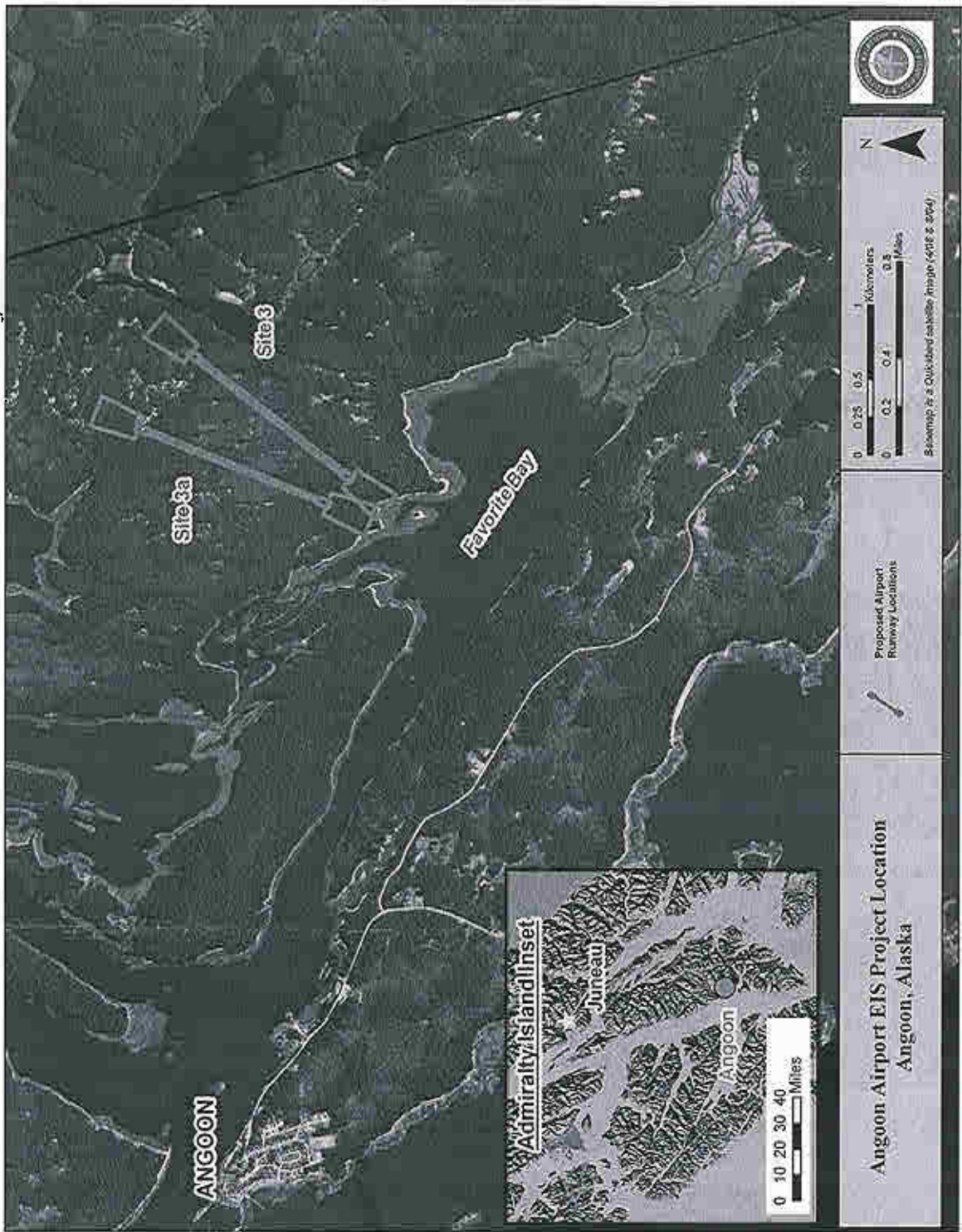
On behalf of the Alaska Department of Transportation and Public Facilities (DOT&PF), I, the undersigned, request that the Federal Aviation Administration replace airport Site 3, identified as our proposed action in the DOT&PF 2007 Angoon Airport Master Plan, with airport Site 3a as our proposed action for the purposes of the Angoon Airport EIS.

Name



Date

6-9-09





## Teleconference Notes

**Date of Teleconference:** June 3, 2009

**Notes Compiled By:** Sheri Murray Ellis, George Weekley, and Steve Knox (SWCA)

**Agenda:** See outline of notes for topics of discussion

### Participants:

**Leslie Grey** (FAA), Project Manager, Alaskan Region Airports Division  
**Liz Perry** (SWCA), Principal in Charge, Consultant Team  
**Steve Knox** (SWCA), USFS Coordinator, Consultant Team  
**George Weekley** (SWCA), ANILCA Lead, Consultant Team  
**Sheri Ellis** (SWCA), Project Manager, Consultant Team  
**Jennifer Berger** (USFS), Project Coordinator, Admiralty Ranger District  
**Jeff DeFrest** (USFS), Acting Ranger, Admiralty District  
**Karen Iwamoto** (USFS), NEPA, Tongass NF Supervisor's Office, Sitka  
**Melissa Dinsmore** (USFS), Lands and Minerals, Sitka Ranger District  
**Dawn Germain** (USFS), Office of Governmental Counsel  
**Trish Clabaugh** (USFS), Wilderness Coordinator, Regional Office  
**Roger Birk** (USFS), Lands and Realty, Regional Office  
**Cherie Shelley** (USFS), Director of Planning, Regional Office  
**Betsy Rickards** (USFS), Environmental Coordinator, Regional Office  
**Jody Sutton** (USFS), NEPA, Washington Office  
**Ken Kertula** (USFS), NEPA, Washington Office

### AGENDA ITEM NOTES:

NOTE: Action items are shown in underlined text.

Leslie welcomed the group, thanked everyone for their participation, and introduced the EIS team members on the call.

### *Project Update*

- Sheri and Leslie provided an update of completed major milestones, fieldwork, and next steps.
- Jeff asked if our fieldwork showed a viable alternative off Monument lands.
  - Sheri and Leslie responded that fieldwork is still in progress, so we don't have all of the data yet, but clarified that the supplemental aviation planning did identify a

potential airport location on the peninsula (non-Monument lands) that appears viable from a purely operational standpoint – planes could land and take-off there.

### ***ANILCA/NEPA Coordination Whitepaper***

- Steve asked the USFS what their thoughts were regarding the incorporation of the ANILCA analysis required in Section 1104 and 1107 into the NEPA document. How would the document look? How would the analysis be organized?
  - Betsy stated that to them it didn't matter where in the document the ANILCA analyses occurred, just as long as the document covered the requirements.
    - She also noted that the FAA and USFS need agreement on some of the more complex issues, such as a land exchange vs. a right-of-way and that the USFS and FAA should get an MOU to outline the ANILCA process.
      - Leslie clarified that an MOU is already in place between the two agencies.
  - Betsy wonder if the USFS 215 appeal regulations apply to the decision timelines for this project?
    - Ken indicated that he had spoken with Counsel and that they do not apply, since the USFS is making a recommendation and not a decision in this case.
  - Ken indicated that he agreed that the ANILCA analyses can be incorporated into various parts of the NEPA document, including Purpose and Need and impact analysis. He recommended that we take into account what the public has been saying about ANILCA when considering how to incorporate the analysis.
  - Sheri asked the USFS to consider what format for incorporating the ANILCA analysis would work best for the different levels of the organization when it comes to reviewing the document in the future.
- Steve and Sheri summarized saying that FAA and SWCA will prepare a whitepaper that will outline a number of options for including the ANILCA analysis in the EIS with an assessment of the pros and cons of each and a recommendation for a proposed approach. The paper will be distributed to the USFS, and we can all come to a consensus on the approach.

### ***Coordination with USFS***

- Steve asked a series of questions regarding how the USFS would like FAA to coordinate reviews and updates on multiple levels, recognizing that it would be difficult to come up with those answers right now.
  - Steve offered to send the list of questions to Jennifer for her to consider and to which she can provide answers after discussions with the FS.
  - Roger indicated that as far as they are concerned, Jennifer is the USFS coordinator for this project.
  - Roger stated that the Regional Office (RO) and particularly the Regional Forester need to be kept updated on things. He suggested a presentation on the project specifically for the RO and the Regional Forester.
  - Betsy noted that the Tongass National Forest has a good check-point and review process that would facilitate USFS reviews. Karen added that it would be good to use that and put together a plan so that everyone knows how long

they have to review things. Steve will contact Jennifer to obtain a copy of the check-point review process for consideration in the FAA-USFS coordination plan for this project.

- Ken stated that in addition to keeping the RO updated, they also need to keep the USFS Chief updated as well.
- Trish stated we also need to keep Chris Brown, the Washington, D.C. Wilderness lead and Greg Smith, the D.C. Lands lead updated as well.
  - Leslie suggested that we could do a PowerPoint presentation for these groups and that we will coordinate with Jennifer on content and timing. This should occur soon so that any red flags are identified early.
- Ken suggested a briefing to the Obama Administration as well. FAA and USFS will need to work together on this.
- Jody noted that USFS Lands staff will need to coordinate with Legislative Affairs and Public Affairs.

### ***USFS implementation of ANILCA Title XI***

- Steve began the discussion by asking that since the USFS does not have regulations implementing Title XI of ANILCA, are there any other policies or manuals that provide additional guidance on Title XI? In addition, Steve asked if we can use the Department of the Interior (DOI) regulations to help with portions of ANILCA that aren't entirely clear on the Title XI process.
  - Ken responded that there are no additional USFS guidance documents or policies on Title XI, from a procedural standpoint. He also indicated, however, that even in the absence of regulations or policy, there is nothing that prevents FAA and USFS from moving forward with this analysis for the project. In addition, the USFS cannot use DOI's regulations as their own but they can use them as general guidance, though there may be some sections where USFS doesn't agree with them.
    - George gave a specific example where the DOI regulations provide additional guidance and clarity on the ANILCA Title XI process and asked whether FAA and the USFS could use DOI's regulations to help guide the process and not necessarily adopt them.
    - Ken responded that as long as they are not using DOI's regulations as their own (and in the absence of FAA regulations on the matter as well), then the DOI's regulations can be used as *general* guidance. Ken assumed that the primary reason for using DOI regulations is to help understand and comply with the timelines required under ANILCA. Jody stated that, in the absence of regulations or policy in the past, the USFS would maximize or minimize timelines to the benefit of the agency or the process and the public has been criticizing them for that, so she urged some caution in adjusting timelines.
  - Sheri suggested that the USFS Regional Office review the DOI regulations and identify any areas where they would not want us to use those regulations as guidance. Jeff agreed.

### ***Tribal Consultation***

- Sheri updated the USFS on where FAA stands on tribal consultation with the various tribal groups around Angoon. She noted that the FAA-USFS MOU identified the FAA as the lead agency for tribal consultation, since they are the lead agency for the NEPA process and the ones making the decisions for the project – whereas the USFS will make recommendations. She and Leslie noted that the Regional Forester had expressed some concern about tribal consultation and whether FAA did tribal consultation or had guidance to do it and whether it would preclude the USFS from fulfilling their own requirements.
  - Sheri clarified that the MOU allows the USFS to either conduct joint consultation with the FAA as the lead or to conduct their own tribal consultation for the project.
  - Leslie asked if the USFS has someone who is their tribal consultation person with whom we should coordinate.
    - Jennifer indicated that Myra Gillam would fill that role and that she will talk to Myra about consultation.
  - Jody stated that the USFS would need to see documentation that the tribal consultation did occur.
    - Sheri indicated that we are documenting our consultation and that we can provide copies of that documentation to the USFS as needed.
      - Jennifer requested that Sheri follow up with her regarding said documentation.
    - Sheri will provide a copy of the consultation record to Jennifer to share with the District Rangers Office
    - Jody indicated that since the USFS is making a recommendation to the President on this action, the Tribes may want to consult at a higher level than just the RO.

### ***Other Discussion***

- Ken and Jody asked if any civil rights analysis would occur in the EIS. Ken clarified that it may not necessarily be civil rights analysis, but whether any social impact assessment would occur in the EIS. Jody noted that the USFS has been required to prepare a formal Civil Rights Impact Assessment (CRIA) for projects and wondered if we would be doing that. Ken clarified that CRIAs apply to policy planning and not project-specific analysis.
  - Sheri stated that there will be multiple places in the EIS where social impacts will be assessed, including: Environmental Justice, Subsistence, Socioeconomics, Cultural Resources, and Wilderness Characteristics.
    - USFS staff members were pleased to hear that and indicated that it sounds like a CRIA-like assessment will be sufficiently covered in the EIS.

The discussion ended with a call for any additional questions or comments, of which there were none.





# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT



### ANGOON AIRPORT ENVIRONMENTAL IMPACT STATEMENT PROJECT UPDATE – DOT&PF REGION: JUNE 4, 2009

The Angoon Airport Environmental Impact Statement (EIS) team is now engaged in the next major phase of the project (Phase 2): data gathering and preparation of the draft EIS. Notice to proceed for Phase 2 was issued by the DOT&PF late April 2009. In the last several months many tasks have been completed and others have been initiated and are now underway.

- All agency and public comments received during the scoping period, which ended on December 31, 2008, have been thoroughly reviewed. These comments have been taken into account in designing our studies, which are aimed at gathering on-the-ground information about the environmental and cultural resources in the project area.
- Cooperating agency agreements between the Federal Aviation Administration (FAA) and the following agencies have been executed:
  - U.S. Army Corps of Engineers
  - Kootznoowoo, Inc.
  - U.S. Forest Service (Forest Service)
- Formal government-to-government consultation with the Angoon Community Association has been initiated and is ongoing, as is consultation with Kootznoowoo, Inc. Protocols for communication and consultation were established with each group as well as with the City of Angoon.
- The Angoon Airport EIS team began 2009 spring fieldwork, which includes the following:
  - May 10–15: Geomorphology studies
  - May 25–27: Eagle and black oystercatcher nest surveys
  - May 28–June 11: Fisheries surveys
  - Early June: Geotechnical studies
- The Angoon Airport EIS team established a system that allows users of the project website ([www.angoonairporteis.com](http://www.angoonairporteis.com)) to subscribe for automatic project updates. We also finalized interactive maps and displays on the website, and posted summaries of subsistence interviews and results from scoping meetings.
- The Angoon Airport EIS team developed additional methods to reach out to the public and keep them involved and interested in the project. Many of the methods involve innovative use of the project website. These methods will be implemented throughout the life of the project.
- The Angoon Airport EIS team has developed an online survey to obtain feedback about public involvement efforts to date and to solicit suggestions from the public about additional methods of outreach.
- The Angoon Airport EIS team continues to gather wind data at three sites near Angoon. Preliminary analysis of the fall and winter data suggests that winds blowing across Favorite Bay from the northeast are not as strong as originally suspected. These winds would therefore





# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT




not preclude development of an alternative on the Angoon peninsula that has a runway with an east-west orientation. Monitors will continue to gather data for one more year, and the data will be analyzed carefully to refine alternatives.

- The Angoon Airport EIS team is currently drafting the Purpose and Need chapter (Chapter 1 of the Draft EIS).
- The FAA Alaskan Region Airports Division provided a teleconference presentation to FAA headquarters staff in Washington, D.C., to provide information on the project and engage them early in the project.
- The FAA hosted a teleconference with Forest Service field, regional, district, and Washington Office staff to discuss how to coordinate with the various levels of the agency, begin to establish timelines and document review procedures, and determine how to best integrate ANILCA Title XI analysis into the NEPA document in order to facilitate review by agencies, stakeholders, and the public.
- The DOT&PF adopted potential airport Site 3a as its proposed action for the EIS, replacing Site 3 from the 2007 Master Plan since supplemental aviation planning by the EIS Team indicated that Site 3a has better operational minimums and more feasible approaches, departures, and missed approaches.

**UPCOMING ACTIVITIES** - EIS project activities throughout the remainder of the calendar year include the following:

- Finalizing summer 2009 fieldwork plans. The preliminary schedule is as follows:
  - June 17–June 28: General vegetation community, wetland, and sensitive species surveys
  - Late June: Breeding bird and other wildlife surveys
  - Early to mid July: Cultural resources surveys
  - Late July: Noise monitoring
  - Mid August: Late-season vegetation and goshawk surveys
- Posting on the project website the full scoping report and summaries of preliminary fieldwork results.
- Meetings in Juneau and Angoon in early July to provide a project update and continue detailed coordination with the Forest Service regarding general NEPA and ANILCA Title XI.
- Scheduling a webinar at the end of fieldwork season to provide interested parties an opportunity to ask questions of the EIS team.
- Adding features to the project website, including audio interviews with key EIS team members about their roles on the project, videos of fieldwork, a description of preliminary alternatives, and other information to help inform the public about the project.

For more information on the Angoon Airport EIS, visit [www.angoonairporteis.com](http://www.angoonairporteis.com). If you have questions regarding this project update or the project's progress, you may also contact FAA Project Manager Leslie Grey at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).



## **Angoon Airport EIS News and Updates**

Thank you for your interest in the Angoon Airport EIS Project. We have several new and exciting updates to report!

Our summer fieldwork is underway and going well. We appreciate all the hospitality and help extended to our crews as they perform this important step in the EIS process. To see what we are up to, check out our fieldwork photos and videos on our website, with more to be posted throughout the summer.


The 2008 Scoping Report, which summarizes all of the comments received during the scoping period, has been posted on our website. You can find it at:

<http://www.angoonairporteis.com/Documents/Scoping2008.pdf>

**We would also like your feedback!** Please help us improve our service to you by taking a few minutes to complete an online survey about our recent public scoping meetings.

[Click here to take our Scoping Meeting Survey](#)

The survey will be open until midnight on July 4, 2009. A complete summary of survey results will be posted on the website after the closing date. Please [contact us](#) if you have any questions about the survey.



**Leslie Grey**, [Federal Aviation Administration](#), Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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\* Please do not reply directly to this e-mail. This is an unmonitored mailbox and you will not receive a response.



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**Welcome!**

**Thank you for participating in our public involvement survey.**




**The goal of our public outreach efforts is to disseminate information and to provide opportunities for agency personnel and members of the public to ask questions and provide comments regarding the Angoon Airport EIS project. Your feedback regarding past public involvement activities will allow us to better serve you in future planned events.**

**Please know that your participation in this survey will be strictly confidential and that data from this research will be reported only in the aggregate. If you have questions at any time about the survey, you may contact Susan Wilmot at 435.750.8789 or by email at the email address specified below.**

**To start the survey, click on the Continue button below.**

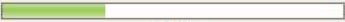
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30%

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**What scoping meeting did you attend?**

-- Select --

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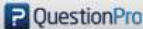
**What did you hope to learn from the meeting (check all that apply)?**




- NEPA Process
- Project Purpose and Need
- Project Description
- Project Schedule
- EIS Project Updates
- Alternative Selection Process
- Preferred Alternative
- Potential Resource Issues
- Upcoming Public Involvement Opportunities
- Other

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**What scoping meeting did you attend?**

-- Select --  
-- Select --  
Anchorage - October 27, 2008  
Juneau - October 29, 2008  
Angoon - October 30 or 31, 2008  
I attended multiple meetings

**Which meeting (check all that apply)?**



- NEPA Process
- Project Purpose and Need
- Project Description
- Project Schedule
- EIS Project Updates
- Alternative Selection Process
- Preferred Alternative
- Potential Resource Issues
- Upcoming Public Involvement Opportunities
- Other

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**How satisfied were you with the following:**


	Very Unsatisfied	Unsatisfied	Neutral	Satisfied	Very Satisfied	Not Applicable
Meeting Materials Provided	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meeting Location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Meeting Time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Refreshments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Length of Meeting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Open House Format	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Opportunity for Question and Answer	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PowerPoint Presentation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project Team Member Responses (during Q&A or Open House)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**What can we do to improve future public meetings? (Please comment on any of the above topics for which you were unsatisfied).**

Continue

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60%

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**Where did you hear about the meeting (check all that apply)?**


- Newspaper article/ad
- Radio announcement
- Project website
- myangoon.org
- Agency public meeting
- Email notification
- Postcard
- Word of mouth
- Other

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80%

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**Did you submit a comment letter either during or after the meeting?**

Yes  
 No


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**If you chose not to submit a comment letter, what were your reasons?**

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90%


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**What can we do to improve future public involvement activities for the Angoon Airport EIS project?**

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Please choose the following category that best describes you:

-- Select --  
-- Select --  
Federal or State agency  
Environmental organization  
Other non-profit organization  
Local government  
Public

Please contact [swilmot@swca.com](mailto:swilmot@swca.com) if you have any questions regarding this survey.

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SHARE THIS SURVEY:   



**AGENDA – FAA/ADOT&PF TELECONFERENCE –JUNE 10, 2009**

**Invited Participants: Leslie Grey, John Lovett, Pat Oien, Verne Skagerberg, Liz Perry, Matt Petersen, Sheri Ellis**

**8:30 AK/10:30 MT Time**

**Call-In Number: 1-866-866-2244**

**Passcode: 6238504#**

- 1. Status of road funding research (DOT&PF)**
- 2. Draft Engineering Cost Estimate (DOT&PF Comments or Questions)**
- 3. Supplemental Aviation Planning Working Paper Two Appendix (DOT&PF Comments or Questions)**
- 4. July meetings**
- 5. Debrief on FAA's discussions with USFS**

Date:	6/17/09	Time:	10 am	Project Number:	15489
Project Title:	Angoon EIS				
Conversation With:	Myra Gilliam				
Agency or Affiliation:	USFS Tongass; Juneau District				
Phone Number:	907-789-6220	Email:	myra.gilliam@us.fs.fed		
SWCA Called:	Ups: 6/16/09	Contact Called:	returned call 2x ~ 2pm	SWCA Staff:	A. Schlenker
<p>• Myra returned a call from Omar Ramirez regarding permits needed to conduct cultural surveys for Angoon EIS on USFS lands.</p> <ul style="list-style-type: none"><li>- we may need ARPA but we have an MOU for USFS/FAA ~ Myra needs to check w/ her permit staff &amp; will get back to us.</li><li>- Myra will be in Angoon July 13-17 &amp; would like to accompany us during our work.</li></ul> <p>Myra indicated that we need to contact Peter Naoroz (Kootenawood, Inc.) &amp; let him know of our intent to survey.</p> <p>ARPA Permit application FS-2700-30 ARPA permit</p> <p>Oct 1, <del>2009</del> 2010 deadline</p> <p>X will cc permit administrator Jenn Burger (who is also the Angoon PM)</p>					
Continued on back? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
Action Items:					
① Myra to call us w/ permit info ✓					
② Show EIS to provide Peter Naoraz w/ our survey dates					
③ Meet Myra in Angoon July 13-17					

**U.S. DEPARTMENT OF AGRICULTURE  
FOREST SERVICE**

**APPLICATION FOR PERMIT FOR ARCHAEOLOGICAL  
INVESTIGATIONS**

**<USER NOTES FOR AUTHORITY>  
<Select all authorities that apply. Delete any that do not apply.>**

**Authority:  
Archaeological Resources Protection Act of 1979,  
16 U.S.C. 470aa-mm**

**Antiquities Act of 1906,  
16 U.S.C. 431-433**

**Organic Act of 1897  
16 U.S.C. 551**

**Instructions: Complete and return two copies of this application form and required attachments to the appropriate Forest Service administrative unit. All information requested must be completed before the application will be considered. Use separate pages if more space is needed to complete a section.**

**1. Name of applicant (individual, institution, corporation, partnership, or other entity)**

SWCA, Inc. Environmental Consultants

**2. Mailing address**

1130 W 6<sup>th</sup> Avenue, Suite 110  
Anchorage, Alaska 99501

**3. Telephone numbers**

907-279-7922

**4. Email addresses**

[oramirez@swca.com](mailto:oramirez@swca.com)  
[sellis@swca.com](mailto:sellis@swca.com)

**5. Nature of archaeological work proposed**

- Survey and recordation
- Limited testing (shovel tests, scrapes, probes)
- Formal testing and/or surface collection (project-specific)
- Excavation and/or removal (project-specific)
- Conservation and protection, e.g., ruin stabilization, restoration, rock art conservation, ARPA damage assessments (project-specific)

**6. Location of proposed work** (attach additional sheets)

a. Description of federal lands involved. Specification of state, county, and Forest Service administrative unit where work is to occur, using best available data, e.g., global positioning satellite coordinates, Universal Transverse Mercator coordinates, township, range and section (cadastral subdivisions, or metes and bounds. Readable copy of map at appropriate scale showing specific areas for which permit is desired.

Southeast Alaska, Skagway-Yakutat-Angoon Borough; Department of Agriculture, USFS Region 10 Tongass National Forest, Juneau Ranger District, Admiralty Island National Monument

Copper River Meridian

Township 50 South, Range 68 E Sections 32, 33, 34

Township 51 South, Range 68 E Sections 2, 3, 4, 5, 6, 7, 8, 9, 10, 15, 16

b. Identification of archaeological or other cultural resources involved.

SIT-00169; SIT-00302; and a possible undocumented burial on the island west of SIT-00034 in Favorite Bay

**7. Duration of proposed work**

Duration of entire project: From January 2008 To Spring 2012

Duration of fieldwork: From July 11, 2009 To September 30, 2010

**8. Principal investigators**


Charles Bollong, Principal Investigator  
Sheri Murray Ellis, Principal Investigator/Project Manager  
Angoon Airport EIS  
Document 0756

**Principal investigator contact information**

Telephone numbers:

801-322-4307

Email addresses: [cbollong@swca.com](mailto:cbollong@swca.com);  
[sellis@swca.com](mailto:sellis@swca.com)

<p><b>9. Field director</b></p> <p>Omar Ramirez, Archaeological Field Director</p>	<p><b>Field director contact information</b></p> <p>Telephone numbers: 907-279-7922</p> <p>Email addresses: oramirez@swca.com</p>
<p><b>10. Permit holder</b></p> <p>Sheri Murray Ellis, Principal Investigator/Project Manager</p>	<p><b>Permit holder contact information</b></p> <p>Telephone numbers: 801-322-4307</p> <p>Email addresses: sellis@swca.com</p>
<p><b>11. The applicant must attach the following to the application form:</b></p> <p>a. A description of the purpose, nature, and extent of the work proposed, including how and why it is proposed to be conducted (include research design, methods, and curation).</p> <p>b. A summary of support capabilities, including the location and a description of necessary facilities and equipment, the personnel to be involved in the proposed work, and, in the case of an applicant that is an entity, its organizational structure and staffing.</p> <p>c. A summary of the applicant's experience in completing the kind of work proposed, including similar projects and government contracts and federal permits that were previously held, that are currently in force, with their effective dates, and that are pending or planned, by agency and region or state, reports or publications resulting from similar work, and any other pertinent experience.</p> <p>d. For each individual named in blocks 8 and 9, a resume including education, training, and experience in the kind of work proposed and in the role proposed.</p> <p>e. A written certification, signed by an authorized official of the proposed curatorial facility, attesting to the facility's capability and willingness to accept any collections, records, data, photographs, and other documents generated during the proposed permit term and to assume permanent curatorial responsibility for those materials on behalf of the United States Government pursuant to 36 CFR Part 79. Archaeological and historical artifacts excavated or removed from National Forest System lands and their associated documentation shall remain the property of the United States. Custody of any Native American human remains or cultural items subject to the Native American Graves Protection and Repatriation Act (NAGPRA), 25 U.S.C. 3001-3013, that are removed from National Forest System lands shall be determined in accordance with NAGPRA and its implementing regulations at 43 CFR Part 10.</p>	
<p><b>12. Proposed publications for results of work conducted under the permit</b></p> <p>EIS Report: Angoon Airport Environmental Impact Statement, Angoon, Alaska</p> <p>Section 106 Technical Report: A Historical, Architectural, Archaeological, and Cultural resource Assessment for a Proposed Land-Based Airport for the Community of Angoon, Alaska</p>	
<p><b>13. Signature of individual named in block 10</b></p> 	<p><b>14. Date signed</b></p> <p>19 June 2009</p>

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0082. The time required to complete this information collection is estimated to average 4 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, gender, religion, age, disability, political beliefs, sexual orientation, and marital or family status. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD).

To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call (800) 975-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

The Privacy Act of 1974 (5 U.S.C. 552a) and the Freedom of Information Act (5 U.S.C. 552) govern the confidentiality to be provided for information received by the Forest Service.

## ARPA Application Attachments

### Item 11.a.

SWCA (permittee) is seeking to secure a special use ARPA permit for archaeological survey and limited subsurface sampling in association with the ongoing Angoon Airport environmental impact statement (EIS) (see Figure 1 for project location). The EIS is being prepared under the direction of the Federal Aviation Administration (FAA) and in response to the Alaska Department of Transportation and Public Facilities' (DOT&PF) request for funding of their proposed airport. Two potential airport locations and several access road options being evaluated in the EIS for providing a land-based airport for the community of Angoon are located within the Admiralty Island National Monument and Kootznoowoo Wilderness Area, within the Tongass National Forest Juneau Ranger District. A third alternative airport location is located on private, municipal, and native corporation lands.

The purpose of the proposed archaeological survey and sampling work is to obtain sufficient information about historic, archaeological, and heritage resources (collectively referred to as cultural resources) in the areas that would be affected by each of the airport and airport access road alternatives to be able to 1) make comparisons of the alternatives relative to each other with regards to their potential impacts on cultural resources, and 2) refine the project alternatives to avoid National Register eligible cultural resources and important heritage sites wherever possible. Existing information about sites in the areas of potential effects (APEs) for the alternative airport and airport access road locations is extremely limited and inadequate to allow for an effective evaluation of the potential impact of any given alternative on such resources. Additionally, the results of the survey and subsurface sampling will be one component of the FAA's compliance with Section 106 of the National Historic Preservation Act and will assist the FAA in the identification of historic properties that could be affected by the proposed action and alternatives to it.

For the purpose of the field studies to be covered by this ARPA permit, the permittee will conduct an intensive level field inspection of all high probability zones as defined by the USFS Admiralty Island National Monument site location predictive model (i.e., areas below the 100-foot contour, portages, mineralized zones, karst topography, volcanic formations, lake and stream shorelines, intertidal zones, and specific myth and legend sites) that are located within the APEs for the airport location alternatives. This intensive field inventory will consist of walking the APEs in transects spaced no greater than 20 meters apart, to the extent possible by vegetation and landforms, visually examining the area, and conducting random and judgmental shovel probing. Judgmental subsurface probing will be employed in areas where cultural resources are suspected based on surface evidence but cannot be confirmed by said evidence. Above the 100-foot contour for the airport location alternatives, the permittee will conduct a less intensive field reconnaissance and will only employ judgmental subsurface sampling. No artifacts will be collected during the sampling. Any items identified in this manner will be returned to the sampling unit from which they came.

Current airport access road alternatives are conceptual alignments only. That is, their exact locations could change by several hundred meters by the time preliminary roadway engineering

is sufficiently complete to establish routes that are feasible from an engineering perspective. For this reason, the permittee will gather sufficient information to compare the conceptual alignments with each other through a reconnaissance level survey only. All current access road alignments will be assessed through transects spaced no more than 20 meters apart, where possible given vegetation or topographic constraints, and will conduct judgmental subsurface sampling only, regardless of the elevation of the area. During a later phase of the EIS project, when preliminary engineering has defined more precise alignments for the airport access road alternatives, a second field effort will be conducted to carry out subsurface sampling of all high probability areas, as defined above, within those defined roadway corridors. SWCA will coordinate with the Forest Service prior to undertaking any such work. No artifacts will be collected during any portion of the field survey. Therefore, as the need is not present, no curation facility has been contracted to house artifacts associated with the project; however, SWCA will secure a curation agreement if conditions change and will notify the Forest Service of said action.

As part of the investigations, the permittee will conduct interviews with local residents/culture bearers and will engage the assistance of knowledgeable local individuals to locate cultural resources suspected to be in the APEs or to discuss the cultural relevance of such resources identified during field inspections. All identified cultural resources will be mapped using GPS technology, photographed appropriately, and documented on applicable agency site forms. The permittee will also prepare a summary technical report and the Affected Environment section of the associated EIS, and will assist the FAA and USFS in carrying out related consultation responsibilities under Section 106 of the NHPA.



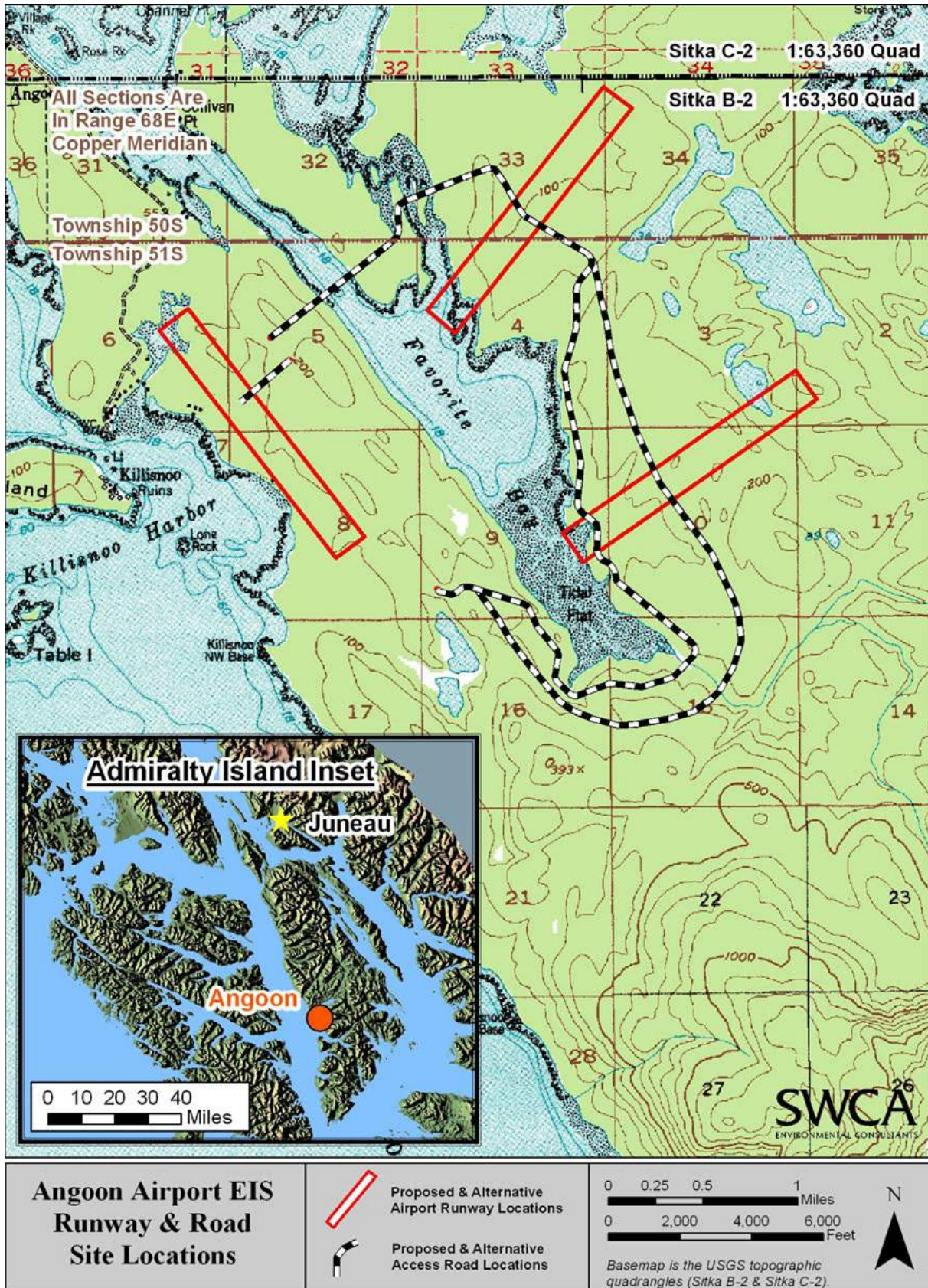


Figure 1. Project Location Map.

**Item 11.b.**

SWCA Environmental Consultants has established an organizational structure for the completion of the Angoon Airport EIS cultural resources work; a schematic organizational chart has been included in this application (Figure 2). Sheri Murray Ellis is the Principal Project Coordinator and Project Manager, as well as Co-Principal Investigator. Dr. Charles Bollong will also be acting as Principal Investigator; both Ms. Ellis and Dr. Bollong are located in the SWCA Salt Lake City, Utah office and will be assisting in the field survey effort. Omar Ramirez will be fulfilling the duties of Field director; he serves as an archaeologist in the SWCA Anchorage office. Mr. Ramirez will supervise the field efforts of four cultural resource field technicians. Management of all heritage and archaeological data will be maintained in the Anchorage offices by Amy Schlenker, archaeologist and cultural resources specialist.

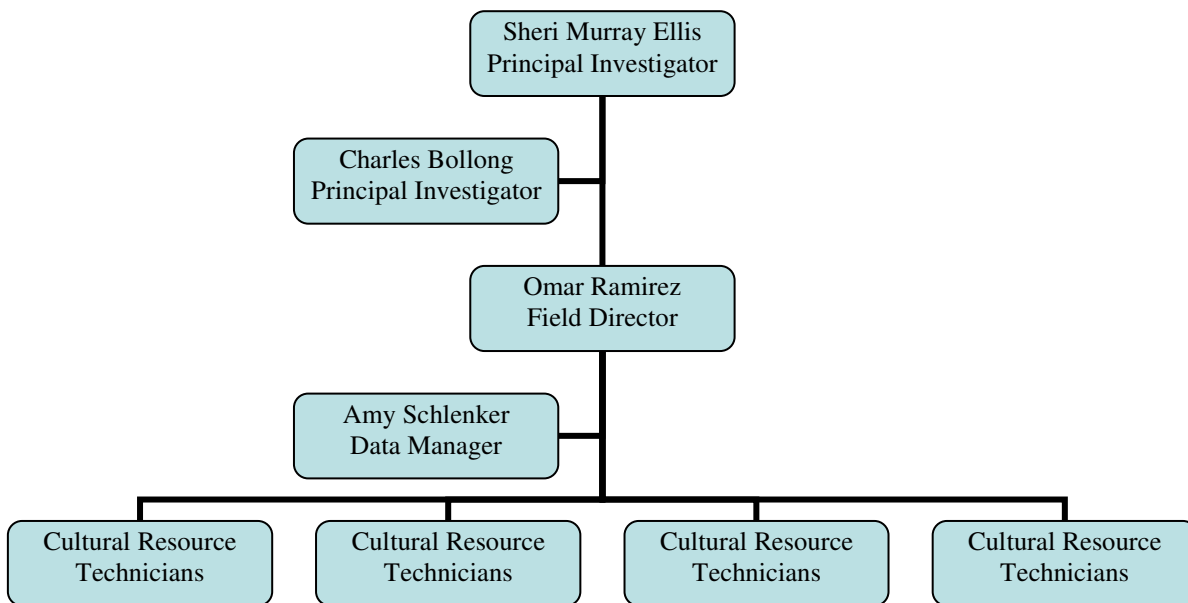


Figure 2. Angoon Airport EIS internal organizational structure.

SWCA is fully stocked with all necessary equipment for accurate field studies and documentation of cultural resources in the project area. Field crews for the proposed work will be equipped with hand-held GPS units capable of sub-meter accuracy, digital cameras, soil probes/augers/shovels, backpacker sifting screens, and laptop computers for immediate, end-of-the-day data processing. Although no artifact collection is anticipated during the proposed work, SWCA has archaeological laboratories in several office locations, which could be called upon at the discretion of the Forest Service.



### Items 11.c.

The permittee has completed numerous projects of similar scope and level of investigation, of which various permits were required to conduct work. As the prime third-party contractor to the Federal Aviation Administration (FAA) and the City and Borough of Juneau, SWCA conducted phased cultural resource investigations for safety and other improvements for the **Juneau, Alaska International Airport EIS**. SWCA conducted a series of cultural resource surveys to gather comparative data for initial alternative evaluations, developed a proposed subsurface and obscured resources testing plan, assisted in the negotiation of a Memorandum of Agreement, and conducted the subsurface testing. Two technical reports were prepared for this work; *Results of Presence/Absence Testing for Subsurface and Obscured Archaeological Resources within the Higher Probability Areas of the Juneau International Airport, Juneau, Alaska* (Amber Tews and Sheri Murray Ellis, 2007); and, *Cultural Resource Investigations for the Juneau International Airport Environmental Impact Statement, City and Borough of Juneau, Juneau, Alaska* (Sheri Murray Ellis and Eugenia A. Huffman, 2002). The City and Borough of Juneau held the EIS contract, AIP No. 3-02-0133-3001, under which the cultural resources work was carried out. The contract period extended from 2000 through 2007. Required permits were obtained from the State Office of History and Archaeology for field survey (Permit No. 2001-002) and subsurface testing (Permit No. 2007-19).

SWCA is a key member of the **Kodiak Airport EIS** consulting team and is responsible for addressing terrestrial and marine biological resources as well as cultural and subsistence resources. Sheri Murray Ellis, who is proposed as a co-principal investigator for the field studies in Angoon, served as the cultural resources lead for the project. This project is ongoing, but cultural resources work conducted thus far by SWCA consists of interviews with local historians, museum staff, and tribal elders and culture bearers, as well as field verification of past cultural resource surveys in the APEs, evaluation of potential project impacts on a variety of resources, including a National Historic Landmark, and preparation of a draft technical report as part of the Section 106 process. SWCA is under contract to Barnard Dunkelberg and Company, the prime EIS contractor, who is under contract to the DOT&PF and under direction of the FAA. The following draft Section 106 technical report will be submitted to the Alaska State Historic Preservation Officer (SHPO) in July 2009: *A Historical, Architectural, Archaeological, and Cultural Resource Assessment for Proposed Improvements to the Kodiak Airport, Kodiak, Alaska* (Sheri Murray Ellis, 2009).

SWCA also carried out cultural resource studies for the **Sitka Rocky Gutierrez Airport EIS**, the Record of Decision for which will be issued in July 2009. Sheri Murray Ellis served as the cultural resources lead for the project. SWCA assisted the FAA in consulting with the SHPO, the Sitka Tribe of Alaska, the National Park Service, and the Sitka Historic Preservation Commission as part of the Section 106 process. SWCA conducted field surveys to verify the results of past investigations, conducted interviews with local historians and members of the Alaska Native community, and assessed the impact of the EIS project alternatives on both land-based and submerged cultural resources, including a National Historic Landmark, a National Register Historic District, and several areas identified as potentially containing human remains. SWCA also assisted the FAA in developing a Memorandum of Agreement for the project. No cultural resource permits were necessary for the cultural resources work conducted by SWCA.

One cultural resources report was completed for the project; *A Historical, Architectural, Archaeological, and Cultural Resource Assessment for Proposed Improvements to the Sitka Rocky Gutierrez Airport, Sitka, Alaska* (Sheri Murray Ellis, 2008).

SWCA recently completed cultural resources work in support of the **Nevada Power Sunrise Tap Project Environmental Assessment**, which consists of a new 500kV power line, a new 230kV power line, and replacement of an existing 230kV power line. The lead agency was the Bureau of Reclamation, and the Bureau of Land Management was a cooperating agency. Cultural resource work included assistance with the Programmatic Agreement, a detailed file search assessing the level of confidence in and applicability of previous work in the area, sample surveys of proposed alignments for the 500kV line, intensive pedestrian inventories of selected alignments for the new 500kV and 230kV lines, documentation of cultural resources, a paleontological file search and report, all necessary Section 106 reports, and the cultural and paleontological sections for the Environmental Assessment (EA). An ARPA permit was obtained for cultural surveys and limited testing (Permit No. LC-NV-06-04P).

SWCA is currently providing archaeological services for the **Utah Wind Corridor Mitigation Plan**, providing mitigation and monitoring efforts for the on-going construction of the corridor. SWCA is working closely with the client to avoid impacts to eligible sites identified during an earlier planning phase. An ARPA permit was obtained for site monitoring and activities related to unanticipated discovery during the construction effort (Permit No. 08-UT-85-026).

SWCA performed cultural resources services associated with the proposed **Palomar Gas Transmission Pipeline**. The client intends to construct an approximately 218-mile-long, large diameter natural gas pipeline that ends at a proposed liquid natural gas facility along the Columbia River near the Pacific Coast and crosses two mountain ranges, including the Mount Hood National Forest, to terminate at existing facilities in Wasco County, on the Columbia Plateau of central Oregon. SWCA was responsible for all cultural resources services along the alignment, including the construction and implementation of a comprehensive Class I Overview and an associated GIS-based model for selective subsurface testing within the project area. All data was incorporated into an Access database for ease of query's. SWCA provided the third-party reviewer with a Class III/Phase I Cultural Inventory Report on 226 miles of proposed natural gas pipeline in northwestern Oregon. Approximately 156 sites were documented according to established protocol by Oregon SHPO, FERC, BLM and USFS. Many of the sites were located with the Mount Hood National Forest, and required evaluative testing under ARPA Permit MTH105. The permit duration was July 12, 2007 to December 31, 2008. A draft version of the final report has been submitted; *Cultural Resource inventory for the Palomar Gas Transmission Project, Wasco, Clackamas, Marion, Yamhill, Washington, Columbia, and Clatsop Counties, Oregon* (Butler et al 2008). A final report is currently being prepared by the SWCA Portland, Oregon offices, though proposed Angoon EIS field director, Omar Ramirez, worked extensively on the project prior to relocating to Anchorage in early 2009.

**Item 11.d. (Resumes)**

**Sheri Murray Ellis**  
**Project Manger/Principal Investigator**

**Education**

- M.S. American Studies, Utah State University, Logan

**Expertise**

- Historic Preservation, Federal, Regulatory Compliance
- Tribal/Agency Consultation
- NEPA/NHPA Coordination
- Archival Documents Research
- Western American History
- Cultural Resource Law and Practice
- Historic Archaeology of the Great Basin

**Selected Projects**

- Juneau (Alaska) International Airport Environmental Impact Statement, Cultural Resources Lead
- Sitka (Alaska) Rocky Gutierrez Airport Environmental Impact Statement, Cultural Resources Lead
- DeLong Mountain Terminal (Kivalina-Noatak, Alaska) Cumulative Effects Analysis, Cultural Resources Lead
- Angoon Airport Environmental Impact Statement, Project Manager and Cultural Resources Lead
- Barter Island Airport Final Environmental Assessment, Project Manager, Cultural Resources and Section 4(f) Lead

Ms. Ellis has been working as professional archaeologist and historic preservation specialist since 1991. During her career, Ms. Ellis has obtained extensive project management and supervisory experience and has been responsible for all aspects of cultural resource projects, including the supervision of field crews and office staff. She has worked with numerous local, state, and federal agencies, and has worked on projects in Utah, New Mexico, Nevada, Colorado, Idaho, Wyoming, California, Montana, North Dakota, and Alaska.

Ms. Ellis has also participated in numerous cultural resource management workshops, including those regarding Section 106 compliance, FHWA Section 4(f), Traditional Cultural Property studies, NRHP site evaluations, historic landscapes, OSHA safety regulations, NEPA documentation, mid-20th Century Architecture, and coordinating the NEPA process with Section 106 of the National Historic Preservation Act and other preservation legislation. Ms. Ellis also participated in organizing the annual joint meetings (1999) of the Societies of Historic and Underwater Archaeology in Salt Lake City.

Ms. Ellis' archaeological fieldwork includes pedestrian inventories, site evaluations, excavations of both prehistoric and historic archaeological sites and burials, historic buildings evaluations, management planning, and reconnaissance level inventories. As part of the fieldwork, she has participated in and supervised large-scale archaeological inventories for both private companies and federal agencies. In addition to her fieldwork and management experience, Ms. Ellis has considerable experience in all aspects of report preparation and editing. She is skilled in conducting archival and literature searches, as well as doing biographical research, property chain of title searches, historic documents research, and preparing prehistoric, historic, and ethnographic contexts and overviews. She has prepared the cultural resource portions of numerous EIS, EA, and NEPA documents, and has participated in the preparation of HABS/HAER and Native American Consultation/Traditional Cultural Property documents. Ms. Ellis has successfully assisted federal agency clients in consulting with Native American tribal governments and negotiating Memoranda of Understanding/Agreement. She is also listed on the Register of Professional Archaeologists.



**Dr. Charles Bollong**  
**Principal Investigator**

**Education**

- Ph.D., Archaeology, Southern Methodist University, 1996
- M.A., Anthropology, Southern Methodist University, 1992
- M.A., Archaeology, University of Otago, New Zealand, 1983
- B.A., Archaeology, Simon Fraser University, BC, Canada 1979

**Registration / Certification**

- Registered Professional Archaeologist, 2005

**Expertise**

- Ceramic analysis and chemical characterization
- Culture resource sensitivity modelling

**Selected Projects**

- Co-Principal Investigator (PI) Rockies Express-Entrega Pipeline (FERC Certified) Sweetwater, Carbon, Albany, and Laramie Counties, Wyoming
- EIS Cultural Resources author, Ashley national Forest South Unit, Duchene County, Utah.
- Co-PI, Williams Overland Pass NGL Pipeline, Lincoln County, Wyoming.
- EIS Cultural Resources author, Garkane Tropic to Hatch Transmission Line, Garfield County, Utah
- Cultural Resource Sensitivity Modeling, PacifiCorp Transmission Line, Sevier, Millard, Beaver, Iron and Washington Counties, Utah

Dr. Bollong has been a practicing archaeologist for 29 years. He has worked in museum, academic and culture resource management settings and has completed a wide variety of field and laboratory projects. He is a member of the Register of Professional Archaeologists (RPA) and the Society for American Archaeology.

Dr. Bollong has undertaken culture resource management projects in British Columbia, Canada, Zimbabwe, Texas, Arizona, Wyoming, Utah, and the Bahamas. He has participated in and/or directed academic research projects in Canada, New Zealand, Zimbabwe, South Africa, and the American Southwest. His experience includes numerous field surveys and excavations as well as compositional and chemical characterization of ceramics and obsidian, artifact spatial analysis, and stratigraphic analysis. Dr. Bollong has investigated the archaeology of the Coastal Salish and Lilloet, (Canada), Maori (New Zealand), San and Shona (Zimbabwe and South Africa), Paleo-Indian, Archaic, Hohokam, Mogollon and Fremont (American west) and Lucayan (Bahamas) cultures. He has taught courses on archaeological method and theory, stratigraphy, African archaeology, world prehistory and biological anthropology.

Within culture resource management, Dr. Bollong has been employed with government agencies (Heritage Conservation Branch, British Columbia Provincial Government; National Museums and Monuments, Zimbabwe) as well as SWCA. He has conducted surveys, excavations and analyses for both government and private clients. Dr. Bollong has co-authored cultural resources reports and treatment plans for several federally-administered large-scale projects.

Dr. Bollong has authored or co-authored numerous peer-reviewed publications, papers and posters presented at professional meetings. Ethnic identities reflected by ceramic technologies and behavioral patterns evidenced by intra-site artifact distribution patterns are important themes of his work.

## Omar Ramirez Archaeological Field Director

### Education

- B.A., Anthropology, University of Montana, 2002
- PSMJ Project Management Training 2007

### Registration / Certification

- CPR / First Aid Certification, Red Cross, 2002, 2004, 2005, 2006, 2007, 2009
- Bear Safety, Department of Defense; Fairbanks, Alaska, 2003, 2004, NRA 2009.
- ATV Safety, ATV Safety Institute; Buffalo, Wyoming, 2006
- UXO Safety, Department of Defense; Fairbanks, Alaska 2003, 2004
- Member Society for American Archaeology and Alaska Anthropological Association

### Expertise

- Prehistoric and Historic Archaeology of the Northwest Coast, Interior Alaska, Columbia Plateau, Great Plains, and Rocky Mountain Regions
- Cultural Resources Inventory/Survey design, site testing, NRHP Evaluation, data recovery and mitigation, construction monitoring
- Supervising all levels of compliance field work on various sizes of projects
- Class I, II, and III technical report preparation
- Lithic Analysis
- GIS/GPS data collection and map construction

### Selected Projects

- Field Director, Cultural Resources Inventory for the Palomar Pipeline Gas Transmission Project, Clatsop, Columbia, Washington, Yamhill, Marion, Clackamas, and Wasco Counties, Oregon
- Field Director, Cultural Resources Inventory for the Lower Snake River Wind Energy Project; Garfield County, Washington
- Archaeological Crew Leader, Donnelly Training Area Cultural Resources Section 110 Documentation; North Star Borough, Alaska

Mr. Ramirez is a Project Manager/Archaeologist with the SWCA Anchorage office. He has 8+ years of professional experience in cultural resource management (CRM). Mr. Ramirez has worked in Northern California, Oregon, Washington, and Alaska as well as across the West in Montana, Wyoming, and North Dakota. Mr. Ramirez received his B.A. in Anthropology, with an emphasis in paleo-arctic archaeology, from the University of Montana in 2002. His skills and experiences apply to a full range of cultural resource management services from project scoping and design, to conducting survey, testing, and excavation, and authoring technical reports. He has provided these services on all sizes of projects, from site-specific research projects to large block-inventories which cover tens of thousands of acres.

Mr. Ramirez has successfully directed numerous CRM projects from inception to submittal. He has experience with all phases of archaeological work, including project set-up, budget analysis and proposal preparation, pre-field planning, fieldwork, primary authorship on technical reports, communication with the client, agencies, and landowners on status and new developments, submission of reports, and follow up. Mr. Ramirez has experience supervising numerous types of cultural resource investigations including inventory, testing, and data recovery for seismic, block, pad and corridor, timber salvage, linear pipeline, construction monitoring, and testing programs. Mr. Ramirez has worked on projects with public and private sector clients, including Bureau of Land Management, Forest Service, Department of Transportation, Department of Defense, Federal Energy Regulatory Commission, Natural Resources Conservation Service, and private oil and gas contracts.

Throughout his 8+ years of archaeological experience Mr. Ramirez has made NRHP determinations for hundreds of prehistoric and historic archaeological sites with agency concurrence. Mr. Ramirez's professional projects have been completed to meet the compliance regulations of Section 106 of the National Historic Preservation Act (NHPA). He has extensive knowledge of county, state, and federal laws protecting cultural sites under the NHPA, Archaeological Resources Protection Act, the Native American Graves Protection and Repatriation Act (NAGPRA). Prior to joining SWCA Mr. Ramirez worked with other cultural resource firms throughout the Western US. Mr. Ramirez has CRM experience in Alaska, California, Montana, North Dakota, Oregon, South Dakota, Washington, and Wyoming. His diverse work experience coupled with his proven leadership skills makes him a valuable resource for any team.

**Item 11.e. Curation Agreement**

No artifacts will be conducted during the proposed work. As such, no curation will be necessary.

**U.S. DEPARTMENT OF AGRICULTURE  
 FOREST SERVICE  
 PERMIT FOR ARCHAEOLOGICAL INVESTIGATIONS  
 Authority:**

The Archaeological Resources Protection Act of 1979, 16 U.S.C. 470aa-nm

<b>1. Holder</b>  SWCA, Inc. Environmental Consultants	<b>2. Date of corresponding application</b>  06/19/2009
<b>3. Address</b>  1130 W. 6 <sup>th</sup> Avenue, Suite 110 Anchorage, Alaska 99501	<b>4. Telephone numbers</b>  907-279-7922  <b>5. Email addresses</b>  <a href="mailto:sellis@swca.com">sellis@swca.com</a> <a href="mailto:cbollong@swca.com">cbollong@swca.com</a>
<b>6. Name of authorized officer</b>  Marti Marshall Monument Ranger 907-789-6202 <a href="mailto:mmarshall01@fs.fed.us">mmarshall01@fs.fed.us</a>	<b>7. Name of principal investigators</b>  Charles Bollong Sheri Murray Ellis 801-322-4307
<b>8. Name of field directors authorized to carry out field projects</b>  Omar Rameriz 907-279-7922 <a href="mailto:oramirez@swca.com">oramirez@swca.com</a>	
<b>9. Activities authorized</b>  Consulting: Project-specific Non-ground-disturbing activities (such as surveys) Non-ground-disturbing activities that include limited testing (e.g., shovel tests or scrapes)	
<b>10. Description of National Forest System lands authorized for use (hereinafter referred to as the permit area)</b>  Admiralty National Monument T.50 S., R. 68 E., Sec 32, 33, 34 T. 51 S., R. 68 E., Sec 2, 3, 4, 5, 6, 7, 8, 9, 10, 15, 16	
<b>11. Permit term</b>  From 06/24/2009 To 12/31/2010	
<b>12. Name and address of the curatorial facility in which collections, records, data, photographs, and other documents resulting from activities conducted under this permit shall be deposited for permanent preservation on behalf of the United States Government:</b>  Admiralty National Monument Office. 8510 Mendenhall Loop Road, Juneau, Alaska 99801	

## **TERMS AND CONDITIONS**

### **I. GENERAL TERMS**

**A. AUTHORITY.** This permit is issued pursuant to The Archaeological Resources Protection Act of 1979, 36 CFR Part 251, Subpart B, 36 CFR Part 296, the Uniform Rules and Regulations of the Antiquities Act of 1906, 43 CFR Part 3, and applicable Forest Service policies and procedures and is subject to their provisions.

**B. AUTHORIZED OFFICER.** The authorized officer for this permit is the Forest Supervisor or a subordinate officer with delegated authority.

**C. ANNUAL REVIEW.** If this permit is issued for more than one year, it shall be reviewed annually by the authorized officer.

**D. RENEWAL AND EXTENSION.** This permit is not renewable. The holder may request an extension of this permit for a limited, specified period to complete activities authorized under this permit. Requests for an extension must be submitted in writing at least one month before expiration of this permit.

**E. AMENDMENT.** This permit may be amended in whole or in part by the Forest Service when, at the discretion of the authorized officer, such action is deemed necessary or desirable to incorporate new terms that may be required by law, regulation, the applicable land management plan, or projects and activities implementing a land management plan pursuant to 36 CFR Part 215. Any amendments to individuals named in or activities authorized by this permit that are needed by the holder must be approved by the authorized officer in writing.

**F. COMPLIANCE WITH LAWS, REGULATIONS, AND OTHER LEGAL REQUIREMENTS.** In exercising the privileges granted by this permit, the holder shall comply with all present and future federal laws and regulations and all present and future state, county, and municipal laws, regulations, and other legal requirements that apply to the permit area, to the extent they do not conflict with federal law, regulations, or policy. The Forest Service assumes no responsibility for enforcing laws, regulations, and other legal requirements that fall under the jurisdiction of other governmental entities.

**G. NON-EXCLUSIVE USE.** The use and occupancy authorized by this permit are not exclusive. The Forest Service reserves the right of access to the permit area, including a continuing right of physical entry to the permit area for inspection, monitoring, or any other purpose consistent with any right or obligation of the United States under any law or regulation. The holder shall allow the authorized officer or the authorized officer's representative full access to the permit area at any time the holder is in the field for purposes of examining the permit area and any recovered materials and related records. The Forest Service reserves the right to allow others to use the permit area in any way that is not inconsistent with the holder's rights and privileges under this permit, after consultation with all parties involved.

**H. ASSIGNABILITY.** This permit is not assignable or transferable.

### **II. OPERATIONS**

**A. OPERATING PLAN.** The application corresponding to this permit is incorporated as the operating plan for this permit and is attached as Appendix A. The authorized officer may supplement the information contained in the application as appropriate or necessary.

**B. REQUIRED PERMITS.** The holder shall obtain all other permits required for conducting the activities authorized by this permit.

**C. QUALIFIED INDIVIDUALS.** Archaeological project design, literature review, development of regional historical contexts, site evaluation, conservation and protection measures, and recommendations for subsequent investigations shall be developed with direct involvement of an individual who meets the Secretary of the Interior's Standards for Archaeology and Historic Preservation. Fieldwork shall be overseen by an individual who meets the Secretary of the Interior's Standards for Archaeology and Historic Preservation.

**D. CONDITION OF OPERATIONS.** The holder shall maintain the authorized improvements and permit area to standards of repair, orderliness, neatness, sanitation, and safety acceptable to the authorized officer and consistent with other provisions of this permit. Standards are subject to periodic change by the authorized officer.

**E. PROHIBITION ON USE OF MECHANIZED EQUIPMENT IN WILDERNESS AREAS.** The holder shall not use mechanized equipment in wilderness areas and shall not use mechanized equipment in proposed or potential wilderness areas without prior written approval from the authorized officer.

**F. PROHIBITION ON FLINT KNAPPING AND LITHIC REPLICATION EXPERIMENTS.** The holder shall not conduct any flint knapping or lithic replication experiments at any archaeological site, aboriginal quarry source, or non-archaeological site that might be mistaken for an archaeological site as a result of such experiments.

**G. PROHIBITION ON IMPEDING OR INTERFERING WITH OTHER USES.** The holder shall perform the activities authorized by this permit so as not to impede or interfere with administrative or other authorized uses of National Forest System lands.

**H. RESTRICTION ON MOTOR VEHICLE USE.** The holder shall restrict motor vehicle use to designated roads, trails, and areas, unless specifically provided otherwise in the operating plan.

**I. MINIMIZING GROUND DISTURBANCE.** The holder shall keep ground disturbance to a minimum consistent with the nature and purpose of the authorized fieldwork.

**J. RESOURCE PROTECTION.** The holder shall conduct all activities so as to prevent or minimize scarring, erosion, littering, and pollution of National Forest System lands, water pollution, and damage to watersheds. In addition, the holder shall take precautions at all times to prevent wildfire. The holder may not burn debris without prior written approval from the authorized officer.

**K. PREVENTION OF INJURY.** The holder shall take precautions to protect livestock, wildlife, the public, and other users of National Forest System lands from accidental injury at any excavation site.

**L. DESTRUCTION AND REMOVAL OF TREES.** The holder shall not destroy or remove any trees on National Forest System lands without prior written approval from the authorized officer.

**M. RESOURCE MANAGEMENT FACILITIES.** The holder shall not disturb resource management facilities, such as fences, reservoirs, and other improvements, within the permit area without prior written approval from the authorized officer. Where disturbance of a resource management facility is necessary, the holder shall return it to its prior location and condition.

**N. BACKFILLING.** The holder shall backfill all subsurface test and excavation sites as soon as possible after recording the results and shall restore subsurface test and excavation sites as closely as possible to their original contour.



**O. REMOVAL OF STAKES AND FLAGGING**. The holder shall remove temporary stakes and flagging installed by the holder upon completion of fieldwork.

**P. SITE RESTORATION**. The holder shall restore all camp and work areas to their original condition before vacating the permit area. Refuse shall be carried out and deposited in disposal areas approved by the authorized officer.

**Q. TITLE TO ARTIFACTS AND ASSOCIATED DOCUMENTATION**. Archaeological and historical artifacts excavated or removed from National Forest System lands and any associated documentation shall remain the property of the United States.

**R. NATIVE AMERICAN GRAVES PROTECTION AND REPATRIATION (NAGPRA)**. If an excavation is authorized and human remains are discovered, the holder shall immediately notify the forest archaeologist and shall coordinate with the forest archaeologist to follow the procedures outlined in the permit application and NAGPRA action plan regarding discovery and treatment of human remains. In other cases, if the holder inadvertently discovers human remains, funerary objects, sacred objects, or objects of cultural patrimony on federal or tribal lands, the holder shall immediately cease work in the area of the discovery and shall make a reasonable effort to protect and secure the items. The holder shall immediately notify the forest archaeologist by telephone of the discovery and shall follow up with written confirmation of the discovery. The activity that resulted in the inadvertent discovery may not resume until 30 days after the forest archaeologist certifies receipt of the written confirmation, if resumption of the activity is otherwise lawful, except that a recovery plan adopted as a binding agreement between the Forest Service and the affected Indian tribes may provide for earlier resumption of the activity.

**S. ADDITIONAL REQUIREMENTS**. Prior to beginning any fieldwork under the authority of this permit, the holder shall contact the authorized officer responsible for administering the lands involved to obtain further instructions regarding current land and resource conditions.

### **III. REPORTING REQUIREMENTS**

**A. PRELIMINARY REPORT**. The holder shall submit a preliminary report to the authorized officer within **6 weeks** of completion of the first stage of fieldwork. The preliminary report shall enumerate what was done during the first stage of fieldwork, how it was done, by whom, where, and with what results, including maps, global positioning satellite data, an approved site form for each newly recorded archaeological site, and the holder's professional recommendations regarding resource significance, as appropriate. Depending on the scope, duration, and nature of the work, the authorized officer may require progress reports periodically for the duration of the authorized activities.

**B. DRAFT FINAL REPORT**. Within **12 weeks** of completion of fieldwork, the holder shall submit an edited draft final report to the authorized officer for review to ensure conformance with applicable laws, regulations, policies, and procedures and the terms and conditions of this permit.

**C. FINAL REPORT**. The holder shall submit the original final report and at least two copies to the authorized officer within **16 weeks** after completion of fieldwork.

**D. BLANKET SURVEY CONSULTING PERMIT**. If this is a multi-year survey consulting permit, at the end of each calendar year, the holder shall submit to the authorized officer a report enumerating all activities conducted under this permit.

**E. DEPOSIT OF MATERIALS AND DOCUMENTS WITH A CURATORIAL FACILITY**. Within 90 days of the date the final report is submitted to the authorized officer, the holder shall deposit all artifacts, samples, and collections and original or clear copies of all records, data, photographs, and other documents resulting from activities authorized by this permit with the curatorial facility named in block 12.

**F. CATALOGUE AND EVALUATION OF DEPOSITED MATERIALS.** The holder shall provide the authorized officer with a catalogue and evaluation of all materials deposited with the curatorial facility named in block 12, including the facility's accession or catalogue numbers, and confirmation, signed by an authorized curatorial facility official, that artifacts, samples, and collections were deposited with the approved curatorial facility. The confirmation shall include the date the materials were deposited and the type, number, and condition of the deposited materials.

**G. CONFIDENTIALITY OF SENSITIVE RESOURCES.** The holder agrees to keep the specific location of sensitive resources confidential. Sensitive resources include but are not limited to threatened, endangered, and rare species; archaeological sites; caves; fossil sites; minerals; commercially valuable resources; and traditional cultural properties.

**H. CONFIDENTIALITY OF INFORMATION IDENTIFYING ARCHAEOLOGICAL SITES.** Without the authorized officer's prior written approval, the holder shall not publish any locational or other information identifying archaeological sites that could compromise their protection and management by the federal government.

**I. IDENTIFICATION OF FOREST SERVICE PERMIT.** Any published article, paper, or book containing results of work conducted under this permit shall specify that the work was performed in the Tongass National Forest under a Forest Service permit.

**J. SUBMISSION OF WRITTEN MATERIALS.** The holder shall submit a copy of any published or unpublished report, article, paper, or book resulting from the authorized activities (other than reports required by clauses III.A, B, and C) to the authorized officer and the appropriate official of the curatorial facility named in block 12. The holder shall submit tabular and spatial data to the authorized officer in the format specified in Appendix A.

#### **IV. RIGHTS AND LIABILITIES**

**A. LEGAL EFFECT OF THE PERMIT.** This permit, which is revocable and terminable, is not a contract or a lease, but rather a federal license. The benefits and requirements conferred by this authorization are reviewable solely under the procedures set forth in 36 CFR Part 251, Subpart C, and 5 U.S.C. 704. This permit does not constitute a contract for purposes of the Contract Disputes Act, 41 U.S.C. 601. The permit is not real property, does not convey any interest in real property, and may not be used as collateral for a loan.

**B. VALID OUTSTANDING RIGHTS.** This permit is subject to all valid outstanding rights. Valid outstanding rights include those derived from mining and mineral leasing laws of the United States. The United States is not liable to the holder for the exercise of any such right.

**C. ABSENCE OF THIRD-PARTY BENEFICIARY RIGHTS.** The signatories of this permit do not intend to confer any rights on any third party as a beneficiary under this permit.

**D. DAMAGE TO UNITED STATES PROPERTY.** The holder has an affirmative duty to protect from damage the land, property, and other interests of the United States. Damage includes but is not limited to fire suppression costs, and all costs and damages associated with or resulting from the release or threatened release of a hazardous material occurring during or as a result of activities of the holder or the holder's heirs, assigns, agents, employees, contractors, or lessees on, or related to, the lands, property, and other interests covered by this permit. For purposes of clause IV.F, "hazardous material" shall mean any hazardous substance, pollutant, contaminant, hazardous waste, oil, and/or petroleum product, as those terms are defined under any federal, state, or local laws or regulations.

**E. INDEMNIFICATION.** The holder shall indemnify, defend, and hold harmless the United States for any costs, damages, claims, liabilities, and judgments arising from past, present, and future acts or omissions of the holder in connection with the use and occupancy authorized by this permit. This

indemnification and hold harmless provision includes but is not limited to acts and omissions of the holder or the holders family, guests, invitees, heirs, assignees, agents, employees, contractors, or lessees in connection with the use and occupancy authorized by this permit which result in (1) violations of any laws and regulations which are now or which may become applicable; (2) judgments, claims, demands, penalties, or fees assessed against the United States; (3) costs, expenses, and damages incurred by the United States; or (4) the release or threatened release of any solid waste, hazardous waste, hazardous substance, pollutant, contaminant, oil in any form, or petroleum product into the environment. The authorized officer may prescribe terms that allow the holder to replace, repair, restore, or otherwise undertake necessary curative actions to mitigate damages in addition to or as an alternative to monetary indemnification.

**F. CONTINUATION OF LIABILITY BEYOND EXPIRATION.** The holder shall not be released from requirements of this permit until all outstanding obligations have been satisfied, regardless of whether the permit has expired.

## **V. PERMIT FEES**

**A. LAND USE FEE.** The holder shall pay an annual land use fee of \$ 100.00 for the period from 06/23/2009 to 12/31/2009 thereafter annually on the due date shown on the bill for collection, in the amount of \$ as shown on the bill for collection.

**B. MODIFICATION OF THE LAND USE FEE.** The land use fee may be revised whenever necessary to reflect the market value of the authorized use or when the fee system used to calculate the land use fee is modified or replaced.

**C. Termination for Nonpayment.** This permit shall terminate without the necessity of prior notice and opportunity to comply when any permit fee payment is 90 calendar days from the due date in arrears. The holder shall be responsible for the delinquent fees, as well as any other costs of restoring the site to its original condition, including hazardous waste cleanup.

Bottom of Form

## **VI. REVOCAION, SUSPENSION, AND TERMINATION**

**A. REVOCAION AND SUSPENSION.** The authorized officer may revoke or suspend this permit in whole or in part:

1. For noncompliance with federal, state or local law.
2. For noncompliance with the terms and conditions of this permit.
3. For abandonment or other failure of the holder to exercise the privileges granted.
4. With the consent of the holder.
5. For specific and compelling reasons in the public interest.

Prior to revocation or suspension, other than immediate suspension under clause C, the authorized officer shall give the holder written notice of the grounds for revocation or suspension. In the case of revocation or suspension based on clause VI.A.1, 2, or 3, the authorized officer shall give the holder a reasonable period, not to exceed 90 days, to cure any noncompliance.

**B. RELINQUISHMENT OF ARTIFACTS AND DOCUMENTS.** Within 30 days of revocation or suspension of this permit, the holder shall deliver to the Forest Service all artifacts and originals of all photographs, negatives, catalogues, field notes, analysis sheets, reports in any stage of preparation, computer files, and any other records resulting from any activity conducted under this permit.

**C. IMMEDIATE SUSPENSION.** The authorized officer may immediately suspend this permit in whole or in part when necessary to protect public health or safety or the environment. The suspension decision shall be in writing. The holder may request an on-site review with the

authorized officers supervisor of the adverse conditions prompting the suspension. The authorized officers supervisor shall grant this request within 48 hours. Following the on-site review, the authorized officers supervisor shall promptly affirm, modify, or cancel the suspension.

**D. APPEALS AND REMEDIES**. Written decisions made by the authorized officer relating to administration of this permit are subject to appeal pursuant to 36 CFR Part 251, Subpart C, as amended. Revocation or suspension of this permit shall not give rise to any claim for damages by the holder against the Forest Service.

**E. TERMINATION**. This permit shall terminate when by its terms a fixed or agreed upon condition, event, or time occurs without any action by the authorized officer. Examples include but are not limited to expiration of the permit by its terms on a specified date. Termination of this permit is not subject to administrative appeal and shall not give rise to any claim for damages by the holder against the Forest Service.

## **VII. MISCELLANEOUS PROVISIONS**

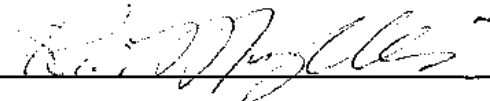
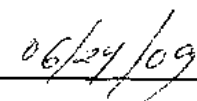
**A. MEMBERS OF CONGRESS**. No member of or delegate to Congress or Resident Commissioner shall benefit from this permit either directly or indirectly, except to the extent the authorized use provides a general benefit to a corporation.

**B. SUPERIOR CLAUSES**. If there is any conflict between any of the preceding clauses and any subsequent clauses or appendices, the preceding clauses shall control.

**THIS PERMIT IS ACCEPTED SUBJECT TO ALL ITS TERMS AND CONDITIONS.**

**BEFORE ANY PERMIT IS ISSUED TO AN ENTITY, DOCUMENTATION MUST BE PROVIDED TO THE AUTHORIZED OFFICER OF THE AUTHORITY OF THE SIGNATORY FOR THE ENTITY TO BIND IT TO THE TERMS AND CONDITIONS OF THE PERMIT.**

**ACCEPTED:**

---

HOLDER NAME, PRECEDED BY NAME AND TITLE OF PERSON SIGNING ON BEHALF OF HOLDER, IF HOLDER IS AN ENTITY      SIGNATURE      DATE

**APPROVED:**

---

NAME AND TITLE OF AUTHORIZED OFFICER      SIGNATURE      DATE

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0082. The time required to complete this information collection is estimated to average 4 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

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To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call (800) 975-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

The Privacy Act of 1974 (5 U.S.C. 552a) and the Freedom of Information Act (5 U.S.C. 552) govern the confidentiality to be provided for information received by the Forest Service.

<b>RECORD OF CONVERSATION</b>	<b>Time:</b>	<b>Date:</b> 7/08/09
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<b>TYPE</b>	<input type="checkbox"/> In-person Conversation	<input type="checkbox"/> Meeting/Conference	<input checked="" type="checkbox"/> Telephone <input type="checkbox"/> Incoming <input checked="" type="checkbox"/> Outgoing	<input type="checkbox"/> E-mail Chain (summarized here due to length and to focus on relevant information; copy should accompany this ROC)
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**Location of In-person Conversation, Meeting, or Conference:**

<b>Name of Persons Contacted or in Contact with You</b> Philip Mooney	<b>Organization</b> Alaska Fish and Game	<b>Telephone No.</b> 1-907-747-5449
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**Subject:** Angoon wildlife surveys

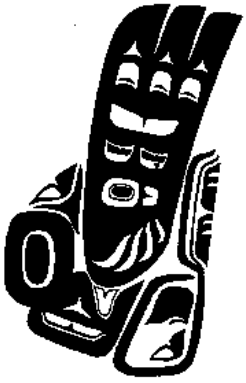
**Summary of Conversation**

- We spoke of rodent numbers on Admiralty, Baranof, and Chicagof islands and how they seemed relatively high.
- We spoke of bear activity on Admiralty

**Action Required:** None

**Name of Person Documenting Conversation:** Thomas Sharp, SWCA Environmental Consultants





**ANGOON AIRPORT**  
Environmental Impact Statement



Meeting Location: FS Surrey DO  
Meeting Date: 7/8/2009

**Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Mike Driscoll	USFS - JRP/ANM		madriscoll@fs.fed.us
Cynthia Kaiser Silva, Office			Kaiser.Nancy@fs.fed.us
John Neely			jneely@fs.fed.us
Maarti Marshall			maarti_marshall@fs.fed.us
Shirley Amberson (Contact: 1-800-451-2263)			
Angoon Airport EIS Document 0914			



**ANGOON AIRPORT**  
Environmental Impact Statement



Meeting Location: SEACC / FOA  
Meeting Date: 7/8/2009

**Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Ben Cioablis	SWCA	257 E 200 S SLC, UT 84103	bcioablis@swca.com
Matt Petersen	SWCA	55 N Main, Logan UT 84321	mpetersen@swca.org
George Weekley	SWCA	SLC	gweekley@swca.com
Buck Lindkeugel	SEACC	419 6 <sup>th</sup> St #200 Jan, AK 99101	buck@seacc.org
Steve Knox	SWCA	257 East 200 South Suite 200 SLC, UT 84111	sknox@swca.com
Liz Perry	SWCA	257 E 200 South Ste 200 SLC, UT 84111	EPERRY@SWCA.ORG
K.J. Metkalf	Friends of Admiralty Is.	PO Box 2022 Niwetuk - AK 99802	amy.kjmc@alaska.gov
Tenny Russell	Friends of Admiralty Island	P.O. Box 33575 Fairbanks, AK 99803	mike.j@afirm.gov
Leslie Gray	FAA	Anchorage,	Leslie.gray@faa.gov
Sheet	SWCA	257 E. 200 S, SLC 200 <del>SLC</del> SALT LAKE CITY, UT 84111	sellis@swca.com



# ANGOON AIRPORT

Environmental Impact Statement



Meeting Location: USFS / RO Juneau  
 Meeting Date: July 9, 2009

## Meeting Sign In Sheet

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Steve Knox	SUCA	257 East 200 South Suite 200 SLC, UT 84111	sknox@suca.com
Roger Birk	ES, Regional Office	P.O. Box 5160 Juneau AK 99802	r.birk@fs.fed.us
[Name obscured]	[Organization obscured]	[Address obscured]	[Email obscured]
Pamela Finney	USFS Regional Office Public Affairs Office	2000 RIVER Juneau AK 99802	pfinney@fs.fed.us
Ruth Monahan	USFS Regional Office Recreation Lands	(same)	rmonahan@fs.fed.us
Matt Mazeroll	Admin. Island Natl Monument (USFS)	2000 RIVER Juneau AK 99802	m.mazeroll@fs.fed.us
DENNY BREWSTER	USFS - REGIONAL OFFICE	2100 RIVER JANSAK, AK 99802	DBREWSTER@fs.fed.us
Paul Brewster	USFS - R.O. - Regional Forest's Office	"	p.brewster@fs.fed.us
Josh Clabaugh	USFS - Regional Office Wilderness	"	jclabaugh@fs.fed.us
Maria Lusk	USFS Regional Office Rec. Lands, Minerals	"	mlusk@fs.fed.us



**ANGOON AIRPORT**  
Environmental Impact Statement



Meeting Location: USFS/RO Juneau

Meeting Date: July 9, 2009

**Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Jetsy Rickards	USFS - R10 - RO	POB 21628 JNU 99802	brickards@fs.fed.us
Jheele Sweeney	USFS R10 - RO	POB 21628 JNU 99802	jsweeney@fs.fed.us
Angoon Airport EIS Document 0914			



# ANGOON AIRPORT

Environmental Impact Statement



Meeting Location: \_\_\_\_\_

Meeting Date: \_\_\_\_\_

Meeting Sign In Sheet -- w/ ACA IRA Council

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Wally Frank Sr.			
Denise Jade			
Alan Zubot (sp?)			
Kevin Frank			
Walter Jack			
Ed Gambell			
Floyd Jim			
Raynelle Jack			
Marti Marshall	FS		
Donald Frank	FS		
[ACA - W. Pedersen, E. Perry, G. Webley, S. Ellis]	[FAA - Lester Guey]		



**ANGOON AIRPORT**  
Environmental Impact Statement



Meeting Location: ACA Center  
Meeting Date: 7/10/2009

**Meeting Sign In Sheet**

Please add mailing address and/or email information if you would like to be on the mailing list for this project. Thank you.

Name	Organization	Mailing Address	Email
Maline Thompson	SEC	PO Box 111 Angoon AK 99820	
Hilbert, Gerald		P.O. Box 1 Angoon, ak. 99820	Hilbert@ak.net
Gailyn J. Walker		Box 102 Angoon AK 99820	gwalker@pti.ak.net
Joseph D. Young		PO Box 101 Angoon AK 99820	jyoung@pti.ak.net
Shirley Bates	Angoon Trading Co.	PO Box 10 Angoon AK 99820	shamp5743@aol.com
Lenora Walker	City Council	PO Box 102 Angoon 99820	sebcountry@hotmail.com
Angoon Airport EIS Document 0914			



## USFS Regional Office Briefing Meeting Notes - July 9<sup>th</sup>, 2009

**Participants** – FAA            Leslie Grey  
   ADOT&PF    Verne Skagerberg  
   SWCA Inc.   Matt Peterson  
                   Steve Knox  
   USFS         Denny Bschor  
                   Paul Brewster  
                   Maria Lisowski  
                   Trish Clabaugh  
                   Ruth Monahan  
                   Betsey Richards  
                   Cherie Shelley  
                   Roger Birk  
                   Pamela Finney  
                   Julie Speegle  
                   Marti Marshall

**Purpose** – The purpose of the briefing was to present to the Regional Forester, Deputy Regional Foresters, and staff an overview of the Angoon Airport project, a report on the progress of the project, and to answer any questions Forest Service personnel had regarding the project.

**Report** – Leslie Grey opened the meeting with introductions, followed by a power point presentation on the project overview, purpose and need for the airport, and project background studies leading to the current project proposal and alternatives. Matt Petersen continued with a discussion of the EIS, including the alternatives carried forward for analysis in the EIS, scoping comments and issues for analysis in the EIS, ANILCA Title XI requirements, impact categories, public involvement and tribal consultation, and next steps in the EIS process. After the presentation, the Forest Service personal asked the following questions:

**Q 1** – How far east will aircraft travel over the National Monument during take-off and landing?

**A 1** – The effect of aircraft noise on the resource values and uses of the monument and wilderness will be determined through studies conducted as part of the EIS process. Existing noise levels will be monitored in studies this summer.

**Q 2** – What coordination is being conducted with State agencies?

**A 2** – Coordination with State agencies is being coordinated through Sally Gibert, the State ANILCA Coordinator at the Department of Natural Resources. This person will coordinate and consolidate all State agency comments for consideration in the EIS process.

**Q 3** – Considering the environmental justice issues associated with Alternative 12A, has a land exchange alternative been considered?

**A 3** – This alternative has been discussed. Consideration must be given to maintaining a land base adjacent to the community of Angoon. This land base is important to the integrity of the community and its members.

**Q 4** – This will be a complex process, given the requirement of Presidential and Congressional approval of locations in the Monument-Wilderness. Even with a solid environmental analysis, the President or Congress could reject the project.

**A 4** – Yes we acknowledge that possibility. But, we need to give the decision makers the best possible information with which to make informed decisions.

**Q 5** – The Forest Service has no regulations to implement Title XI of ANILCA, and is looking to the Department of Interior regulations for help and direction. What is the status of the FAA white paper on implementation of the requirements of Title XI?

**A 5** – The white paper is under FAA legal review at this time. When those comments are incorporated, FAA will provide the USFS a copy of the paper.

**Q 6** – If the Preferred Alternative is to build in the wilderness, we need to get ahead of the curve with briefing for the environmental community.

**A 6** – Yes we agree and we're already doing that. We met with SEACC and FOA yesterday. We're actively seeking input from local, state, and national NGOs. We also plan to do a national-level agency briefing in Washington. The Regional Forester recommended bringing all agencies together.

**Q 7** – Will the EIS display cost comparisons?

**A 7** – Yes.

**Q 8** – Will the EIS display changes in subsistence use? Areas and uses?

**A 8** – Yes.

**Q 9** – Will there be a record of decision (ROD)?

**A 9** – Yes. The FAA will prepare a ROD for permits and funding. But, there will be no ROD for the Forest Service, as the President and Congress ultimately decide.

Following this discussion, the meeting concluded.

**SWCA Environmental Consultants  
Phone Record**



434 NW 6th Ave., Suite 304  
Portland, OR 97209-3652  
Phone: 503-224-0333  
Fax: 503-224-1851  
www.swca.com

ANC

Date: 7/21/09 Time: 10 AM Project Number: 15489

Project Title: Angoon Airport EIS, Phase 2

Conversation with: Stefanie Ludwig

Agency or Affiliation: STPO - Compliance

Phone Number: 907-269-8720 Email: \_\_\_\_\_

SWCA Called: yes Contact Called: \_\_\_\_\_ SWCA Staff: A. Schlenker

① level of effort w/in prev. doc. sites  
↳ need to det. NRHP status est. boundaries of site

② prev. sites w/ NDE  
↳ Subsurface invest. w/ formal testing in hydric soils &/or limited deposition ~ Sp's ok to det. boundaries but try to limit impact on site  
↳ STPO stance on digging w/in known site?  
↳ OK - but don't destroy it; do enough to eval. NRHP + assess effects  
↳ Stance on needed data for eligibility

③ Consultation w/ STPO/106 Compliance / USFS Mon.  
• told her of limited surface visibility & she said we would likely need test pits. Need to det. extent of site / depth (vert & horiz)

Continued on back?  Yes  No

Action Items:  
Call/relay info to Omar Ramirez


**\*\*\* TRANSMISSION REPORT \*\*\***

SID : AK AIRPORTS DIVISION

Number : 907 271 2851

Date : 07-24-09 13:57

Date/Time	7-24 13:56
Dialled number	919077883412
Subscriber	907 788 3412
Durat.	0' 18"
Mode	NORMAL
Pages	2
Status	Correct



**ANGOON AIRPORT**  
Environmental Impact Statement

## Fax

**To:** Wally Frank, Sr. (President) and Alan Zuboff (Historian)  
Angoon Community Association

**From:** Leslie Gray, FAA Angoon Airport EIS Project Manager

**Date:** July 24, 2009

**Fax Number:** 907-788-3412

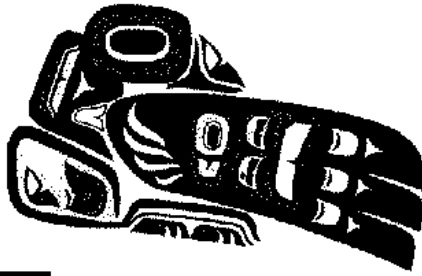
**Subject:** Archaeological survey work for the Angoon Airport EIS

---

Hello!

We have some information to share with you. Yesterday (July 23, 2009) our archaeology crew from the FAA's EIS Consultant Team was conducting studies along the east side of Favorite Bay for airport and airport access road alternatives. During their work, our crew revisited an archaeological site that was identified several years ago by other archaeologists. Little is known about the site as it had not been thoroughly investigated before. As part of the Airport Project, our archaeology crew conducted additional investigations and discovered some very special stone tools at the site. These tools, known as microblades, have reportedly never been found on Admiralty Island before. Microblades have been found at other archaeological sites in Alaska. The microblades at these sites were subject to tests to determine their age and were found to have been made many thousands of years ago. If the microblades found yesterday by the Airport Project archaeologists were made at a similar time as the microblades from other sites, the site in which they are located could be one of the oldest sites in the Angoon area and would be older than the earliest known site, the Favorite Bay fish weir. This is an exciting find and could prove very important in expanding the understanding of long past uses of the Favorite Bay area by Tlingit ancestors.

The discovery of these tools does not change our process for analyzing the three airport location alternatives or access road alternatives being studied in the Environmental Impact Statement. We still have much study to do to determine if any of the alternatives would even impact the site, and if so, how. We will continue to follow the processes and protocols of getting a better understanding of the site and what it contains as well as its historical importance. In addition, we will be working to identify ways to avoid,



# ANGOON AIRPORT

## Environmental Impact Statement



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1



minimize, or mitigate any adverse impacts to the site if any of the alternatives might affect it.

It will be many months before we will know more detailed information; however, we wanted you to know of this exciting find now rather than later. As the site is located on Kootznoowoo Corridor Lands, Peter Naoroz of Kootznoowoo, Inc. and the Forest Service has also been notified.

We will provide updates to you in the future as we gather more information about the site. In the meantime, feel free to contact me if you have any questions. I can be reached via email at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov) or via phone at (907) 271-5453.

Sincerely,

Leslie Grey   
FAA Alaskan Region Airports Division  
Angoon Airport EIS Project Manager



# ANGOON AIRPORT

## Environmental Impact Statement



# Memo

**To:** Angoon Airport EIS Administrative Record  
**From:** Sheri Ellis (SWCA)  
**CC:** Leslie Grey (FAA); Matt Petersen (SWCA); Liz Perry (SWCA)  
**Date:** July 28, 2009  
**Re:** Change in government-to-government consultation protocol with the Angoon Community Association

---

This memo is intended to serve as a record of a change in approach to government-to-government consultation with the federally recognized Angoon Community Association.

### Background

In April 2008, the FAA and SWCA participated in a telephone conference with Matthew Fred, Jr., then president of the Angoon Community Association (ACA), and Albert Howard, Mayor of the City of Angoon. During the call, we discussed the approach to government-to-government consultation with the ACA, as well as general consultation protocols with the City. President Fred requested that all consultation with the ACA be carried out through the City (the Mayor's Office) so that both entities would be on the same page with regards to the project. Pursuant to this conversation, FAA prepared a letter outlining protocols to carry out consultation with the ACA through the City. These protocols were finalized in a letter agreement from the FAA dated July 2, 2008 (see attached).

Since establishment of the protocols, President Fred left his position with the ACA, and Mr. Wally Frank, Sr. took over as president.

### Change in Approach

Given the change in leadership of the ACA, FAA determined it appropriate to meet with the new president while we were in Angoon on July 9, 2009. During a meeting held from 3pm to 5pm at the ACA community center, FAA met with President Frank and several members of the ACA Council, including Denise Jack (vice president); Alan Zuboff (Historian); Ed Gamble, Sr. (Administrator); Floyd Jim (Secretary); Kevin Frank (position?); and Walter Jack (position?).



During the meeting, FAA asked the Council how they would like to proceed with consultation and whether they wanted to continue consultation under the old protocols, whereby consultation would occur through the City, or to have direct consultation with the FAA. While we received no direct and clear answer to this question, President Frank alluded to the fact that the ACA and City may not agree on everything and said the FAA should talk to the ACA. FAA determined that the best approach hereafter is to engage the ACA in direct consultation and nullify the previously established protocols for consultation through the City. This memo documents this change for the administrative record.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

AAL-614  
Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

July 28, 2009

Bill Martin, President  
Central Council of the Tlingit and Haida  
Indian Tribes of Alaska  
320 West Willoughby Avenue, Suite 300  
Juneau, Alaska 99801

RE: Angoon Airport Environmental Impact Statement

Dear President Martin,

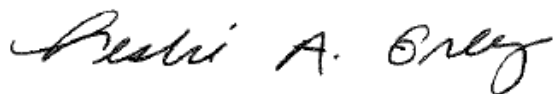
In early April of this year, the Federal Aviation Administration (FAA) sent you a letter (see attached) inviting the Central Council of the Tlingit and Haida Indian Tribes of Alaska (CCTHITA) to be a consulting party for the National Historic Preservation Act (NHPA) Section 106 process associated with the environmental impact statement (EIS) being prepared by the FAA for a proposed land-based airport in Angoon, Alaska. The proposed project has the potential to affect natural and heritage resources, including archaeological sites and traditional use sites, in the area of Favorite Bay; two potential airport locations on Admiralty Island National Monument and Kootznoowoo Wilderness Area lands and one potential location on private, municipal, and native corporation lands on the Angoon peninsula are being considered in the EIS. In accordance with regulations of the NHPA, as outlined in 36CFR800, and Executive Order 13175, the FAA invited CCTHITA to become a consulting party with regards to consideration of these resources.

As we have not heard from you as to whether you wish to become a consulting party, we would like to extend the invitation again. If you would like more information about the proposed airport and the EIS process before deciding whether you wish to become a consulting party, we encourage you to examine the project website at [www.angoonairporteis.com](http://www.angoonairporteis.com) or to contact me at the address in the letterhead or via the phone number at the end of this letter. If you do not wish to be a formal consulting party but would still like to receive updates on the status of the EIS, notifications about public meetings, and copies of the draft and final EIS documents, we would be happy to accommodate you.

The FAA has selected SWCA Environmental Consultants (SWCA) to assist us in preparing the EIS, addressing cultural resource issues, and consulting with interested parties such as the CCTHITA and the Angoon Community Association, with whom we have also been in contact. Specifically, Sheri Murray Ellis of SWCA has been assigned as the project lead for cultural resource issues. Ms. Ellis is available to you at any time, and she invites you to contact her with any questions you might have about the project.

If the CCTHITA wishes to become a formal consulting party for the EIS or if you would rather just receive updates on the project, please notify either Ms. Ellis or me. I can be reached via phone at (907) 271-5453, via email at Leslie.Grey@faa.gov, or at the address above. Ms. Ellis can be reached via phone at (801) 322-4307, via email at sellis@swca.com, or via regular mail at 257 East 200 South, Suite 200, Salt Lake City, Utah, 84111. We look forward to hearing from you.

Sincerely,

A handwritten signature in black ink that reads "Leslie A. Grey". The signature is written in a cursive, flowing style.

Leslie Grey  
FAA Alaskan Region Airports Division  
Angoon Airport EIS Project Manager

Enclosure

cc: S. Ellis (SWCA)



# ANGOON AIRPORT

## Environmental Impact Statement



# Memo

**To:** Randy Vigil, US Army Corps of Engineers (USACE)  
**From:** George Weekley (SWCA)  
**CC:** Leslie Grey (FAA); Matt Petersen (SWCA); Liz Perry (SWCA); Sheri Ellis (SWCA)  
**Date:** July 29, 2009  
**Re:** Below duff layer wetlands and quantifying acreage

---

The Federal Aviation Administration (FAA) is preparing an environmental impact statement (EIS) for a proposed land-based airport for the community of Angoon in southeast Alaska. The FAA is conducting field studies this summer (2009) to determine existing conditions in the project area. Among those studies is an effort to identify wetlands. This memo is intended to respond to a question asked by Randy Vigil of the USACE at the Angoon Airport EIS agency meeting on July 7, 2009 regarding quantifying wetland areas occurring below the duff layer on the forest floor that are not readily apparent through sight.

Brian Nicholson and Susan Martin from SWCA met with Randy on June 29, 2009 to discuss preliminary findings in the field. While meeting with Mr. Vigil, the topic of how to accurately quantify wetlands found below the duff layer were discussed. The USACE Field Manual for the Alaska Region provides a formula for estimating potential acres of below-duff wetlands. During the June 29 meeting, Brian, Susan, and Randy discussed whether there were better options for estimating the amount of this type of wetlands within the project Angoon Airport EIS project area. One potential option that SWCA had said they would examine was effectiveness of LIDAR to define this wetland type in the project area.

SWCA staff discussed the potential use of LIDAR for these purposes with their GIS specialists in the Anchorage and Salt Lake City offices. The GIS specialists examined the issue and found that there is no research that has shown the LIDAR would be more effective than the USACE formula for determining below-duff wetlands and noted that the cost of conducting LIDAR for the project area is extremely high for the apparently limited utility of such technology for the purpose at hand and other project needs. Therefore, the FAA has determined that the most efficient method for evaluating this wetland type is to use a combination of the USACE formula and field identification and verification of known locations of the below-duff wetland type within the project area. We would be happy to discuss this matter further should you wish to do so.



**DOT&PF/FAA TELECONFERENCE AGENDA – JULY 29, 2009**

**Participants:** Leslie Grey, Verne Skagerberg, Matt Petersen, Sheri Ellis, Liz Perry, Janet Guinn

**9:00 am AK/11:00 am MTN Time**

**Call-In Number: 1-866-210-1669**

**Passcode: 4578965#**

1. Update on results of July meetings in Juneau and Angoon
2. Discussion on funding options for the access road
3. Review strategy for justifying which alternatives are retained for detailed analysis in terms of potential funding constraints
4. Assignment of action items until next DOT&PF/FAA Teleconference



## Open House Meeting Dates Announced

The Federal Aviation Administration (FAA) is hosting two informal open houses in Angoon for the Angoon Airport Environmental Impact Statement (EIS). The purpose of the meetings is to provide an update on the status of the airport study, answer your questions, and listen to your thoughts about the project. Your input matters!

### Meeting Details

---



**Thursday, July 9, 2009**

- ACA Community Center
- 5:00-7:00 PM



**Friday, July 10, 2009**

- ACA Community Center
- 10:00 AM-NOON

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For additional information, contact: **Leslie Grey** - AAL 614, FAA Project Manager; Angoon Airport EIS; 222 West 7th Avenue, Box #14; Anchorage, AK 99513-7587. Ph No.: 907-271-5453. Email: [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov). Or, visit our website at: [www.angoonairporteis.com](http://www.angoonairporteis.com).

map for

907 738-4378 788 7410  
GILBERT = 1 PM  
HIS HOUSE

EMMA DENNETT  
ALVIN JOHNSON  
Norman Nelson  
X Leonard Demmet  
X Alan Zuboff  
X Richard George  
GILBERT FRED

7/12/09 ANGOON AIRPORT EIS, ANGOON TRIP

RICHARD GEORGE

- get copy (hand) of field map w/o photos for Richard George (Kootznawoo + City) - see if Kootznawoo has GIS software + send electronic copy
- include City + Thayer

Leonard Demmet

no specific knowledge

"most trails are older than me, and I'm 66."

- didn't know which trails specifically but said the younger group are finding them again and using them.

Alan Zuboff

- deer pens, drive lines - used peninsulas
- trails - into woods, used for fleeing -
  - when bombardment - women fled into woods + cached things
- horse pens
- fish don't run up Peaker Bay
- 12A - nothing really in that area because it is swampy
- burials, ~~in~~ after bombardment - up in hills - ~~in~~ <sup>corpses</sup> burial rather than bentwood box
- canoe + totem down by 3 to 4, quite a ways inland, on a bench, 90' long - resting on stumps
  - could be Kanalka Bay, too.
- had heard of villages or camps by lakes but didn't understand why they'd be there since the people were fishermen.



Allen Zuboff (cont'd)

- gardens - grew potatoes, carrots, rutabagas, + tobacco - said he has pictures of old men w/ tobacco leaves - women used to roll the cigars.

7/15/09

DONALD FENIC

- EXTENSIVE VILLAGE ON EAST SHORE OF FAU. BAY, south of large peninsula (same area referenced by Alan Zuboff)

~~Saw~~ ca. 10 yrs ago, ~~saw~~ helped ETM do homestead surveys

x saw old houses scattered along area where <sup>Laguna</sup> Del ~~Offener~~ notes fishing village

x saw springboard stump w/ board in it below water tower on F.B. side

- knows of no rock art

knows of rockshelters up by Kanakka but not here doesn't believe there was a war canoe (as per Alvin Johnson) up Fau. Bay. - said area where they said it was wasn't right for that type of thing

hadn't heard of any burials - said cross on little island near Za could be for a drowning victim whose body wasn't found

- didn't know about specific trails

- ~~hadn't~~ hadn't heard of camps up at Lakas, but thought of there - could be assoc. w/ fur trapping

- Said look for old growth cuts to suggest where sites were  
- didn't know of anything in ~~area~~ - just below it on beach across from his house  
- said old house would most likely have been posts w/ staking, not wood - more recent

7/15/09

Alvin  
Johnson

• DOESN'T HAVE TIME TO TALK NOW - ~~but~~ but WE SHOULD FOLLOW UP

- SAID HE ~~could~~ could show us some sites in next month - TOO BUSY NOW - could OMAR do THIS IF UP BEAR GUARDING IN AUGUST?

- SAID HE THOUGHT WAR CANOE WAS TAKEN BY FRIENDS OF ADMIRALTY

~~was~~ ALL THAT IS LEFT IS THE STUMPS IT WAS SITTING ON

- SAID TWO PARTIALLY CARVED TOTEMS - BEARS 10 FEET LONG OVER BY SITE 3A. LAYING DOWN - "CAN'T MISS THEM"

GILBERT  
FRED

WAN KAGELY FAVORITE BAY also # B MUD FLATS

XICWAN - 'WI FISHING VILLAGE

~~WAN~~

- Little island ~~with~~ <sup>of</sup> burial could be one in channels

- thinks there might have been an old village site near the salt lagoon by the coast not around lagoon

- Confirmed Alan's story about driving deer down onto ~~the~~ peninsulas

## AGENDA – FAA/USFS COORDINATION TELECONFERENCE – AUGUST 06, 2009 Teleconference Notes

**Participants:** FAA - Leslie Grey  
SWCA - Liz Perry, Sheri Ellis, Steve Knox, George Weekley  
USFS – Marti Marshall, Jennifer Berger, Melissa Dinsmore

**Time:** 8:30 AK / 9:30 AZ / 10:30 UT

**Call-In:** 1-866-866-2244

**Passcode:** 5966682#

### 1. Introductions and Purpose of Teleconference – Leslie Grey

Steve began the meeting with introductions (see participants above) and handed the meeting off to Leslie to share her vision for the purpose of the regularly scheduled teleconferences.

Leslie would like the teleconferences to address issues and topics that rise above the day-to-day work that Steve and Jennifer routinely coordinate on in their roles as agency coordinators. Leslie expects that the topics of discussion on these calls will include topics beyond the day-to-day issues Steve and Jennifer deal with every day. Issues that rise above to day-to-day that manager's might need to discuss and be involved. Higher elevation discussion

Frequency – monthly

Marti – regular check-in are important. Agrees with

**Next meeting Sept 3<sup>rd</sup> at 8:30 a.m. (AK)**

### 2. Project Update – Sheri Ellis

CR field work completed last week. Discovered very interesting site – micro blade  
SWCA will meet again at end of August for further discussion and work

In next week to 10 days, veg and WL crews will be out for late season work – then will be done.

Then will our crews are out of the woods, we'll start noise monitoring in Sept.

### 3. ANILCA White Paper Status – Steve Knox and George Weekley

Paper still under review and revision. New territory for FAA, so going through FAA regional/legal review. It's progressing. This will be FAA's recommendation presented to USFS for their consideration, analysis, and review.



Marti – is there a way to facilitate some earlier and informal discussion on the white paper? FAA needs to have legal review before it is sent to USFS. We don't want to send something that's not ready for you to look at.

When will it be ready? Don't know, but not too far out. We're very near.

#### **4. Helicopter MRDG Status – Steve Knox and George Weekley**

Leslie – high priority right now.

Steve gave the background and George presented what we have learned from Ken Kadow on use of fixed-wing aircraft

Marti – the MRDG will be scrutinized by Wilderness Watch, et al. Helpful that we are not landing. Marti will confer with John. Recommends we reconvene on the issue Monday.

Leslie – needs a go/no-go decision

Conversation Monday afternoon – 2:30 (AK) 4:30 (UT) Knox set up and use

**Leslie to attend the call**

George presented our research/finding on the issue.

#### **5. FAA-USFS Coordination Process Status – Jennifer Berger and Steve Knox**

Have populated, but still waiting on official buy off on the team composition.

Steve has covered all the documents, event, etc.

Steve has covered the correct levels of the organization

Leslie – will the response to request for team composition be the point in time at which the team is formed and official.

It won't be long that we will be sending survey results, CEA, etc. to FS for review and comment. So, we'll need to begin the coordination process.

Marti is pretty comfortable with the plan for tech report reviews


#### **6. Other Topics or Questions – Steve Knox**

None

#### **Action**

1. George email to Jennifer on results of our research on fixed-wing vs. helicopter
2. George will contact John Neary to discussed deficiencies in MRDG
3. Steve will set up call with Marti and staff for next Monday – 2:30 p.m. (AK) and 4:30 p.m. (UT)
4. Next meeting Thursday Sept 3<sup>rd</sup>.

Give Leslie more details of back ground information for use in teleconferences, briefings, etc.  
E.g., dates reports submitted to FS for review, etc.



**Angoon Airport EIS News and Updates (8/11/09)**


Thank you for your interest in the Angoon Airport EIS Project. We have several new and exciting updates to report!

Our summer fieldwork is nearly complete. We appreciate all the hospitality and help extended to our crews as they perform this important step in the EIS process. To see what we are up to, check out our fieldwork photos and videos on our website:

[Summer 2009 Fieldwork Photos](#)

The July 2009 newsletter is now available. The newsletter contains a status update on the project and covers many issues raised by local residents. A PDF version of the newsletter is found here:

[Community Update Newsletter - July 2009](#)



**Leslie Grey**, [Federal Aviation Administration](#), Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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\* Please do not reply directly to this e-mail. This is an unmonitored mailbox and you will not receive a response.



## Multimedia Files of Summer 2009 Fieldwork

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- [Cultural Resource Studies](#)
  - [Vegetation and Wetland Studies](#)
  - [Fisheries Studies](#)
  - [Bald Eagle Nest Verification](#)
  - [Bald Eagle Nest Flyover](#)
- 

Cultural Resource Studies 7/ 10/ 2009 - 7/ 25/ 2009:

Here is a video clip of two cultural resource specialists screening soil to determine if artifacts are present.



A culturally Modified tree    A stone hearth



One of many shovel probes dug by field crew



Brown bears near the project site



Wet screening sediment from a nearby shovel probe



Cataloging of a small artifact



Field crew member collecting GPS data at a shovel probe location

### Vegetation & Wetland Studies 6/ 17/ 2009 - 6/ 27/ 2009:

SWCA Forest Ecologists and Wetland Specialists Conducted Vegetation and Wetland Surveys:



Two field personnel walking a transect line through the forest



Profile view of forest along Favorite Bay



A grassy meadow near a



A bog within a hemlock

hemlock forest

forest



Wetland specialist evaluating site conditions

Vegetation specialist evaluating plant community



A second growth hemlock forest

### Fisheries Studies 5/ 28/ 2009 - 6/ 11/ 2009:

SWCA fisheries biologists studies, sampled, and inventoried marine and fresh-water aquatic resources around Favorite Bay and contributing waterways:

Here is a video clip of the fisheries crew (with a local captain) on a boat in Favorite Bay trawling for marine organisms.



Baiting minnow traps to detect juvenile salmon presence in Favorite

Snorkeling in Favorite Creek to assess habitat condition and fish



Creek

presence



Juvenile starry flounder from the Favorite Bay tidal flats



A minnow trap soaking in a tributary to Favorite Bay



Deploying an underwater video camera to document habitat and species in Favorite Bay



Setting a trawl to document species in Favorite Bay



Pacific spiny lumpsucker from Favorite Bay



Beaching seining to document species in Favorite Bay



Surveying a subtidal transect line in Favorite Bay



Surveying an intertidal and subtidal transect line in Favorite Bay

### Bald Eagle Nest Verification 5/ 25/ 2009 - 5/ 27/ 2009:

SWCA biologists searched for bald eagle nests on foot and by boat. Here are some multimedia files documenting the trip:

Here is a 0:33 video clip of sea lions hanging out by (and on) a buoy: [May26SeaLions.wmv](#) (Best if you right-click and save to your computer first, then double-click on the file. ~5.8 Mb)



A Brown Bear sow and cub near Angoon



The field crew going across Favorite Bay to a bald eagle site

### Bald Eagle Nest Flyover (5/ 25/ 09):

SWCA biologists flew around the proposed airport site looking for bald eagle nests. Here are some multimedia files documenting the trip:

This is a Google Earth file of the flight path: [May25thFlyover.kmz](#) (note: you must have Google Earth installed on you computer)

Here is a video clip from inside the floatplane.



The plane we flew around on



The estuary where Favorite Creek meets Favorite Bay



Looking northwest down the length of Favorite



Looking southeast across Favorite Bay

Bay



A lagoon near Angoon



Angoon from the air

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# ANGOON AIRPORT

## Environmental Impact Statement



Federal Aviation Administration – Alaskan Region Airports Division – Angoon Community Newsletter July 2009

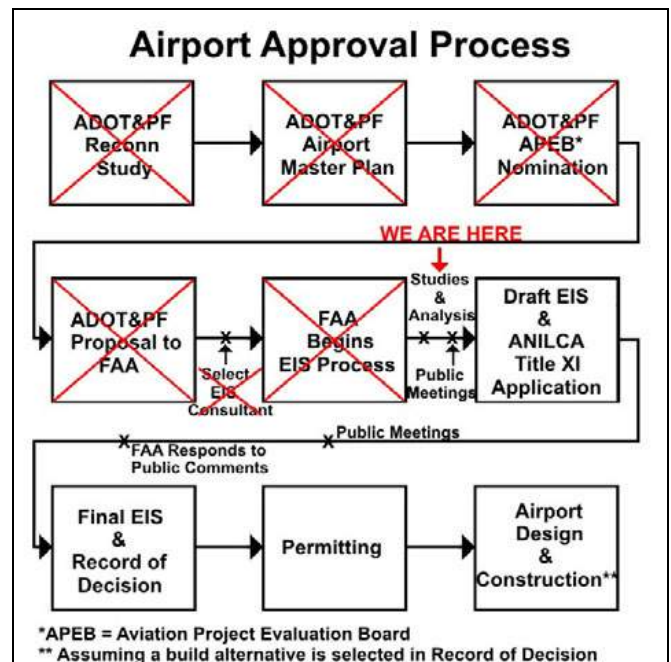
### Thank You!

We would like to extend a sincere and heartfelt "Thank You" to the citizens and community leaders of Angoon for your hospitality during our field studies this summer! Your assistance was invaluable to our effort to study the potential airport and airport access road locations and in expanding our understanding of the resources and issues that are important to you. We look forward to our continued relationship with you as we keep moving ahead with the environmental studies.

### Status of the Airport Project

As many of you know, the Department of Transportation and Public Facilities (DOT&PF) began studying the possibility of a land-based airport in Angoon more than 20 years ago. These studies, which included many public meetings in Angoon, ultimately resulted in the DOT&PF's completion of an airport Master Plan in 2007, in which they evaluated more than 14 possible locations and identified a single location on the east side of Favorite Bay as their preferred airport site. They then requested funding for the airport from the FAA, who, as required by law, began the process of conducting environmental studies.

Last winter, the FAA held the formal scoping period for the airport environmental impact statement (EIS). The scoping period of an EIS is a time during which interested agencies, organizations, and individuals can provide comments on the proposed project, the alternatives that might be considered, and the potential environmental impacts that should be analyzed in the EIS. Although the scoping period for the Angoon Airport EIS ended on December 31, 2008, the FAA continues to welcome your comments throughout the entire EIS process and will continue to schedule opportunities for residents to ask questions about the project and provide comments. The FAA recently held two public open houses in Angoon on Thursday, July 9 and Friday, July 10, at the Angoon Community Association (ACA) center during which Angoon residents were invited to learn about the status of the EIS process, ask questions, and provide comments on the project. The FAA will return to Angoon in the fall or winter 2009 to discuss the results of our summer field studies and looks forward to your comments. However, you don't have to wait until then! Should you wish to provide comments or ask



questions, please feel free to contact the FAA's Angoon Airport EIS Project Manager, Leslie Grey, through the contact information provided on the last page of this newsletter.

### Airport Alternatives

The FAA has identified three airport location alternatives to be studied in the EIS. Two of the locations are on the east side of Favorite Bay, on lands within the Admiralty Island National Monument and Kootznoowoo Wilderness Area. The third alternative is located on the Angoon peninsula, south of the salt lagoon and northwest of Freshwater Lake. In identifying these alternatives, the FAA conducted aviation evaluations of more than 14 potential sites east of Favorite Bay and all over the peninsula. Many of these were first evaluated in the DOT&PF's Master Plan process, and others were newly identified by the FAA. Of the more than 14 possible locations, only the three being studied in the EIS will work from an aviation standpoint, meaning only these three locations would allow aircraft to land in and depart from Angoon within FAA operational and safety standards and remain operational the vast majority of the time, including times of poor visibility and bad weather. The next step is to thoroughly assess the

(Continued on Page 2)

potential environmental impact of the three locations. As required by the National Environmental Policy Act, we will also analyze the impact of the No Action Alternative; meaning we will evaluate the consequences of not constructing an airport in Angoon.

We recognize that residents of Angoon have a variety of opinions on where you would like to see an airport constructed and that you may prefer a location other than the three being considered in the EIS. Unfortunately, the terrain around your community creates both a beautiful place to live and a challenging place to find locations where an airport could actually be constructed and operate to required standards. As noted previously, the FAA conducted extensive aviation studies to determine where a safe and reliable airport could be constructed in the Angoon area and found that only the three locations being evaluated in the EIS will meet those standards.

## Field Studies

The EIS team has been out and about in the Angoon since late May to document the natural and cultural resources in the locations of the three potential airport locations and airport access road corridors. They have had the great pleasure of meeting many of you and benefiting from your knowledge of the area. Our studies have included inspections for fisheries, marine habitat and marine mammals, upland wildlife and birds, wetlands, water resources and hydrology, vegetation, cultural resources (archaeology), and visual resources. Geotechnical studies and noise monitoring will also be conducted this summer.

We are working hard to compile all of the information gathered during these studies so that we can hold meetings in Angoon and Juneau this fall/winter to discuss what we found. We will post notices of the meeting times and locations around town as well as on [www.myangoon.org](http://www.myangoon.org). You can also visit the project website ([www.angoonairporteis.com](http://www.angoonairporteis.com)) to see photos and video of our field studies.

## ANILCA Title XI

Because the DOT&PF's proposed action – building an airport on the east side of Favorite Bay – would be located on lands within the Admiralty Island National Monument and Kootznoowoo Wilderness Area, they will need to submit an Alaska National Interest Lands Conservation Act (ANILCA) Title XI application to the FAA and Forest Service. The application would ultimately need to be approved by the President and Congress before the FAA would have the option of selecting to fund construction of an airport on those lands. This means that part of the decision about any airport located on Monument lands is out of FAA's hands. As the project progresses, we will be providing briefings to the Obama

Administration and Congress to aid them in making their decisions.

## Your Questions, Our Answers

We received many excellent questions from those of you who were able to attend our open house meetings in Angoon in early July as well as from the ACA Council. We want to share some of those questions, and our answers, with those who may not have been able to participate.

### Q: How long would the runway be?

A: The initial runway length would be 3,300 feet with an option for future extension to 4,000 feet if the types of aircraft using the Angoon Airport were to change in the future and require that longer runway length.

### Q: How big would the planes be that use the airport? How many seats? How long would the runway need to be to accommodate a plane that could carry more passengers?

A: The typical aircraft expected to use the airport would be small planes that seat between 3 and 9 passengers. In order to accommodate larger planes, those that could carry up to 25 passengers, the runway would need to be substantially longer to allow for the longer takeoff and stopping lengths of these larger, heavier aircraft. At this time, there is no data indicating that aircraft of that size would use the Angoon Airport, and the FAA can only fund an airport that meets current and reasonably foreseeable aviation demand for the community. If the demand arose for regular usage of the airport by such aircraft, the Alaska Department of Transportation and Public Facilities, the airport owner and operator, would initiate new studies to assess the need for extending the runway.

### Q: What about previous archaeology studies conducted around Favorite Bay? Will you share information with us about archaeological sites you find?

A: Yes. We have gathered all of the available documents from past archaeological studies in the area. We are using this information to help us locate archaeological sites associated with the very rich history of Angoon. We are also talking to Angoon residents about known and potential old sites in the Favorite Bay and peninsula study areas so that we may better understand their locations and do as much as possible to avoid them. We will share information about what we found during future meetings and newsletters.



## A Message from the FAA

It has been nearly nine months since we officially kicked off the Angoon Airport EIS with the notice of intent and public scoping meetings. A lot has happened since then, and we are making excellent progress toward gathering all of the necessary information to thoroughly assess the potential impacts of an airport. Elsewhere in this newsletter you will find a schedule of upcoming activities associated with the EIS, including notices of when we plan to be back in Angoon to meet with you again.



I want to personally thank all of the agencies, stakeholders, and members of the public who have offered your thoughts about the project and have provided information about the natural and cultural resources in the study area. I want to extend a special thank you to the residents of Angoon, who have been so helpful to our field crews this summer and who have participated in all of our public meetings in Angoon. You have had a much higher level of public participation than most larger communities, which shows me how much you all care about your community and the natural and cultural resources that are a very important part of your daily lives.

I know that not everyone is in favor of constructing an airport in Angoon and not everyone agrees which alternative location would be best. I welcome all opinions, regardless of whether or not you are in favor of an airport in your community, and assure you that the FAA has made no decisions yet regarding the airport. Constructing a new airport is no small task, and there will be impacts to the environment from doing so. I want to make sure the FAA conducts a thorough and detailed evaluation of the potential impacts so that we can look at every practicable option for minimizing those impacts and make the best decision possible.

I always welcome hearing from you! If you have questions about the project, the EIS process, or upcoming meetings, do not hesitate to contact me. My contact information is provided on the last page of this newsletter.

I look forward to my next visit to Angoon this fall and the opportunity to speak with you all again!

Sincerely,

Leslie Grey  
FAA Alaskan Region Airports Division  
Angoon Airport EIS Project Manager

## Next Steps and Schedule

The next steps and approximate schedule for the EIS process are as listed below. Formal opportunities for public comment occur after the publication of the draft and final EIS documents. However, the FAA will accept public input throughout the entire EIS study.

### Summer 2009

- finishing field studies to gather information about resources and land uses that could be affected by construction of an airport or an airport access road; and

### Fall/Early Winter 2009

- holding meetings with agencies, stakeholders, and the community of Angoon to discuss the results of field studies;

### Late Winter 2009/Summer 2010

- evaluating the potential effects of an airport on those resources and land uses.

### Winter 2010-2011

- publishing a draft EIS for public review and comment;
- DOT&PF submitting the ANILCA Title XI application to the FAA and Forest Service; and
- holding public hearings on the draft EIS.

### Spring 2012

- ANILCA Title XI application approval or disapproval by President and Congress
- issuing Final EIS and Record of Decision!



## Summer Fieldwork 2009 Photos

## Contact Us

If you have any questions about the proposed project or the EIS, please, contact us:

**Leslie Grey** – AAL 614  
FAA Project Manager  
Angoon Airport EIS  
222 West 7th Avenue, Box #14  
Anchorage, AK 99513-7587  
Phone: 907-271-5453  
Fax: 907-271-2851

**Sheri Ellis**  
EIS Consultant Team  
SWCA Environmental Consultants  
257 East 200 South, Suite 200  
Salt Lake City, UT 84111  
Phone: 801-322-4307  
Fax: 801-322-4308



***We are excited to hear from you and value your thoughts and concerns about the airport project!***

***Please, contact us with your questions.***





File Code: 2320

Date: August 13, 2009

Route To:

Subject: FAA Angoon Airport Video Project

To: Forest Supervisor, Tongass National Forest

Your request for using a helicopter in the Admiralty Island National Monument and Kootznoowoo Wilderness Area to provide high-resolution video imagery for the alternative airport locations and access road routes for the Angoon Airport project is approved.

Even though the helicopter will not be landing in wilderness, I concur with your assessment and recommendation of Alternative 1 in the minimum requirement decision guide as the minimum tool and having the least impact on the wilderness character. Forest Service Manual policy 2326.03 discourages flights over wilderness within 2,000 feet of the ground surface, except in emergencies or for essential military missions. However, I agree that the video will enhance the evaluation and analysis for the alternatives that are located in wilderness and will be analyzed in the environmental impact statement proposed for the Angoon Airport.

In exercising this authorization, please conduct all operations to minimize the impact on recreation users and other resources within the wilderness.

Enclosed is the approved minimum requirement decision guide for this proposal. Please contact Trish Clabaugh, Wilderness Program Leader, at (907) 586-8855 if you have any questions.

*/s/ Dennis E. Bschor*  
DENNIS E. BSCHOR  
Regional Forester

Enclosure

cc: Marti Marshall  
John Neary  
Bill Tremblay  
Trish Clabaugh  
Rebecca Nourse



## **USFS Noise Analysis Methodology Briefing Meeting Notes – August 14<sup>th</sup>, 2009**

### **Participants – FAA EIS Team**

Sheri Ellis  
Steve Knox  
George Weekley  
Brad Rolf  
Jennifer Berger  
John Neary

### **U.S. Forest Service**

**Purpose** – The purpose of the briefing was to discuss planned methodology to analyze the effects of noise from operation of the proposed airport (and alternative sites) on the environment, and to identify any potential concerns the USFS may have with the planned approach.

**Report** – Following introduction, Brad Rolf gave a description of the analysis methodology the EIS team plans to use to assess the effects of project-related aircraft noise on the environment. The following points were presented:

1. The analysis would consider the effects to the human environment, including residential areas, and the national monument and wilderness. It would also include effects to wildlife.
2. Generally, the proposed assessment process includes;
  - a. Noise Screen Analysis – a process used to determine the area of effect and magnitude of change to the noise environment. An initial area of investigation will be designated, existing flight routes will be identified, proposed flight paths to and from the airport will be designated, and noise levels will be modeled using multiple noise metrics.
  - b. Noise Protocol – a process that will be developed in consultation with stakeholders to determine the project affects to surrounding land uses using the information generated in the noise screening analysis.
3. A 7-day noise monitoring program will begin next week at each of the three alternative airport locations to collect baseline background information. Monitoring will also be conducted in the community of Angoon.
4. In Brad's discussion of the analysis methodology, he indicated that a 10,000-foot altitude would be used in establishing the initial area of investigation. John Neary asked if use of that altitude was applicable for use in establishing the area

of investigation, given the type of aircraft that typically fly in Alaska and their typical VFR altitude.

Brad explained he believed it was. Most of the “design aircraft” used in the analysis are capable of flight at 10,000 feet and beyond, particularly under instrument. Furthermore, the higher altitude would create a greater area of effect than a 3,000 foot altitude marker.

5. John also noted that there are existing aircraft that fly in the area, so the study needs to examine the cumulative effect of new aircraft traffic from this airport with the existing traffic when determining noise levels and changes in noise levels.

6. There was discussion of how to establish thresholds of acceptable noise levels, particularly in wilderness. John indicated there was a study done at Misty Fjords National Monument looking at outfitter-guide use on lakes in the wilderness that may be an appropriate reference. Brad indicated other studies have also been done in the lower 48 at Grand Canyon, Zion, and Yellowstone National Parks for both aircraft and snowmobile noise. However, he also noted that the FAA has set forth clear direction that the approach to noise analysis and significance thresholds established at these other locations cannot be applied elsewhere; specifically, the approach and thresholds established for the Grand Canyon are considered site specific and not transferable to other locations.

Brad indicated his desire for mutual buy-in on the study methodology by both the FAA and the USFS. Any products for USFS review and comment will go through the FAA for a first look. Upcoming products include the initial analysis and establishment of the initial analysis/investigation area.

There is currently no timetable for the preliminary report, but Brad invited the USFS to share any thoughts, ideas, study, or concerns they might have regarding the initial description of the approach discussed during this conference call. Those comments will be sent to Steve Knox on the EIS team to be forwarded onto Brad.

The briefing concluded.

Steve Knox  
Senior NEPA Specialist  
FAA EIS Team



August 17, 2009

Albert Howard  
Mayor  
City of Angoon  
P.O. Box 189  
Angoon, AK 99820

RE: Angoon Airport EIS – FAA Agreements with Other Parties

Dear Mayor Howard:


Some time ago you requested copies of any formal agreements that the Federal Aviation Administration (FAA) entered into with other parties as part of the Angoon Airport Environmental Impact Statement. At that time, several of the agreements were still being developed. Since then, all agreements have been finalized. Beyond the communication protocols established between the FAA and the City of Angoon, the FAA entered into formal agreements with Kootznoowoo, Inc. (a landowner in the area of several alternatives), the U.S. Forest Service, and the U.S. Army Corps of Engineers. Enclosed with this letter are copies of all three agreement documents. Should any additional agreements be developed by the FAA over the course of the project, we will be sure to send copies to you.

If you have any questions about the attached documents, please do not hesitate to contact me. I can be reached at (801) 322-4307 or [sellis@swca.com](mailto:sellis@swca.com).

Sincerely,

Sheri Murray Ellis  
Consultant Team, Angoon Airport EIS  
SWCA Environmental Consultants  
257 East 200 South, Suite 200  
Salt Lake City, UT 84111

Enclosures



The banner features a traditional Alutian Totem Pole on the left, the text "ANGOON AIRPORT Environmental Impact Statement" in the center, and the FAA logo on the right.


## Angoon Airport EIS Agency Project Update (8/31/09)

Our August agency project update is now available on our website. The update includes information about our recent visit to Angoon, stakeholder participation activities and fieldwork status.

[AgencyProjectUpdate-8-11-09.pdf](#)

While in Angoon, the EIS Team conducted audio and video interviews with several interested Angoon residents and stakeholder groups regarding their views of the project. We have posted several of these interviews on our website, and hope to add more in upcoming months.

Click [HERE](#) to view the interviews.



Leslie Grey, [Federal Aviation Administration](#), Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
Phone. 907-271-5453 Fax. 907-271-2851

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\* Please do not reply directly to this e-mail. This is an unmonitored mailbox and you will not receive a response.





# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT



### Angoon Airport Environmental Impact Statement Project Update: August 12, 2009

Since our last update, the Angoon Airport Environmental Impact Statement (EIS) Team has begun the next major phase of the project: expanding our understanding of project area resources and issues. As part of this process, we've taken several new, exciting steps that'd we like to share with you!

#### *Our fieldwork activities are almost done!*

- Our field crews are currently wrapping up resource data collection in Angoon. Fieldwork to date has consisted of:
  - ✓ Eagle, goshawk, and black oystercatcher nest surveys
  - ✓ Wetlands, wildlife, and vegetation studies
  - ✓ Cultural resource surveys
  - ✓ Geomorphology studies
  - ✓ Fisheries and stream (hydrology) surveys
  - ✓ Geotechnical studies
  - ✓ Visual resource studies
- Staff from National Marine Fisheries Service (NMFS) and the U.S. Forest Service (USFS) joined the cultural resource survey crew during their fieldwork in July in order to become more familiar with the resources in the project area. During our visit, we also conducted interviews with tribal elders and others in Angoon to assist in the identification of cultural resources that could be affected by any of the alternatives.
- Field crews have been taking photographs and video footage of their activities in the Angoon area. These multimedia files have been posted on the project website, [www.angoonairporteis.com](http://www.angoonairporteis.com), and will be augmented later in the calendar year with additional audio and text descriptions.
- The EIS Team continues to gather wind data from the three wind monitors installed in early 2008, including conducting additional noise monitoring this month.
- We will be posting fieldwork summaries on the project website this fall. We will send out an email announcement when the summaries are available.

#### *We've continued to engage agencies and public stakeholder groups.*

- The EIS Team visited Juneau and Angoon in early July to provide project updates to agencies, non-governmental organizations, the residents of Angoon, and other interested stakeholders. The Team met with USFS, NMFS, and U.S. Army Corps of Engineers; Southeast Alaska Conservation Council (SEACC) and Friends of Admiralty Island (FOA); and Kootznoowoo, Inc.; and provided legislative updates for Senator Kookesh and Representative Thomas.
- The Team also met with Angoon Mayor Albert Howard and Angoon Community Association (ACA) President Wally Frank, Sr. and interested ACA council members to provide a project update and to review tribal consultation processes and protocols. This outreach to the ACA is part of FAA's commitment to high quality government-to-government consultation with tribal entities throughout the EIS process.
- During our visit to Angoon, the EIS Team—accompanied by Admiralty Island Monument District Ranger Marti Marshall—held two public open house meetings to provide project updates and answer questions from Angoon residents.
- In addition to receiving great comments at our agency and stakeholder meetings and the open houses, the EIS Team conducted audio interviews with interested Angoon residents, stakeholder groups, and agency staff on their view of the project. We'll be posting these on our project website in the upcoming months.





# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT



- We recently sent out a project newsletter to all stakeholders on our mailing list, to provide updates and share a personal message from our FAA project manager, Leslie Grey. Please let us know if you did not receive this, or if you know of someone who would like to be on our mailing list!

### *We're in the news!*

- Leslie Grey was interviewed by Alaska NPR radio as part of our media blitz prior to the fieldwork season. You can hear her interview on the Angoon Airport EIS project by going to our website at [www.angoonairporteis.com](http://www.angoonairporteis.com).
- In May, the *Juneau Empire* published a news story about our upcoming fieldwork activities.

### *Our scoping meetings and final scoping report are complete.*

- The EIS Team completed scoping meetings in October of 2008 and has summarized all comments as part of a final scoping report.
- A summary of scoping comments is available on-line, at our project website. The website also includes a summary of our subsistence findings from interviews with local Angoon residents.

### *We want your comments and questions.*

- We will be scheduling a webinar and/or meetings in Juneau and Angoon this fall or early winter to share the preliminary results of our fieldwork with all interested parties.
- You can also go to our project website today and sign up for email updates. The website has been updated and redesigned for improved ease of use. The website also contains a scoping meeting survey designed to gather feedback on the meetings we held last year.

**For more information on the Angoon Airport EIS**, visit [www.angoonairporteis.com](http://www.angoonairporteis.com). If you have questions regarding this project update or the project's progress, you may also contact FAA Project Manager Leslie Grey at (907) 271-5453 or [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).



### **Tribal, Resident, and Conservation Group Interviews**

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**The following interviews share different stakeholder perspectives on the proposed airport in Angoon and do not represent the opinions of the FAA, ADOT&PF, or SWCA.**

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**Wally Frank Sr. - President of the Angoon Community Association (ACA) and Angoon Resident**



**Buck Lindekugel - Conservation Director and Staff Attorney Southeast Alaska Conservation Council (SEACC)**



**Ed Gamble Sr. - ACA Tribal Administrator and Angoon Resident (edited for length)**

**Full length interview of Ed Gamble Sr. (5:50): [HERE](#) (~22.3 Mb)**





**K.J. Metcalfe, President - Friends of Admiralty Island**



**Lenora & Phillip Walker - Angoon Residents**



**Morry Israel - Angoon Resident (Audio only - click on image to play clip)**  
**Note: image obtained from <http://www.alaskamorry.com>.**

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Click [HERE](#) to learn more about subsistence interviews with Angoon residents conducted in August 2008.

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## FAA/USFS COORDINATION TELECONFERENCE – SEPTEMBER 03, 2009 Meeting Notes

**Time:** 8:30 a.m. AK / 10:30 a.m. UT

**Call-In:** 1-866-866-2244

**Passcode:** 6238504#

**Participants:** FAA Leslie Grey  
EIS Team Liz Perry  
Matt Petersen  
Sheri Ellis  
George Weekley  
Steve Knox  
Forest Service Jennifer Berger

### Agenda:

#### 1. ANILCA Title XI white paper - Leslie Grey

Leslie reported that the draft white paper had been delivered to the Forest Service (Marti Marshall and Jennifer Berger) for review and comment. It is currently in their hands for review. Jennifer reported that the white paper has been sent to Karen Iwamoto and Melissa Dinsmore at the Supervisor Office and Maria Liwsowki at the Regional Office. Maria requested a 30-day review period because all levels of the organization (through the Regional Office) need to review the document, in depth, including their legal department. Leslie indicated she had not yet sent the white paper to her Head Quarters. Leslie agreed she could accommodate a 30-day review, beginning on September 3<sup>rd</sup>. The Forest Service agreed to provide their comments by October 5<sup>th</sup>.

**ACTION:** The Forest Service will review the draft white paper and provide comments to the EIS team by October 5<sup>th</sup>.

#### 2. Helicopter overflight for video filming – George Weekley

George reported that he has been working with Immersive Video and TEMSCO Helicopter to set up the flight. The flight is planned for September 10<sup>th</sup> and Brian Brettschneider of EIS team will be on the flight. Preflight checks and briefings (including safety) will be conducted in Juneau before flying to Angoon. The team will first fly over the 12A airport location (outside the Monument-Wilderness) to determine the most effective altitude and speed to capture the needed video images. Once the desired speed and altitude are determined, the team will then fly the two airport locations (3/3A and 4) in the Monument-Wilderness. This method will be used to minimize flight time over the wilderness, and still capture the needed video. The helicopter will refuel at Chicagoff Island before returning to Juneau. The EIS team has made the required preflight

notifications to the Forest Service so Jennifer can notify outfitters and guides, as requested by the Forest Service. The EIS team has completed the required pre-flight contacts with the local government and Tribal authorities. George indicated the operation will comply with all the required terms and conditions of the MRDG. Jennifer concurred she was comfortable with the plans. The “fly/no-fly” decision, depending on weather, will be made the morning of the flight.

3. Field studies, including the noise baseline data collection – Sheri Ellis

Sheri reported the field work ended last Saturday with completion of cultural resource surveys. The EIS team teleconferenced with Myra Gilliam regarding the Garden Site, since she was unable to travel to Angoon due to weather. Myra was in agreement as to EIS team’s intended approach to further determine the boundaries of the site. The EIS team excavated approximately 60 soil probes and 18 shovel tests outside of the previously defined site boundary. None of the probes or shovel tests revealed any clear evidence that the site extends beyond the boundaries previously defined by the presence of surface features. Sheri reported that the EIS team has good knowledge and understanding of the extent of the site.

Sheri also reported that the noise monitors were deployed for one week, and that data collection was completed last Friday. All of the field work necessary for the analysis of the EIS is finished.

4. FAA-USFS coordination plan – Steve Knox

Steve recapped the status of the development of the coordination plan. At the last teleconference, the Forest Service indicated agreement with the documents and steps of the process where Forest Service review and participation would be required, and the levels of the organizations that will need to be involved. At that teleconference, they indicated the need to formally request authorization for the participation of team members beyond the Shadow Team. Steve asked if the approval had been received yet. Jennifer indicated that the request has not yet gone out, but she would meet with Marti Marshall that afternoon to check on the status of the request. Steve and Leslie identified upcoming steps in the NEPA process that will require coordination with the Forest Service, and thus the need to complete and implement the plan (see agenda item #5 below). Jennifer acknowledged the concern, and reminded everyone that the Shadow Team is authorized for participation and can be actively engaged.

**ACTION:** Jennifer Berger will meet with Marti Marshall to find out when the formal request for specialist participation in the process will be submitted and the USFS team composition will be finalized.

5. Upcoming activities - Matt Petersen

Matt reported that the following steps in the NEPA process were approaching, and Forest Service participation and coordination would be required:

- |  |                |
|--|----------------|
| - draft cause and effect analyses to FAA for review  | September 2009 |
| - draft cause and effect analyses to USFS for review | October 2009   |
| - preliminary results of field inventories available | November 2009  |
| - fall meetings in Alaska                            | November 2009  |
| - draft technical reports to FAA for review          | February 2010  |
| - draft technical reports to USFS for review         | March 2010     |

Matt indicated that Steve Knox and Jennifer Berger would facilitate the transmittal of products for review by the Forest Service. All agreed that resource specialists from the EIS team and the Forest Service would talk directly to each other to facilitate the review.

Matt also reported that summaries of field work would be available in November, and made available during the fall meeting in Alaska.

**ACTION:** Steve Knox will provide instructions for review with various NEPA documents, including protocols on communication, distribution of documents, logistics of how to conduct the technical reviews, how to comment, etc.

Everyone agreed we will distribute documents electronically, or post large documents on ftp site if too large for transmission. Documents will be transmitted as WORD documents to accommodate review and comment via “track changes”.

6. Other – Steve Knox

No other topics of discussion were identified. The teleconference adjourned.

**ACTION:** Steve Knox will prepare and distribute meeting notes to all participants.

7. Next meeting will be October 1<sup>st</sup>, same time.

**DOT&PF/FAA TELECONFERENCE AGENDA – SEPTEMBER 9, 2009**

**Participants:** Leslie Grey, Verne Skagerberg, Pat Oein, John Lovett, Matt Petersen, Sheri Ellis, Liz Perry, Janet Guinn

**9:00 am AK/11:00 am MTN Time**

**Call-In Number: 1-866-210-1669**

**Passcode: 4578965#**

1. Update on status of fieldwork - Sheri
2. ANILCA/NEPA coordination - Leslie
3. Discussion on funding options for the access road and alternatives feasibility – Matt/Sheri
4. Environmental Justice white paper - Leslie/Liz
5. Next Steps – Sheri/Leslie

## DRAFT – For USFS Review 9/1/09

# ANILCA Title XI: Transportation and Utility Systems in and across, and Access into, Conservation System Units

## Incorporation of Required Findings into the Angoon Airport EIS

### 1.0 INTRODUCTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) proposes to construct a land-based airport within the Admiralty Island National Monument and Kootznoowoo Wilderness Area (hereafter referred to as the Monument–Wilderness Area) to serve the community of Angoon. Because the DOT&PF has requested construction funds from the Federal Aviation Administration (FAA), the FAA is preparing an environmental impact statement (EIS) to review and refine the DOT&PF's proposed action, develop appropriate alternatives to this proposed action, and analyze and disclose the alternatives' impacts to the human and natural environment.

The FAA has conducted supplemental airport planning to determine a reasonable range of alternatives that meet the project's purpose and need while addressing public and agency concerns. Three airport alternatives have been identified for detailed analysis in the EIS. Two of these alternatives, one a refined version of the DOT&PF's proposed action, the other an alternative located south of the DOT&PF's proposed site, are located in the Monument–Wilderness Area. The third alternative is located on municipal, private, and native corporation lands immediately south of the community of Angoon. ~~Because two of the alternatives would locate the airport, which is a transportation and utility system (TUS), within a on federally owned Monument–Wilderness Area lands,~~ Title XI of the Alaska National Interest Lands Conservation Act (ANILCA) applies ~~because two of the alternatives locate the airport, which is a transportation and utility system (TUS), within a Monument–Wilderness Area, to those alternatives.~~

Sections 1104 and 1106~~7~~ of ANILCA ~~describe the procedural requirements and~~ Title XI direct federal agencies on the decision-making process ~~that applies to Federal agencies they are to use in~~ evaluating a proposal to construct a TUS in a conservation system unit (CSU) in Alaska. A CSU is any unit of a national park, national wildlife refuge, wild and scenic river, national trail, national monument, or wilderness preservation system in Alaska. The Monument–Wilderness Area constitutes a CSU.

~~For a TUS,~~ Title XI ~~of ANILCA~~ requires that an applicant apply to the appropriate federal agency or agencies tion for a right of way or other applicable for an authorization ~~for the TUS be submitted to the appropriate federal agency or agencies.~~ For the proposed Angoon Airport, the DOT&PF ~~must~~ would submit ~~an~~ the application to the U.S. Forest Service (USFS) and the FAA. The FAA is responsible for determining whether to authorize [FAA TO INSERT APPROPRIATE LANGUAGE CONSISTENT WITH ITS AUTHORITY]. The USFS is responsible for determining whether to authorize the occupancy and use of the Monument-Wilderness Area and the terms and conditions of the authorization.

The FAA is the lead federal agency with responsibility for preparing an EIS. Upon completion of the EIS, each federal agency shall make its decision regarding its authorization and include detailed

~~findings as required by Section 1104(g) of ANILCA. Title XI assigns federal agencies the responsibility of preparing an EIS based on the information submitted with the application. Also included in Title XI are provisions that address the adequacy of the information in the application, including the need to satisfy agencies and specific timelines for EIS preparation and decision making. Title XI mandates that agencies must consider specific Title XI criteria for placing a TUS in a CSU. Based on their consideration of these criteria, the agencies would then make detailed findings, supported by substantial evidence, of the proposed project's effect on the CSU.~~

~~If the preferred proposed location of the Angoon Airport is within in the Monument–Wilderness Area, is chosen, after completion of the EIS, Title XI requires the USFS and the FAA shall each to promptly submit to the President of the United States notification of its tentative approval or disapproval of the authorization as required by Section 1106(b). The President shall then decide whether to approve the application would then make a decision on the application. If the President denies the application, the applicant has would have exhausted its their administrative remedies and may then would need to challenge the President's final decision in Federal court. If the President approves the application, he shall submit to Congress his recommendation for approval of the application, including provides a recommendation for approval of the Title XI application, he/she must submit to Congress the application, a report setting forth in detail his the findings and recommendation, the EIS, and a statement of conditions and stipulations included in the authorization governing the use of the TUS. A joint resolution of Congress is then required for approval of the application.~~

The purpose of this paper is to provide a proposed method for incorporation of the findings under ANILCA into the National Environmental Policy Act (NEPA) process for the Angoon Airport EIS, including consideration of agency reviews to streamline compliance with both NEPA and ANILCA.

## 2.0 ANILCA CRITERIA

Title XI of ANILCA requires ~~each~~ federal ~~agencies-agency~~ to present a set of findings when considering a TUS in a CSU. Section 1104 (g) (2) identifies eight specific criteria that must be considered before a federal agency ~~makes a decision regarding an application for recommends construction of~~ a TUS in a CSU. Section 1107 (a) specifies ~~certain the~~ terms and conditions that must be included in a ~~USFS authorization right-of-way authorization~~ for a TUS ~~in a CSU~~. These sections of ANILCA are presented below.

Section 1104 (g) (1) states that “within four months after the final environmental impact statement is published in accordance with subsection (e) with respect to any transportation or utility system, each Federal agency shall make a decision to approve or disapprove, in accordance with applicable law, each authorization that applies with respect to the system and that is within the jurisdiction of that agency.”

Section 1104 (g) (2) states the following:

- The head of each Federal agency, in making a decision referred to in paragraph (1), shall consider, and make detailed findings supported by substantial evidence, with respect to—
- (A) the need for, and economic feasibility of, the transportation or utility system;
  - (B) alternative routes and modes of access, including a determination with respect to whether there is any economically feasible and prudent alternative to the routing of the system through or within a conservation system unit, national recreation area, or national



- conservation area and, if not, whether there are alternative routes or modes which would result in fewer or less severe adverse impacts upon the conservation system unit;
- (C) the feasibility and impacts of including different transportation or utility systems in the same area;
  - (D) short- and long-term social, economic, and environmental impacts of national, State, or local significance, including impacts on fish and wildlife and their habitat, and on rural, traditional lifestyles;
  - (E) the impacts, if any, on the national security interests of the United States, that may result from approval or denial of the application for a transportation or utility system;
  - (F) any impacts that would affect the purposes for which the Federal unit or area concerned was established;
  - (G) measures which should be instituted to avoid or minimize negative impacts; and
  - (H) the short- and long-term public values which may be adversely affected by approval of the transportation or utility system versus the short- and long-term public benefits which may accrue from such approval.

Section 1107 (a) states the following:

The Secretary, or the Secretary of Agriculture where national forest wilderness is involved, shall include in any right-of-way issued pursuant to an application under this title, terms and conditions which shall include, but not be limited to—

- (1) requirements to insure that, to the maximum extent feasible, the right-of-way is used in a manner compatible with the purposes for which the affected conservation system unit, national recreation area, or national conservation area was established or is managed;
- (2) requirements for restoration, revegetation, and curtailment of erosion of the surface of the land;
- (3) requirements to insure that activities in connection with the right-of-way will not violate applicable air and water quality standards and related facility siting standards established pursuant to law;
- (4) requirements, including the minimum necessary width, designed to control or prevent—
  - (A) damage to the environment (including damage to fish and wildlife habitat),
  - (B) damage to public or private property, and
  - (C) hazards to public health and safety;
- (5) requirements to protect the interests of individuals living in the general area of the right-of-way who rely on the fish, wildlife, and biotic resources of the area for subsistence purposes; and
- (6) requirements to employ measures to avoid or minimize adverse environmental, social, or economic impacts.

### 3.0 PROPOSED METHOD FOR INCORPORATING ANILCA FINDINGS INTO THE EIS

The FAA proposes to incorporate the required ANILCA findings into appropriate chapters of the EIS, as follows.

- Chapter 1, Purpose and Need, ~~would will~~ address the need for and economic feasibility of the TUS in the CSU [Section 1104 (g) (2) (A)].
- Chapter 2, Alternatives, ~~would will~~ include a discussion of the economic feasibility of the TUS, and the process used to evaluate feasible and prudent alternatives to locating the TUS on CSU land. These alternatives will include discussion of land adjustment options to remove the lands within the CSU on which the airport would be located. Chapter 2 ~~would will~~ also address alternatives that were eliminated and the supporting rationale for their elimination [Section 1104 (g) (2) (B) & (C)].
- Chapter 3 and 4, Affected Environment and Environmental Consequences, ~~would will~~ address short-term and long-term social, economic, and environmental impacts of local, state, and national significance and impacts, if any, on national security interests [Section 1104 (g) (2) (D) & (E)]. Each resource section ~~will would~~ include a subsection devoted to assessing consistency with the ANILCA requirements.
- Chapter 4, Environmental Consequences, ~~will would~~ include a section indicating the specific mitigation measures that should be taken to avoid or minimize negative impacts [Section 1104 (g) (2) (G)]. This ~~will would~~ include specifics requiring that erosion control and revegetation be done and that all steps be taken to minimize impacts to the environment, public and private property, public health and safety, and subsistence resources [Section 1107 (a) (2–6)].
- Chapter 4, Environmental Consequences, ~~will would~~ include a section on the short- and long-term public values which would be adversely affected versus the short- and long-term public benefits of the approval [Section 1104 (g) (2) (H)].
- Chapter 4, Environmental Consequences, ~~will would~~ include a section disclosing whether the TUS would affect the purposes for which the Monument–Wilderness Area was established [Section 1104 (g) (2) (F) and Section 1107 (a) (1)].
- Chapter 4, Environmental Consequences, ~~will would~~ include a section disclosing the feasibility and impacts of different types of TUSs in the same area [Section 1104 (g) (2) (C)].

### 4.0 PROPOSED METHOD FOR PROVIDING AGENCY NOTIFICATION TO THE PRESIDENT: A DETAILED JOINT REPORT BY THE FEDERAL AVIATION ADMINISTRATION AND U.S. FOREST SERVICE

In addition to incorporating the Title XI ~~analysis findings~~ into the appropriate sections of the EIS, the eight elements of the findings required by Section 1104 (g) (2) of ANILCA ~~Title XI will would~~ also be presented as a separate detailed ~~joint~~ report authored by the FAA and the USFS. ~~The~~ report ~~will would~~ include detailed analyses of the ANILCA criteria described above, ~~and would disclose project consistency with each Title XI criterion.~~ Additionally, the FAA and the USFS, if the preferred location is within the Monument-Wilderness Area, will would each prepare its independent statements of ~~their~~ respective findings and decision whether to tentatively approve~~al~~ or disapprove~~al~~ of the application. The report, along with the final EIS and TUS application, as supporting documents, ~~will would~~ be submitted to the President for his decision. ~~of the United States for approval or disapproval.~~

**Detailed Joint Report:** A detailed joint report is a separate, stand-alone document containing the project background and detailed findings by the FAA and USFS addressing the requirements of Title XI for all the criteria set out in ANILCA Section 1104, as well as information required by Section 1107. The environmental analysis contained in the EIS, as relevant to the ANILCA criteria, will be presented as a concise but comprehensive synopsis rather than a complete reiteration of all information in Chapters 1 - 4 of the EIS. The detailed joint report will be similar in length and detail to detailed reports that federal agencies often provide to the President and Congress regarding other issues of importance (between 50-150 pages). The detailed joint report will include a signature page to be signed by the Secretaries of Transportation and Agriculture (or approved designees) transmitting the agencies' notification to the President.

## 5.0 SUGGESTED MILESTONES IN THE EIS AND ANILCA TITLE XI PROCESSES FOR BRIEFINGS WITH FAA AND USFS HEADQUARTERS, THE PRESIDENT, AND CONGRESS

The FAA recommends project briefings for various decision-makers throughout the ANILCA Title XI process. Briefings to the President and members of Congress will occur only during important milestones, or as otherwise requested. The most effective milestones in the process outlined below to brief the President and Congress are before the Draft EIS meetings and before release of the record of decision and ANILCA findings joint report.

In addition to public hearings to be held in D.C. and Alaska, below is a list of recommended milestones to conduct project briefings and a list of potential participants for the project briefings. The list of suggested USFS Headquarters participants provided below was developed from the Forest Service directory of key offices within the National Forest System. A completed list of USFS headquarters participants will be finalized with input from key USFS personnel.

- At agency headquarters in Washington, D.C. kickoff (Fall/Winter 2009)
  - Objectives:
    - Suggested participants: FAA Airports Division, USFS Office of the Chief, National Forest System Office, WO Wilderness Director, and Lands Directors
- During review of the preliminary draft EIS
  - Objectives:
    - Suggested participants: FAA Airports Division (D.C.), FAA Chief Counsel, USFS Office of the Chief, USFS-USDA Office of General Counsel, National Forest System Office, WO Wilderness Director, and Lands Directors
- Before conducting the draft EIS meetings in Washington D.C. and Alaska
  - Objectives:
    - Suggested participants: Secretary of Transportation's Office, FAA Airports Division (D.C.), FAA Government and Industry Affairs, FAA Chief Counsel, Secretary of Agriculture's Office, USFS Office of the Chief, USFS-USDA Office of General Counsel, National Forest System Office, WO Wilderness Director, and Lands Director, USFS External Affairs (Alaska Desk)
- After close of public comment period or before publication of final EIS
  - Objectives:

- Suggested participants: FAA Airports Division (D.C.), FAA Chief Counsel, USFS Office of the Chief, ~~USFS-USDA~~ Office of General Counsel, National Forest System Office, WO Wilderness ~~Director, and~~ Lands Directors
- Before release of the record of decision and ANILCA detailed joint report
  - Objectives:
  - Suggested participants: Secretary of Transportation's Office, FAA Airports Division (D.C.), FAA Government and Industry Affairs, FAA Chief Counsel, Secretary of Agriculture's Office, USFS Office of the Chief, ~~USFS-USDA~~ Office of General Counsel, National Forest System Office, WO Wilderness ~~Director, and~~ Lands Directors, USFS External Affairs (Alaska Desk)

In addition to the briefings at FAA and USFS Headquarters, the FAA will provide briefings to key State of Alaska agencies, the Alaska Governor's office, local Alaska Representatives, and the US Congress Alaska Congressional Delegation (Alaska based congressional staffers) during important project milestones.

DRAFT – For USFS Review 9/1/09

## ANILCA Title XI: Transportation and Utility Systems in and across, and Access into, Conservation System Units

### Incorporation of Required Findings into the Angoon Airport EIS

#### 1.0 INTRODUCTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) proposes to construct a land-based airport within the Admiralty Island National Monument and Kootznoowoo Wilderness Area (hereafter referred to as the Monument–Wilderness Area) to serve the community of Angoon. Because the DOT&PF has requested construction funds from the Federal Aviation Administration (FAA), the FAA is preparing an environmental impact statement (EIS) to review and refine the DOT&PF's proposed action, develop appropriate alternatives to this proposed action, and analyze and disclose the alternatives' impacts to the human and natural environment.

The FAA has conducted supplemental airport planning to determine a reasonable range of alternatives that meet the project's purpose and need while addressing public and agency concerns. Three airport alternatives have been identified for detailed analysis in the EIS. Two of these alternatives, one a refined version of the DOT&PF's proposed action, the other an alternative located south of the DOT&PF's proposed site, are located in the Monument–Wilderness Area. The third alternative is located on municipal, private, and native corporation lands immediately south of the community of Angoon. Because two of the alternatives would locate the airport, which is a transportation and utility system (TUS) [as defined in Section 1102](#), on federally owned Monument–Wilderness Area lands, Title XI of the Alaska National Interest Lands Conservation Act (ANILCA) applies to those alternatives.

Sections 1104 and 1107 of ANILCA Title XI direct federal agencies on the decision-making process they are to use in evaluating a proposal to construct a TUS in a conservation system unit (CSU) in Alaska. A CSU is any unit of a national park, national wildlife refuge, wild and scenic river, national trail, national monument, or wilderness preservation system in Alaska. The Monument–Wilderness Area constitutes a CSU.

For a TUS, Title XI of ANILCA requires that an application for a right-of-way or other applicable authorization be submitted to the appropriate federal agency or agencies. For the proposed Angoon Airport, the DOT&PF would submit the application to the U.S. Forest Service (USFS) and the FAA. Title XI assigns federal agencies the responsibility of preparing an EIS based on the information submitted with the application. Also included in Title XI are provisions that address the adequacy of the information in the application, including the need to satisfy agencies and specific timelines for EIS preparation and decision-making. Title XI mandates that agencies must consider specific Title XI criteria for placing a TUS in a CSU. Based on their consideration of these criteria, the agencies would then make detailed findings, supported by substantial evidence, of the proposed project's effect on the CSU.

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**Comment [k1]:** Does not track - - Identify the Section, I believe it is Section 1107

If the proposed location of the Angoon Airport in the Monument–Wilderness Area is chosen, after completion of the EIS, Title XI requires the USFS and the FAA to promptly submit to the President of the United States notification of tentative approval or disapproval of the authorization. The President would then make a decision on the application. If the President denies the application, the applicant would have exhausted their administrative remedies and would need to challenge the final decision in court. If the President provides a recommendation for approval of the Title XI application, he/she must submit to Congress the application, a report setting forth in detail the findings and recommendation, the EIS, and a statement of conditions and stipulations governing the use of the TUS.

The purpose of this paper is to provide a proposed method for incorporation of the findings under ANILCA into the National Environmental Policy Act (NEPA) process for the Angoon Airport EIS, including consideration of agency reviews to streamline compliance with both NEPA and ANILCA.

## 2.0 ANILCA CRITERIA

Title XI of ANILCA requires federal agencies to present a set of findings when considering a TUS in a CSU. Section 1104 (g) (2) identifies eight specific criteria that must be considered before a federal agency recommends construction of a TUS in a CSU. Section 1107 (a) specifies the terms and conditions that must be included in a right-of-way authorization for a TUS. These sections of ANILCA are presented below.

Section 1104 (g) (1) states that “within four months after the final environmental impact statement is published in accordance with subsection (e) with respect to any transportation or utility system, each Federal agency shall make a decision to approve or disapprove, in accordance with applicable law, each authorization that applies with respect to the system and that is within the jurisdiction of that agency.”

Section 1104 (g) (2) states the following:

The head of each Federal agency, in making a decision referred to in paragraph (1), shall consider, and make detailed findings supported by substantial evidence, with respect to—

- (A) the need for, and economic feasibility of, the transportation or utility system;
- (B) alternative routes and modes of access, including a determination with respect to whether there is any economically feasible and prudent alternative to the routing of the system through or within a conservation system unit, national recreation area, or national conservation area and, if not, whether there are alternative routes or modes which would result in fewer or less severe adverse impacts upon the conservation system unit;
- (C) the feasibility and impacts of including different transportation or utility systems in the same area;
- (D) short- and long-term social, economic, and environmental impacts of national, State, or local significance, including impacts on fish and wildlife and their habitat, and on rural, traditional lifestyles;
- (E) the impacts, if any, on the national security interests of the United States, that may result from approval or denial of the application for a transportation or utility system;



- (F) any impacts that would affect the purposes for which the Federal unit or area concerned was established;
- (G) measures which should be instituted to avoid or minimize negative impacts; and
- (H) the short- and long-term public values which may be adversely affected by approval of the transportation or utility system versus the short- and long-term public benefits which may accrue from such approval.

Section 1107 (a) states the following:

The Secretary, or the Secretary of Agriculture where national forest wilderness is involved, shall include in any right-of-way issued pursuant to an application under this title, terms and conditions which shall include, but not be limited to—

- (1) requirements to insure that, to the maximum extent feasible, the right-of-way is used in a manner compatible with the purposes for which the affected conservation system unit, national recreation area, or national conservation area was established or is managed;
- (2) requirements for restoration, revegetation, and curtailment of erosion of the surface of the land;
- (3) requirements to insure that activities in connection with the right-of-way will not violate applicable air and water quality standards and related facility siting standards established pursuant to law;
- (4) requirements, including the minimum necessary width, designed to control or prevent—
  - (A) damage to the environment (including damage to fish and wildlife habitat),
  - (B) damage to public or private property, and
  - (C) hazards to public health and safety;
- (5) requirements to protect the interests of individuals living in the general area of the right-of-way who rely on the fish, wildlife, and biotic resources of the area for subsistence purposes; and
- (6) requirements to employ measures to avoid or minimize adverse environmental, social, or economic impacts.

### 3.0 PROPOSED METHOD FOR INCORPORATING ANILCA FINDINGS INTO THE EIS

The FAA proposes to incorporate the required ANILCA findings into appropriate chapters of the EIS, as follows.

- Chapter 1, Purpose and Need, would address the need for and economic feasibility of the TUS in the CSU [Section 1104 (g) (2) (A)].
- Chapter 2, Alternatives, would include a discussion of the economic feasibility of the TUS, and the process used to evaluate feasible and prudent alternatives to locating the TUS on CSU land. Chapter 2 would also address alternatives that were eliminated and the supporting rationale for their elimination [Section 1104 (g) (2) (B) & (C)].
- Chapter 3 and 4, Affected Environment and Environmental Consequences, would address short-term and long-term social, economic, and environmental impacts of local, state, and

national significance [Section 1104 (g) (2) (D) & (E)]. Each resource section would include a subsection devoted to assessing consistency with the ANILCA requirements.

- Chapter 4, Environmental Consequences, would include a section indicating the specific mitigation measures that should be taken to avoid or minimize negative impacts [Section 1104 (g) (2) (G)]. This would include specifics requiring that erosion control and revegetation be done and that all steps be taken to minimize impacts to the environment, public and private property, public health and safety, and subsistence resources [Section 1107 (a) (2-6)].
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- Chapter 4, Environmental Consequences, would include a section disclosing whether the TUS would affect the purposes for which the Monument-Wilderness Area was established [Section 1104 (g) (2) (F) and Section 1107 (a) (1)].
- Chapter 4, Environmental Consequences, would include a section disclosing the impacts of different types of TUSs in the same area [Section 1104 (g) (2) (C)].

#### **4.0 PROPOSED METHOD FOR PROVIDING AGENCY NOTIFICATION TO THE PRESIDENT: A DETAILED JOINT REPORT BY THE FEDERAL AVIATION ADMINISTRATION AND U.S. FOREST SERVICE**

In addition to incorporating the Title XI analysis into the appropriate sections of the EIS, the eight elements of the findings required by Section 1104 (g) (2) of ANILCA Title XI would also be presented as a separate detailed joint report authored by the FAA and the USFS. This report would include detailed analyses of the ANILCA criteria described above and would disclose project consistency with each Title XI criterion. The FAA and the USFS would each prepare independent statements of their respective findings and tentative approval or disapproval of the application. The report, along with the final EIS and TUS application as supporting documents, would be submitted to the President of the United States for approval or disapproval.

**Detailed Joint Report:** A detailed joint report is a separate, stand-alone document containing the project background and detailed findings by the FAA and USFS for all the criteria set out in ANILCA Section 1104, as well as information required by Section 1107. The environmental analysis contained in the EIS, as relevant to the ANILCA criteria, would be presented as a concise but comprehensive synopsis rather than a complete reiteration of all information in Chapters 1 - 4 of the EIS. The detailed joint report would be similar in length and detail to detailed reports that federal agencies often provide to the President and Congress on other issues of importance (between 50-150 pages). The detailed joint report should also include a signature page to be signed by the Secretaries of Transportation and Agriculture (or approved designees) transmitting the agencies' notification to the President.

#### **5.0 SUGGESTED MILESTONES IN THE EIS AND ANILCA TITLE XI PROCESSES FOR BRIEFINGS WITH FAA AND USFS HEADQUARTERS, THE PRESIDENT, AND CONGRESS**

The FAA recommends project briefings for various decision-makers throughout the ANILCA Title XI process. Briefings to the President and members of Congress would occur only during important milestones. The most effective points in the process outlined below to brief the President and Congress

are before the Draft EIS meetings and before release of the record of decision and ANILCA findings joint report.

Below is a list of recommended milestones to conduct project briefings and a list of potential participants for the project briefings. The list of suggested USFS Headquarters participants provided below was developed from the Forest Service directory of key offices within the National Forest System. A completed list of USFS headquarters participants will be finalized with input from key USFS personnel.

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In addition to the briefings at FAA and USFS Headquarters, the FAA will provide briefings to key State of Alaska agencies, the Alaska Governor's office, local Alaska Representatives, and the US Congress Alaska Congressional Delegation (Alaska based congressional staffers) during important project milestones.

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**Comment [ki2]:** It would seem very critical to get our Congressional delegation on board with this ASAP so they can support the development of an airport in WILDERNESS. Wilderness = sacred to many we should eliminate any surprises and get time involved fall-winter 2009 I would think. Maria may think otherwise!!

**AGENDA – FAA/FOREST SERVICE COORDINATION TELECONFERENCE NOTES – OCTOBER 01, 2009**

**Time:** 8:30 a.m. AK / 10:30 a.m. UT  
**Call-In:** 1-866-866-2244  
**Passcode:** 6238504#

**Attendees: FAA EIS Team**  
Leslie Grey  
Sheri Ellis  
George Weekley  
Steve Knox

**U.S. Forest Service**  
Marti Marshall  
Jennifer Berger

**Agenda:**

1. ANILCA Title XI white paper - Leslie Grey

Leslie reminded everyone that, as per our conversations during last month's conference call, the Forest Service's comments on the draft white paper are due on October 5<sup>th</sup>. Jennifer stated that comments are coming in and so far everything sounds positive. They expect to receive some last minute comments on Monday the 5<sup>th</sup>, but Jennifer will consolidate the Forest Service comments and send the response to Steve for distribution to the FAA EIS team for consideration in finalizing the white paper.

2. Helicopter overflight for video filming – George Weekley

George reported that the flight had been planned for September 10<sup>th</sup> but was delayed to the 12<sup>th</sup> due to weather. The crew flew to Angoon and began the project. A test flight over location 12A (on the peninsula, outside the wilderness) was conducted at 150 feet AGL, but that altitude was determined to be too low to capture the needed view. Altitude was increased to 500 feet to get better perspective. The crew made two flights along the road alignments and alternative airport locations at 25 – 30 knots and 500 feet AGL. Rain began during the second flight, affecting the quality of the video. Review of the film shows the first flight captured good video images.

The entire project, including transit time to and from Juneau and filming took about three and one-half hours. The helicopter had to refuel twice on Chichagof Island. Each pass over the alternative airport locations and access roads took about 45 minutes. About one half of the flight time was over the wilderness.

3. FAA-Forest Service coordination plan – Steve Knox

Steve reported on the status of the draft FAA-Forest Service coordination plan. Since the Forest Service is in agreement that the EIS team had properly identified the steps and documents in the NEPA process that would require Forest Service review and the levels of the organization that should be included in each step of the review process, the EIS team moved forward with preparation of a draft coordination plan for Forest Service review and comment. The coordination plan includes each step in the NEPA process that will require coordination between the FAA and the Forest Service. The plan also identifies the levels of the organization that will be involved in the review, the individual resource specialists who should review NEPA documents and coordinate with the FAA, and the timeframes for review. Further, the coordination plan

incorporates the requirements of Forest Service Handbook FSH 1909.15 on NEPA review checkpoints.

Marti indicated that concurrent reviews would likely not work through all levels of the Forest Service organization. She also indicated that their Washington Office would need to brief Congressional staffs at different points in the process, and that would take time. Marti felt the EIS team is on track for the anticipated review times by the Ranger District, Supervisor's Office, and Regional Office, but Washington Office reviews would take more time. Further, Marti commented that coordination of reviews with the Forest Service Office of General Council would be required and take additional time. She indicated the Ranger District and Supervisor's Office have a good working relationship with the Regional OGC, but at the national level, they lose some control over timeframes. Marti indicated the coordination plan needs to provide more time for Washington Office review. Leslie indicated that development of the coordination plan would require some review and negotiation before it is finalized. Marti agreed.

Steve asked if the EIS team could continue with the concurrent review concept, but extend the finish date for the Regional Office and Washington Office coordination and review. Marti thought that would work.

Leslie stated the EIS team's need for a Forest Service socio-economic contact person as part of the shadow team. Marti acknowledged that need, and stated her intent to continue to move forward with the formal request for team membership for the project

Sheri suggested the Forest Service identify those points in the NEPA process when a briefing to Washington Office would be required, so the FAA EIS team can assist with those briefings to keep the review schedule moving forward. Jennifer will provide that information.

This draft document will be sent to the Forest Service for their review.

#### 4. Cause and Effect Analyses report – Steve Knox

Steve alerted the Forest Service that the next step in the review process would begin in November; review of the cause and effect analyses. Marti asked when in November the review would begin, early or late November? Sheri responded the CEAs would be delivered to the Forest Service before the fall meeting so they could review the analyses and be prepared to discuss them with the EIS team while in Alaska for meetings in November. The Forest Service should expect to receive the analyses in early November, prior to the mid-November meetings.

#### 5. Fall meeting plans – Sheri Ellis

Sheri reported that the FAA EIS team intends to be in Juneau (and Angoon) for fall meetings before Thanksgiving, probably the week of November 16<sup>th</sup>.

Potential agenda items with the Forest Service would include:

- a. An update on results of field surveys and reports.
- b. A discussion of Cause and Effect Analyses and agreement on the proposed methodologies.

Sheri commented that it would be helpful to have Forest Service resource specialists present for these discussions.

- c. Other coordination discussions, to be determined.

Marti requested finalization of the meeting date and preferred a Tuesday or Wednesday (November 17th or 18th) meeting with her staff. Leslie will make that determination shortly; before the next monthly call. Marti asked if the trip would include a visit to Angoon. Sheri said it would, weather permitting, as the FAA EIS team intended to continue coordination with Tribal and community leaders and residents.

- 6. Other – Steve Knox

Jennifer reported she is still trying to track down an article on wetlands mapping for George at SWCA.

- 7. Next meeting – Steve Knox

The next coordination teleconference will be November 5<sup>th</sup>, 2009, same time.

#### **8. Follow-up actions items**

- a. Leslie and the EIS team will determine and forward the fall meeting date(s).
- b. Steve will complete and forward a draft FAA-Forest Service coordination plan to the Forest Service for their review and comment.
- c. Jennifer will determine and provide a list of steps in the NEPA process where briefings will be required for/by the Forest Service Washington Office.
- d. Jennifer will consolidate Forest Service comments on the ANILCA white paper and forward those comments to the FAA EIS team (Steve) on Monday, Oct 5<sup>th</sup> 2009.

- 9. Adjourn



DRAFT – For USFS Review 9/1/09

## ANILCA Title XI: Transportation and Utility Systems in and across, and Access into, Conservation System Units

### Incorporation of Required Findings into the Angoon Airport EIS

#### 1.0 INTRODUCTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) proposes to construct a land-based airport within the Admiralty Island National Monument and Kootznookoo Wilderness Area (hereafter referred to as the Monument–Wilderness Area) to serve the community of Angoon. Because the DOT&PF has requested construction funds from the Federal Aviation Administration (FAA), the FAA is preparing an environmental impact statement (EIS) to review and refine the DOT&PF's proposed action, develop appropriate alternatives to this proposed action, and analyze and disclose the alternatives' impacts to the human and natural environment.

The FAA has conducted supplemental airport planning to determine a reasonable range of alternatives that meet the project's purpose and need while addressing public and agency concerns. Three airport alternatives have been identified for detailed analysis in the EIS. Two of these alternatives, one a refined version of the DOT&PF's proposed action, the other an alternative located south of the DOT&PF's proposed site, are located in the Monument–Wilderness Area. The third alternative is located on municipal, private, and native corporation lands immediately south of the community of Angoon. Because two of the alternatives would locate the airport, which is a transportation and utility system (TUS), on federally owned Monument–Wilderness Area lands, Title XI of the Alaska National Interest Lands Conservation Act (ANILCA) applies to those alternatives.

Sections 1104 and 1107 of ANILCA Title XI direct federal agencies on the decision-making process they are to use in evaluating a proposal to construct a TUS in a conservation system unit (CSU) in Alaska. A CSU is any unit of a national park, national wildlife refuge, wild and scenic river, national trail, national monument, or wilderness preservation system in Alaska. The Monument–Wilderness Area constitutes a CSU.

For a TUS, Title XI of ANILCA requires that an application for a right-of-way or other applicable authorization be submitted to the appropriate federal agency or agencies. For the proposed Angoon Airport, the DOT&PF would submit the application to the U.S. Forest Service (USFS) and the FAA. Title XI assigns federal agencies the responsibility of preparing an EIS based on the information submitted with the application. Also included in Title XI are provisions that address the adequacy of the information in the application, including the need to satisfy agencies and specific timelines for EIS preparation and decision-making. Title XI mandates that agencies must consider specific Title XI criteria for placing a TUS in a CSU. Based on their consideration of these criteria, the agencies would then make detailed findings, supported by substantial evidence, of the proposed project's effect on the CSU.

If the proposed location of the Angoon Airport in the Monument–Wilderness Area is chosen, after completion of the EIS, Title XI requires the USFS and the FAA to promptly submit to the President of the United States notification of tentative approval or disapproval of the authorization. The President would then make a decision on the application. If the President denies the application, the applicant would have exhausted their administrative remedies and would need to challenge the final decision in court. If the President provides a recommendation for approval of the Title XI application, he/she must submit to Congress the application, a report setting forth in detail the findings and recommendation, the EIS, and a statement of conditions and stipulations governing the use of the TUS.

The purpose of this paper is to provide a proposed method for incorporation of the findings under ANILCA into the National Environmental Policy Act (NEPA) process for the Angoon Airport EIS, including consideration of agency reviews to streamline compliance with both NEPA and ANILCA.

## 2.0 ANILCA CRITERIA

Title XI of ANILCA requires federal agencies to present a set of findings when considering a TUS in a CSU. Section 1104 (g) (2) identifies eight specific criteria that must be considered before a federal agency recommends construction of a TUS in a CSU. Section 1107 (a) specifies the terms and conditions that must be included in a right-of-way authorization for a TUS. These sections of ANILCA are presented below.

Section 1104 (g) (1) states that “within four months after the final environmental impact statement is published in accordance with subsection (e) with respect to any transportation or utility system, each Federal agency shall make a decision to approve or disapprove, in accordance with applicable law, each authorization that applies with respect to the system and that is within the jurisdiction of that agency.”

Section 1104 (g) (2) states the following:

The head of each Federal agency, in making a decision referred to in paragraph (1), shall consider, and make detailed findings supported by substantial evidence, with respect to—

- (A) the need for, and economic feasibility of, the transportation or utility system;
- (B) alternative routes and modes of access, including a determination with respect to whether there is any economically feasible and prudent alternative to the routing of the system through or within a conservation system unit, national recreation area, or national conservation area and, if not, whether there are alternative routes or modes which would result in fewer or less severe adverse impacts upon the conservation system unit;
- (C) the feasibility and impacts of including different transportation or utility systems in the same area;
- (D) short- and long-term social, economic, and environmental impacts of national, State, or local significance, including impacts on fish and wildlife and their habitat, and on rural, traditional lifestyles;
- (E) the impacts, if any, on the national security interests of the United States, that may result from approval or denial of the application for a transportation or utility system;

- (F) any impacts that would affect the purposes for which the Federal unit or area concerned was established;
- (G) measures which should be instituted to avoid or minimize negative impacts; and
- (H) the short- and long-term public values which may be adversely affected by approval of the transportation or utility system versus the short- and long-term public benefits which may accrue from such approval.

Section 1107 (a) states the following:

The Secretary, or the Secretary of Agriculture where national forest wilderness is involved, shall include in any right-of-way issued pursuant to an application under this title, terms and conditions which shall include, but not be limited to—

- (1) requirements to insure that, to the maximum extent feasible, the right-of-way is used in a manner compatible with the purposes for which the affected conservation system unit, national recreation area, or national conservation area was established or is managed;
- (2) requirements for restoration, revegetation, and curtailment of erosion of the surface of the land;
- (3) requirements to insure that activities in connection with the right-of-way will not violate applicable air and water quality standards and related facility siting standards established pursuant to law;
- (4) requirements, including the minimum necessary width, designed to control or prevent—
  - (A) damage to the environment (including damage to fish and wildlife habitat),
  - (B) damage to public or private property, and
  - (C) hazards to public health and safety;
- (5) requirements to protect the interests of individuals living in the general area of the right-of-way who rely on the fish, wildlife, and biotic resources of the area for subsistence purposes; and
- (6) requirements to employ measures to avoid or minimize adverse environmental, social, or economic impacts.

### 3.0 PROPOSED METHOD FOR INCORPORATING ANILCA FINDINGS INTO THE EIS

The FAA proposes to incorporate the required ANILCA findings into appropriate chapters of the EIS, as follows.

- Chapter 1, Purpose and Need, would address the need for and economic feasibility of the TUS in the CSU [Section 1104 (g) (2) (A)].
- Chapter 2, Alternatives, would include a discussion of the economic feasibility of the TUS, and the process used to evaluate feasible and prudent alternatives to locating the TUS on CSU land. Chapter 2 would also address alternatives that were eliminated and the supporting rationale for their elimination [Section 1104 (g) (2) (B) & (C)].
- Chapter 3 and 4, Affected Environment and Environmental Consequences, would address short-term and long-term social, economic, and environmental impacts of local, state, and

**Comment [jb1]:** Incorporating ANILCA Title XI into the EIS could be construed as pre-decisional. It suggests that it is a foregone conclusion that one of the Wilderness alternatives is to be selected. A reader could all but forget there is a viable non-Wilderness alternative on the table.

national significance [Section 1104 (g) (2) (D) & (E)]. Each resource section would include a subsection devoted to assessing consistency with the ANILCA requirements.

- Chapter 4, Environmental Consequences, would include a section indicating the specific mitigation measures that should be taken to avoid or minimize negative impacts [Section 1104 (g) (2) (G)]. This would include specifics requiring that erosion control and revegetation be done and that all steps be taken to minimize impacts to the environment, public and private property, public health and safety, and subsistence resources [Section 1107 (a) (2-6)].
- Chapter 4, Environmental Consequences, would include a section on the short- and long-term public values which would be adversely affected versus the short- and long-term public benefits of the approval [Section 1104 (g) (2) (H)].
- Chapter 4, Environmental Consequences, would include a section disclosing whether the TUS would affect the purposes for which the Monument-Wilderness Area was established [Section 1104 (g) (2) (F) and Section 1107 (a) (1)].
- Chapter 4, Environmental Consequences, would include a section disclosing the impacts of different types of TUSs in the same area [Section 1104 (g) (2) (C)].

#### **4.0 PROPOSED METHOD FOR PROVIDING AGENCY NOTIFICATION TO THE PRESIDENT: A DETAILED JOINT REPORT BY THE FEDERAL AVIATION ADMINISTRATION AND U.S. FOREST SERVICE**

In addition to incorporating the Title XI analysis into the appropriate sections of the EIS, the eight elements of the findings required by Section 1104 (g) (2) of ANILCA Title XI would also be presented as a separate detailed joint report authored by the FAA and the USFS. This report would include detailed analyses of the ANILCA criteria described above and would disclose project consistency with each Title XI criterion. The FAA and the USFS would each prepare independent statements of their respective findings and tentative approval or disapproval of the application. The report, along with the final EIS and TUS application as supporting documents, would be submitted to the President of the United States for approval or disapproval.

**Detailed Joint Report:** A detailed joint report is a separate, stand-alone document containing the project background and detailed findings by the FAA and USFS for all the criteria set out in ANILCA Section 1104, as well as information required by Section 1107. The environmental analysis contained in the EIS, as relevant to the ANILCA criteria, would be presented as a concise but comprehensive synopsis rather than a complete reiteration of all information in Chapters 1 - 4 of the EIS. The detailed joint report would be similar in length and detail to detailed reports that federal agencies often provide to the President and Congress on other issues of importance (between 50-150 pages). The detailed joint report should also include a signature page to be signed by the Secretaries of Transportation and Agriculture (or approved designees) transmitting the agencies' notification to the President.

#### **5.0 SUGGESTED MILESTONES IN THE EIS AND ANILCA TITLE XI PROCESSES FOR BRIEFINGS WITH FAA AND USFS HEADQUARTERS, THE PRESIDENT, AND CONGRESS**

The FAA recommends project briefings for various decision-makers throughout the ANILCA Title XI process. Briefings to the President and members of Congress would occur only during important milestones. The most effective points in the process outlined below to brief the President and Congress

are before the Draft EIS meetings and before release of the record of decision and ANILCA findings joint report.

Below is a list of recommended milestones to conduct project briefings and a list of potential participants for the project briefings. The list of suggested USFS Headquarters participants provided below was developed from the Forest Service directory of key offices within the National Forest System. A completed list of USFS headquarters participants will be finalized with input from key USFS personnel.

- At agency headquarters kickoff (Fall/Winter 2009)
  - Suggested participants: FAA Airports Division, USFS Office of the Chief, National Forest System Office, Wilderness Director, Lands Director
- During review of the preliminary draft EIS
  - Suggested participants: FAA Airports Division (D.C.), FAA Chief Counsel, USFS Office of the Chief, USFS Office of General Counsel, National Forest System Office, Wilderness Director, Lands Director
- Before conducting the draft EIS meetings in Washington D.C. and Alaska
  - Suggested participants: Secretary of Transportation's Office, FAA Airports Division (D.C.), FAA Government and Industry Affairs, FAA Chief Counsel, Secretary of Agriculture's Office, USFS Office of the Chief, USFS Office of General Counsel, National Forest System Office, Wilderness Director, Lands Director, USFS External Affairs (Alaska Desk)
- After close of public comment period or before publication of final EIS
  - Suggested participants: FAA Airports Division (D.C.), FAA Chief Counsel, USFS Office of the Chief, USFS Office of General Counsel, National Forest System Office, Wilderness Director, Lands Director
- Before release of the record of decision and ANILCA detailed joint report
  - Suggested participants: Secretary of Transportation's Office, FAA Airports Division (D.C.), FAA Government and Industry Affairs, FAA Chief Counsel, Secretary of Agriculture's Office, USFS Office of the Chief, USFS Office of General Counsel, National Forest System Office, Wilderness Director, Lands Director, USFS External Affairs (Alaska Desk)

**Comment [jb2]:** I agree that a series of briefings for these folks is key! Suggest adding USFS External Affairs (Alaska Desk) to this round of briefings.

**Comment [jb3]:** As mentioned in Comment jb2, I would bump up the involvement of the Alaska Desk... suggest they are added to the list of participants for the Fall/Winter 2009 (first in this series of bullet points).

In addition to the briefings at FAA and USFS Headquarters, the FAA will provide briefings to key State of Alaska agencies, the Alaska Governor's office, local Alaska Representatives, and the US Congress Alaska Congressional Delegation (Alaska based congressional staffers) during important project milestones.

**DOT&PF/FAA TELECONFERENCE AGENDA – OCTOBER 14, 2009**

**Invited Participants:** Leslie Grey, Verne Skagerberg, Pat Oein, John Lovett, Liz Perry, Sheri Ellis

**8:30 am AK/10:30 am MTN Time**

**Call-In Number: 1-866-866-2244**

**Passcode: 6238504#**

1. Update on ongoing work - Sheri
2. November Meetings – Sheri
3. Road funding - Team



Personal Communication with Peter Naoroz, Executive Director of Kootznoowoo, Inc. in October 2009, via telephone with Linda J. Snow, Economist, Southeast Strategies.

In this conversation, Mr. Naoroz stated that the Corporation had experienced financial losses resulting from sale of their lands in the past. Consequently, the Corporation now subscribes to the philosophy of Reverend Walter Soboleff, Sr. to hold on to ownership of shareholders lands.

Draft ANILCA Whitepaper Comments / USFS

Respondant	Representing	Comments	Response
Berger, Jennifer	TNF, ANM - Special Uses	Track-Changes - attached to JB email 10/5/09	Suggested changes to incorporate Alaska Desk will be incorporated into the schedule.
Birk, Roger	USFS, Alaska Region	Track-Changes - attached to JB email 10/5/09	Most track mode comments will be incorporated into the text.
Lisowski, Maria	USFS, Alaska Region	Track-Changes - attached to JB email 10/5/09	Some track changes suggested will be incorporated into the text, but other suggested track changes take the direction of the whitepaper away from Sections 1104 and 1107.
Iwamoto, Karen	TNF, SO - NEPA	Track-Changes - attached to JB email 10/5/09; along with her "track changes" comments, Karen emphasizes the importance of raising the Congressional Delegation's awareness of this project as early as possible. In reading the draft document, she senses that the preferred alternative will be in Wilderness. If that is the case, Congress will be in the position of weighing the impact of placing an airport in a Wilderness which belongs to the American public vs. the benefit to approximately 500 individuals who travel in and out of Angoon. Without getting on either side of the debate, building the delegation's awareness will help Congress reach an informed decision.	The FAA agrees with the importance of raising the Congressional delegation's awareness. We would like to work with the Forest Service to brief the Congressional delegation on the project together. Other comments provided in track mode will be addressed. As for the preferred alternative, the FAA does not yet have a position on any of the action alternatives.
Neary, John	TNF, ANM - Wilderness	John notes that the draft appears to be thorough and comprehensive. At the same time, he questions the rationale for pursuing Title XI prior to the EIS completion, as doing so could lead one to believe there is an inherent bias toward the proposed action. He points out that this bias has been likewise displayed in the framing of the vital issue "Wilderness vs. Environmental Justice" during the last district project briefing (July, 2009).	The ANILCA timelines specify that the ANILCA Title XI process be completed concurrently with the EIS process. The FAA does not yet have a position on any of the action alternatives. The July 2009 briefing was purely intended to frame and facilitate discussion on a known conflict point between action alternatives in the EIS.
Tremblay, Bill	TNF, SO - Wilderness and Special Uses	Bill's only comment (suggestion) is to make sure the Regional Forester or Deputy Regional Forester and the Alaska Desk representative in the WO are included in the briefings. Otherwise, he notes, this [draft] was really well done.	We can incorporate those individuals into the specific briefings as requested.

## **NOTES - FAA-USFS COORDINATION TELECONFERENCE – NOVEMBER 5, 2009**

**Participants:** Federal Aviation Administration (FAA): Leslie Grey, Liz Perry, Steve Knox, George Weekley

U.S. Forest Service (USFS): Marti Marshall

**Time:** 8:30 Alaska Time / 10:30 a.m. Mountain Time

**Call-in:** (866) 866-2244

**Pass Code:** 5966682#

### **1.0 WELCOME – LESLIE**

Leslie welcomed the group, took roll, reviewed the agenda, and asked if there were other topics requiring addition to the agenda. Marti referred to an email she received from Randy Coleman, and asked if the USFS should be removed from the FAA-USFS coordination plan as responsible for review of analyses and documents related to coastal zone resources. Leslie replied that the FAA is responsible for the analysis in the EIS and the Coastal Zone Management Program questionnaire, but that Randy Coleman should remain on the team to ensure a comprehensive USFS review of all National Forest resources that could be affected by this action.

### **2.0 NOVEMBER MEETINGS IN JUNEAU AND ANGOON – GEORGE**

George went over the agenda for the FAA team trip to Juneau and Angoon the week of November 16. Marti said that she planned to attend the Angoon meetings, weather permitting.

### **3.0 FAA-USFS COORDINATION PLAN – STEVE**

Marti asked if the FAA EIS team had received a copy of the USFS request for team membership support from the supervisor's and regional offices. The team responded that they had not. Marti said that she would send a copy of the request to the FAA EIS team for their use in finalizing the coordination plan.

Steve confirmed that the USFS had received the draft FAA-USFS coordination plan, and then presented the FAA EIS team's plan to discuss the coordination plan with the USFS at the meeting on Tuesday, November 17. He explained that the FAA EIS team had just forwarded the draft document to the USFS so that resource specialists and others would have the opportunity to review the plan and prepare themselves to discuss it and ask questions of the FAA EIS team at the November 17 meeting. That way, following the meeting, USFS specialists would still have approximately two more weeks to finalize their review, provide comments, and submit information for the incomplete portions of the plan—especially regarding team members and review periods missing from the plan. Marti indicated that they would be prepared to provide the missing information.

Steve also discussed the connection between the coordination plan and the first product of the plan—review and comment on the Cause and Effect Analysis (CEA) matrix. The FAA EIS team also just forwarded to draft CEA matrix for USFS review (as identified in the draft coordination plan), but the coordination plan must be finalized to ensure complete USFS review and comment on the CEA matrix. The information provided by the USFS to complete the coordination plan (those parts marked "TBD by USFS") will help ensure the needed USFS review

and input in the development of the planned National Environmental Policy Act (NEPA) analysis approach identified in the CEA matrix.

#### **4.0 CAUSE AND EFFECT ANALYSIS – STEVE**

Steve confirmed that the USFS had also received the draft CEA matrix, and then spoke about the importance of the matrix in that it (1) identifies the actions that will affect (cause impact to) project area resources; (2) identifies the kinds of impacts expected to each of the resource values and uses; (3) identifies the impact indicators that will be used to describe the resources in the Affected Environment and disclose the measure of change (impact) to those resources in the Environmental Consequences; and (4) identifies the analysis methodology to be used to determine and disclose the impact(s) caused by the action(s) implemented under the proposed action and each of the alternatives. Steve pointed out that USFS review of this planned analysis approach is important because it creates an understanding and consensus of all parties as to what the analysis approach will be. This approach will ensure agreement from the beginning of the EIS process, and help eliminate surprises or disagreements later in the process. And importantly, it will determine the best possible analysis approach for a solid NEPA analysis.

#### **5.0 ANILCA WHITE PAPER STATUS – GEORGE**

George gave an update on the status of the Alaska National Interest Lands Conservation Act (ANILCA) Title XI white paper. George indicated the FAA EIS team had received USFS comments on the draft paper, incorporated most of those comments, revised the white paper, and forwarded it on to the FAA for review. Following comments by the FAA, the white paper will be finalized and sent to the USFS. Marti asked if the USFS Office of General Council had reviewed the paper. The FAA EIS team did not know, but acknowledged that Maria Lisowski had provided comments (and she is a lawyer). Marti said she will check to see if their legal team had reviewed the white paper.

#### **6.0 OTHER TOPICS – STEVE**

Steve asked if there were any additional agenda items for discussion, other than the coastal management zone issue discussed at the start of the meeting.

Marti asked why there was no wilderness technical report. Leslie replied that tech reports are usually done for resource values or uses that are specific to the project area and that require additional data collection in order to address the resource in the EIS. No additional fieldwork or data collection is needed to determine the presence of wilderness resources in the project area.

Marti asked why recreation had once been listed as a needed tech report, but did not appear in the latest version of the coordination plan. The FAA EIS team responded that they would look into document versions and get back to Marti.

#### **7.0 CLOSE – LESLIE**

Leslie concluded the teleconference and thanked the group. The next teleconference will be Thursday, December 3, 2009; same time; same call-in number and pass code.

## Review Process for Angoon Airport EIS Cause and Effect Analyses

On November 5, 2009, the Federal Aviation Administration (FAA) submitted draft Cause and Effect Analyses for 15 resource disciplines (Air Quality, Coastal Resources and Navigation, Compatible Land Uses, Cultural Resources/Section 106, DOT 4(f) and 6(f) Resources, Hazardous Materials, Marine and Freshwater Resources, Socioeconomics, Subsistence, Vegetation, Visual Resources, Water Resources, Wetlands, Wildlife, and Wilderness Resources) to the Forest Service Interdisciplinary Review Team (IRT). The Forest Service IRT was given 30 days to submit comments to the Forest Service Review Team leader. At the completion of the 30-day review period, no additional comments were submitted by Forest Service IRT members.

In addition, the FAA held a meeting in Juneau with Forest Service IRT members on November 17, 2009 to discuss the intent of Cause and Effect Analyses and solicit comments from Forest Service resource specialists. Forest Service IRT members provided comments on Vegetation, Wildlife, Marine and Freshwater Resources, Subsistence, and Socioeconomic resources. In addition, Forest Service IRT members who were unable to attend in person provide written comments on Wilderness Characteristics and Visual Resources. These written comments were submitted to the FAA for inclusion into the draft Cause and Effect Analyses.

To ensure the FAA received concurrence on the draft Cause and Effect Analyses from Forest Service IRT members, resource specialists from the FAA's 3<sup>rd</sup> party contractor contacted Forest Service IRT members in December to solicit comments and receive concurrence on the approach laid out in the draft Cause and Effect Analyses. FAA resource specialists contacted their Forest Service counterpart by phone and then followed up their conversation with an e-mail asking for comments and/or concurrence with the draft Cause and Effect Analyses. Comments received from Forest Service IRT members were incorporated into the Cause and Effect Analyses to the maximum extent possible. Any comments from Forest Service IRT members that were not incorporated into the final version either were comments that were not directed at the Cause and Effect Analyses or were items that were already covered in the existing Cause and Effect resource categories.

Angoon Airport EIS documents for FS review

From: Leslie.Grey@faa.gov  
Sent: Wednesday, November 04, 2009 10:26 AM  
To: jberger@fs.fed.us; mmarshall01@fs.fed.us  
Cc: Elizabeth Perry; Sheri Ellis; Steve Knox; George Weekley; Leslie.Grey@faa.gov  
Subject: Angoon Airport EIS documents for FS review  
Attachments: Angoon EIS\_Draft Cause and Effect.docx; Angoon EIS\_Draft FAA-USFS Coordination Plan.docx

Marti and Jennifer,

Attached are the FAA-USFS Coordination Plan and the Cause and Effect Analyses for the Angoon Airport EIS project for your review and comment. Both of these are documents that we plan to discuss with you and your staff during our November 17th meeting. In particular, our agenda for the meeting includes several hours to review the Cause and Effect Analyses with your ID Team, Shadow Team, or whomever you have designated to review and provide comment on or concurrence with our team's proposed approach to resource-specific analyses in the EIS. In order to make this a productive meeting, it is important that your assigned staff members review their relevant sections of the Cause and Effect Analyses prior to the 17th and come to the meeting prepared to discuss and comments or concerns they have about the proposed approach.

We recommend that you distribute the Cause and Effect Analyses document this week to your staff as identified in the attached Coordination Plan. This will give your resource specialists approximately 1 ½ weeks to carefully review the documents before our EIS project management team arrives in Juneau. At our meeting in your office on November 17th, you and your staff will have the opportunity to meet face-to-face with our team to discuss your comments and concerns and ask questions about the proposed approach to each resource. Following that meeting, your staff will have another 2 weeks (based on a total 30-day review period) to complete their review of their relevant sections and for you to forward the consolidated comments to our EIS team for consideration.

With regards to the Coordination Plan, we wish to review the draft plan with the two of you prior to the Cause and Effect discussion with your resource specialists. If there are other USFS staff members who should be involved in this discussion, please feel free to forward the draft Plan to them prior to the meeting. We will ask for any final review comments within 30 days of receiving the coordination plan.

Please forward your consolidated comments on both the Cause and Effect Analyses and the Coordination Plan to Steve Knox at SWCA by December 4th, 2009. The comment form included in the Coordination Plan should be used to transmit your agency's response. Steve's contact information is:

Steve Knox  
SWCA Environmental Consultants  
257 East 200 South, Suite 200  
Salt Lake City, Utah 84111  
801-366-2409 (direct)  
801-414-0687 (cell)  
801-322-4308 (fax)  
sknox@swca.com

As we have discussed previously, a portion of our meeting time on the 17th will be used to provide an overview of preliminary results from our summer fieldwork. We will be presenting the same information at a meeting with the state and federal regulatory agencies from 9-11 AM on Wednesday, November 18th at the National Marine Fisheries Service office. If there are members of your staff who are unable to participate in the meeting on the 17th or who wish to



Angoon Airport EIS documents for FS review  
hear feedback from other agency representatives, they are welcome to attend  
this meeting on the 18th.

We look forward to meeting with you and your staff, and receiving your  
comments.  
Leslie

(See attached file: Angoon EIS\_Draft Cause and Effect.docx)(See attached  
file: Angoon EIS\_Draft FAA-USFS Coordination Plan.docx)

Leslie A. Grey  
Environmental Protection Specialist  
FAA - Alaskan Region, Airports Division  
907-271-5453

## ***Working Session - Cause-and-Effect Analyses with USFS Shadow Team***

- The EIS Team reviewed USFS Shadow Team comments regarding the cause-and-effect analyses (CEA) for those members present, as well as the CEAs comments from those who had emailed comments to Jennifer.
- The EIS Team resource specialists will be contacting their assigned USFS counterparts who were unable to attend the meeting to discuss the relevant CEAs with them.
- Comments regarding the various resource CEAs are included below.

### **Vegetation**

- USFS specialist (Ellen Anderson) had general agreement with CEA impact type and description.
- Ellen asked if construction protocols would include saving plants removed from the construction sites. (Answer: This is probably not possible, but BMPs will likely include stockpiling topsoil for reuse).
- Ellen asked about mitigation measures for noxious weeds concern about construction bringing in something noxious, for example garlic mustard coming in from Washington. BMPs will need to be put into place to in terms of construction equipment or importation of gravel.
- Matt clarified that we will be calculating impacts to vegetation by looking at *acres of disturbance* by habitat type; not by the number of individual plants impacted.
- Ellen expressed concern that few studies have been done in the area: who's to say that the 5 acres that is removed doesn't have something really important? Matt noted that this is why we are using MIS as indicators. If that 5 acres is habitat for MIS habitat, the DEIS will disclose that, and the assumption will be that those species could be present in the affected area. Matt added that some additional surveys for specific plants may need to occur during or immediately prior to construction.

### **Socioeconomics**

- USFS specialist (Sue Alexander) had general agreement with CEA impact type and description.
- Sue Alexander expressed concern regarding the proposed use of IMPLAN, as it uses regional factors, which may not be applicable to Angoon. She noted that while it does give a way to *distinguish between alternatives*, the results may not be entirely accurate and could give a false sense of security. Sue noted that this is particularly true for indirect impacts analysis; research across SE Alaska has indicated that some of the assumptions of IMPLAN don't really happen in SE Alaska: people cannot move between communities to follow jobs like they can in other communities. Sue expressed specific concern about using IMPLAN for the indirect impacts analysis.
- Sue also noted that social impacts analysis are in many sections of the document, subsistence, for example, as well as health and safety.
- Sue recommended the incorporation of existing data by Guy Alexander; EIS Team to contact Sue for specific reference information.
- Sue also raised questions about potential impacts from increased outfitter guides and stated that guide use of the Monument-Wilderness Area is controlled by the USFS permitting policies. Permits haven't been issued in a while because the Mitchell Bay Management Plan needs updating but that is what will guide how many permits are issued, not this project. Also noted that based on what they have seen at Elfin Cove, guides use float planes anyway.
- USFS personnel noted taxes and fees are associated with airports, not float planes.

## Cultural

- USFS specialist (Mark McCallum) had general agreement with CEA impact type and description.
- Sheri noted that undiscovered sites (i.e., sites not visible on the ground surface) are a concern and that increased access is not entirely predictable but that the EIS will contain an assessment of relative risk to sites from each alternative.
- Mark McCallum of the USFS noted the TNF Plan includes a sacred sites analysis and that this needs to be included in the EIS. This analysis may comparable what will be included under FAA guidelines (fieldwork interviews attempted to tease out sacred site information). To satisfy the requirements of ANILCA, we will want to make sure that everything that is disclosed in the EIS meets both USFS and FAA guidelines. Sheri requested that the USFS let the EIS team let us know if there is special language we need to use in the EIS document to cover their requirements. For example: maybe sacred sites needs to be separated into a separate section?
- Mark asked if the USFS would be a cooperating agency for the Section 106 consultation, noting that it is possible that FAA would make recommendations about sites on USFS that USFS would have to live with and recommended a joint FAA/USFS determination of eligibility to ensure that both agencies have satisfied their Section 106 responsibilities. Sheri noted that government-to-government consultation will be done by FAA, but added that the USFS can/should do their own and track their own issues. Both agencies can do government-to-government consultation together in a parallel fashion, but each agency has both the ability and right to do their own consultation.
- Mark noted that he agrees with the approach outlined in the cultural resources CEA.

## Wildlife

- USFS specialist (Dennis Chester) had general agreement with CEA impact type and description.
- Wildlife and Noise:
  - It was suggested that noise impacts noise attenuation studies could help, using acres of disturbance that might be abandoned, as well as comparisons to background noise.
  - Noted differences between constant versus erratic noise and that the analysis will need to take those difference into consideration.
  - It was suggested that material Glacier National Park recently presented regarding noise disturbance studies at a conference in Seattle could be useful data.
- It was noted that the FS Plan requires a connectivity analysis (same as current "fragmentation analysis", EIA Team to review/ change verbiage).
- It was also noted that that some MIS species could be edge-sensitive species. EIS Team will include edge-sensitivity analysis, and identify edge-sensitive species.
- USFS Team noted that there are FS standards and guidelines regarding permanent activities, for example, regarding waste and bear activity.
- EIS Team to recheck sensitive species list: Peale's Peregrine, Osprey and Trumpeter swan were in the CEA but they may be off the list. Similarly, the Aleutian Tern was not on the CEA list and maybe should be. Also asked about marine mammal list: killer whales were not included in CEA, but maybe should be, and harbor seals were included in CEA, but USFS doesn't usually address them. EIS Team will continue to talk with USFS and make sure species list meets USFS approval.

## Subsistence

- USFS specialist (Dennis Chester) had general agreement with CEA impact type and description.

- George noted that in regard to the analysis of changes in abundance, this would be hard to measure: maybe the species will move rather than be eliminated. As such, the EIS analysis will measure changes in *habitat* of key subsistence species and also changes in habitat accessibility and use; i.e., acres of land where access to resources increased or decreased.
- George noted that analysis of competition (rural versus non-rural users) will be a somewhat qualitative analysis; however, any use of "best professional judgment" will be documented with rationale.
- USFS specialists present noted that there is a tendency to focus on charismatic megafauna but plants count too! This may be because in the TNF plan, deer is the only restricted species, hence the emphasis. The Forest Plan assumes that other resources are not going to be restricted and that there is plenty to go around.
- George noted that an analysis of the availability of replacement subsistence resources is an ANILCA requirement. "Replacement" means other resources could be harvested to fill the place in the diet of a resource that is gone or reduced; for example, in the Yukon, moose is being harvested in place of fish. It could also mean harvesting chum salmon in place of silver salmon.
- In terms of impacts to fishing, Matt noted that erosion and sedimentation analysis will be a measure of risk, not modeling.
- USFS specialist noted that sportfishing impacts were not addressed in the CEA. We have said there could be increases in subsistence access but not sportfishing.
- USFS specialist noted increased access by either sport fishing or subsistence use can cause erosion, citing changes in erosion at Cowee Creek and suggesting that we could look at Cowee Creek's sportfishing data, and before/after access and make inferences about potential impacts along Favorite Creek. General discussion continued regarding whether Cowee Creek could be used as a representative example but it was noted that there is no escapement data and final consensus was that access is not comparable to what would happen in Angoon.

#### Wetlands

- USFS specialist noted that potential ATV access is not addressed. USFS specialist also wondered if ATV would be used for firewood collection and deer retrieval.
- In particular, the *Wetland* CEA needs to address potential ATV access on high access road impacts to fens/bogs. It was suggested that EIS Team contact Phil Mooney in Sitka regarding data on impacts from ATV use in wetlands. The EIS Team will revise the CEA as requested and contact Phil Mooney.

#### Health and Safety

- USFS specialist asked if health and safety impacts regarding the length of the access roads to alternatives on the east side of Favorite Bay would be addressed. Matt noted that this and other issues regarding travel on roads would be analyzed in the public health and safety section of the EIS.

#### Marine and Freshwater Resources

- USFS specialist (Pete Schneider) had general agreement with CEA impact type and description.
- USFS specialist noted runoff from impervious surfaces such as runways, if not collected (and it doesn't appear from design that they will be), could affect fisheries and aquatics (i.e., impact to eggs) and that this needs to be added to the *marine and freshwater resources* CEA. The EIS Team will revise the CEA as requested.

#### Compatible Land Use

- USFS specialists had general agreement with CEA impact type and description.

- USFS Specialists asked if there are any native-selected (ANCSA) lands not yet conveyed. Matt thought that all lands have been conveyed but will confirm this for the EIS.
- USFS Specialists noted that corridor lands need to be considered in this analysis

#### Wilderness

- John Neary provided written comments on the wilderness CEA to Jennifer, who provided them to the EIS Team for this discussion.
- John had general agreement with CEA impact type and description.
- John suggested that the analysis include social impacts, as this wilderness is part of a national preservation system, and that analysis be conducted on both a local and national level because this is wilderness both local and nationally.
- John asked if the use of Favorite Creek as a potential drinking water source for Angoon would be included in the cumulative impacts analysis. George responded that use of the creek for potable water would be included in the cumulative impacts analysis if there is a specific proposal on table to do so, which would make the project reasonably foreseeable and ripe for inclusion in the analysis).
- John commented that the EIS analysis must include the number of new facilities, vehicles, and impacts to sight and sound; i.e., if people can see/hear or know it's there.
- John also sent supporting data to include in the analysis.

#### Visual

- USFS Specialists noted that KOP establishment verbiage needs to be added to CEA.
- USFS Specialists noted that CEA needs include impacts of a rock quarry. Where are we getting the fill from? Material sources also need to be analyzed. EIS Team to talk to DOWL about getting that information.

#### Cumulative Impacts

- Matt noted that all of the projects to be included in the cumulative impacts analysis have not yet been identified. Matt also noted that the cumulative effects analysis will need to discuss impacts in terms of landscape area versus project area, and define what the landscape area is. For example, the USFS-defined watershed could be that landscape area.

#### Other

- Jane Gendron of ADOT&PF noted that the EIS needs to include analysis of where overburden from construction would be disposed as this tends to be an issue often overlooked in EIS documents and it becomes a big problem during construction.
- Matt clarified the difference between disclosure in the EIS versus jurisdiction: must disclose location or actions even if don't have jurisdiction. For example, material source location cannot be specified. The EIS can only identify likely sourced, the contractor gets to pick which source will be used.

Jim Steward/R10/USDAFS

11/10/2009 09:39 AM

To Jennifer Berger/R10/USDAFS@FSNOTES

cc Darin Martens/R10/USDAFS@FSNOTES

bcc

Subject Angoon Airport EIS

Jen,

Attached is my review of the scenery portion of the Cause and Effects Analyses for the Angoon Airport EIS. As indicated in our phone conversation there was no technical report written for the project addressing scenery which was an earlier review. I also mentioned that a preliminary analysis of scenery should have included the identification of viewpoints from which to assess the scenic effects, as well as perhaps photographs from these viewpoints showing the locations of potential project development to be used in the analysis process and any visual simulations which may be done. I wasn't expecting to attend the meeting in Juneau on the 17th but would be available for video or tele conference. Any questions give me a shout! jim



AngoonAP\_C&A\_scenery\_steward\_review.docx

Jim Steward  
Landscape Architect  
Tongass National Forest  
(907) 772-5923



**VISUAL SCENERY**

Airport construction at the proposed locations adjacent to Favorite Bay and the town of Angoon would include forest clear-cutting and vegetation removal, surface disturbances along the runway and runway safety areas, rock quarry development, runway and airport building construction, and airport access road construction. Typical construction equipment would include heavy earthmoving and hauling equipment and vehicles, timber harvesting equipment and hauling rigs, asphalt and concrete trucks and paving equipment, building construction equipment, and a variety of smaller trucks and vehicles for transporting timber harvesting and construction crews to the selected airport site. The potential impacts would be to aesthetic and visual resources to the scenery resource would be assessed within the viewsheds of Favorite Bay and the community of Angoon as identified Forest Plan visual priority travel routes and use areas, including viewsheds from potential sensitive viewing points within Favorite Bay and from the town of Angoon, based upon the applicable Forest-wide Standards and Guidelines.

**Assumptions:**

- Visual scenic impacts will occur only be assessed in those areas where alternative construction and/or facilities are visible from sensitive view points visual priority travel routes and use areas.

	<p><b>Short-term impacts</b></p> <p>A short-term reduction in scenic quality from visual contrasts created by ground surface disturbances, exposed soil, felled trees and uprooted vegetation, rock quarry development, construction vehicles and construction infrastructure (trailers, outbuildings), vehicles, timber removal and construction personnel, and construction material in staging areas.</p>	<p>Areas of project construction area affected area of project construction activities consistent with or in conflict with designated USFS Tongass National Forest scenic quality visual management applicable Forest Plan scenic integrity objectives and scenic integrity when viewed from key vistas or observation points as viewed from visual priority travel routes and use areas.</p>
	<p><b>Long-term impacts</b></p> <p>A long-term scenic quality reduction from a visual contrast created by a permanent clear-cut and airport vegetation clearance zones, rock quarry development, an asphalt or concrete runway and airport infrastructure, airport lighting and light poles, power lines and power poles, and airport maintenance and passenger access roads.</p>	<p>Areas of airport facilities / road affected area of project construction activities consistent with or in conflict with designated USFS Tongass National Forest scenic quality visual management applicable Forest Plan scenic integrity objectives and scenic integrity when viewed from key vistas or observation points as viewed from visual priority travel routes and use areas.</p>



John Neary/R10/USDAFS  
11/09/2009 12:02 PM

To Marti Marshall/R10/USDAFS@FSNOTES  
cc Jennifer Berger/R10/USDAFS@FSNOTES  
bcc  
Subject Re: Cause and Effects Analyses Review - FAA/Angoon  
Airport EIS

Marti,  
As you know I'll be gone for the meeting but I've reviewed their cause/effect document briefly and have made a few comments in the margins.



Angoon EIS\_Draft Cause and Effect Neary comments.docx

This document (attached) may also help them understand how to treat the Wilderness resource in the NEPA process. It's complex because of the large overlap with other resources such as air, water, plants, wildlife etc, but I'm concerned that looking at it from an "acres affected" standpoint may not be enough and I appreciate their desire to work closely with the wilderness manager to describe the effects.



Applying the concept of wilderness character - GTR-217.pdf

→ Large document, will provide electronic copy -

-----  
JOHN NEARY jneary@fs.fed.us  
US Forest Service, Wilderness Field Manager  
Admiralty Island Nat. Monument and Juneau Ranger District  
8510 Mendenhall Loop Rd., Juneau, AK 99801 907-789-6224  
-----

Marti Marshall/R10/USDAFS



Marti Marshall/R10/USDAFS  
11/06/2009 02:18 PM

To Barbara Stanley/R10/USDAFS@FSNOTES, Benjamin W  
VanAlen/R10/USDAFS@FSNOTES, Betsy  
Rickards/R10/USDAFS@FSNOTES, Bill  
Tremblay/R10/USDAFS@FSNOTES, Cal  
Casipit/R10/USDAFS@FSNOTES, Darin  
Martens/R10/USDAFS@FSNOTES, Dennis  
Chester/R10/USDAFS@FSNOTES, Dennis  
Landwehr/R10/USDAFS@FSNOTES, Ellen  
Anderson/R10/USDAFS@FSNOTES, James F  
Baichtal/R10/USDAFS@FSNOTES, Jennifer  
Berger/R10/USDAFS@FSNOTES, Jim  
Steward/R10/USDAFS@FSNOTES, John  
Neary/R10/USDAFS@FSNOTES, John S  
Lang/R10/USDAFS@FSNOTES, Julianne E  
Thompson/R10/USDAFS@FSNOTES, Karen  
Dillman/R10/USDAFS@FSNOTES, Karen  
Iwamoto/R10/USDAFS@FSNOTES, Maria  
Lisowski/R10/USDAFS@FSNOTES, Mark  
McCallum/R10/USDAFS@FSNOTES, Melinda M  
Hernandez/R10/USDAFS@FSNOTES, Melissa  
Dinsmore/R10/USDAFS@FSNOTES, Michele M  
Parker/R10/USDAFS@FSNOTES, Myra  
Gilliam/R10/USDAFS@FSNOTES, Pat  
Reed/R10/USDAFS@FSNOTES, Patricia  
Krosse/R10/USDAFS@FSNOTES, Pete  
Schneider/R10/USDAFS@FSNOTES, Randy

Cause and Effect Analysis Table

Resource	Impact Type and Description	Impact Indicators
<ul style="list-style-type: none"> <li>Social impacts, while they may not reach the level of "significance" in terms of relocation and/or disruption, can be relevant in a community with such strong cultural and social fabric</li> <li>For this analysis, the analyst will work closely with team members involved with cultural, historic, and subsistence resources to consider social impacts, and team members involved with subsistence, fishery habitat (commercial and sport), wildlife habitat (sport and subsistence), other subsistence resource habitat, and other disciplines to consider economic impacts</li> <li>We will consider all potential socioeconomic and other relevant impacts to determine if the project will disproportionately affect low income or minority population (Environmental Justice).</li> <li>Limited land access and availability in the Angoon area may intensify impacts of increased access, or changes in use of lands from airport and access road development</li> </ul>	<p>Changes in jobs, wages paid, and business and government income from airport construction</p> <p>Changes in quality of life or safety</p> <p>Economic impacts from short-term changes in subsistence access or quality of subsistence lands</p>	<p>Jobs and earnings, business income, fees and taxes paid, rental and investment income during and due to construction (IMPLAN and related analysis)</p> <p>Changes in quality of life due to construction (qualitative description) with quantitative reference to potential influxes of workers, potential disruption of transportation, and short-term air quality impacts</p> <p>Changes to subsistence use during construction due to access (qualitative description with reference to Subsistence section of the EIS as appropriate) and potentially quantitative link to what that means in terms of "income" to subsistence users</p>
<p><b>Long-term Impacts</b></p>	<p>Changes in jobs, wages paid, and business and government income from airport operation and maintenance</p> <p>Changes in costs or benefits to air carriers from</p>	<p>Long jobs and earnings, business income, fees and taxes paid, rental and investment income during and due to airport operation and maintenance (IMPLAN and related analysis)</p> <p>Comparison of air carriers income vs. costs</p>

Comment [jn1]: There is also a national interest to be measured as well.

Cause and Effect Analysis Table

Resource	Impact Type and Description	Impact Indicators
	Long-term shifts in behavioral activity due to increased number of roads, runways and bridges.	1) Location and number of wildlife movement corridors permanently blocked by development; and 2) increased average day/night noise level to occur in project area due to vehicle and air traffic combined with buffer of representative species noise tolerances (if available). This will be used to calculate the total acres of habitat likely to be abandoned by each species due to noise.
	Permanent human activity increase for airport access and hunting	Predicted changes in human activity, including hunting, in and around proposed airport and access road locations. Predictions will be based on current subsistence interview data indicating current access patterns off existing roads. This information will then be qualitatively related to potential disturbance and hunting impacts on wildlife.
<p><b>WILDERNESS CHARACTERISTICS</b></p> <p>The construction of a new airport, and access roads in the Angoon area include the tree and vegetation removal. Some vegetation will be allowed to re-grow after construction is through; however the majority of the vegetation removal will be permanent. The removal of vegetation may lead to increased sedimentation and storm water flow into creeks and ultimately the ocean. During construction, there will be an increase in dust, human noise and activity. This activity will lessen after construction, especially along access routes. Some level of increased human activity will continue with the use of the airport roads, buildings, and runways. Increased access into areas previously inaccessible by vehicle may alter hunting and other recreational activities in the area.</p> <p><b>Assumptions:</b></p> <ul style="list-style-type: none"> <li>• Analysts indicators are described based on the particular wilderness characteristics that could be impacted including: <ul style="list-style-type: none"> <li>○ Untrammeled</li> <li>○ Undeveloped</li> <li>○ Natural</li> <li>○ Opportunities for Solitude and Primitive and Unconfined Recreation</li> </ul> </li> <li>• Visitor use of wilderness resources, except for subsistence, in the Favorite Bay watershed is low (less than 50 visitors per year)</li> </ul>		

**Comment [ln2]:** Insert the word "Outstanding" before the word "opportunities"

**Comment [ln3]:** Yes, this is indicative of the outstanding opps for solitude that exist

Cause and Effect Analysis Table

Resource		Impact Type and Description	Impact Indicators
<ul style="list-style-type: none"> <li>Any qualitative analyses described below will be conducted in close collaboration with the USFS wilderness manager.</li> <li>Indicators described below would apply to both short-term (construction) and long-term (operational) impacts.</li> </ul>			
<u>Untrammeled</u>	Short term and long term impacts	Changes in authorized or unauthorized actions that affect the biological and physical environment	Acres of wilderness lost as a result of airport construction and operation actions that affect the biological and physical environment, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager
<u>Undeveloped</u>	Short term and long term impacts	New structures, installations, or developments	Acres of wilderness impacted directly by project construction or indirectly by ability to view structures, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager (reference Visual Resources section of the EIS as appropriate)
		Changes in use of motor vehicles, motorized equipment, or mechanical transport	Acres of wilderness lands within sight or sound of mechanized transport, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager
<u>Natural</u>	Short term and long term impacts	Changes in plant and animal species and populations	1) acres of impact to management indicator species (MIS) habitat on wilderness lands, and 2) acres of abundance and distribution of invasive or non-native species on wilderness lands, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager (reference Wildlife, Vegetation, and Wetland sections of the EIS as appropriate).
		Changes in water quality	Acres of reduced water quality on

**Comment [j14]:** What of cumulative impacts, specifically, the Favorite Creek water development proposal?

**Comment [j15]:** "Acres impacted" is a useful measure but surely there must be others for this and for other impact indicators. Number of new facilities, number of motorized equipment within sight/sound, etc...

Cause and Effect Analysis Table

Resource	Impact Type and Description	Impact Indicators
	Changes in air quality	wilderness lands, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager (reference Water Resources section of the EIS as appropriate). Acres of reduced air quality on wilderness lands, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager (reference Air Quality section of the EIS as appropriate).
Opportunities for Solitude and Primitiveness and Unconfined Recreation	Short term and long term impacts Changes in ability to escape sights and sounds of people inside and adjacent to wilderness Impacts to visitor access to wilderness based on changes in management restrictions.	1) Acres of wilderness impacted directly by project construction or indirectly by ability to view structures, 2) acres of wilderness affected by roads, flight paths, and other travel corridors, and 3) Acres of impact from human-caused noise on wilderness lands, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager. Acres of wilderness lands where visitor use is restricted based on airport construction based on FAA requirements.

Comment [Info]: Insert the word "outstanding" before the word "opportunities" consistent with the Wilderness Act definition.



## George Weekley

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**From:** Brian Nicholson  
**Sent:** Tuesday, December 15, 2009 4:51 PM  
**To:** George Weekley  
**Subject:** FW: Angoon Wetlands

Is this sufficient for our Admin record?

Brian

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**From:** Dennis Landwehr [mailto:dlandwehr@fs.fed.us]  
**Sent:** Tuesday, December 15, 2009 4:42 PM  
**To:** Brian Nicholson  
**Subject:** Re: Angoon Wetlands

Hi Brian,

I agree with using and field modifying the NWI layer for the analysis on the Angoon Airport project. I look forward to seeing the draft resource and can provide more comments at that time. .

Dennis J Landwehr  
Soil Scientist  
Tongass National Forest  
(907) 228-6309

"Brian Nicholson" <[bnicholson@swca.com](mailto:bnicholson@swca.com)>

To "Dennis Landwehr" <[dlandwehr@fs.fed.us](mailto:dlandwehr@fs.fed.us)>  
cc

12/15/2009 12:29 PM

Subject: Angoon Wetlands

Dennis,

Thank you for taking the time to talk with me today. As we discussed, SWCA will continue with our modification of the NWI layer and wetland classification using the Cowardin et al. (1979) system to identify wetland resources in the Angoon study area.

As you stated, limited soil information, lack of a DeMeo and Loggy (1989) wetland layer for the study area and other agencies' preference for NWI-type wetland classification makes this a logical choice.

If you have not received or have any questions regarding our wetlands cause and effect (C&E) analysis please let me know.

Finally a quick email confirming that you agree with the assumptions, inputs, and evaluation methodology provided in the C&E analysis would be helpful as we track the various components of this Draft EIS process.

My best,

Brian

Brian Nicholson  
SWCA Environmental Consultants  
257 East 200 South, Suite 200  
Salt Lake City, UT 84111  
Office 801 322 4307  
Cell 801 703 0982  
[bnicholson@swca.com](mailto:bnicholson@swca.com)

**Sound Science. Creative Solutions.**

## George Weekley

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**From:** Susan A. Martin  
**Sent:** Monday, December 14, 2009 1:33 PM  
**To:** George Weekley  
**Subject:** FW: Cause & effect comments.

**Susan A. Martin**  
*Plant Ecologist*  
SWCA Environmental Consultants  
Tel. 801-322-4307  
Cell. 801-910-1714  
[www.swca.com](http://www.swca.com)

---

**From:** Spencer Martin  
**Sent:** Monday, December 14, 2009 1:30 PM  
**To:** Susan A. Martin  
**Subject:** FW: Cause & effect comments.

For you...

---

**From:** Ellen Anderson [<mailto:ellenanderson@fs.fed.us>]  
**Sent:** Monday, December 14, 2009 1:20 PM  
**To:** Spencer Martin  
**Subject:** Cause & effect comments.

Hi Susan,

Here are my comments on the veg portion.

Survey and element occurrence data need to be entered into the national NRIS database. I don't believe your shop would have access, so arrangements need to be made to get that information to me in a form that could be downloaded into the database.

Under "Short-term impacts":

"Impact type" -- "Construction of roads....."      It would be informative to include acres of disturbed habitat by habitat type, perhaps with indication of      which are suitable to sensitives/rares.

"Introduction of noxious weeds..."      add a phrase something like "...and improved access for other users."

"Impact indicators" -- "Acres of vegetated area and potentially ....."      Add a phrase related to extent of new area opened to potential introductions by      subsequent users.

Thank you, EA

Ellen Anderson, Botanist  
USDA Forest Service  
Juneau Ranger District  
8510 Mendenhall Loop Rd.  
Juneau, AK 99801  
907-789-6296  
Fax: 907-586-8808  
[ellenanderson@fs.fed.us](mailto:ellenanderson@fs.fed.us)

## George Weekley

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**From:** Thomas Sharp  
**Sent:** Thursday, December 17, 2009 11:40 AM  
**To:** George Weekley  
**Subject:** FW: Angoon Airport EIS Wildlife Cause and Effect Analyses

George,

Let me know what you think of this.

T

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**From:** Dennis Chester [mailto:dchester@fs.fed.us]  
**Sent:** Thursday, December 17, 2009 11:34 AM  
**To:** Thomas Sharp  
**Subject:** Re: Angoon Airport EIS Wildlife Cause and Effect Analyses

Thomas,

I had looked at this before the meeting here last month. The main concern I had was the need to update the sensitive species list. I've emailed the most recent list to Amanda Christensen, so believe you folks have that information now. At the meeting most of my questions were cleared up satisfactorily. I made a recommendation to add edge effect analysis as some MIS and bird species are sensitive to edge effects as opposed to strictly fragmentation. I believe they took note of that for the meeting notes. The only other item, I'm sure you're aware that our Forest Plan has standards and guidelines related to reducing human-bear interactions. This may have been considered in your general impacts to MIS, but it's a pretty broad ranging item, from new roads, waste management, and managing food on the construction site etc. We discussed at the meeting that there wouldnt be any concessions at the airport, but based on the garbage at the float plane waiting area, I'd say people are more than willing to "bring their own". Which could be an attractant as well. So anyway, I just wanted to be sure that was covered. Overall, I think it looks good.

Thanks,

Dennis Chester  
Wildlife Biologist  
Juneau Ranger District  
Wildlife Resources Monitoring Program Coordinator  
Forest Service, US Department of Agriculture  
907-789-6253  
[dchester@fs.fed.us](mailto:dchester@fs.fed.us)

"Thomas Sharp" <[tsharp@swca.com](mailto:tsharp@swca.com)>

To: <[dchester@fs.fed.us](mailto:dchester@fs.fed.us)>

cc

12/16/2009 01:57 PM

Subject: Angoon Airport EIS Wildlife Cause and Effect Analyses

Dennis,

I have been asked, by our project manager for the Angoon Airport EIS, to contact you and make sure that you are comfortable with the Cause and Effect analysis for Wildlife. I've attached the Cause and Effect analysis that we submitted to the Forest Service. If you have any questions, changes or concerns, please feel free to call or e-mail me.

Once you are comfortable with the document, ideally, we would like an e-mail from you stating that you agree with the assumptions, inputs, and evaluation methodology and measures provided in the Cause and Effect analysis.

Thanks,

Thomas Sharp

SWCA Environmental Consultants

257 East, 200 South, Suite 200

Salt Lake City, UT 84111

(801).322.4307

[attachment "CEA table 10-12-09 draft for FAA review.pdf" deleted by Dennis Chester/R10/USDAFS]

## George Weekley

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**From:** Leyla Arsan  
**Sent:** Monday, December 28, 2009 12:42 PM  
**To:** Pete Schneider  
**Cc:** George Weekley; Kim Gould  
**Subject:** RE: Angoon Airport EIS

Thanks for the feedback, Pete. Your time and thoughts are much appreciated.

Have a wonderful New Year,

**Leyla Arsan**

Aquatic Biologist | SWCA Environmental Consultants  
434 NW Sixth Avenue, Suite 304, Portland, OR 97209  
T 503.224.0333 x341 | 866.351.4711 | F 503.224.1851  
[www.swca.com](http://www.swca.com)

---

**From:** Pete Schneider [mailto:[pschneider@fs.fed.us](mailto:pschneider@fs.fed.us)]  
**Sent:** Monday, December 28, 2009 10:58 AM  
**To:** Leyla Arsan  
**Subject:** Re: Angoon Airport EIS

Leyla,

I would be tempted to include an additional "long-term impact" to the resource. Consider impacts to the freshwater environment due to improved access. Currently, much of the area in question is essentially only accessible to those using a boat. A more focused assessment of current recreation in and around the freshwater habitat that will become more accessible with road construction may be needed.

Once a road is built, access will be much higher and one could expect to see an increase in recreation-based activities causing erosion, vegetation trammeling, fishing pressure, etc. Illegal activities such as live tree cutting along streams, dumping, and atv use has potential to increase as well. Although, as discussed at the meeting, the dumping potential is probably very low, and ATV use is characterized as minimal by some accounts.

thanks for the opportunity to comment and have a Happy New Year.

Pete J Schneider  
Fisheries Biologist  
JRD Tongass NF  
(907) 789-6255  
[pschneider@fs.fed.us](mailto:pschneider@fs.fed.us)

"Leyla Arsan" <[larsan@swca.com](mailto:larsan@swca.com)>

To "Pete Schneider" <[pschneider@fs.fed.us](mailto:pschneider@fs.fed.us)>

cc

12/14/2009 03:14 PM

Subject Angoon Airport EIS

Hi Pete,



I write to ask for your feedback on a preliminary document that will provide the basis for the analysis of effects in the final EIS for the Angoon Airport Project. Attached is a cause and effects table that summarizes potential effects from the project and provides indicators for assessing those effects (Fisheries effects on pgs 9 to 11 "Marine and Freshwater Resources"). We would appreciate your feedback on this document, so we can be sure that the final fisheries technical report and the environmental impact analysis will cover all necessary items.

Thanks Pete, hope you're having a good winter.

**Leyla Arsan**

Aquatic Biologist | SWCA Environmental Consultants  
434 NW Sixth Avenue, Suite 304, Portland, OR 97209  
T 503.224.0333 x341 | 866.351.4711 | F 503.224.1851  
[www.swca.com](http://www.swca.com)

## George Weekley

---

**From:** Terry Suminski [tsuminski@fs.fed.us]  
**Sent:** Wednesday, January 06, 2010 10:03 AM  
**To:** George Weekley  
**Subject:** Fw: Cause and Effects Analyses Review - FAA/Angoon Airport EIS  
**Attachments:** Angoon EIS\_Draft Cause and Effect.docx

Hi George,

This is what I sent to Marti. Good talking to you again, Terry...

Terry Suminski  
Subsistence Program Leader  
Tongass National Forest  
204 Siginaka Way, Sitka, AK 99835  
Phone (907) 747-4204 Fax (907) 747-4253  
Cell (907) 738-0414 E-mail tsuminski@fs.fed.us  
--- Forwarded by Terry Suminski/R10/USDAFS on 01/06/2010 08:01 AM ---  
**Terry Suminski/R10/USDAFS**

To Marti Marshall/R10/USDAFS

cc

11/06/2009 02:44 PM

Subject Re: Cause and Effects Analyses Review - FAA/Angoon Airport EIS [Link](#)

Hi Marti,

I will not be able to attend the meeting on the 17th. There is a Forest Plan monitoring meeting that day in KTN. I looked at the approach the contractor proposed taking for the effects on subsistence and it looks fine (follows section 810 of ANILCA). If there is a land exchange the effect of the loss of Federal subsistence management on that land should be evaluated. Thanks, Terry...

Terry Suminski  
Subsistence Program Leader  
Tongass National Forest  
204 Siginaka Way, Sitka, AK 99835  
Phone (907) 747-4204 Fax (907) 747-4253  
Cell (907) 738-0414 E-mail tsuminski@fs.fed.us

**Marti Marshall/R10/USDAFS**

11/06/2009 02:18 PM

To Barbara Stanley/R10/USDAFS@FSNOTES, Benjamin W VanAlen/R10/USDAFS@FSNOTES, Betsy Rickards/R10/USDAFS@FSNOTES, Bill Tremblay/R10/USDAFS@FSNOTES, Cal Casipit/R10/USDAFS@FSNOTES, Darin Martens/R10/USDAFS@FSNOTES, Dennis Chester/R10/USDAFS@FSNOTES, Dennis Landwehr/R10/USDAFS@FSNOTES, Ellen Anderson/R10/USDAFS@FSNOTES, James F Baichtal/R10/USDAFS@FSNOTES, Jennifer Berger/R10/USDAFS@FSNOTES, Jim Steward/R10/USDAFS@FSNOTES, John Neary/R10/USDAFS@FSNOTES, John S Lang/R10/USDAFS@FSNOTES, Julianne E Thompson/R10/USDAFS@FSNOTES, Karen Dillman/R10/USDAFS@FSNOTES, Karen Iwamoto/R10/USDAFS@FSNOTES, Maria Lisowski/R10/USDAFS@FSNOTES, Mark McCallum/R10/USDAFS@FSNOTES, Melinda M Hernandez/R10/USDAFS@FSNOTES, Melissa Dinsmore/R10/USDAFS@FSNOTES, Michele M Parker/R10/USDAFS@FSNOTES, Myra Gilliam/R10/USDAFS@FSNOTES, Pat Read/R10/USDAFS@FSNOTES, Patricia Krosse/R10/USDAFS@FSNOTES, Pete Schneider/R10/USDAFS@FSNOTES, Randy Coleman/R10/USDAFS@FSNOTES, Roger Birk/R10/USDAFS@FSNOTES, Sarah J

This message (in part) is from Leslie Grey, FAA coordinator for the Angoon Airport EIS (being completed by SWCA consultants) Please read it and contact me or Jenn if you have any questions or major concerns. I've heard from a few of you - I'm interested in knowing who is planning to participate in this important one-day meeting November 17 here at the JRD/ANM office.

Attached are the Cause and Effect Analyses for the Angoon Airport EIS project for your review and comment.

We plan to discuss them with you and your staff during our November 17th meeting. In particular, our agenda for the meeting includes several hours to review the Cause and Effect Analyses with your ID Team, Shadow Team, or whomever you have designated to review and provide comment on or concurrence with our team's proposed approach to resource-specific analyses in the EIS. In order to make this a productive meeting, it is important that your assigned staff members review their relevant sections of the Cause and Effect Analyses prior to the 17th and come to the meeting prepared to discuss and comments or concerns they have about the proposed approach.

We recommend that you distribute the Cause and Effect Analyses document this week to your staff as identified in the Coordination Plan. This will give your resource specialists approximately 1 ½ weeks to carefully review the documents before our EIS project management team arrives in Juneau. At our meeting in your office on November 17th, you and your staff will have the opportunity to meet face-to-face with our team to discuss your comments and concerns and ask questions about the proposed approach to each resource. Following that meeting, your staff will have another 2 weeks (based on a total 30-day review period) to complete their review of their relevant sections and for you to forward the consolidated comments to our EIS team for consideration

Please forward your consolidated comments on both the Cause and Effect Analyses and the Coordination Plan to Steve Knox at SWCA by December 4th, 2009. The comment form included in the Coordination Plan should be used to transmit your agency's response. Steve's contact information is:

Steve Knox  
SWCA Environmental Consultants  
257 East 200 South, Suite 200  
Salt Lake City, Utah 84111  
801-366-2409 (direct)  
801-414-0687 (cell)  
801-322-4308 (fax)  
sknox@swca.com

As we have discussed previously, a portion of our meeting time on the 17th will be used to provide an overview of preliminary results from our summer fieldwork. We will be presenting the same information at a meeting with the state and federal regulatory agencies from 9-11 AM on Wednesday, November 18th at the National Marine Fisheries Service office. If there are members of your staff who are unable to participate in the meeting on the 17th or

who wish to hear feedback from other agency representatives, they are welcome to attend this meeting on the 18th.

We look forward to meeting with you and your staff, and receiving your comments.

Leslie

\*~\*

Marti M. Marshall  
Admiralty Island National Monument District Ranger  
Tongass National Forest  
Juneau, AK  
PHONE: (907) 789-6202  
mmarshall01@fs.fed.us

\*~\*

## George Weekley

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**From:** Sheri Ellis  
**Sent:** Thursday, January 07, 2010 1:02 PM  
**To:** George Weekley  
**Subject:** FW: Angoon Airport EIS - Cultural Resources Cause-and-Effect Analysis

For the record...here is Myra's written concurrence with the cultural CEA.

Sheri

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**From:** Myra Gilliam [mailto:[mgilliam@fs.fed.us](mailto:mgilliam@fs.fed.us)]  
**Sent:** Thursday, January 07, 2010 1:00 PM  
**To:** Sheri Ellis  
**Subject:** RE: Angoon Airport EIS - Cultural Resources Cause-and-Effect Analysis

Thanks Sheri - I think you have summarized our discussion accurately. Thanks also for discussing the future timelines with me and I will know to expect a Technical Report around March and have the opportunity to comment on that. Also, the strategy you laid out for a joint submission ( FAA and the Forest Service) regarding recommendations of eligibility and effect to the SHPO to comply with our Section 106 responsibilities is a clean way to handle that portion of the concurrence process.

Myra Gilliam  
Archaeologist Admiralty NM,  
Juneau RD, Yakutat RD  
(907)789-6226  
(907)586-8808 (Fax)  
[mgilliam@fs.fed.us](mailto:mgilliam@fs.fed.us)

"Sheri Ellis" <[sellis@swca.com](mailto:sellis@swca.com)>

To "Myra Gilliam" <[mgilliam@fs.fed.us](mailto:mgilliam@fs.fed.us)>

cc

01/07/2010 10:02 AM

Subject RE: Angoon Airport EIS - Cultural Resources Cause-and-Effect Analysis

Myra,

Thank you so much for taking the time to chat with me about the Angoon Airport EIS cultural resources cause-and-effect analysis (CEA). To summarize our discussion, you concur with the CEA with the exception that you would like to see the text clarified to ensure that quantitative analysis, such as numbers of known sites affected and/or square meters of each site affected, are included in the analysis. That is certainly our intent, and I will make this change.

We also discussed the FAA's proposed approach to identifying and evaluating the indirect effects APE for the access road alternatives, and you agreed with the approach as outlined in my email message below.

Does this sound like a correct interpretation of our discussion?

Cheers! ...and welcome back...

Sheri

**From:** Sheri Ellis

**Sent:** Tuesday, December 15, 2009 4:38 PM  
**To:** Myra Gilliam  
**Subject:** Angoon Airport EIS - Cultural Resources Cause-and-Effect Analysis

Hi, Myra!

I wanted to check in with you and see if you had any comments on or concerns about the draft Cause-and-Effect analysis for cultural resources for the Angoon Airport EIS. This is the matrix that Jennifer would have distributed to you and other resource specialists sometime around November 4<sup>th</sup> or 5<sup>th</sup>, and it describes how we intend to analyze impacts to cultural resources from the proposed airport and access road alternatives.

I reviewed the cultural resources part of the matrix with Mark McCallum at our meeting with the USFS in Juneau on November 17<sup>th</sup>. Mark indicated that he thought the approach was fine as is and didn't have anything to add or change. I want to make sure that you are OK with it, too, since you are my primary USFS point of contact for the EIS.

Also, I wanted to follow up with you regarding additional field studies of areas that could be indirectly impacted by the project, specifically the access roads. After discussing the matter with my colleagues and with FAA, we decided that the best time to conduct the additional surveys will be once FAA has identified a preferred access road alternative. By that time, the road alignments will be better defined, and the additional areas to be investigated will be different depending on which road is identified as the preferred. For example, the upper road alternative around Favorite Bay would likely have a narrower indirect effects area than the lower road alternative, as people are more likely to travel the shorter distance from the lower road to the Favorite Bay shoreline through the dense vegetation than they would be to fight through a half-mile or more of that terrain to get to the shoreline from the upper road. With this in mind, we would likely define a larger indirect effects area to investigate for a lower road alternative, and this is best defined when we know if that alternative would even be selected by the FAA. Please, let me know if you have any additional concerns about this subject.

I hope all is well with you and you are finally able to catch up from your whirlwind field season! Happy Holidays!

Sheri  
Angoon Airport EIS Cultural Resources Lead

Sheri Murray Ellis, M.S., RPA  
NHPA/NEPA Sr. Project Manager  
SWCA Environmental Consultants  
Salt Lake City Office  
257 East 200 South, Ste. 200  
Salt Lake City, UT 84111  
801.322.4307  
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## **ANILCA Title XI: Transportation and Utility Systems in and across, and Access into, Conservation System Units**

### **Incorporation of Required Findings into the Angoon Airport EIS**

#### **1.0 INTRODUCTION**

The Alaska Department of Transportation and Public Facilities (DOT&PF) proposes to construct a land-based airport within the Admiralty Island National Monument and Kootznoowoo Wilderness Area (hereafter referred to as the Monument–Wilderness Area) to serve the community of Angoon. Because the DOT&PF has requested construction funds from the Federal Aviation Administration (FAA), the FAA is preparing an environmental impact statement (EIS) to review and refine the DOT&PF's proposed action, develop appropriate alternatives to this proposed action, and analyze and disclose the alternatives' impacts to the human and natural environment.

The FAA has conducted supplemental airport planning to determine a reasonable range of alternatives that meet the project's purpose and need while addressing public and agency concerns. Three airport alternatives have been identified for detailed analysis in the EIS. Two of these alternatives, one a refined version of the DOT&PF's proposed action, the other an alternative located south of the DOT&PF's proposed site, are located in the Monument–Wilderness Area. The third alternative is located on municipal, private, and native corporation lands immediately south of the community of Angoon. Title XI of the Alaska National Interest Lands Conservation Act (ANILCA) applies because two of the alternatives locate the airport, which is a transportation and utility system (TUS) as defined in Section 1102, within a Monument–Wilderness Area.

Sections 1104 and 1107 of ANILCA describe the procedural requirements that apply to Federal agencies evaluating a proposal to construct a TUS in a conservation system unit (CSU) in Alaska. Section 1106 describes the decision-making process for final approval or disapproval by the President and joint resolution in Congress for a TUS in a CSU. A CSU is any unit of a national park, national wildlife refuge, wild and scenic river, national trail, national monument, or wilderness preservation system in Alaska. The Monument–Wilderness Area constitutes a CSU.

Title XI requires that an applicant apply to the appropriate federal agency or agencies for an authorization for the TUS. For their proposed action for the Angoon Airport EIS, the DOT&PF must submit an application to the U.S. Forest Service (USFS) and the FAA. The FAA is responsible for a recommendation to authorize selection of a preferred alternative, funding of the project's construction, and approval of the airport layout plan. The USFS is responsible for a recommendation to authorize the occupancy and use of the Monument-Wilderness Area and the terms and conditions of the authorization.

The FAA is the lead federal agency with responsibility for preparing an EIS. Upon completion of the EIS, each federal agency shall make its decision regarding its authorization and include detailed findings as required by Section 1104(g) of ANILCA. If the DOT&PF submits an application for a feasible

and prudent location within the Monument–Wilderness Area, the USFS and the FAA shall submit, in accordance with the timeline established in ANILCA, to the President of the United States notification of its tentative approval or disapproval of the authorization as required by Section 1106(b). The President shall then decide whether to approve the application. If the President denies the application, the applicant has exhausted its administrative remedies and may then challenge the President’s decision in Federal court. If the President approves the application, he shall submit to Congress his recommendation for approval of the application, including a report setting forth in detail his findings and recommendation, the EIS, and a statement of conditions and stipulations included in the authorization of the TUS. A joint resolution of Congress is then required for approval of the application.

The purpose of this paper is to provide a proposed method for incorporation of the findings under ANILCA into the National Environmental Policy Act (NEPA) process for the Angoon Airport EIS, including consideration of agency reviews to streamline compliance with both NEPA and ANILCA.

## 2.0 ANILCA CRITERIA

Title XI of ANILCA requires each federal agency to present a set of findings when considering a TUS in a CSU. Section 1104 (g) (2) identifies eight specific criteria that must be considered before a federal agency makes a decision regarding an application for a TUS in a CSU. Section 1107 (a) specifies certain terms and conditions that must be included in a USFS authorization for a TUS in a CSU. These sections of ANILCA are presented below.

Section 1104 (g) (1) states that “within four months after the final environmental impact statement is published in accordance with subsection (e) with respect to any transportation or utility system, each Federal agency shall make a decision to approve or disapprove, in accordance with applicable law, each authorization that applies with respect to the system and that is within the jurisdiction of that agency.”

Section 1104 (g) (2) states the following:

- The head of each Federal agency, in making a decision referred to in paragraph (1), shall consider, and make detailed findings supported by substantial evidence, with respect to—
- (A) the need for, and economic feasibility of, the transportation or utility system;
  - (B) alternative routes and modes of access, including a determination with respect to whether there is any economically feasible and prudent alternative to the routing of the system through or within a conservation system unit, national recreation area, or national conservation area and, if not, whether there are alternative routes or modes which would result in fewer or less severe adverse impacts upon the conservation system unit;
  - (C) the feasibility and impacts of including different transportation or utility systems in the same area;
  - (D) short- and long-term social, economic, and environmental impacts of national, State, or local significance, including impacts on fish and wildlife and their habitat, and on rural, traditional lifestyles;
  - (E) the impacts, if any, on the national security interests of the United States, that may result from approval or denial of the application for a transportation or utility system;

- (F) any impacts that would affect the purposes for which the Federal unit or area concerned was established;
- (G) measures which should be instituted to avoid or minimize negative impacts; and
- (H) the short- and long-term public values which may be adversely affected by approval of the transportation or utility system versus the short- and long-term public benefits which may accrue from such approval.

Section 1107 (a) states the following:

The Secretary, or the Secretary of Agriculture where national forest wilderness is involved, shall include in any right-of-way issued pursuant to an application under this title, terms and conditions which shall include, but not be limited to—

- (1) requirements to insure that, to the maximum extent feasible, the right-of-way is used in a manner compatible with the purposes for which the affected conservation system unit, national recreation area, or national conservation area was established or is managed;
- (2) requirements for restoration, revegetation, and curtailment of erosion of the surface of the land;
- (3) requirements to insure that activities in connection with the right-of-way will not violate applicable air and water quality standards and related facility siting standards established pursuant to law;
- (4) requirements, including the minimum necessary width, designed to control or prevent—
  - (A) damage to the environment (including damage to fish and wildlife habitat),
  - (B) damage to public or private property, and
  - (C) hazards to public health and safety;
- (5) requirements to protect the interests of individuals living in the general area of the right-of-way who rely on the fish, wildlife, and biotic resources of the area for subsistence purposes; and
- (6) requirements to employ measures to avoid or minimize adverse environmental, social, or economic impacts.

### **3.0 PROPOSED METHOD FOR INCORPORATING ANILCA FINDINGS INTO THE EIS**

The FAA proposes to incorporate the required ANILCA findings into appropriate chapters of the EIS, as follows.

- Chapter 1, Purpose and Need, will address the need for and economic feasibility of the TUS in the CSU [Section 1104 (g) (2) (A)].
- Chapter 2, Alternatives, will include a discussion of the economic feasibility of the TUS, and the process used to evaluate feasible and prudent alternatives to locating the TUS on CSU land. These alternatives will include discussion of any proposed feasible and prudent land adjustment options to remove the lands within the CSU on which the airport would be located. Chapter 2 will also address alternatives that were eliminated and the supporting rationale for their elimination [Section 1104 (g) (2) (B) & (C)].

- Chapter 3 and 4, Affected Environment and Environmental Consequences, will address short-term and long-term social, economic, and environmental impacts of local, state, and national significance and impacts, if any, on national security interests [Section 1104 (g) (2) (D) & (E)]. Each resource section will include a subsection devoted to assessing consistency with the ANILCA requirements.
- Chapter 4, Environmental Consequences, will include a section indicating the specific mitigation measures that should be taken to avoid or minimize negative impacts [Section 1104 (g) (2) (G)]. This will include specifics requiring that erosion control and revegetation be done and that all steps be taken to minimize impacts to the environment, public and private property, public health and safety, and subsistence resources [Section 1107 (a) (2-6)].
- Chapter 4, Environmental Consequences, will include a section on the short- and long-term public values which would be adversely affected versus the short- and long-term public benefits of the approval [Section 1104 (g) (2) (H)].
- Chapter 4, Environmental Consequences, will include a section disclosing whether the TUS would affect the purposes for which the Monument-Wilderness Area was established [Section 1104 (g) (2) (F) and Section 1107 (a) (1)].
- Chapter 4, Environmental Consequences, will include a section disclosing the feasibility and impacts of different types of TUSs in the same area [Section 1104 (g) (2) (C)].

#### **4.0 PROPOSED METHOD FOR PROVIDING AGENCY NOTIFICATION TO THE PRESIDENT: A DETAILED JOINT REPORT BY THE FEDERAL AVIATION ADMINISTRATION AND U.S. FOREST SERVICE**

As described above, Section 1106 describes the decision-making process for final approval or disapproval of a TUS in a CSU. The first requirement in Section 1106 is notification from all federal agencies to the President of the United States on whether to tentatively approve or disapprove the authorization for the TUS. In addition to incorporating the Title XI findings into the appropriate sections of the EIS, the eight elements of the findings required by Section 1104 (g) (2) of ANILCA will also be presented as a separate detailed report authored by the FAA and the USFS. The report will include detailed analyses of the ANILCA criteria described above. If DOT&PF submits an application for a feasible and prudent location within the Monument-Wilderness Area, the FAA and the USFS will each prepare its independent statements of findings and decide whether to tentatively approve or disapprove the application. The report, along with the final EIS and TUS application, as supporting documents, will be submitted to the President for his decision and recommendation to Congress.

**Detailed Joint Report:** A detailed joint report is a separate, stand-alone document containing the project background and detailed findings by the FAA and USFS addressing the requirements of Title XI. The environmental analysis contained in the EIS, as relevant to the ANILCA criteria, will be presented as a concise but comprehensive synopsis rather than a complete reiteration of all information in Chapters 1 - 4 of the EIS. The detailed joint report will be similar in length and detail to detailed reports that federal agencies often provide to the President and Congress regarding other issues of importance (between 50-150 pages). The detailed joint report will include a signature page to be signed by the Secretaries of Transportation and Agriculture (or approved designees) transmitting the agencies' notification to the President.

## **5.0 SUGGESTED MILESTONES IN THE EIS AND ANILCA TITLE XI PROCESSES FOR BRIEFINGS WITH FAA AND USFS HEADQUARTERS, THE PRESIDENT, AND CONGRESS**

The FAA recommends project briefings for various decision-makers throughout the ANILCA Title XI process. Briefings to the President and members of Congress will occur only during important milestones, or as otherwise requested. The most effective milestones in the process outlined below to brief the President and Congress are before the Draft EIS meetings and before release of the record of decision and ANILCA findings joint report.

In addition to public hearings to be held in D.C. and Alaska, below is a list of recommended milestones to conduct project briefings and a list of potential participants for the project briefings. The list of suggested USFS Headquarters participants provided below was developed from the Forest Service directory of key offices within the National Forest System. A completed list of USFS headquarters participants will be finalized with input from key USFS personnel.

- At agency headquarters in Washington, D.C. kickoff (Fall/Winter 2009)
  - Objectives: To inform key decision-makers of the project and important issues and considerations
  - Suggested participants: FAA Airports Division, USFS Office of the Chief, National Forest System Office, WO Wilderness and Lands Directors, USFS External Affairs (Alaska Desk), Regional Forester or designee
- During review of the preliminary draft EIS
  - Objectives: To inform key decision-makers of preliminary EIS findings
  - Suggested participants: FAA Airports Division (D.C.), FAA Chief Counsel, USFS Office of the Chief, USDA Office of General Counsel, National Forest System Office, WO Wilderness and Lands Directors, Regional Forester or designee
- Before conducting the draft EIS meetings in Washington D.C. and Alaska
  - Objectives: To inform key decision-makers of draft EIS findings
  - Suggested participants: Secretary of Transportation's Office, FAA Airports Division (D.C.), FAA Government and Industry Affairs, FAA Chief Counsel, Secretary of Agriculture's Office, USFS Office of the Chief, USDA Office of General Counsel, National Forest System Office, WO Wilderness and Lands Directors, USFS External Affairs (Alaska Desk), Regional Forester or designee
- After close of public comment period or before publication of final EIS
  - Objectives: To keep key decision-makers apprised of schedule and public/agency comments on draft EIS
  - Suggested participants: FAA Airports Division (D.C.), FAA Chief Counsel, USFS Office of the Chief, USDA Office of General Counsel, National Forest System Office, WO Wilderness and Lands Directors, USFS External Affairs (Alaska Desk), Regional Forester or designee
- Before release of the record of decision and ANILCA detailed joint report
  - Objectives: To ensure key decision-makers approve the final direction and intent of agency actions

- Suggested participants: Secretary of Transportation's Office, FAA Airports Division (D.C.), FAA Government and Industry Affairs, FAA Chief Counsel, Secretary of Agriculture's Office, USFS Office of the Chief, USDA Office of General Counsel, National Forest System Office, WO Wilderness and Lands Directors, USFS External Affairs (Alaska Desk), Regional Forester or designee

In addition to the briefings at FAA and USFS Headquarters, the FAA will provide briefings to key State of Alaska agencies, the Alaska Governor's office, local Alaska Representatives, and the US Congress Alaska Congressional Delegation (Alaska based congressional staffers) during important project milestones.



**DOT&PF/FAA TELECONFERENCE AGENDA – NOVEMBER 12, 2009**

**Invited Participants:** Leslie Grey, Verne Skagerberg, Liz Perry, Sheri Ellis, Matt Petersen

**8:30 am AK/10:30 am MTN Time**

**Call-In Number: 1-866-866-2244**

**Passcode: 6238504#**

1. Road funding update - Team
2. November Meetings update – Sheri
  - a. USFS Coordination (and coordination plan)
  - b. Cause and Effect
  - c. Other meetings
3. ANILCA White Paper update – Leslie
4. NGO update - Sheri

ANGOON COMMUNITY ASSOCIATION

November 17, 2009

Leslie Grey, Project Manager  
Angoon Airport EIS  
222 West 7<sup>th</sup> Ave., Box #14  
Anchorage, AK 99513-7587

Dear Ms. Grey,

This letter is in regard to the proposed "Angoon Airport EIS Public Meeting" to be held in Angoon on November 19, 2009.

In regard to the EIS the Tribal Government would like to express the concern on the location being reviewed for the proposed airport. The proposed site is between two subsistence use areas that need to be considered a sensitive area, let alone a wilderness area. The activity of an airport creates a concern for the stabilization of a wilderness. Even a small airport facility would change the area surrounding the airport from its subsistence and wilderness status, which would be unacceptable to the community.

The Tribal Government is in the process of doing road inventory with the Federal Government and we do have a road to Hood bay (IRR Route 0012) in our inventory. The airport would compliment the construction of this road.

The road would be built through City of Angoon and Kootznoowoo, Inc. properties.

The council of the Angoon Community Association recommends that immediate consideration be given to the area near the proposed road and that this be recorded as the position of the Community of Angoon.

After the EIS is done and if it does get approved, the facility to be built will be built to accommodate only Angoon. This being the case, the community of Angoon should have the final say on the location.

I am sure that you will carry the concern and let it be known to the final decision makers. Thank you.

Sincerely,



Wally R. Frank, Sr., President

CC: Monument Manager  
Peter Naoroz, President Kootznoowoo, Inc.  
Albert Howard, Mayor Angoon

## USFS Meeting – November 17, 2009

USFS Admiralty Island Office  
8510 Mendenhall Loop Road, Juneau, AK

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### AGENDA (revised)

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8:30-9:00 AM	Meeting with Marti and Jennifer
10:00 – 11:30 AM:	Power Point Presentation - Review preliminary fieldwork results with USFS Shadow team - <i>Sheri and Matt</i>
11:30 – 1:00 PM:	Lunch
1:00 – 4:30 PM:	Working Session - Cause-and-effect analyses with USFS Shadow team – Matt
4:30 -	ANILCA Title XI and land exchange discussion with USFS

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### NOTES

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#### *Meeting with Marti and Jennifer*

##### Discussion regarding ANILCA paper

- EIS Team noted that all of the USFS comments were incorporated except for one from John Neary, that considering wilderness alternatives and submitting the Title XI application with the draft EIS would be predecisional. John's comment did not require any revision to the document but was rather a comment on the general process. The EIS Team does not believe this is the case: ANILCA specifically says that Title XI application and Draft EIS would go out at the time; it does not state that the agencies making recommendations on the application must select the applicant's alternative as the preferred alternative. Moreover, not including the wilderness alternatives--viable alternatives that meet purpose and need and resolve a resource issue--would be predecisional towards a selection of Alternative 12a.
- The FAA provided hard copies of the revised white paper to the USFS and committed to providing the electronic version when the team returned to their offices from the meetings in Juneau.

##### Land Exchange versus ANILCA Title XI

- As part of their comments on the ANILCA white paper, the USFS requested that land tenure adjustment alternatives (such as a land exchange) be considered in addition to Title XI.
- Marti indicated that that a land exchange could happen down the road and if so, wondered how that land exchange process would be initiated.

- Matt noted that the EIS analysis would need to include the land exchange. Even if it was a legislative land exchange, it would be a connected action and FAA would need to disclose the impacts of the land exchange.
- The EIS Team summarized 2 possible types of land exchanges in Angoon that could occur:
  - If the airport were on the peninsula, there could be an exchange of private lands with other lands for airport placement in Angoon. This would require coordination with Kootznoowoo and most likely the USFS, if the lands to be gained would be adjacent USFS-managed lands.
  - If the airport were on USFS lands, the land exchange would involve USFS and the State lands/waters; that is, the other land exchange option would be to exchange lands currently in the Monument-Wilderness Area for state-owned lands elsewhere.
- The EIS Team indicated that at this point FAA still plans pursue the Title XI process, as it is FAA's understanding that the DOT&PF intends to submit a Title XI application, and this will invoke the Title XI process regardless of whether a land exchange option is included in the EIS.
- Further discussion was tabled until Maria Lisowki is available to join group, later in the afternoon.

#### **Project Coordination:**

- With the pending finalization of the USFS ID Team, the EIS Team requested clarification as to whether the ID Team would replace the group that the USFS termed the Shadow ID Team earlier in the project.
- Marti and Jennifer noted that the Shadow Team would not be replaced but would be supplemented with the ID Team, which would consist of the USFS resource specialists, whereas the ID Team consists more of the USFS management group.
- Jennifer will remain as our liaison and is the Shadow Team leader.
- The USFS is continuing to review the draft Coordination Plan submitted by the EIS Team and needs additional time to review staffing and make decisions about review periods and staffing personnel. There is some concern about how to coordinate document reviews within the different regions of the USFS within the timeframes suggested by the EIS Team in the Coordination Plan. Marti and Jennifer will work internal to USFS to determine which reviews can occur concurrently and which must occur consecutively and what amount of time will be needed for each. They will provide this information to the EIS Team.
- Cause and Effect Analyses (CEAs): A key purpose of meeting with the USFS today is to discuss the draft CEAs submitted to the USFS ID Team 2 weeks ago and address any comments or questions so far. USFS comments on the draft CEAs are due back to the EIS Team by December 4, and many of the USFS ID Team members were unable to attend today's meeting.
  - Jennifer indicated that she has received some written comments already and will share those with us during this afternoon's discussion. She indicated that none of their resource specialists have indicated that there will be any problem meeting the comment deadline.

- EIS Team resource specialists will follow up directly with USFS resource specialists who were unable to attend this afternoon's meetings.

### ***Meeting with Shadow Team/Power Point Presentation - Review of preliminary fieldwork results***

#### **Meeting attendees:**

##### *USFS:*

- *George King, ANM Permit admin*
- *Mark McCallum, TNF Archaeologist*
- *Jennifer Berger, Shadow team lead; lands and recreation special uses*
- *Kevin Hood, ANM special uses and wilderness*
- *Susan Alexander, Regional Economist*
- *Maria Lisowski, Regional Lands program leader*
- *Kari Vanderheuel, Special Use Administrator*
- *Pete Schneider, Fisheries Biologist*
- *Ellen Anderson, Botanist*
- *Chad Hood, Tongass minerals group*
- *Dennis Chester, Wildlife/Subsistence*
- *Marti Marshall, ANM Ranger*

##### *Alaska Department of Transportation:*

- *Jane Gendron, representing project sponsor*

##### *FAA/ EIS Team:*

- *Leslie Grey, FAA*
- *Liz Perry, SWCA*
- *Matt Petersen, SWCA*
- *Sheri Ellis, SWCA*
- *George Weekley, SWCA*
- *Janet Guinn, SWCA*

### **Project Background:**

- Leslie Grey provided project background and clarified the roles of Alaska Department of Transportation and Public Facilities (ADOT&PF) and FAA:
  - ADOT&PF would be the owner and operator, not the FAA.
  - FAA would provide the funding and approval of the airport layout plan and is, therefore, responsible for the regulatory compliance associated with those decisions.

- ADOT&PF completed a master plan for the proposed airport in 2007; FAA subsequently approved their application to have the project considered for an FAA Airport Improvement Program grant, which initiated the EIS process.
- First step of EIS process was review and independent evaluation of the master planning effort and outcomes. This review included supplemental aviation analysis and a reconsideration of all alternatives that were considered by the ADOT&PF and a few additional alternatives. This analysis resulted in the identification of 3 alternatives that could work operationally and meet the purpose and need of the project:
  - 3a-a slight realignment of the ADOT&PF's master plan preferred alternative, located on Monument-Wilderness Area lands
  - 4-also located on Monument-Wilderness Area lands
  - 12a- located on peninsula
- Leslie clarified that the FAA has not identified a preferred alternative and the airport site 3a is the ADOT&PF's preferred alternative, not necessarily FAA's preferred alternative.

### Power Point Presentation

- The EIS Team presented a summary of the field studies that were completed this year and the preliminary findings of those studies.
- The EIS Team noted that the presentation of the fieldwork results includes only certain resources for which new fieldwork was completed, but that data is and will be gathered for other resources as well (such as land use and socioeconomics) and all will be included in the EIS.
- The EIS Team noted that the definition of the "project area" could vary between resources, as some resources, such as wildlife, can be affected at greater distances from the proposed airport and access road locations than others.
- The EIS Team noted that these results are only preliminary and that that technical reports will be prepared and distributed for review at a later date. Results will also be posted on project website ([www.angoonairporteis.com](http://www.angoonairporteis.com)). Because the results are still preliminary, copies of the **PowerPoint were not distributed to meeting attendees**. The notes below summarize only the comments, questions, and key issues regarding the various resources that were discussed.

### Wildlife

- Avian fieldwork included aerial and ground nest surveys, breeding bird point count surveys, and call-playback surveys. Fieldwork also included small mammal trapping.
- Preliminary results include observation of 1 USFS-sensitive species and 3 MIS species observed, and 7 bald eagles nests and 4 goshawk detections. No black oystercatchers were observed.

### Vegetation:

- The EIS Team surveyed the project area (airport and access road alternatives) to create a map of plant communities.
- Vegetation surveys included weed surveys because invasive plants could either be introduced during construction or, if present already, spread as a result of project related ground-disturbance or associated activities.



- One small noxious weed population (invasive mustard) was found.
- No federal or State listed plant species or noxious weeds were found.

### Wetlands

- The EIS Team will use survey results to revise NWI wetlands map to illustrate the approximate extent and location of wetlands within the project area.
- We will then classify the wetlands using Cowardin et al. (1979) and cross-reference to USFS Wetland Habitat Codes

### Fisheries

- Survey areas included Favorite Bay, freshwater tributaries, and lakes.
- Methods included beach seine, minnow traps, snorkeling, underwater video, otter trawl, intertidal grid transects, stream habitat surveys, angler interviews, and aerial imagery analysis.
- Project could result in direct impacts to streams where the access roads would cross them, so the EIS Team surveyed the entire project area for streams and checked each for anadromous fish species.
  - 11 of 22 streams identified during the survey had potential fish habitat; Favorite Creek is the only one with observed active spawning (pink salmon).
- The 2 large lakes by Airport Alternatives 3a and 4 did contain anadromous fish.
- The project would not likely result in any direct impacts in or near marine areas, but there is potential for indirect impacts. Surveyors did find 4 large eelgrass beds.

### Hydrology

- Coordinated with USFS staff on preferred stream assessment protocols
- HEC-RAS model will be applied for potential impacts to Favorite Creek.

### Cultural

- Surveyed direct impact area. Fieldwork included intensive level pedestrian survey and some subsurface sampling, as well, since vegetation makes it hard to see things on the surface.
- Fieldwork also included interviews with elders. It has been a challenge to get information from elders regarding cultural resources, and we are still working with local contacts to get sites identified.
- No sites found on Airport Alternative 12a or its associated access road.
- Numerous sites are present around Favorite Bay, one of them being a previously identified "garden site". Fieldwork (subsurface testing) was used to define a boundary for that site. The site is eligible for the National Register of Historic Places. Subsurface boundary testing at this site resulted in the discovery of a microblade tool, of a type that known from other sites to range in possible date of origin from about 2,000 to 13,000 or more years ago.
  - Kootznoowoo wants the microblade, as the site is within the 660-foot Kootznoowoo Corridor Lands area. We have advised them that the EIS Team can not turn over the artifact to them and that they will need to work with the USFS if they want to obtain possession of it.
  - There has been no radiocarbon dating done; that would only come into play if measures were needed to mitigate impacts (if there are any).

- Other features found included springboard trees, lithic debitage, and hearths.
- Additional fieldwork will be done, particularly in regard to access road. Once a preferred alternative access road is identified, additional field studies will be carried out to identify sites that could be indirectly affected by non-airport-related use of the road (i.e., using the road to gain better access to some areas could increase pedestrian or other traffic on sites near the road).
- In general, the lower access road alternative around Favorite Bay to Airport Alternatives 3a or 4 would pose a higher risk to cultural resources (more access to cultural resources of higher quality, i.e., bay-area sites as opposed to isolated artifacts found nearer to the higher access road).
- Marti noted that some Angoon residents have indicated site selection could result in artifact protection. This is somewhat in contrast to some of the elders' apparent beliefs that the best way to protect the resource is not to disclose their locations.

### Subsistence

- Favorite Bay is the "breadbasket" of the community and heavily used for subsistence, as is Favorite Creek.
- Upland areas most heavily used are those adjacent to easy access; the most frequently used upland area is the area near Airport Alternative 12a, an area accessible by road and containing some open areas. This finding was different than what was expressed in public meetings, which was that Site 3a was the most used area.
- The known trails in wilderness have been mapped.
- Salt lagoon areas were not identified for waterfowl harvesting but were identified as a site for bivalve harvest.
- Dennis Chester of the USFS asked whether the research could differentiate between the *amount* of use versus *success* of use; for example, it is possible that Airport Alternative site 12a could be used the most, but site 3a is the more successful subsistence area. Dennis suggested that harvest success rates be looked at in the EIS analysis.
  - A new road could provide increased access, for example, but the success rate could decline because of the indirect effects of the road. George noted that access still appears to be the key factor: people drive or take boats and most subsistence occurs in the ½ mile corridor from where they can drive/boat to, and along the trail. Additionally, most information about location is anecdotal—and maybe not even truthful—interviewers may not always disclose where they were successful. George noted that there will definitely be both positive and negative impacts to subsistence, and the analysis will have to include a qualitative or maybe semi-quantitative analysis of risk to subsistence uses.
- George further clarified that this subsistence data is not the same type of data as the ADFG surveys of the 1980s and 1990s. The ADFG data recorded pounds of household harvest, use, and sharing percentages within the community (no location of harvest information), whereas our data is qualitative, and provides context and ground-truthing for the ADFG data.
- In response to a query about the impacts to subsistence from Juneau hunters, George clarified that this could include both local residents who live in Juneau, as well as others who are non-local. George noted that there is not a lot of non-subsistence use in Favorite

Bay; people are not coming over on the ferry and going deer hunting. However, this is concern of Angoon residents and it will be analyzed in the EIS. Matt noted that one possible way to do this would be to look at a comparable reference site elsewhere...how has increased access changed things? Matt noted the EIS will need to do more than just say there could be impacts, but will need to quantify those impacts and distinguish between alternatives.

- It was clarified that there will be an ANILCA Section 810 analysis.

### Visual

- Visual analysis will be done at a landscape level. Visual analysis is primarily a GIS analysis: the analysis will look at where are people typically going to be and what will they see? Or in other words, where do you have to be to see the airport?
- Analysis to be done using key observation points (used USFS criteria for KOP selection) and photography from those points.
- We also have high resolution flyover video to use for the analysis.

### Noise

- Fieldwork included recording existing noise levels at 4 locations, one in the center of each runway alternative and one in Angoon.
- Noise currently ranges from 19-82 dBA, the 4 monitor's averages are 37-48 dBA (lower in wilderness, highest in Angoon). Typical noise levels offered as a comparison:
  - Breathing-11 dBA
  - haul truck- 85 dBA
  - living room - 40 dBA
- More data analysis is being conducted to determine whether any anomalies are present in the data that may have skewed the numbers.
- It was also pointed out that airport noise may have a different connotation to Alaskans; what would be annoying noise in the Lower 48 means contact and good things to many residents.
- Noise data will be used to analyze impacts to the solitude element of wilderness.
- It was suggested by USFS staff that the noise analysis also consider noise from wildlife hazard management (hazing, etc). This comment was offered in specific reference to the lake by Airport Alternative 4, where waterfowl are known to congregate.

### Fieldwork Wrap-up/Next Steps

- Technical reports will be distributed in spring 2010 to USFS. Technical reports will include data regarding affected environment, methodology and fieldwork results, species found, etc.
- Not every resource will have a technical report, so not every resource specialist on the USFS Shadow or ID Team will be expected to do a technical report review. SWCA resource specialists will contact USFS resource specialists to explain what they will get and what reviews will be needed.
- Some resources will have technical memos that will also be provided to the USFS. These will be only for those resources where new data had to be gathered.
- PDEIS expected summer 2010: there will be review periods for USFS.

- Draft EIS publication expected winter 2010/2011

### ***Working Session - Cause-and-Effect Analyses with USFS Shadow Team***

- The EIS Team reviewed USFS Shadow Team comments regarding the cause-and-effect analyses (CEA) for those members present, as well as the CEAs comments from those who had emailed comments to Jennifer.
- The EIS Team resource specialists will be contacting their assigned USFS counterparts who were unable to attend the meeting to discuss the relevant CEAs with them.
- Comments regarding the various resource CEAs are included below. **Action items and CEA additions are highlighted and bolded.**

#### **Vegetation**

- USFS specialist (Ellen Anderson) had general agreement with CEA impact type and description.
- Ellen asked if construction protocols would include saving plants removed from the construction sites. (Answer: This is probably not possible, but BMPs will likely include stockpiling topsoil for reuse).
- Ellen asked about mitigation measures for noxious weeds concern about construction bringing in something noxious, for example garlic mustard coming in from Washington. BMPs will need to be put into place in terms of construction equipment or importation of gravel.
- Matt clarified that we will be calculating impacts to vegetation by looking at *acres of disturbance* by habitat type; not by the number of individual plants impacted.
- Ellen expressed concern that few studies have been done in the area: who's to say that the 5 acres that is removed doesn't have something really important? Matt noted that this is why we are using MIS as indicators. If that 5 acres is habitat for MIS habitat, the DEIS will disclose that, and the assumption will be that those species could be present in the affected area. Matt added that some additional surveys for specific plants may need to occur during or immediately prior to construction.

#### **Socioeconomics**

- USFS specialist (Sue Alexander) had general agreement with CEA impact type and description.
- Sue Alexander expressed concern regarding the proposed use of IMPLAN, as it uses regional factors, which may not be applicable to Angoon. She noted that while it does give a way to *distinguish between alternatives*, the results may not be entirely accurate and could give a false sense of security. Sue noted that this is particularly true for indirect impacts analysis; research across SE Alaska has indicated that some of the assumptions of IMPLAN don't really happen in SE Alaska: people cannot move between communities to follow jobs like they can in other communities. Sue expressed specific concern about using IMPLAN for the indirect impacts analysis.
- Sue also noted that social impacts analysis are in many sections of the document, subsistence, for example, as well as health and safety.

- **Sue recommended the incorporation of existing data by Guy Alexander; EIS Team to contact Sue for specific reference information.**
- Sue also raised questions about potential impacts from increased outfitter guides and stated that guide use of the Monument-Wilderness Area is controlled by the USFS permitting policies. Permits haven't been issued in a while because the Mitchell Bay Management Plan needs updating but that is what will guide how many permits are issued, not this project. Also noted that based on what they have seen at Elfin Cove, guides use float planes anyway.
- USFS personnel noted taxes and fees are associated with airports, not float planes.

### Cultural

- USFS specialist (Mark McCallum) had general agreement with CEA impact type and description.
- Sheri noted that undiscovered sites (i.e., sites not visible on the ground surface) are a concern and that increased access is not entirely predictable but that the EIS will contain an assessment of relative risk to sites from each alternative.
- Mark McCallum of the USFS noted the TNF Plan includes a sacred sites analysis and that this needs to be included in the EIS. This analysis may be comparable to what will be included under FAA guidelines (fieldwork interviews attempted to tease out sacred site information). To satisfy the requirements of ANILCA, we will want to make sure that everything that is disclosed in the EIS meets both USFS and FAA guidelines. Sheri requested that the USFS let the EIS team let us know if there is special language we need to use in the EIS document to cover their requirements. For example: maybe sacred sites need to be separated into a separate section?
- Mark asked if the USFS would be a cooperating agency for the Section 106 consultation, noting that it is possible that FAA would make recommendations about sites on USFS that USFS would have to live with and recommended a joint FAA/USFS determination of eligibility to ensure that both agencies have satisfied their Section 106 responsibilities. Sheri noted that government-to-government consultation will be done by FAA, but added that the USFS can/should do their own and track their own issues. Both agencies can do government-to-government consultation together in a parallel fashion, but each agency has both the ability and right to do their own consultation.
- Mark noted that he agrees with the approach outlined in the cultural resources CEA.

### Wildlife

- USFS specialist (Dennis Chester) had general agreement with CEA impact type and description.
- Wildlife and Noise:
  - It was suggested that noise impacts noise attenuation studies could help, using acres of disturbance that might be abandoned, as well as comparisons to background noise.
  - Noted differences between constant versus erratic noise and that the analysis will need to take those differences into consideration.
  - **It was suggested that material Glacier National Park recently presented regarding noise disturbance studies at a conference in Seattle could be useful data.**

- It was noted that the FS Plan requires a connectivity analysis (same as current "fragmentation analysis", EIA Team to review/ change verbiage).
- It was also noted that that some MIS species could be edge-sensitive species. EIS Team will include edge-sensitivity analysis, and identify edge-sensitive species.
- USFS Team noted that there are FS standards and guidelines regarding permanent activities, for example, regarding waste and bear activity.
- EIS Team to recheck sensitive species list: Peale's Peregrine, Osprey and Trumpeter swan were in the CEA but they may be off the list. Similarly, the Aleutian Tern was not on the CEA list and maybe should be. Also asked about marine mammal list: killer whales were not included in CEA, but maybe should be, and harbor seals were included in CEA, but USFS doesn't usually address them. EIS Team will continue to talk with USFS and make sure species list meets USFS approval.

### Subsistence

- George noted that in regard to the analysis of changes in abundance, this would be hard to measure: maybe the species will move rather than be eliminated. As such, the EIS analysis will measure changes in *habitat* of key subsistence species and also changes in habitat accessibility and use; i.e., acres of land where access to resources increased or decreased.
- George noted that analysis of competition (rural versus non-rural users) will be a somewhat qualitative analysis; however, any use of "best professional judgment" will be documented with rationale.
- USFS specialists present noted that there is a tendency to focus on charismatic megafauna but plants count too! This may be because in the TNF plan, deer is the only restricted species, hence the emphasis. The Forest Plan assumes that other resources are not going to be restricted and that there is plenty to go around.
- George noted that an analysis of the availability of replacement subsistence resources is an ANILCA requirement. "Replacement" means other resources could be harvested to fill the place in the diet of a resource that is gone or reduced; for example, in the Yukon, moose is being harvested in place of fish. It could also mean harvesting chum salmon in place of silver salmon.
- In terms of impacts to fishing, Matt noted that erosion and sedimentation analysis will be a measure of risk, not modeling.
- USFS specialist noted that sportfishing impacts were not addressed in the CEA. We have said there could be increases in subsistence access but not sportfishing.
- USFS specialist noted increased access by either sport fishing or subsistence use can cause erosion, citing changes in erosion at Cowee Creek and suggesting that we could look at Cowee Creek's sportfishing data, and before/after access and make inferences about potential impacts along Favorite Creek. General discussion continued regarding whether Cowee Creek could be used as a representative example but it was noted that there is no escapement data and final consensus was that access is not comparable to what would happen in Angoon.

### Wetlands



- USFS specialist noted that potential ATV access is not addressed. USFS specialist also wondered if ATV would be used for firewood collection and deer retrieval.
- In particular, the *Wetland CEA* needs to address potential ATV access on high access road impacts to fens/bogs. It was suggested that EIS Team contact Phil Mooney in Sitka regarding data on impacts from ATV use in wetlands. The EIS Team will revise the CEA as requested and contact Phil Mooney.

### Health and Safety

- USFS specialist asked if health and safety impacts regarding the length of the access roads to alternatives on the east side of Favorite Bay would be addressed. Matt noted that this and other issues regarding travel on roads would be analyzed in the public health and safety section of the EIS.

### Marine and Freshwater Resources

- USFS specialist (Pete Schneider) had general agreement with CEA impact type and description.
- USFS specialist noted runoff from impervious surfaces such as runways, if not collected (and it doesn't appear from design that they will be), could affect fisheries and aquatics (i.e., impact to eggs) and that this needs to be added to the *marine and freshwater resources CEA*. The EIS Team will revise the CEA as requested.

### Compatible Land Use

- Make sure Guides are included as compatible land uses in the CEA
- USFS specialists had general agreement with CEA impact type and description.
- USFS Specialists asked if there are any native-selected (ANCSA) lands not yet conveyed. Matt thought that all lands have been conveyed but will confirm this for the EIS.
- USFS Specialists noted that corridor lands need to be considered in this analysis

### Wilderness

- John Neary provided written comments on the wilderness CEA to Jennifer, who provided them to the EIS Team for this discussion.
- John suggested that the analysis include social impacts, as this wilderness is part of a national preservation system, and that analysis be conducted on both a local and national level because this is wilderness both local and nationally.
- John asked if the use of Favorite Creek as a potential drinking water source for Angoon would be included in the cumulative impacts analysis. George responded that use of the creek for potable water would be included in the cumulative impacts analysis if there is a specific proposal on table to do so, which would make the project reasonably foreseeable and ripe for inclusion in the analysis).
- John commented that the EIS analysis must include the number of new facilities, vehicles, and impacts to sight and sound; i.e., if people can see/hear or know it's there.
- *John also sent supporting information to include in the CEA.*

### Visual

- USFS Specialists noted that KOP establishment verbiage needs to be added to CEA.
- USFS Specialists noted that CEA needs include impacts of a rock quarry. Where are we getting the fill from? Material sources also need to be analyzed. EIS Team to talk to DOWL about getting that information.

#### Cumulative Impacts

- Matt noted that all of the projects to be included in the cumulative impacts analysis have not yet been identified. Matt also noted that the cumulative effects analysis will need to discuss impacts in terms of landscape area versus project area, and define what the landscape area is. For example, the USFS-defined watershed could be that landscape area.

#### Other

- Jane Gendron of ADOT&PF noted that the EIS needs to include analysis of where overburden from construction would be disposed as this tends to be an issue often overlooked in EIS documents and it becomes a big problem during construction.
- Matt clarified the difference between disclosure in the EIS versus jurisdiction: must disclose location or actions even if don't have jurisdiction. For example, material source location cannot be specified. The EIS can only identify likely sourced, the contractor gets to pick which source will be used.

### *Discussion with Maria Lisowki and Marti Marshall re: ANILCA Title XI*

- Marti provided a recap of earlier discussion, which included a review of the FAA/USFS coordination plan, including steps for document review between FAA and USFS. Marti noted that there is a matrix in the plan that will still need review and comment regarding the structure of review, review periods, and names of reviewers will change as well. Part of that discussion included the subject of a land exchange: if that were to be pursued, what would be the first steps? The group decided to table that discussion until Maria was there to provide additional input.
- Maria indicated that since the ADOT&PF would own and operate the airport, if there were to be a land exchange, the State would have to initiate it. She also noted that would be a State process and that DNR would need to be involved and the State would have to involve them early on. Maria also noted that the need for initiation of a land exchange would depend upon what alternative was chosen, as there is one that is not on wilderness lands.
- Matt explained that if a land exchange were to be considered, FAA would need the land exchange information and analysis in the EIS, so that they do not have to do a supplemental EIS. If a land exchange were a reasonable and viable alternative, and something that State and ADOT&PF agree on, the EIS Team would work with the USFS on including this in the EIS. However, the FAA does not do land exchanges and to date, ADOT&PF has indicated only that they will initiate Title XI process, using the draft EIS as supporting documentation for that application. Matt further noted that the USFS has 60

days to review that application, and that any land exchange option would need to be well defined for that recommendation process.

- Maria noted that in order for any land exchange to be considered, the State first has to be willing to consider that option. If they are, the USFS can identify lands they might want from State that are in areas with similar wilderness resource values, so that there would be no net loss of wilderness.
- Summary of current stances regarding land exchange, which appear to be:
  - Land exchange is attractive to USFS: no net loss of wilderness, do not have to administer an airport in wilderness.
  - State interested in Title XI and may not have an interest in a land exchange.
- Maria and Marti noted that that the inclusion of a land exchange could factor in the USFS's final Title XI application recommendation; the USFS recommendation doesn't have to be the same as the FAA, and getting something in exchange for something they have to give up might be attractive to the USFS.
- Matt noted that Section 7/404-start permitting process first. Must start Title XI permit process. EIS Team indicated that it would be predecisional for FAA to say that they are not selecting any wilderness alternative; ANILCA specifically recommends submittal of the Title XI application *with* the DEIS. Alternatives would be described in the DEIS, but the FAA may not identify a preferred alternative until the final EIS.
- Matt and George discussed the NEPA and ANILCA Timelines outlined as below:

<i>NEPA Process timelines</i>	<i>ANILCA process timelines</i>
DEIS release	Title XI application submittal
45 days public comment period	60 days for USFS to respond re: evaluation of supporting documentation (is it correct and adequate?)
Response to comments	30 days for USFS review of any supplemental data provided by the ADOT&PF in response to any USFS or FAA request after initial review of application package.
1 year to publish the Final EIS from date application is submitted	
	120 days after publication of the FEIS for USFS and FAA make the final recommendation re: ANILCA Title XI application
	Recommendation goes to the President

- Matt summarized the rationale regarding the inclusion of the current alternatives in the EIS as one of resolving two primary resource impacts:

<i>Alternatives 3a and 4</i>	<i>Alternative 12a</i>
Has wilderness/monument/fisheries	Has social and

impacts

private/municipal land use  
impacts

What is required in the EIS is a good rationale for selection of any given alternative, regardless of whatever decision is made. FAA is not vested in the decision, and Title XI is not their goal or interest. However, ADOT&PF is interested in pursuing that process and that means time is of the essence. That being the case, the EIS Team indicated a need to know *now* if the inclusion of land exchange would be a factor in USFS recommendation regarding the Title XI application?

- USFS staff members present indicated that first of all, the State would need to be willing to do a land exchange and ADOT&PF would have to pursue the process first, and identify the land to be exchanged.
- Matt indicated that if the USFS position ends up being that they "would only consider approving a Title XI application if we get something back" then it would be unclear as to why FAA would undertake the Title XI process at all; that is not what that process entails.
- USFS suggested that the land exchange could be a requirement of granting a Title XI application. That is, the application could be granted but the State would be required to do a land exchange within a certain amount of time. USFS wondered if it would be possible to issue a permit for a limited period of time--just until a land exchange is figured out--and if by doing this, the land exchange would be "mitigation" and not an actual alternative, and therefore not needed in the EIS analysis? Maria suggested that the land exchange could then be considered in an EA completed subsequent to the EIS.
- Matt noted that any "mitigation" has to be identified in the EIS and must also be reasonably foreseeable.
- Matt asked who the actual decision-maker for the USFS for the Title XI application would be. Marti and Maria indicated they weren't entirely sure: could be the secretary, although Denny Bschor would certainly be a part of that decision.
- The EIS Team asked for clarification of USFS current position, noting: it appeared we could be talking about 3 different scenarios:
  - a) Land exchange versus Title XI
  - b) Land exchange AND Title XI
  - c) Land exchange as a condition for approval for Title XI.

If the USFS position is really land exchange as a condition for approval for Title XI, the FAA needs to know this NOW.

- Maria and Marti indicated that while a land exchange seems like it would be hard to do, the ANILCA Title XI process will likely be hard to swallow, especially at a national level, where perceptions are key, and that the USFS is currently under a lot of scrutiny.
- FAA noted that ANILCA is a law and reminded those present that when Denny attended the regional briefing, he indicated that the USFS was ok with the initiation of the Title XI process.
- Marti and Marti indicated that any decision on USFS position is premature until they know if the State is even willing to consider a land exchange option and Forrest Cole would need

- to be brought into this conversation. Marti will be contacting him soon, and will also be preparing a white paper for USFS national-level briefing.
- Matt reiterated that it is possible to consider two separate scenarios regarding the alternatives on the Monument-Wilderness Area: a Title XI process *and* a land exchange. However, the land exchange must be defined so that the EIS can disclose the impacts on new land and old land and that all parties would have to move quickly to be able to do this.
  - Maria and Marti asked clarification of how many acres would be needed for exchange (300 acres), and noted that there are provisions for USFS accepting an exchange of lesser value.
  - Maria and Marti indicated that it would be predecisional to speculate whether USFS would entertain Title XI without a land exchange, but expected that if the State were interested, the USFS would work with them to quickly put together a land exchange.
  - Maria and Marti again wondered if the land exchange could be considered as mitigation or if not as "mitigation" per se, then as part of the terms and conditions of the permit application.
  - Matt noted that mitigation cannot be preferential to one alternative (this would be predecisional). FAA further noted there would need to be a 20-year commitment for any lands used for an airport
  - The USFS indicated that they would also need to hear from the public, both in Angoon and beyond. It would be especially important to know how Angoon would feel about losing lands.
  - Wrap-up and next steps:
    - FAA to get feedback from State regard interest in land exchange ASAP.
    - Marti to talk to Forrest Cole regarding USFS position and prepare ANILCA white paper. Should have answer within 2 weeks.



## Angoon Airport EIS Agency Meeting Notes 11/18/09

### Attendees:

*In person:* Leslie Grey (FAA), Sheri Ellis (SWCA), Matt Petersen (SWCA), George Weekley (SWCA), Janet Guinn (SWCA), Chiska Derr (NMFS), Randal Vigil (USACE), Ken Post (USFS), Jill Taylor (DNR/DCOM), Dave Harris (ADFG), Carrie Bohan (DNR/DCOM), Richard Enriquez (USFWS), Jane Gendron (ADOT&PF)

*By phone:* Sue Magee (OPMP), Katie Eaton (ADF&G, Habitat Division); Jackie Timothy (ADF&G, Habitat Division) Daniel Teske (ADF&G, Division of Sport Fisheries), Andrew Levi (ADFG, ANILCA program), Jennifer Curtis (EPA), Tracy Degering (EPA), Kyle Smith (Division of Mining, Lands, & Waters), Chuck Pinkney (Division of Mining, Lands, & Waters)

**Sign in:** Attendees signed in and Leslie conducted introductions.

**Review of preliminary fieldwork results:** Sheri, Matt and George presented a PowerPoint overview of preliminary natural resources, cultural, subsistence fieldwork result. The Team then facilitated group discussion, answering questions regarding fieldwork, and other aspects of the project. Agency representatives asked if the PowerPoint was available for distribution. The Team indicated that the results are still preliminary and not yet ready for distribution, but noted that finalized results would be made available. Key comments, questions and concerns are recorded below:

- The Team noted that wildlife/vegetation surveys are mainly habitat-oriented and are not surveys of individual species. Rather, we are looking at what habitat is present in the project area and extrapolating to what species are likely to be present.
  - Richard Enriquez indicated that the habitat surveys do not necessarily indicate the quality of habitat or number of species.
    - Matt noted that we are looking at key indicator species in each habitat type and not every single species that could be present in a given habitat. We will assume that if a species is known to use a given habitat that they are likely to be present in our project area.
- In response to a question from agency representatives, the Team confirmed that there are anadromous fish in the lakes near the airport alternative locations (Sites 3a and 4) on the east side of Favorite Bay.
- In response to a question from agency representatives regarding cultural resources, specifically sacred sites, in the project area, the Team noted that there is one known legend site by airport



alternative Site 4a but that other such sites could be present. Sheri noted that local residents are reluctant to disclose the locations of many types of sites, including legend sites.

- Richard Enriquez noted that the USFWS has recently done eagle nest surveys in the area and recommended that the Team contact USFWS for that data.
- Katie Eaton indicated that she would like to review the fisheries data. (Ph. No. 907-435-6160)
- Agency representatives asked if there would be dredging in Killisnoo Harbor. The Team confirmed that dredging in the harbor is not anticipated as part of the project and that no dredging is expected at all.
- Agency representatives asked if the Team is looking at the impact of changes in access for subsistence, including methods of access and ease of access. The Team responded that they have been gathering data on this and noted that there is currently only one ATV trail, and that most subsistence access is by car or boat. Trails are located where boats are beached and people create a foot trail for hunting and fishing. There are also trails for fishing around the lakes. The Team clarified we will take into account the impact of changes in access when we evaluated the overall impact of the alternatives.
- Agency representatives asked if the Team will be doing a geology/soils/geotechnical analysis. The Team indicated that this is in progress and will be important to the U.S. Army Corps of Engineers (USACE) for their decision-making.
- Agency representatives also asked if material sources will be analyzed. The Team indicated that potential material sources will be analyzed, and also noted that the material source could also be offsite, in which case the impacts of importing those materials would be analyzed. The Team clarified that the FAA and DOT&PF cannot dictate where a contractor gets their material, so the best we can do is identify the most likely source(s) and analyze that.
- Agency representatives asked if Angoon residents and local subsistence users had expressed concerns about new access roads impacting subsistence. The Team responded that there has been a mixed response; whether Angoon residents and local subsistence users see a new road as a positive or negative impact on subsistence appears to depend on the direct effect on them. That is, for those who hunt and gather in areas only accessible by boat, a road seems like a negative impact because it would allow more people to access "their" subsistence area. On the other hand, those who don't own boats but do have cars see a new access road as opening up new areas to them for subsistence uses. However, there is general concern about the impacts of an increase in non-local users on subsistence.
- Agency representatives asked whether there is a road alternative preference in community. The Team responded that in general the community's general sentiment has been, "the shorter, the better" but that no specific alignment appears to be more favorable than another to the community as a whole.
- Agency representatives asked if there are any boats ramps associated with this project. The Team responded that there would be no boat ramps constructed as part of this project.

- Agency representatives asked how much land would be needed for a material source. The Team responded that this is not known yet, but the analysis will identify potential sources and describe the volume of material needed for each alternative. The EIS will also analyze the impacts of barging in material if the material source is offsite.
- Agency representatives asked why airport Site 3a and its access road should even be considered, given the distance and location in wilderness. The Team responded that it has been included because:
  - it was identified in the Master Plan as the preferred alternative
  - is ADOT&PF's proposed action
  - it provides resource conflict resolution (wilderness versus socioeconomics: Sites 3a and 4 are located on wilderness lands, Site 12a is located on privately owned, Kootznoowoo, and City of Angoon lands [Site 4a included because the road is shorter]).
- Agency representatives noted that a socioeconomic analysis would need to include ANCSA – selected timber lands and identify what percentage of total lands Kootznoowoo would have.
- Agency representatives asked who signs the ROD. The Team responded that the FAA signs a ROD because they make decisions about funding and approval of the Airport Layout Plan. The USFS also has decisions to make regarding Title XI recommendations as well as permitting decisions. The USFS has not determined internally if they are required to issue a ROD or just a recommendation under Title XI of ANILCA. The USACE also has permitting decisions regarding Waters of the U.S. and would either issue their own ROD or adopt the FAA's.
- Agency representatives asked about land conveyances involving Kootznoowoo, Inc. lands and if there would be compensation or a land exchange. The Team noted that Kootznoowoo has not asked for a land exchange so far, but if a land exchange becomes part of the project, the impacts of it would have to be analyzed in the EIS.
- Randy noted that the agency decisions regarding ANILCA Title XI are to recommend or not recommend, noting that is a recommendation only, but that there should not be conflicting recommendation between agencies. The Team agreed, calling it a "tentative decision", and provided an explanation of ANILCA process, noting that the recommendation still needs to be approved by the President and Congress regardless of whether the recommendations are to approve or disapprove the application or if the different agencies making recommendations agree or disagree with each other. The Team reiterated that there is currently no preferred alternative.
- Agency representatives asked for a clarification about who owns the roads/airport. The Team clarified that ADOT&PF would own and operates the airport and its road.
- The Team discussed the previously stated perspective of Kootznoowoo, Inc. that the "[Kootznoowoo] Corridor Lands and their immediate environs" should be co-managed by Kootznoowoo and the USFS and that Angoon residents may feel that they "let" USFS manage those lands as a way to protect them. What this means, however, is that the idea of putting an airport on wilderness equals "putting an airport on our lands", *not* "using your (i.e., USFS) lands for our benefit". The Team noted that that some of the broader administrative issues such as these are

outside the scope of this project and will not be resolved through this EIS – they are issues to be worked out between USFS and Kootznoowoo separate from the airport project.

- Agency representatives asked if coastal management issues would be addressed in the EIS. The Team noted that this issue would be addressed in the EIS and coordination with the CMP would occur before the draft EIS is released. The DEIS will include a preliminary coastal zone consistency evaluation prepared by the FAA. It was noted that the process is different for state and federal projects. When it is a federal project, the federal agency does the consistency review. Since this is a state (ADOT) project, ADOT will do the consistency review.
- Agency representatives asked if coastal management consistency review would be for all alternatives or just the preferred alternative. The Team responded if it becomes clear that there is a definite preferred alternative in the Draft EIS, then they would do the coastal zone consistency review on just the preferred alternative. If that is not the case—if there is no preferred alternative--then we would likely conduct consistency reviews for all alternatives. Alternatively, we could wait until the FEIS to include the full consistency review of the preferred alternative. The Team noted that they would definitely want to do consistency determination before a decision is issued, in case mitigation etc. is required, and will coordinate closely with permitting departments.
- Agency representatives asked for a clarification of the ANILCA Title XI process:
  - The Team noted that once the Title XI application is submitted, there is a 9-month period in which to issue the DEIS and a total 1-year period in which to complete the Final EIS. That being the case, the goal is to submit the application and issue the DEIS concurrently so there is a full year to issue the Final EIS.
  - After the application is submitted, the agencies with recommendation responsibilities have 90 days to notify the applicant if the application is complete.
  - Once the FEIS is issued, the federal agencies have 120 days to issue their recommendations to approve or disapprove the application.
  - Regardless of the recommendations, the application and the recommendations are then forwarded to the President for his independent review.
  - If the President approves, the application and presidential recommendation are forwarded to Congress, and they must issue a resolution supporting the approval.
- If the President does not approve the application, the application is dead. Agency representatives asked when the ROD would be signed. The Team responded that the ROD could be signed before the President and Congress act on the application, but the ROD would not be implementable until such time as the President and Congress act and their action was to approve the application. Given this, the agencies would most likely wait until afterward the President and Congress issue their decisions on the application.
- Agency representatives asked if the Team would send out a land use/ownership map. The Team noted that the land use map is on the website and will send out an email with the link. The Team also indicated that they would distribute meeting notes and sign in sheet.



**Angoon Airport EIS  
NGO Meeting Notes  
11/19/09**

**Attendees:**

Meg Cartwright, Audubon Society

K.J. Metcalf, Friends of Admiralty Island

Buck Lindekugel, SEACC

Lindsay Ketchel, SEACC

Chris Martin, SEACC

Sarah Campen, SEACC

Leslie Grey, FAA

Matt Petersen, SWCA

Liz Perry, SWCA

George Weekley, SWCA

Sheri Ellis, SWCA

Janet Guinn, SWCA

**General Project and ANILCA Discussion:**

- KJ stated that he had wanted to invite Peter to make sure Kootznoowoo and FAA share issues, but that Peter was unable to attend. The EIS Team responded that they too had tried to schedule a meeting with Peter. KJ also provided a brief update on issues surrounding Senator Kookesh's arrest, noting that a key issue is the right for subsistence and that Kootznoowoo feels the State has no jurisdiction on tidelands. Peter and KJ are looking further into what ANILCA says regarding Mitchell Bay and the "surrounding environs" (above mean high tide)—the final map after President Carter's proclamation drew a line around the island, but it is unclear whether tidelands are included or not. But an argument can be made to support Kootznoowoo's position. KJ noted that the FS has been making decisions regarding tidelands in and around Angoon and he is not sure how these issues will affect the airport project.
- Leslie facilitated team and attendee introductions and noted that the EIS Team will add Meg Cartwright/Audubon to the list of NGOs with which the EIS Team meets with regularly when in Juneau.
- Leslie provided an overview of the relationship of the EIS to the airport master planning process, noting that the Master Plan (prepared by Alaska Department of Transportation and Public Facilities [DOT&PF]; funded by FAA, and which included significant involvement by the Angoon community) examined 14 potential airport sites. The Master Plan identified Site 3 as the preferred alternative. DOT&PF then submitted an application for funding of an airport to FAA. The FAA agreed that the project was ripe for decision and initiated the NEPA process.
- FAA's next steps involved the validation of the Master Plan and its Preferred Alternative. FAA reexamined all of the previously evaluated airport sites (see website for airport planning documents with information regarding this process) to validate the process by which each potential alternative was either carried forward for detailed analysis or dismissed from further consideration. The FAA

also looked for any new sites that weren't previously considered. Ultimately three "workable" airport sites were identified and are being carried forward for analysis in the EIS: 1) Site 3a (the Master Plan's Site 3 but with a slightly different alignment); 2) Site 4 (included because it meets operational criteria and would require a slightly shorter access road; and 3) Site 12a, a peninsula (non-wilderness area) alternative.

- Leslie noted that right now, there is only a Proposed Action. The FAA has no preferred alternative yet, but may identify one in the Draft EIS if one becomes clear by that time. Otherwise, the FAA would wait until the Final EIS is released to identify a preferred alternative. Leslie further noted that the submission of a Title XI application for wilderness sites does not imply that either of those sites are or would be the FAA's preferred alternative.
- Leslie and the EIS Team clarified the relationship between the NEPA process and ANILCA process:
  - The Title XI application's supporting documentation is the DEIS
  - There are three entities providing recommendations re: the Title XI application:
    1. U.S. Army Corps of Engineers (USACE): has a decision to make re: Waters of the U.S. (will release a ROD).
    2. U.S. Forest Service – has a recommendation to make on the Title XI application (may do a ROD),
    3. FAA –has a decision to make re: funding, the Airport Layout Plan, and the Title XI application (will release a ROD)
- NGO representatives asked whether the agency recommendations are appealable by outside parties. The EIS Team noted that they are not.
- ANILCA process timelines are as indicated below.

<i>NEPA Process timelines</i>	<i>ANILCA process timelines</i>
DEIS release	Title XI application submittal
45 days public comment period	60 days for federal agencies with recommendation responsibilities to respond re: evaluation of supporting documentation (is it correct and adequate?)
Response to comments	30 days for all federal agencies to review any supplemental data provided by the ADOT&PF in response to any agency request after initial review of application package.
1 year to publish the Final EIS from date application is submitted	
	120 days after publication of the FEIS for the agencies to make their final recommendation re: ANILCA Title XI application
	President then makes his own decision independently. If he approves the application, it is forwarded to Congress, and they must issue a joint resolution to support the approval. If the President does not approve the application, then it is dead.

**Fieldwork Summary:** The EIS Team presented preliminary fieldwork findings and noted that technical reports would be posted on the project website ([www.angoonairporteis.com](http://www.angoonairporteis.com)) after they have been reviewed and finalized. The EIS Team noted that field studies were conducted this summer on the three airport sites and related access roads. The EIS Team noted that what constitutes the "project area" for the purposes of fieldwork and analysis include the area of direct disturbance plus buffers, and that this area may vary by resource. Key comments and questions regarding the information presented are summarized below.

- **Vegetation and Wetlands:** Fieldwork was conducted to find out what is out there now in terms of *habitat characterization* (not actual population), especially with respect to special status species habitat (no federally listed or USFS sensitive species were found). Vegetation fieldwork also included noxious weed surveys, as there has been concern that the project could bring in noxious weeds with construction materials. There is currently one small population of field mustard in the project area. In terms of wetlands, the U.S. Army Corps of Engineers has approved our approach for the wetland analysis. We will not be doing any jurisdictional wetland delineations at this time.
- **Subsistence:** Key subsistence issues are to characterize harvest effort, understand where subsistence users are collecting resources, and analyze the effect on subsistence of placing airport at any of the three locations being considered in the EIS. Data collected consists of ADF&G and USFS data, as well as data from interviews conducted by George Weekley in August 2008, which included field verification of ADF&G and USFS data. Other discussion included the following points:
  - Favorite Bay is the "breadbasket" of the community: key species include clams, salmon, gumboots, shrimp, crab, as well as terrestrial species such as Sitka black-tailed deer. There are trails and favorite places all around the Bay, used for harvesting these species as well as hunting waterfowl (upper enter tidal area mouth Favorite Creek; gathering berries and wood (alder) for smoking fish. The EIS will analyze the effect of an airport on these known locations and resources, as well as competition (i.e., local users versus non local users) for the resources, and the effect on the availability of resources, etc.
  - The question was asked if a buffer could be placed around resources or if the road alignment alternatives could be designed to limit access to resources? The EIS Team responded that the road alternatives could be moved if a realignment helped protect a critical resource—as an example of this, the bridge across Favorite Bay alternative was dropped because of impacts to critical resources—but there are limits to where a road can be placed due to the terrain itself. George also noted that while the estuarine areas are clearly key resource areas, the roads in the forested area do not go through any particular special subsistence areas. The EIS Team also noted that Site 12a could be selected, which would not require any road through wilderness areas.
  - George also noted that in terms of subsistence, *access* (i.e., a road system) is the key use factor. Site 12a is currently the most heavily used of the three general airport alternative areas because it is close and accessible by road. A new road could improve access to subsistence use areas or could increase subsistence use in certain areas, which may be good or bad depending on a person's perspective---it depends on who is talking! (People who have boats and already access these spots versus people who do not and would only access them if they could get there by car, e.g.).



- KJ noted that the economics of subsistence is changing. KJ also noted that Site 12a impacts shareholder, Kootznoowoo, and city lands and that selection of that site would result in benefits and costs to the corporation (a chance to make money as well as removal of other development opportunities). KJ asked if Kootznoowoo or the city had a site preference. The EIS Team responded that although the Corporation has currently expressed a preference to have the site on wilderness lands, they have also indicated that an airport anywhere is better than no airport at all. However, it would be up to their Board for Directors to make any decision regarding and allowing an airport on their lands. The mayor has not expressed a preference for any of the alternatives; he just wants an airport for Angoon.
- **Socioeconomics:** KJ asked how the EIS Team would evaluate the economics of these options. The EIS Team indicated that they have prepared a "cause-and-effect analysis" (CEA) for all resources, including socioeconomics, and have given them to the USFS for review. The EIS Team indicated that they plan to use IMPLAN for the socioeconomic analysis, but understand from the USFS socioeconomic specialist that the IMPLAN data is regional and may be hard to apply to this project specifically. Thus the EIS Team will use IMPLAN *in conjunction* with other data. As an example, the EIS Team might look at other similar communities and see what has happened to them in the construction of an airport.
  - KJ and Buck suggested that the EIS Team contact Charles Horan and Associates, a Sitka appraiser, who has data on wilderness values, and has looked at the monetary value of wilderness land around Angoon. The EIS Team will relay this information to our socioeconomic specialist.
  - The EIS Team noted that the socioeconomic analysis (as with all resource analyses) must clearly define the assumptions and rationale used in the analysis. We want those who disagree with the conclusions contained in the EIS to do more than just disagree, we want them to be able to give us suggestions regarding improvements to assumptions and rationale used for the analysis.
  - The NGO representatives asked about the socioeconomic impacts of more people coming into Angoon with a land-based airport. The EIS Team indicated that it is not yet known if the project will actually bring in *more* people; in terms of subsistence, there could be increases in non-local use, but we don't yet know if it will actually bring in more people. The socioeconomic and subsistence analyses will address both of these issues.
  - KJ noted that a land-based airport could increase the amount of alcohol coming into Angoon.
  - KJ asked about the use of helicopters for medevac evacuations, as an alternative to a land-based airport. The EIS Team noted that the medevac companies contacted have all indicated they use King Airs and Lear jets for medevac operations, not helicopters. The EIS Team referred the NGO representatives to the Airport planning document (located on the website), which provides specific details about the operational benefits of a land-based airport (night flying, operational more days, bay freezing issues are addressed, etc).
- **Natural Resources:** Matt provided a summary of the wildlife fieldwork results, including overview of most frequently seen species; least frequently seen species; MIS species; aquatic

- species, etc. The EIS Team noted that fisheries resources fieldwork included surveys of 10 streams that were previously uncatalogued by ADF&G and that anadromous fish were found in the lakes near airport alternatives 3a and 4, and that the marine work focused on shoreline area productivity. The EIS Team pointed out on a map where the 4 goshawk detections took place, as well as where the eagle's nests were found. It was noted that in general, Favorite Creek was the most productive area. The EIS Team noted that hydrological studies have determined that due to the amount of woody debris travelling down the creek, any bridge across Favorite Creek would have to span the entire channel.
- KJ asked if a National Pollutant Discharge Elimination System (NPDES) permit would be needed for non-point source pollution. The EIS Team indicated that the project would likely not need one as there are no ditches for deicers and other pollutants. The EIS Team will confirm this. KJ suggested that the EIS Team contact Bob Armstrong at ADFG to discuss changes resulting from logging at Lake Eva and Hood Bay; he has some pre-logging data.
  - Lake-stream interconnectivity was discussed an issue that needs to be included in the analysis. Additionally, the use of certain areas by various species during winter months were also discussed: Meg Cartwright noted that Dolly Varden do overwinter in the lakes, and KJ also noted that Favorite Bay has significant winter use for marine species (herring, e.g.) and that the lower end of Mitchell Bay often has large flocks of oldsquaw (long-tailed duck) and cormorants in winter. Meg also noted that winter wildlife use includes otter and seal. The EIS Team will ensure these issues are addressed.
  - **Cultural:** Sheri noted that survey methods included subsurface testing as well as pedestrian surveys, due to the dense foliage and resulting difficulty in seeing things on the ground. Interviews with tribal elders were also conducted, which did result in some good information; however there is also significant hesitation to disclose locations for fear of artifact removal.
    - KJ noted that Sealaska may have identified some cultural sites and suggested that the EIS Team review Senate Bill 881 to see if any sites were specifically identified in that bill.
    - Sheri noted that additional cultural surveys will be done after the preferred alternative is identified, to identify sites that could be indirectly affected by non-airport-related use of the road. Analysis would measure the relative risk to cultural resources (there could be increased access and pedestrian traffic along lower road, for example, and the areas along lower access areas would likely have higher quality cultural resources).
    - In response to Sheri's statement that the areas closer to the shoreline have higher numbers of cultural sites, KJ asked if the cultural survey team saw the Madonna site (an uplifted shoreline site). Sheri responded that the EIS Team did not visit this particular site, but noted that there were some known sites that are now above the 100-foot contour line due to uplift and shoreline change. Sheri also indicated that stories abound about a lot of sites in Favorite Bay! The EIS Team will continued to work with the community to try to identify additional sites, determine if traditional words or landscape features are relevant to the project area, or if traditional cultural properties not identifiable as archaeological sites might be present. Additionally, the EIS will outline discovery protocols as well as construction monitoring protocols.

- **Noise:** The EIS Team conducted noise monitoring for 1 week at 4 sites (located at the centerpoint of each proposed alternative, plus one in City of Angoon, along the flight path for Site 12a). Noise levels ranged from 19 dBA (slightly higher than breathing, which is about 11 dBA), to 81 dBA (about the noise level of a haul truck, which is estimated at 85 dBA). The next step is this analysis will be to do noise modeling with anticipated aircraft to produce noise contours for each alternative.
  - KJ noted that a key issue will be the "right to quiet enjoyment", and this issue encompasses more than just a noise analysis. The EIS Team agreed and noted that although the noise assessment will be quantitative; the "right to quiet enjoyment" is a more qualitative assessment: The EIS Team will need to define what "quiet enjoyment" means, and then measure potential changes. The EIS Team noted that this type of assessment is similar to how an analysis of the "untrammled" nature of wilderness would be conducted. Both the EIS Team and NGO representatives acknowledged the connectedness of a variety of resource issues – cultural, wilderness, subsistence, etc.
- **Visual/scenery:** The EIS Team worked with the USFS to identify 7 Key Observation Points (KOPs), both on land and on water. Sites included a location near Angoon, Whaler's Cove, and in Favorite Bay. The EIS Team is also currently processing data from an immersive video that was shot this summer. The EIS Team hopes to be able to use that video to simulate for the public what an airport and access road would look like in a variety of locations.
- **Other Issues and Questions.**
  - NGO representatives asked about the impacts of airports at Hoonah and Kake; have there been any pollution studies to show impacts of those existing airports? The EIS Team responded that to our knowledge, no such studies have been done.
  - NGO representatives expressed appreciation for the EIS Team's professionalism and outreach efforts.
  - The EIS Team indicated that our next visit to Juneau would probably be around March.
  - Lindsey (new executive director of SEACC) suggested that the EIS Team hold more inclusive, collective stakeholder meetings in the future. The EIS Team agreed to notify representatives from SEACC, FOA, Audubon and other organizations when the next public meetings would be so that they can chose to attend if they would like.

**LOCAL T&H COUNCIL**  
**P.O. Box 139**  
**Angoon, Alaska 99820**

November 22, 2009

Ms. Leslie Grey, Project Manager  
**ANGOON AIRPORT EIS**  
222 West 7<sup>th</sup> Ave., Box 14  
Anchorage, Alaska 99513-7587

**RE: ACA Letter**

Dear Ms. Grey:

We are in receipt of Angoon Community Association's (ACA) letter dated November 17, 2009, in which they ask that the proposed site of the Airport be relocated. ACA states the reason for their proposal to be the impact on subsistence.

The Local T&H Council's position, in addition the majority of Angoon, believes that the site proposed by ACA has already been evaluated and rejected early on. Because of this, we would state our support for the site that has survived the evaluation process.

Furthermore, to stop and reconsider another site at this stage would seriously jeopardize construction of our airport, something that none of us want. It is also our impression that the period for comments has passed and that we need to proceed.

Sincerely,



Daniel Johnson, Jr.

President

**Local T&H Council**

Cc: Mr. Wally Frnak, Sr., Angoon Community Association  
Mr. Peter Naoroz, Kootznoowoo, Inc.  
Mr. Albert Howard, City of Angoon  
File [.../AA-EIS.001]



# ANGOON AIRPORT

## Environmental Impact Statement



## *Angoon Airport EIS Public Meeting*

*The FAA invites you to attend a public meeting where we will provide the preliminary results of the natural and cultural resources fieldwork conducted in the Angoon area this summer as part of the Angoon Airport Environmental Impact Statement (EIS) project.*

*The meeting will be held on November 19 from 7:00 to 8:30 PM at the Angoon Community Center.*

*We hope to see you there!*

---

For additional information, contact: **Leslie Grey** - AAL 614, FAA Project Manager; Angoon Airport EIS; 222 West 7th Avenue, Box #14; Anchorage, AK 99513-7587, or visit our website at: [www.angoonairporteis.com](http://www.angoonairporteis.com).

Notes from a December 1, 2009 telephone conversation between Peter Naoroz, Executive Director of Kootznoowoo, Inc. and Linda J. Snow, Economist, Southeast Strategies.

The reconveyance of land from Kootznoowoo, Inc, and its shareholder and the City of Angoon through ANCSA Section 14(c) that resulted in the plats that SWCA has possession of include the home sites [14(c)2], certain 14(c)1 campsites and historic use sites, and the 14(c)3 public lands, possibly including park areas around the Salt Lagoon, a "central park" between the Auk' Tah Lake subdivision and the Favorite Bay subdivision, and a rifle range that may be important in the analysis of airport site 12a. Agreements between the City and the Corporation may have changed the areas from what is in the draft 14(c)3 report - but what was agreed to was surveyed and platted, and is supposed to be shown on those plats SWCA has. Deeds to the homesites and the 14(3)C lands are being drawn up by Corporation attorneys, and may be completed by the first quarter of 2010. The deeds to the campsites, etc. [14(c)1 lands] have been completed. There are about 20 of those sites, and they are all very small – less than 2,000 square feet each. The Corporation is including a "reverter clause" in all the deeds that specify if the lands are not used for the agreed upon purposed (park and public space, etc. for 14(c) 3 lands), that the land's ownership will revert back to the Corporation. In other words - the City cannot sell or change the agreed upon use of these lands once they get the deeds. It also turns out that these deeds will not be fee simple - as they are just for the surface estates, and subsurface rights do not transfer (I believe that Sealaska Corp. owns the subsurface rights).





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

AAL-614  
Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

December 1, 2009

Albert Howard  
Mayor  
City of Angoon  
P.O. Box 189  
Angoon, AK 99820

Dear Mayor Howard:

The FAA and EIS Team would like to apologize for having to cancel both our private meeting with you on November 19<sup>th</sup> and the public meeting we had scheduled for that evening. Two of our key team members became ill while in Juneau, and we felt it was not appropriate to hold meetings in Angoon and potentially expose you and the community to illness. At the time we had to make the decision as to whether or not to travel to Angoon, we were unsure as to whether our team members had contracted the flu and believed it was best to err on the side of caution rather than jeopardize the health of the community.

We are currently working on plans to hold an internet-based presentation or other interactive presentation of the preliminary fieldwork results and project update to Angoon residents in the near future. We will be sending out announcements with instructions as to how and when the presentation will be available. It is very important to us that this information be shared with the community, so coordinating this presentation is our top priority.

We understand that you may have questions regarding the project that you wish to discuss in a less public setting and will make ourselves available for a teleconference at your convenience. Janet Guinn, our public involvement specialist, will be following up with you soon to coordinate a time that works with your schedule.

As always, please do not hesitate to contact me if you have questions. I can be reached at (907) 271-5454 or [leslie.grey@faa.gov](mailto:leslie.grey@faa.gov).

Sincerely,

Leslie Grey  
FAA, Alaskan Region Airports Division  
Angoon Airport EIS Project Manager

cc: S. Ellis (SWCA)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

AAL-614  
Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

December 7, 2009

President Wally Frank and Council Members  
Angoon Community Association  
P.O. Box 190  
Angoon, AK 99820

Dear President Frank and Council Members:

The FAA and EIS Team would like to apologize for having to cancel the Angoon Airport EIS public meeting we had scheduled for November 19<sup>th</sup> at the Angoon Community Center. Two of our key team members became ill while in Juneau, and we felt it was not appropriate to hold meetings in Angoon and potentially expose you and the community to illness. At the time we had to make the decision as to whether or not to travel to Angoon, we were unsure as to whether our team members had contracted the flu and believed it was best to err on the side of caution rather than jeopardize the health of the community.

We are currently working on plans to hold an internet-based presentation or other interactive presentation of the preliminary fieldwork results and project update to Angoon residents in the near future. We will be sending out announcements with instructions as to how and when the presentation will be available. It is very important to us that this information be shared with the community, so coordinating this presentation is our top priority.

As always, please do not hesitate to contact me if you have questions. I can be reached at (907) 271-5454 or [leslie.grey@faa.gov](mailto:leslie.grey@faa.gov).

Sincerely,

Leslie Grey  
FAA, Alaskan Region Airports Division  
Angoon Airport EIS Project Manager

cc: S. Ellis (SWCA)

## **DOT&PF/FAA TELECONFERENCE AGENDA – DECEMBER 9, 2009**

**Invited Participants:** Leslie Grey, Pat Oien, John Lovett, Verne Skagerberg, Liz Perry, Sheri Ellis, Matt Petersen

**8:30 am AK/10:30 am MTN Time**

**Call-In Number: 1-866-866-2244**

**Passcode: 6238504#**

1. November Meetings wrap up – Sheri
  - a. USFS Coordination
  - b. Cause and Effect
  - c. Other meetings
2. Land exchange alternative – Team
3. ACA and CCTHITA letters - Team

## AGENDA – FAA/USFS COORDINATION TELECONFERENCE – DECEMBER 10, 2009

Participants: FAA - Leslie Grey, Liz Perry, Sheri Ellis, Matt Petersen, George Weekley  
USFS – Marti Marshall, Jennifer Berger

Time: 8:30 AK/10:30 UT Time

Call-In: 1-866-866-2244

Passcode: 6238504#

1. FAA-USFS Coordination Plan
2. Cause and Effect Analyses
3. ANILCA White Paper
4. Miscellaneous Topics (if any)
5. Close

### FAA-USFS Coordination Plan

Marti Marshall stated that they still need to have some discussion internally on concurrent review processes, particularly with the Regional Office (RO) and the Washington Office (WO). It is likely that a 30 day review period is not adequate enough time to gather comments from the Forest, RO, and WO. Leslie asked the Marti and Jennifer to give us the number of days they think it would take to complete the concurrent reviews. Marti said she would check internally and hopefully get something back to us by next week (December 14-18).

### Cause and Effect Analyses

The draft cause and effect analyses (CEAs) for resource disciplines in the EIS were sent to Marti and Jennifer on November 4 with a due date for comments by December 7. FAA received written comments on Wilderness and Visual Resources and verbal comments from a few disciplines (Wildlife, Vegetation, Socioeconomics) at the meeting in Juneau. Since that time, the Forest Service did not receive any additional comments from Forest Service resource specialists. Both FAA and the Forest Service agreed that FAA resource specialists would call Forest Service resource specialists to gather any additional comments on CEAs and/or finalize the CEAs.

### ANILCA White Paper

The FAA sent the final ANILCA whitepaper to Marti and Jennifer on November 30 and the Forest Service acknowledged receipt of the final whitepaper. Initially, Maria Lisowski had some comments on the whitepaper, but later let Marti Marshall know that the whitepaper was fine and that the Forest Service considered it finalized as well.

### Miscellaneous Topics (if any)

Marti brought up a potential issue between the Forest Service and the FAA botanist over confusion relating to the project landscape area. The FAA botanist was informing the Forest Service botanist over the intent to use the Mitchell Bay landscape area as the project landscape area and the Forest Service botanist got the impression she was asking about the project area. The issue has since been straightened out and addressed.

Since we last talked, Marti also was able to talk with Forest Cole, the Tongass Supervisor about a land exchange. Forest reiterated that he would like to see a land exchange option on the table, mainly because the Forest Service isn't interested in managing airports and municipal water supplies on Forest Service lands. The Forest has had some informal conversations with the State of Alaska about an Angoon Airport land exchange at the Tongass Futures Roundtable recently, although it was not known who Forest Cole had talked with at the State. Marti Marshall will check with Forest Cole and see who he talked with from the State.

Leslie stated that if the Forest Service is interested in a land exchange, then they need to be talking to the State of Alaska now, because the FAA is intent on keeping the schedule moving. The key questions that need to be identified right away are, first, is the State willing to pursue a land exchange. If the answer to that question is no, then there is nothing further the FAA can do to bring in a land exchange option. The second question, if the State is amenable to a land exchange, are there State lands available that are viable options for the Forest Service.

Marti stated that the Forest Service's desire is no net loss of designated wilderness. She also reiterated that she would check with Forest Cole on who he talked to from the State at the Tongass Futures Roundtable.

Marti also asked if FAA has set any dates on WO briefings. Leslie stated that she hasn't yet, but that she is looking at the travel budget for the next quarter and will try to factor a trip to Washington DC in the next quarter.

Finally, Marti informed FAA that Denny Bschor, the Regional Forester, is retiring on January 3<sup>rd</sup>. At this time, they do not know who would be acting Regional Forester, but Marti suggested that FAA consider another RO briefing on the next trip. Leslie replied that we would like to do that as well.

The next monthly teleconference will be Thursday, January 7, 2010 at 8:30 AM (AKT). Marti will be away during that time, but Jennifer will be able to attend the next teleconference.



# Memo

To: Verne Skagerberg (ADOT&PF)  
From: Leslie Grey (FAA)  
CC: Liz Perry (SWCA), Matt Petersen (SWCA)  
Date: December 11, 2009  
Re: Notes from November 17, 2009 Meeting with the USFS regarding the Angoon Airport EIS

---

This memo summarizes the key elements of discussions between the Federal Aviation Administration (FAA) and U.S. Forest Service, Tongass National Forest (USFS) regarding the Angoon Airport EIS. More detailed notes for some items (i.e., the Cause-and-Effect discussions and Summary of Preliminary Fieldwork results) are available upon request.

## Background

The FAA and the following members of the EIS Consultant Team participated in a meeting with USFS staff regarding several topics related to the EIS and NEPA process: Liz Perry, Matt Petersen, George Weekley, Janet Guinn, and Sheri Ellis. The meeting was held at the USFS Admiralty Island Office. The agenda for the meeting (with revisions made during the meeting itself) was as follows:

- 8:30 – 9:00 AM: Meeting with Marti Marshall and Jennifer Berger of USFS to discuss ongoing coordination efforts between the FAA and USFS
- 10:00 – 11:30 AM: Presentation of preliminary fieldwork results to USFS resource specialists/Interdisciplinary Team (ID Team)
- 1:00 – 4:00 PM: Working Session – review of Cause-and-Effect Analyses with USFS ID Team
- 4:30 – 5:30 PM: ANILCA Title XI and Land Exchange Discussion (topic added by USFS) with Marti, Jennifer, and Maria Lisowski



### **Agency Coordination (FAA, EIS Consultant Team, Marti, Jennifer)**

Discussion centered around encouraging the USFS to finalize the draft coordination plan prepared by the FAA's team by assigning the final members of their ID Team and working with the FAA to establish a sequence and timeline for review of documents at various levels of the USFS organization. The USFS staff present indicated that it would be difficult to have concurrent reviews, as requested by the FAA, at the regional and district levels and that the suggested 30-day review period would not likely be adequate. Marti and Jennifer are to work with their regional and district offices to identify a sequence and timeline that would be acceptable to the USFS. Discussions of this topic will continue over the next several weeks.

Marti raised the question of whether a land exchange alternative would be included in the EIS as they are concerned about the Title XI process and the compatibility of an airport with the Wilderness Area. The topic was tabled until the end of the day in order to allow Maria Lisowski to join the conversation.

FAA provided a hard copy of the revised/final ANILCA Title XI coordination white paper to Marti and Jennifer and noted that this version incorporates the USFS comments on the draft version and is considered by FAA to be the final, implementable version.

### **Preliminary Fieldwork Results (FAA, EIS Consultant Team, USFS Resource Specialists, ADOT&PF)**

#### USFS Participants:

*George King, ANM Permit admin*

*Mark McCallum, TNF Archaeologist*

*Jennifer Berger, Shadow team lead; lands and recreation special uses*

*Kevin Hood, ANM special uses and wilderness*

*Susan Alexander, Regional Economist*

*Maria Lisowski, Regional Lands program leader*

*Kari Vanderheuel, Special Use Administrator*

*Pete Schneider, Fisheries Biologist*

*Ellen Anderson, Botanist*

*Chad Hood, Tongass minerals group*

*Dennis Chester, Wildlife/Subsistence*

*Marti Marshall, ANM Ranger*

The Consultant Team presented a PowerPoint presentation summarizing the preliminary results of field studies from the summer 2009 sessions and requested feedback from the USFS regarding any additional data gaps, anything they thought might have been missed during the fieldwork, etc. While the USFS staff asked questions, none indicated any data gaps or deficiencies in the methods or results of the studies.

Topics covered were the following:

- Terrestrial Wildlife and Birds
- Vegetation
- Wetlands

- Marine resources and fisheries
- Hydrology, floodplains, and geomorphology
- Subsistence
- Cultural Resources
- Visual Resources
- Noise

**Working Session – Cause-and-Effect Analyses (FAA, EIS Consultant Team, USFS Resource Specialists, Jane Gendron (ADOT&PF))**

Same USFS participants as above.

Two weeks prior to this meeting, the FAA provided the USFS with draft copies of the Cause-and-Effect analyses (CEA) matrix for their review and comment. The matrix describes how impacts to each resource category will be evaluated and measured and what metrics and indicators will be used. When finalized, the CEA matrix will serve as guidelines for the preparation of Chapters 3 and 4 of the EIS. The matrix was provided to the USFS so that they would have the opportunity to review and comment upon the proposed approach to each resource and have input in any changes now rather than after the draft EIS is prepared. The USFS ID Team was to review the matrix and come to this meeting with any questions or concerns to be discussed. Several members of the USFS ID Team were unable to attend the meeting. Two of them provided written comments. The USFS is to compile and provide all comments to the FAA by December 7<sup>th</sup>.

The Consultant Team introduced the purpose of the CEA matrix to the USFS ID Team present at the meeting and then discussed those resource topics requested by the USFS staff members. Generally speaking, the USFS ID Specialists agreed with the approaches presented in for the resource topics they represent and had only minor suggested additions or questions for clarification. Detailed notes about these discussions are available upon request.

**ANILCA Title XI and Land Exchange Discussion (FAA, EIS Consultant Team, Jane Gendron (ADOT&PF) and USFS staff : Marti Marshall, Jennifer Berger, Maria Lisowski, and Sue Alexander)**

The USFS staff present asked about the inclusion of a land exchange alternative or option in the EIS instead of or in addition to the ANILCA Title XI process. They indicated that the USFS is struggling with the idea of managing an airport and managing it inside the boundaries of a Wilderness Area. They indicated that they thought a land exchange might be a better option because the land would no longer be wilderness and that would address many concerns.

Maria noted that since the ADOT&PF would own the airport, the State would have to be the ones to initiate a land exchange. She also noted that the State DNR would need to be involved, not just the ADOT&PF. She added that the “need” to initiate a land exchange would depend on whether one of the two alternatives on the Monument/Wilderness Area was selected and suggested that perhaps the exchange could be done after the Title XI process (as a separate EA) or perhaps as a requirement of or mitigation for granting the Title XI application.

Matt Petersen of the EIS Consultant Team noted that if a land exchange were to be considered, it would be best to disclose the impacts of that exchange in the current EIS rather than doing a separate NEPA process and delaying things even longer. He added that if a land exchange were to be considered in the EIS, FAA would need all of the information about the lands to be exchanged, including the resource (affected environment) information and information on how the USFS would manage the newly acquired lands and that the FAA would need this information in the very near term.

Matt also clarified that a land exchange could not be used as “mitigation” in the NEPA sense of the word or be applied selectively to alternatives. He then noted that up to this point, the ADOT&PF has indicated only that they will initiate the Title XI process and that he fully expects the department to submit a Title XI application to which the FAA and USFS will have to respond.

Maria stated that for a land exchange to be considered in the EIS or even explored further for consideration, the State has to be willing to consider that option and they need to start the process. If they are interested, the USFS can identify lands they are interested in and that have similar wilderness characteristics so that there would be no net loss of wilderness. Maria did note that while typically the USFS only exchanges for lands of equal value, there are provisions for exchanges involving lands of lesser value.

Maria and Marti noted that including a land exchange as a term or condition of a Title XI application may help the USFS look more favorably on that application and that perhaps they could go ahead and recommend approval of the application if within 5 years or some short, specified time, a land exchange had to be executed. Leslie reminded everyone that the FAA would require there to be a minimum 20-year permit in order for FAA to approve spending money to build the airport.

Matt requested clarification as to whether the USFS would only consider recommending approval of the Title XI application if a land exchange was part of the requirements for the approval and then wondered why we would go through the Title XI process at all if that were the case. The USFS staff present indicated that they did not know if that was the case and that they are not the decision-makers for the USFS. Maria and Marti indicated that it would be predecisional to speculate whether USFS would entertain Title XI without a land exchange, but expected that if the State were interested, the USFS would work with them to quickly put together a land exchange.

Maria and Marti indicated that while a land exchange seems like it would be hard to do, the ANILCA Title XI process will likely be hard to swallow, especially at a national level, where perceptions are key, and that the USFS is currently under a lot of scrutiny.

FAA noted that ANILCA is a law and reminded those present that when Denny Bschor, the Regional Forester for the Tongass, attended the regional briefing, he indicated that the USFS was comfortable with the initiation of the Title XI process. Maria and Marti indicated that any decision on USFS position is premature until they know if the State is even willing to consider a land exchange option and Forrest Cole would need to be brought into this conversation. Marti will be contacting him soon, and will also be preparing a white paper for USFS national-level briefing.

Matt reiterated that it is technically possible to consider two separate scenarios regarding the alternatives on the Monument-Wilderness Area: a Title XI process *and* a land exchange. However, the land exchange must be defined so that the EIS can disclose the

impacts on the exchanged lands and that all parties would have to move quickly to be able to do this.

The USFS indicated that they would also need to hear from the public, both in Angoon and beyond. It would be especially important to know how Angoon residents would feel about losing wilderness lands.

**Angoon Airport EIS EPA Meeting  
Federal Aviation Administration Office  
Federal Building Annex, Mod. G, Room A36, Anchorage  
Tuesday, December 15th, 2009  
10:00 AM – 12:00 PM**

**Call-in number:** 1-866-866-2244  
**Passcode:** 6238504

**Participants:** Leslie Grey (FAA), Jennifer Curtis (EPA), Matt LaCroix (EPA), Tracy DeGering (EPA), Liz Perry (SWCA), George Weekley (SWCA), Sheri Ellis (SWCA)

**AGENDA**

1. Introductions (Leslie)
  
2. Presentation on preliminary results of summer field work (Sheri and George)
  
3. Questions and Answers

**Subject:** Re: Kootznoowoo Land  
**From:** Linda Snow <ljsnow@ak.net>  
**Date:** Mon, 21 Dec 2009 13:54:03 -0900  
**To:** peter@kootznoowoo.com

Peter and Cindy,

Thank you, thank you!! I very much appreciate this information.

Linda

Peter Naoroz wrote:

We intend to fulfill our agreement to convey lands to the City per ANCSA and our settlement agreement. As to your specifics Cindy just provided me the following information

# 1. "Central Park", large area between Favorite Bay subd & Auk' Tah Lake Rd Subd is 107.40 Acres # 2. Berry Picking area & Salt Lagoon Uplands, City of Angoon Selection #13

is 111.36 Acres # 3. Rifle Range, City of Angoon Selection #12 is 2.38 Acres Finally -- we do not have any information or agreement that would allow for this use for #3 to convert to RV Park and possible commercial uses.

-----Original Message-----

From: Linda Snow [<mailto:ljsnow@ak.net>] Sent: Monday, December 21, 2009 11:43 AM  
To: [peter@kootznoowoo.com](mailto:peter@kootznoowoo.com)  
Cc: 'Cindy DeWitt Paul'  
Subject: Re: Kootznoowoo Land

Thanks Peter -

I am just trying to fill in some information on my land use report (background info) for the affected environment section of the Airport EIS. While I do not have to have this information, it would just be nice to be able to say who owns how much land in the general area.

I am still trying to figure out what decisions were made as far as 14(c)3 lands, as it is not clear from the plats. There were 3 recommendations in the draft 14(c)3 report that are of particular interest because they are close to proposed airport sites. Those three areas are:

1. "Central Park" - a large area between Favorite Bay subdivision and Auk' Tah Lake Road subdivision.
2. Berry picking Area and Salt Lagoon Uplands - adjacent to Salt Lagoon, between the road to the ferry terminal and Keet subdivision, and behind the lagoon toward the landfill.
3. Current Rifle Range - after the range is relocated, this land may be used for RV park, and possible commercial uses.

Do you have any idea if those lands were, or will be conveyed to the City, and if so, what are the acreages? I asked Mayor Howard, and he was under the impression that the City has not made any decisions on 14(c)3.

Sorry to be such a pain. I just don't know where else to get this information, and it is very important for the EIS.

Linda

Peter Naoroz wrote:

Linda

This is a difficult assignment that we have only estimates calculated for totals. Our holdings are broken up into the following major categories on Admiralty Island.



ANCSA lands (lands not conveyed to our original shareholders later swapped and the city of Angoon -- this totals roughly 1000 acres.) ANILCA lands (e.g. hydro reserve, corridors) Private lands conveyed by deeds (USS's, Patented Coal Mine, other amounting to several hundred acres total)

We once calculated that Admiralty Island lands that we have a substantial interest in amount to 8000 acres after we convey our lands to the City of Angoon in accordance with section c(3) or ANCSA. Most of this acreage is corridor lands under ANILCA that have development potential subject to Forest Service sign-off.) Our most important lands are created under a provision that requires the Secretary of Agriculture to consult and cooperate in the management of Mitchell Bay, Kanalku Bay, Favorite Bay and their immediate environs. We have

never measured this area.

We do not publish these figures publicly and I offer this information on a confidential basis. If you require more precise amounts please

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Do you have a count of the number of acres of land that Kootznoowoo, Inc. owns on Admiralty Island? Happy Solstice - the light is increasing now. Yay!

Linda Snow  
Southeast Strategies  
907-780-6106

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Linda Snow  
Southeast Strategies  
907-780-6106

## Lindsey Petersen

---

**From:** Pete Schneider [pschneider@fs.fed.us]  
**Sent:** Monday, December 28, 2009 11:58 AM  
**To:** Leyla Arsan  
**Subject:** Re: Angoon Airport EIS  
**Attachments:** CEA table 10-12-09 draft for FAA review.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Leyla,

I would be tempted to include an additional "long-term impact" to the resource. Consider impacts to the freshwater environment due to improved access. Currently, much of the area in question is essentially only accessible to those using a boat. A more focused assessment of current recreation in and around the freshwater habitat that will become more accessible with road construction may be needed.

Once a road is built, access will be much higher and one could expect to see an increase in recreation-based activities causing erosion, vegetation trammeling, fishing pressure, etc. Illegal activities such as live tree cutting along streams, dumping, and atv use has potential to increase as well. Although, as discussed at the meeting, the dumping potential is probably very low, and ATV use is characterized as minimal by some accounts.

thanks for the opportunity to comment and have a Happy New Year.

Pete J Schneider  
Fisheries Biologist  
JRD Tongass NF  
(907) 789-6255  
[pschneider@fs.fed.us](mailto:pschneider@fs.fed.us)

"Leyla Arsan" <[larsan@swca.com](mailto:larsan@swca.com)>

12/14/2009 03:14 PM

To "Pete Schneider" <[pschneider@fs.fed.us](mailto:pschneider@fs.fed.us)>  
cc  
Subject Angoon Airport EIS

Hi Pete,

I write to ask for your feedback on a preliminary document that will provide the basis for the analysis of effects in the final EIS for the Angoon Airport Project. Attached is a cause and effects table that summarizes potential effects from the project and provides indicators for assessing those effects (Fisheries effects on pgs 9 to 11 "Marine and Freshwater Resources"). We would appreciate your feedback on this document, so we can be sure that the final fisheries technical report and the environmental impact analysis will cover all necessary items.

Thanks Pete, hope you're having a good winter.

### Leyla Arsan

Aquatic Biologist | SWCA Environmental Consultants  
434 NW Sixth Avenue, Suite 304, Portland, OR 97209  
T 503.224.0333 x341 | 866.351.4711 | F 503.224.1851



# CAUSE AND EFFECT ANALYSES

SUBMITTED TO:

**FEDERAL AVIATION ADMINISTRATION  
ALASKAN REGION, AIRPORTS DIVISION  
222 WEST 7<sup>TH</sup> AVE, BOX #14  
ANCHORAGE, ALASKA 99513**

SUBMITTED BY:

**SWCA ENVIRONMENTAL CONSULTANTS  
257 EAST 200 SOUTH, SUITE 200  
SALT LAKE CITY, UTAH 84111**

OCTOBER 12, 2009



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## INTRODUCTION TO CAUSE AND EFFECT ANALYSIS

A cause-and-effect analysis are used to identify potential impact-causing elements of project alternatives; and the resource impact indicators that will be used to describe the affected environment for each resource discipline as well as assessing project impacts.

Resources that should be described in an Affected Environment section of the Environmental Impact Statement (EIS) include those that:

- could be adversely or positively impacted by the Proposed Action or alternatives, or
- could be adversely or positively impacted by virtue of being symbiotic with other impacted resources (e.g., impacts to soil resources may eventually impact water quality).

A preliminary cause-and-effect analysis is then done for all alternative elements and all potentially affected resources in the project area. This cause-and-effect analysis includes the identification of potential resource impact indicators. Resource impact indicator is a resource element or quality that can be used as "currency" to describe the existing environment in preparation for assessing project impacts. While it is preferable that the indicator be quantitative (for example, acres of critical habitat), it may also be qualitative.

Resource impact indicators are important because the potential significance of project impacts should be assessed by evaluating the severity and context of those impacts. *Severity* refers to the potential long-term impact to that resource within the project area. *Context* refers to the relationship of the project impacts in comparison with the spatial and/or temporal scale of the resource in the project area. Use of consistent resource impact indicators in the environmental consequences and affected environment sections of the EIS allows an assessment of the severity and context of impacts and, consequently, a clear determination of potential impact significance.

## CAUSE AND EFFECT ANALYSIS BY RESOURCE

The following table includes a cause and effect analysis for all resources that will be analyzed in the Angoon Airport EIS. For the purposes of this analysis, *short term impacts* for the Angoon Airport EIS are defined as those occurring from the construction of the airport and its associated facilities. *Long-term Impacts* are defined as those resulting from the operation of the proposed airport. Whenever possible, cumulative impacts will be assessed using identical resource indicators described for long term impacts.

Please note that this is meant to be a working document to assist in planning the impacts analysis for the Angoon Airport EIS. These are proposed resource impact indicators only and are meant to provide discussion points between the Federal Aviation Administration (FAA) and the U.S. Forest Service (USFS). Additional information provided by cooperating agencies, including the USFS may warrant the use of different indicators or the modification of those already described below. This cause-and-effect analysis allows such discussion and modification to be completed before work on the affected environment or environmental consequences sections of the EIS is initiated, thereby saving time and effort.

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
<b>AIR QUALITY</b>			
Air pollutants would be emitted from construction of an airport, associated facilities, and access roadway. Additionally, pollutant emissions would be generated from the aircraft arriving and departing the airport and from vehicles traveling upon the airport access roadway.			
<b>Assumptions:</b>			
<ul style="list-style-type: none"> <li>• Construction activities would occur over multiple years</li> <li>• Aircraft operations would be between 3,704 and 4,351 annual operations over the 20 year planning period</li> <li>• Aircraft emissions will be estimated for operations within 5 miles and below 3,000 feet</li> <li>• The airport access road would be traveled primarily for the airport; although some traffic would be attributed to sightseeing and general access to surrounding areas</li> </ul>			
	<b>Short-term Impacts</b>	Emissions would result from construction vehicle emissions	Change in annual emissions of criteria pollutants as defined by the National Ambient Air Quality Standards (NAAQS) (tons/year)
		Emissions would result from dust generation during earthwork and hauling	
		Emissions would result from burning of brush	
	<b>Long-term Impacts</b>	Aircraft emissions during arrivals and departures at the airport	
		Vehicle emissions during maintenance activities at the airport (mowing, grading, patching, snow removal, etc.)	
		Motor vehicle emissions during use of the airport access road	
		Fugitive dust generation from vehicle travel along the access road	
<b>COASTAL RESOURCES AND NAVIGATION</b>			
The construction of a new airport and associated access road in the Angoon area include areas within the coastal zone. The project area is located in Alaska's Coastal Zone and Angoon Coastal District. Proposed project must be in compliance with Alaska Coastal Management Program (ACMP; 1979) , as well as the Angoon Coastal Management Plan (1990) and the Mitchell, Hood, and Chaik-Whitewater Bays Area Meriting Special Attention (AMSA) plan (1992) This affects all development proposals in or affecting the coastal zone including those initiated by local, state, and federal agencies. All projects proposed in the coastal zone or that can be shown to affect coastal resources (even if they are located outside the coastal zone) must comply with the standards of the ACMP and with the enforceable policies of approved district coastal			

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
management plans. Federal lands are outside of local coastal District jurisdiction. Excluded from Alaska's Coastal Zone Boundaries are "those lands, owned, leased, held in trust or whose use is otherwise by law, subject solely to the discretion of the Federal Government, its officers or agents." (15 CFR 923.3) Activities on these lands are subject to the consistency provisions of Section 307 of the Coastal Zone Management Act of 1972, as amended.			
	<b>Short-term Impacts</b>	Potential inconsistency with ACMP, the Angoon Coastal Management Plan (1990) and/or the Mitchell, Hood, and Chaik-Whitewater Bays AMSA plan	Potential impacts will be discussed with qualitative narrative, with reference to resource impacts analysis as appropriate (for example, Water, Subsistence or Aquatics Resources impact analysis). This information will be used to determine if project impacts would cause inconsistency with existing applicable coastal management plans.
	<b>Long-term Impacts</b>	See short-term impacts	See short-term impacts
<p><b>COMPATIBLE LAND USE</b></p> <p>The compatibility of existing and planned land uses in the vicinity of an airport is usually associated with extent of the airport's noise impacts. Activities that may alter aviation-related noise impacts and affect land uses typically involve airport development actions to accommodate fleet mix changes or the number of airport operations; air traffic changes; new approaches to the airport made possible by new navigation aids. Additional compatible land use would assess other land uses in the area to ensure that they do not adversely affect safe aircraft operations. Examples include municipal landfills and wetland mitigations.</p> <p><b>Assumptions:</b></p> <ul style="list-style-type: none"> <li>• Noise impacts will be determined according to FAA standards outlined in Federal Aviation Regulation Part 150 – Airport Noise Compatibility Planning, FAA Order 1050 1E, Environmental Impacts, Policies and Procedure, and, 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.</li> <li>• The community of Angoon has a strong tie to the land. Thus, land use changes may have a greater impact at Angoon than at other communities.</li> <li>• Limited land access in the Angoon area may intensify impacts of increased access, or changes in use of lands from airport and access road development.</li> <li>• Changes in many of the impact indicators may be difficult to quantify, and may require professional judgment by the analyst, potentially impacted parties, and other knowledgeable parties.</li> <li>• The analyst will work closely with team members involved with all potential forms of land use impacts (especially noise and Department</li> </ul>			

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
	<p>of Transportation [DOT] Section 4(f) impacts). Professional judgment may be used for qualitative analysis of impacts.</p> <ul style="list-style-type: none"> <li>• For changes in land use, we will consider whether particular uses can be transferred to other areas to minimize impacts.</li> <li>• It may be worthwhile to study any airports recently built in rural Alaska where only floatplane and boat access was available before as that examination may reveal potential trends for changes land use.</li> </ul>		
	<b>Short-term Impacts</b>	Changes to vehicle traffic patterns and volumes from construction activity	Short-term construction changes to traffic access and potential increases in traffic density in certain area and their impacts on land use
		Changes to noise exposure at noise receptors from construction activity	Construction noise level changes and their impacts on land use (reference Noise section of the EIS as appropriate)
	<b>Long-term Impacts</b>	Changes in compatibility with existing land use and management from airport operation and maintenance.	Acres of land where project causes incompatibility with existing zoning designations, Land Use Designation (LUD) or current land use.
		Changes in the amount of and access to land available for various uses (subsistence, cultural, commercial, residential, recreation, public, etc)	Acres of land with changed access and resulting potential changes in future land use (subsistence, recreational, residential, etc.)
		Changes to aircraft traffic patterns and resulting noise impacts	Long-term noise changes at various receptor sites and impacts on land use (reference Noise section of the EIS as appropriate)
		Changes to vehicle traffic patterns and volumes from airport operations and maintenance	Location and description of changes in traffic access and density and potential long-term impacts of these changes on land use.

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
<b>CULTURAL RESOURCES</b>			
The construction of a new airport and associated access road in the Angoon area would include removal of trees and vegetation as well as physical disturbance of topsoil and deeper soils and improvements in access to areas not currently accessible by road.			
<b>Assumptions:</b>			
<ul style="list-style-type: none"> <li>• Given dense vegetation in the areas of potential direct and indirect effects, some cultural resources that may be present will not be detectable during visual inspection of the area, and subsurface sampling also may not result in detection of some resources.</li> <li>• Increased road access to any of the proposed airport locations will result in increased use of adjacent areas</li> </ul>			
	<b>Short-term Impacts</b>	Construction of a runway, associated facilities, and an access road would result in physical disturbance that could affect cultural resources that are eligible for the National Register of Historic Places (NRHP) and/or hold high cultural significance for the local Alaska Native community	1) Numbers of known cultural resource sites (NRHP-eligible and –ineligible) that would be affected by construction; and 2) Relative risk to cultural resources from inadvertent discovery during construction based on known site distribution patterns
	<b>Long-term Impacts</b>	Increased access to areas previously not accessible by road could result in impacts to cultural resources, including resources eligible for the NRHP or important to the local Alaska Native community, from inadvertent damage, looting, or vandalism	Relative risk to cultural resources by alternative given known site distribution patterns and likely secondary land uses from road access
		See also Short-term Impacts	See Short-term Impacts discussion
<b>DOT 4 (F) and 6(F) RESOURCES</b>			
The construction of a new airport and associated access road in the Angoon area would include direct conversion of land from existing land uses to transportation uses and possible constructive uses of those lands through indirect effects. Some of those lands qualify as Section 4(f) resources under the Department of Transportation Act (as amended by SAFETEA-LU).			
<b>Assumptions:</b>			
<ul style="list-style-type: none"> <li>• Multiple Section 4(f) resources are present in the project area and include the Admiralty Island National Monument and Kootznoowoo Wilderness Area, the municipal lands designated for community park purposes on the peninsula, and archaeological sites that have been determined eligible for the National Register of Historic Places (i.e., historic properties).</li> <li>• A combination of the three airport alternatives and multiple access roads currently under consideration will be chosen and will include both a runway and an access road.</li> <li>• Lands needed for airport and access road construction will require permanent conversion of those lands to transportation uses.</li> </ul>			



**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
	<ul style="list-style-type: none"> <li>Increased road access to any of the proposed airport locations will result in increased use of adjacent areas, thereby affecting wilderness characteristics, a key value of the Monument-Wilderness Area.</li> <li>Indirect impacts from the removal of vegetation and wildlife habitat as well as the introduction of noise in the Monument-Wilderness Area could affect the key functions and values of the Monument-Wilderness Area.</li> <li>There are no Section 6(f) lands in the project area.</li> </ul>		
	<b>Short-term Impacts</b>	Construction of a runway, associated facilities, and an access road would result in direct conversion of existing land uses to transportation uses.	Use of Section 4(f) resources, including <i>de minimis</i> use – quantitative and qualitative assessment using criteria of Section 4(f) and concurrence or lack thereof from agencies with jurisdiction over Section 4(f) resources
		Construction of a runway, associated facilities, and an access road could result in use of historic properties.	Findings of Adverse Effects and No Adverse Effect on historic properties through the Section 106 process
	<b>Long-term Impacts</b>	Increased access to areas previously not accessible by road could result in increased activity in wilderness areas and an impact on wilderness characteristics. This is a potential constructive use.	Qualitative and quantitative assessment based on the analysis of impact on wilderness characteristics (reference Wilderness Characteristics section of the EIS as appropriate).
		Removal of vegetation and wildlife habitat and the introduction of noise in the Monument-Wilderness Area could affect the key functions and values of the Monument-Wilderness Area	Qualitative and quantitative analysis based on the findings of impact analyses for these resources (reference Vegetation, Wildlife, and Noise sections of the EIS as appropriate). The resource impacts will be considered in light of the specific use criteria established by Section 4(f) and the concurrence (or lack thereof) from the agency with jurisdiction over the Monument-Wilderness Area (i.e., the USFS).
See also Short-term Impacts		See Short-term Impacts discussion	

**Cause and Effect Analysis Table**

Resource	Impact Type and Description	Impact Indicators
<p><b>HAZARDOUS MATERIALS</b></p> <p>The construction and operation of a new airport and associated access road in the Angoon area would involve the use of hazardous materials and would generate solid wastes. Additionally, the project will result in physical disturbance of soils with the potential to disturbance existing hazardous materials or contaminated sites in the project area.</p> <p><b>Assumptions:</b></p> <ul style="list-style-type: none"> <li>• A full Phase I Environmental Site Assessment (ESA) will not be conducted.</li> <li>• Construction activities would occur over multiple years and will include clearing, excavation, hauling, building, and paving of the airport and access road.</li> <li>• Operation activities will eventually include 1) fueling of vehicles used during maintenance activities at the airport (mowing, grading, patching, snow removal, etc.), and 2) refueling of aircraft. Fueling will occur at a leased space created as part of the Proposed Action and alternatives.</li> <li>• Hazardous and other wastes resulting from the proposed project would be located mostly in fueling facilities and would include: <ul style="list-style-type: none"> <li>○ Hazardous liquid materials: Fuels – gasoline (potentially containing benzene, toluene, xylene, methyl tert-butyl, ether, and tetraethyl lead) and diesel fuel (and maybe propane); coolants/antifreezes; lubricants – grease (potentially containing complex hydrocarbons and lithium compounds) and motor oil; and possibly paints or solvents.</li> <li>○ Solid Wastes: floor sweepings, shop rags, lubricant containers, welding rod ends, metal shavings, worn tires, packing material, used filters, and office and food wastes. Solid wastes would also include human waste from portable toilets and waste pumped from permanent toilet with sealed containment tanks.</li> <li>○ Other hazardous waste that cannot be sent to landfill or transfer station could include anything flammable, toxic, reactive, or corrosive, such as pesticides, herbicides, and batteries.</li> </ul> </li> <li>• All solid wastes would be contained, stored, and disposed of in accordance with applicable local, state, and federal rules and regulations. Specific containment, storage, and disposal techniques would depend on the type and quantity of waste according to applicable rules and regulations. Non-hazardous solid wastes would be contained on site in dumpsters and transported periodically to a landfill.</li> <li>• Any hazardous wastes would typically be separated and stored in appropriately labeled (according to type of waste) Resource Conservation and Recovery Act (RCRA)-approved barrels. Barrels would typically be stored, temporarily, under cover before being hauled to a hazardous waste disposal facility. A spill prevention plan and other plans would be required. In the event of an unanticipated release events (such as spills or leaks), applicant would comply with all applicable planning and emergency procedures regarding spill.</li> </ul>		

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
	<p><b>Short-term Impacts</b></p>	<p>Changes in risk to human health and safety associated with presence of hazardous and waste materials during construction, including:</p> <p><u>Hazardous materials</u></p> <ol style="list-style-type: none"> <li>1. Exposure to existing contaminated sites</li> <li>2. Accidental or inadvertent leakages from storage tanks used for gasoline and diesel or other hazardous materials storage; fire resulting from gas or other fuel leaks</li> <li>3. Accidental or inadvertent spills during construction vehicle maintenance or fueling;</li> <li>4. Spills occurring off-site during transport.</li> </ol> <p><u>Solid wastes:</u> Solid waste generated during construction will need to be disposed of either in the existing landfill or will need to be removed from the area.</p>	<p><u>Hazardous materials</u></p> <ol style="list-style-type: none"> <li>1. Distance to documented existing contaminated sites in the area by alternative. Existing contaminated sites will be documented through a review of National Priority List (NPL), Leaking Underground Storage Tank (LUST), RCRA, and other applicable databases.</li> <li>2. Amount of hazardous materials stored onsite by alternative as a measure of potential risk of inadvertent spills or fires.</li> <li>3. Amount and type of construction vehicles and associated amount of required refueling and maintenance with the potential for spills.</li> <li>4. Location of construction staging areas and construction sites relative to sensitive resources.</li> </ol> <p><u>Solid wastes</u> Amount of solid waste and potential impacts on land-fill capacity. If needed, mitigation will be proposed to remove construction-generated solid waste from Angoon/Admiralty Island.</p>

**Cause and Effect Analysis Table**

Resource	Impact Type and Description	Impact Indicators
	<p><b>Long-term Impacts</b></p> <p>Changes in risk to human health and safety associated with presence of hazardous materials during airport operation and maintenance activities, including:</p> <p><u>Hazardous materials:</u></p> <ol style="list-style-type: none"> <li>1. Exposure to existing contaminated sites</li> <li>2. Accidental or inadvertent leakages from storage tanks used for gasoline and diesel fuel facilities or other hazardous materials storage; fire resulting from gas or other fuel leaks</li> <li>3. Accidental or inadvertent spills during aircraft maintenance or fueling.</li> <li>4. Spills occurring off-site during transport.</li> </ol> <p><u>Solid Wastes:</u></p> <p>Solid waste generated during construction will need to be disposed of either in the existing landfill or will need to be removed from the area.</p>	<p><u>Hazardous materials</u></p> <ol style="list-style-type: none"> <li>1. Distance to existing contaminated sites in the area by alternative</li> <li>2. Number of aircraft involved in refueling by alternative as a measure of potential risk of inadvertent spills.</li> <li>3. Number of maintenance vehicles involved in refueling or that would be maintained on-site by alternative as a measure of potential risk of inadvertent spills.</li> <li>4. Location of alternative/access road relative to sensitive resources.</li> </ol> <p><u>Solid Wastes:</u></p> <p>Amount of solid waste and potential impacts on land-fill capacity. If needed, mitigation will be proposed to remove construction-generated solid waste from Angoon/Admiralty Island.</p>
<p><b>MARINE AND FRESHWATER RESOURCES:</b></p> <p>Potential impacts to marine and freshwater resources will include habitat changes due to direct disturbance to freshwater habitat, as well as indirect water quality impacts to both freshwater and marine habitat. Marine and freshwater fishery impacts will be assessed in close coordination with the impacts analysis for the Water Resources section of the EIS.</p> <p><b>Assumptions:</b></p> <p>BMPs will be used wherever possible to minimize the effects of grubbing, grading and clearing near freshwater or marine habitat.</p> <ul style="list-style-type: none"> <li>• BMPs will be used wherever possible to minimize the effects of vegetation cover loss at freshwater stream crossings.</li> <li>• Banks and shorelines will be revegetated as soon as possible except where permanent bridge footings are placed.</li> </ul>		

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
<ul style="list-style-type: none"> <li>Freshwater stream crossings will use clear span bridge or open-bottom culvert to minimize the loss of channel habitat and to allow fish passage.</li> <li>All potential impacts described below will be assessed for potentially impacted perennial streams and marine habitats, including those designated as Essential Fish Habitat.</li> </ul>			
	<b>Short-term Impacts</b>	Access road and freshwater stream crossing construction activities could increase stream sedimentation and turbidity	Qualitative assessment of potential sedimentation impacts on fish based on physical structure of stream, acres or square feet of soil disturbance, soil erodibility, and streambank slope.
Access road and freshwater stream crossings construction could result loss of vegetation cover		Acres or square feet of fishery habitat affected by loss of vegetation canopy cover	
Construction of stream crossings (culverts or bridges) could result in stream banks and shoreline erosion		Acres of disturbance to stream bank vegetation, and assessment of soil erodibility and stream bank slope of these disturbed areas.	
Potential noise and debris impacts to fish during bridge and culvert construction		Qualitative description of potential noise and debris impacts and description of Standard Operating Procedures (SOPs) and construction timing as needed to reduce these impacts.	
Impacts to marine environments due to construction		Qualitative description of potential risks to marine environments due to construction based on amount of erodible soil disturbed and distance of construction from marine habitats and/or freshwater tributaries leading to those habitats.	
	<b>Long-term Impacts</b>	Permanent loss of canopy cover and stream channel habitat at stream crossings.	Acres of vegetation or square feet of habitat permanently impacted due to culvert or bridge placement (habitat impacts would include changes in shading from removal of canopy cover and loss of benthic habitat

**Cause and Effect Analysis Table**

Resource	Impact Type and Description	Impact Indicators
		due to culvert placement)
	Permanent changes in nutrient, and consequently, food inputs to streams based on permanent vegetation removal.	Acres of vegetation removed and qualitative discussion on potential impacts of those changes on nutrient and food inputs.
	Road network and airport runway may result in changes to water quality, and subsequently, fish habitat through increased runoff from impervious surfaces, lessened vegetation buffers, and increased areas with exposed soils.	Qualitative assessment of the long-term risk of sedimentation or pollution of stream or marine habitat based on estimated acres of permanent impermeable area or bare soil, and proximity of these areas to perennial streams or marine areas.
	Herbicide use in object-free areas near lakes could result in loss of riparian shade and changes in type of terrestrial nutrient and food input to lakes, as well as large woody debris (LWD) recruitment.	Qualitative assessment of risk based on potential herbicide use, combined with the development of discussion of SOPs to minimize these impacts.
	Ongoing vehicle/airplane operations on runways could result in runoff from de-icer applications, runway ice prevention applications, fuel leakage/transfer, brake pad dust, etc,	Acres of new impervious surface and associated risk of contaminants in water as assessed from flow pathways, soil types, slope, proximity, and precipitation patterns (reference Hazardous Materials section of EIS as appropriate)
<p><b>SOCIOECONOMICS</b> Both positive and negative socioeconomic impacts may occur as a result of the construction, operation, and maintenance of a new airport and access roads in the Angoon area.</p> <p><b>Assumptions:</b></p> <ul style="list-style-type: none"> <li>The IMPLAN I/O model will be used to determine impacts to jobs, wages, business income, income to government, income from rent and investment, and value added. IMPLAN is specific only to the Census Area level. As Angoon is in a Census Area with communities that have very different economic structures, it will take some thought about how to work with IMPLAN data to quantify community-specific impacts</li> </ul>		



### Cause and Effect Analysis Table

Resource	Impact Type and Description		Impact Indicators
	<ul style="list-style-type: none"> <li>• Changes in many socioeconomic indicators may be difficult to quantify, and may require professional judgment by the analyst, potentially impacted parties, and other knowledgeable parties</li> <li>• Due to the ethnic and income make up of Angoon, Environmental Justice impacts may include community-wide impacts in addition to census-block specific impacts for areas adjacent to the proposed project</li> <li>• The Angoon economy is not strictly cash-based as in most western cultures. Subsistence activities (social) and harvest (economic) play a large part in the economy, so changes to that activity and harvest will be carefully considered and quantified where possible. Change in subsistence activities and harvest will be gathered by other project team members, and quantified as possible by estimating replacement dollar values to quantities of subsistence resources consumed</li> <li>• Social impacts, while they may not reach the level of “significance” in terms of relocation and/or disruption, can be relevant in a community with such strong cultural and social fabric</li> <li>• For this analysis, the analyst will work closely with team members involved with cultural, historic, and subsistence resources to consider social impacts, and team members involved with subsistence, fishery habitat (commercial and sport), wildlife habitat (sport and subsistence), other subsistence resource habitat, and other disciplines to consider economic impacts</li> <li>• We will consider all potential socioeconomic and other relevant impacts to determine if the project will disproportionately affect low income or minority population (Environmental Justice).</li> <li>• Limited land access and availability in the Angoon area may intensify impacts of increased access, or changes in use of lands from airport and access road development</li> </ul>		
	<b>Short-term Impacts</b>	Changes in jobs, wages paid, and business and government income from airport construction	Jobs and earnings, business income, fees and taxes paid, rental and investment income during and due to construction (IMPLAN and related analysis)
Changes in quality of life or safety		Changes in quality of life due to construction (qualitative description) with quantitative reference to potential influxes of workers, potential disruption of transportation, and short-term air quality impacts	
Economic impacts from short-term changes in subsistence access or quality of subsistence lands		Changes to subsistence use during construction due to access (qualitative description with reference to Subsistence section of the EIS as appropriate) and potentially quantitative link to what that	

**Cause and Effect Analysis Table**

Resource	Impact Type and Description	Impact Indicators
		means in terms of "income" to subsistence users
	<b>Long-term Impacts</b>	Changes in jobs, wages paid, and business and government income from airport operation and maintenance
		Changes in costs or benefits to air carriers from operations at new airport (economic)
		Changes in aviation safety, reliability and efficiency (social and economic)
		Changes in cost of air travel for passengers and freight (economic)
		Changes in transportation access for business, health, education, recreation, and other quality of life indicators (social and economic)
		Environmental Justice impacts (social and economic)
<p><b>SUBSISTENCE</b> Subsistence resource populations and habitat within the Favorite Bay/Favorite Creek watershed, including the community of Angoon and the Angoon peninsula, would be altered as part of airport and access road construction activities. Subsistence users' access to, and competition for,</p>		

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
<p>subsistence resources would also change.</p> <p><b>Assumption:</b></p> <ul style="list-style-type: none"> <li>Subsistence impacts include potential changes in the abundance of the subsistence resource, access to that subsistence resource, or level of competition for that subsistence resource.</li> </ul>			
	<b>Short term Impacts</b>	Changes in abundance of subsistence resources	Acres of habitat loss of key subsistence species, with additional weight given to the importance of the lost habitat for a given species in context of the project and landscape area
		Changes in availability of subsistence resources	Changes in population of subsistence resources (based on habitat loss), the importance of the affected species for subsistence, and availability of replacement subsistence resources in context of the project and landscape area
		Changes in access to subsistence resources	Acres of land where access to subsistence resources are increased or decreased
		Changes in competition for subsistence resources	Qualitative assessment of changes in local and non-local subsistence use patterns based on project assumptions
	<b>Long-term Impacts</b>	See also Short-term Impacts	See Short-term Impacts discussion
<p><b>VEGETATION</b></p> <p>The construction of a new airport and access roads in the Angoon area will include the removal of trees and herbaceous vegetation. Some of this vegetation, such as staging areas, will be revegetated with native plant species after construction is complete. However the majority of the vegetation removal will be permanent.</p> <p><b>Assumption:</b></p> <ul style="list-style-type: none"> <li>A combination of the alternatives presented will be chosen including a runway and access roads.</li> </ul>			

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
<u>Native Plant Communities and Tongass National Forest Rare Plant Species</u>	<b>Short-term Impacts</b>	Construction of roads and runways would result in the removal/alteration of 1) native plant and 2) rare plant species individuals/habitat in various habitat types in the project area	1) Acres of vegetated area removed during construction in the project area; and 2) estimate of the number of rare plant individuals and acres of potentially suitable rare plant habitat removed during construction in the project area
	<b>Long-term Impacts</b>	Permanent placement of airport runway, facilities and road would result in the removal/alteration of 1) native plant and 2) rare plant species individuals/habitat in various habitat types in the project area	1) Acres of vegetated area permanently removed due to placement of airport and roads; and 2) estimate of the number of rare plant individuals and acres of potentially suitable rare plant habitat permanently removed due to placement of airport and roads
		Introduction of noxious weeds and other non-native plant species into the project area as a result of soil disturbance and construction vehicle presence associated with project construction	Acres of vegetated area and potentially suitable rare plant habitat removed/disturbed during construction area considered in combination with presence of noxious/invasive weed populations in the vicinity of the project area
<p><b>VISUAL</b></p> <p>Airport construction at the proposed locations adjacent to Favorite Bay and the town of Angoon would include forest clear-cutting and vegetation removal, surface disturbances along the runway and runway safety areas, runway and airport building construction, and airport access road construction. Typical construction equipment would include heavy earthmoving and hauling equipment and vehicles, timber harvesting equipment and hauling rigs, asphalt and concrete trucks and paving equipment, building construction equipment, and a variety of smaller trucks and vehicles for transporting timber harvesting and construction crews to the selected airport site. The potential impacts would be to aesthetic and visual resources, including viewsheds from potential sensitive viewing points within Favorite Bay and from the town of Angoon.</p> <p><b>Assumptions:</b></p> <ul style="list-style-type: none"> <li>• Visual impacts will occur only in those areas where alternative construction and/or facilities are visible from sensitive view points</li> </ul>			

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
	<b>Short-term Impacts</b>	A short-term reduction in scenic quality from visual contrasts created by ground surface disturbances, exposed soil, felled trees and uprooted vegetation, construction vehicles and construction infrastructure (trailers, outbuildings), vehicles, timber removal and construction personnel, and construction materiel in staging areas	Acres of project construction area consistent with or in conflict with designated USFS Tongass National Forest scenic quality/visual management objectives and scenic integrity when viewed from key vistas or observation points.
	<b>Long-term Impacts</b>	A long-term scenic quality reduction from a visual contrasts created by a permanent clear-cut and airport vegetation clearance zones, an asphalt or concrete runway and airport infrastructure, airport lighting and light poles, power lines and power poles, and airport maintenance and passenger access roads	Acres of airport facilities / road consistent with or in conflict with designated USFS Tongass National Forest scenic quality/visual management objectives and scenic integrity when viewed from key vistas or observation points.

**WATER RESOURCES**

Airport and access road construction will require constructed crossings of Favorite Creek and up to 10 perennial streams. These project activities as well as clearing of watershed vegetation for Runway Safety Areas (RSA) and areas airport facilities have to potential to impact water resources. Fill and clearing for roads on steep slopes will increase risk of erosion. Fill of headwaters wetlands will decrease base flows leading to potential dewatering or longer dewatering of small streams during low flow periods. Conveyance of water, wood, and sediment may decrease due to placement of bridge and culvert structures on streams. Increased turbidity and locally higher stream temperatures may result from stream/water body crossing, clearing of vegetation for RSA and clear areas, or where roads run parallel to streams.

**Assumptions:**

- Hydrologic analyses will identify existing and potential future condition flows, flow widths, water depths, and stream velocities for 2-, 10-, 25-, and 100-year events per Alaska Department of Transportation and Public Facilities (ADOT&PF) standards and methods
- A Tier 2 Analysis (USFS) will describe existing stream conditions
- A channel spanning bridge structure will be used on Favorite Creek due to log jam potential
- Fish passage by Alaska Department of Fish and Game (ADF&G) standards will be considered on most, if not all, crossings
- CMP culverts per Alaska Department of Transportation and Public Facilities (ADOT&PF) standards will be used for crossings on the unnamed streams
- Culverts will be sized using standard ADOT&PF methods
- Culverts may be placed without isolation and dewatering during ADF&G approved work windows

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
	<ul style="list-style-type: none"> <li>GIS analysis will identify riparian and steep slope areas at risk</li> </ul>		
	<b>Short-term Impacts</b>	Structure placement will remove riparian vegetation that will contribute to an increased risk of erosion and may increase sediment loads and turbidity for approximately 1-3 years	Total acres of vegetation cleared including acres cleared with highly erodible soils and soils with low strength
		Road placement and clearing in areas with slopes >20 percent will contribute to an increased risk of erosion and may increase sediment loads and turbidity for approximately 1-10 years (need coordination with Geologist and Civil Engineer)	Total acres disturbed by road construction and aviation facilities on slopes >20 percent
		Removal of riparian vegetation along roads will allow more solar insolation on small streams resulting in localized increased summer water temperatures for approximately 5-30 years after construction while trees grow back	Total acres of vegetation cleared for road placement and aviation facilities within one bankful width of streams including acres cleared with highly erodible soils and soils with low strength
		Culvert construction will require disturbance of the channel bed resulting in brief turbidity spikes that will decrease water quality for a period of days or weeks during and after construction	Total acres disturbed by fill placement for road crossing at each structure
	<b>Long-term Impacts</b>	Culverted stream crossings will have somewhat reduced capacity to convey large wood and sediment compared to existing conditions	Comparison of channel width and valley floor width for existing conditions and potential future conditions
		Stream velocities immediately downstream of culverts will increase slightly compared to existing conditions	Hydraulic analysis of stream velocities immediately downstream of culverts
		Some riparian areas will not return to existing closed canopy resulting in localized areas of permanent higher summer water temperatures compared to existing conditions	Total riparian acres permanently disturbed by fill placement for aviation facilities and road crossings that will not be allowed to return to closed canopy forest
		Road placement and clearing in areas with slopes >20 percent will contribute to an increased risk of	Total acres permanently disturbed by road construction and aviation facilities on



**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
		erosion and may increase sediment loads and turbidity	slopes >20 percent
		Filling of headwaters wetlands will decrease base flows leading to dewatering or longer dewatering during low flow periods	Acres of headwater wetlands filled as a percentage of upstream basin area
		Impermeable areas created for airport facilities in combination with watershed areas that will be cleared and will not return to existing closed canopy will result in larger and more frequent peak stream flows compared to existing conditions	Acreage of impermeable surfaces to be created and a comparison of existing vs. proposed stream hydrology based on this increase in impermeable surface.
<p><b>WETLANDS</b></p> <p>By permanently filling aquatic systems that have special status under federal regulation, landscapes undergo a series of ecosystem service losses, such as wildlife habitat, flood attenuation, water quality polishing, erosion control, and carbon sequestration. Mitigation for impacts to wetland resources includes avoidance, minimization and compensatory mitigation, which can take the form of creation, restoration, and enhancement. Limiting the amount of unavoidable impacts to the extent practicable reduces disturbance, habitat fragmentation, hydrologic modification and resource degradation.</p> <p><b>Assumptions:</b></p> <ul style="list-style-type: none"> <li>• The survey area includes 1,000 feet from the centerline of each runway alternative and 100 feet from the centerline of each access road</li> <li>• SWCA will not conduct a wetland delineation</li> <li>• SWCA will conduct a reconnaissance survey to identify the approximate location and extent of wetlands and other waters of the U.S.</li> <li>• SWCA will classify wetland resources according to Cowardin et al. (1979)</li> <li>• Field data will complement remote sensing imagery to produce a map of vegetation communities and surface water resources</li> <li>• As part of the EIS process, this map will identify the least environmentally damaging practicable alternative</li> <li>• Unavoidable impacts to wetlands and other waters of the U.S. will be mitigated</li> </ul>			
	<b>Short-term Impacts</b>	Degradation or loss of wetlands and other waters of the U.S as part of project construction	Acres of wetland and other waters of the U.S. filled as part of the project construction
	<b>Long-term Impacts</b>	Long-term effects include a permanent loss in wetlands due to facilities, as well as a reduction in other wetland ecosystem services	Acres or functional units of wetlands or linear feet or functional units of streams that lose long-wetland function due to project facility placement or operation.

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
<p><b>WILDLIFE, including federally-listed threatened, endangered and special status species</b></p> <p>The construction of a new airport and access roads in the Angoon area will commence with the removal of trees and current vegetation. Some of this vegetation, such as staging areas, will be allowed to re-grow after construction is through. However the majority of the vegetation removal will be permanent. The removal of vegetation may lead to increased sedimentation and storm water flow into creeks and ultimately the ocean. During construction, there will be an increase in human noise and activity. This activity will lessen after construction is through, especially along access routes. Some level of increased human activity will continue with the use of the airport roads, buildings, and runways. Increased access into areas previously inaccessible by vehicle may alter hunting and other recreational activities in the area.</p>			
<p><u>Marine Mammals</u> <i>(Humpback Whale, Steller Sea Lion and Harbor Seal)</i></p>	<p><b>Short-term Impacts</b></p>	<p>Construction of roads and runways removes vegetation and exposes soil surface to erosive forces which may cause sedimentation in the Bay.</p>	<p>Estimated tons of sedimentation that potentially could enter the marine environment</p>
		<p>Increased human activity with heavy machinery causes increased noise disturbance and may disrupt normal behavior patterns.</p>	<p>Increased average day/night noise level to occur in the project area due to construction combined with buffer of representative species noise tolerances (if available). This will be used to estimate the total acres of habitat likely to be abandoned by each species due to noise.</p>
	<p><b>Long-term Impacts</b></p>	<p>Long-term shifts of behavioral patterns due to increased number of roads, runways and bridges.</p>	<p>1) Number of vehicles and planes expected to use the new roads, bridges and runways; and 2) Increased average day/night noise level to occur in project area due to vehicle and air traffic combined with buffer of representative species noise tolerances (if available). This will be used to estimate the total acres of habitat likely to be abandoned by each species due to noise.</p>
<p><u>USFS Sensitive Species and Alaska State Species of Concern/Audubon</u></p>	<p><b>Short-term Impacts</b></p>	<p>Construction of roads, runways and bridges decreases habitat</p>	<p>Total acres of habitat directly removed under each alternative</p>
		<p>Increased human activity which causes increased noise disturbance</p>	<p>Increased average day/night noise level to occur in project area due to vehicle and air traffic combined with buffer of</p>

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
<u>WatchList species</u> <i>(Queen Charlotte goshawk, Peale's peregrine falcon, osprey, trumpeter swan, common eider, black oystercatcher, Kittlitz's murrelet, and bald eagle)</i>			representative species noise tolerances (if available). This will be used to calculate the total acres of habitat likely to be abandoned by each species due to noise.
	<b>Long-term Impacts</b>	Permanent reduction in habitat  Long-term shifts in behavioral activity due to increased number of roads, runways and bridges.	Acres of habitat permanently removed in project area under each alternative  1) Number of vehicles and planes expected to use the new roads, bridges and runways; and 2) Increased average day/night level to occur in project area due to vehicle and air traffic combined with buffer of representative species noise tolerances (if available). This will be used to calculate the total acres of habitat likely to be abandoned by each species due to noise.
<u>USFS Management Indicator Species</u> <i>(brown bear, Sitka black-tailed deer, river otter, marten, red squirrel, bald eagle, brown creeper, hairy woodpecker, red-breasted sapsucker, and Vancouver Canada goose)</i>	<b>Short-term Impacts</b>	Construction of roads, runways and bridges decreases habitat	Total acres of habitat disturbed under each alternative
		Construction of roads, runways and bridges alters wildlife movement corridors.	For terrestrial species, location and number of wildlife movement corridors temporarily blocked by construction under each alternative
		Increased human activity with heavy machinery causes increased noise disturbance	Increased average day/night noise level to occur in project area due to vehicle and air traffic combined with buffer of representative species noise tolerances (if available). This will be used to calculate the total acres of habitat likely to be abandoned by each species due to noise.
	<b>Long-term Impacts</b>	Permanent reduction in habitat	Acres of habitat permanently removed in project area

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
		Long-term shifts in behavioral activity due to increased number of roads, runways and bridges.	1) Location and number of wildlife movement corridors permanently blocked by development; and 2) Increased average day/night noise level to occur in project area due to vehicle and air traffic combined with buffer of representative species noise tolerances (if available). This will be used to calculate the total acres of habitat likely to be abandoned by each species due to noise.
		Permanent human activity increase for airport access and hunting	Predicted changes in human activity, including hunting, in and around proposed airport and access road locations. Predictions will be based on current subsistence interview data indicating current access patterns off existing roads. This information will then be qualitatively related to potential disturbance and hunting impacts on wildlife.
<p><b>WILDERNESS CHARACTERISTICS</b></p> <p>The construction of a new airport and access roads in the Angoon area include the tree and vegetation removal. Some vegetation will be allowed to re-grow after construction is through; however the majority of the vegetation removal will be permanent. The removal of vegetation may lead to increased sedimentation and storm water flow into creeks and ultimately the ocean. During construction, there will be an increase in dust, human noise and activity. This activity will lessen after construction, especially along access routes. Some level of increased human activity will continue with the use of the airport roads, buildings, and runways. Increased access into areas previously inaccessible by vehicle may alter hunting and other recreational activities in the area.</p> <p><b>Assumptions:</b></p> <ul style="list-style-type: none"> <li>• Analysis indicators are described based on the particular wilderness characteristics that could be impacted including: <ul style="list-style-type: none"> <li>○ Untrammeled</li> <li>○ Undeveloped</li> <li>○ Natural</li> <li>○ Opportunities for Solitude and Primitive and Unconfined Recreation</li> </ul> </li> </ul>			

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators	
<ul style="list-style-type: none"> <li>• Visitor use of wilderness resources, except for subsistence, in the Favorite Bay watershed is low (less than 50 visitors per year)</li> <li>• Any qualitative analyses described below will be conducted in close collaboration with the USFS wilderness manager.</li> <li>• Indicators described below would apply to both short-term (construction) and long-term (operational) impacts.</li> </ul>	<p><b>Short term and long term Impacts</b></p>	<p>Changes in authorized or unauthorized actions that affect the biological and physical environment</p>	<p>Acres of wilderness lost as a result of airport construction and operation actions that affect the biological and physical environment, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager</p>	
		<p><u>Untrammeled</u></p>	<p>Changes in authorized or unauthorized actions that affect the biological and physical environment</p>	<p>Acres of wilderness lost as a result of airport construction and operation actions that affect the biological and physical environment, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager</p>
		<p><u>Undeveloped</u></p>	<p>New structures, installations, or developments</p>	<p>Acres of wilderness impacted directly by project construction or indirectly by ability to view structures, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager (reference Visual Resources section of the EIS as appropriate)</p>
		<p>Changes in use of motor vehicles, motorized equipment, or mechanical transport</p>	<p>Acres of wilderness lands within sight or sound of mechanized transport, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager</p>	
<p><u>Natural</u></p>	<p><b>Short term and long term Impacts</b></p>	<p>Changes in plant and animal species and populations</p>	<p>1) acres of impact to management indicator species (MIS) habitat on wilderness lands, and 2) acres of abundance and distribution of invasive or non-native species on wilderness lands, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager (reference Wildlife, Vegetation, and Wetland sections of the EIS as appropriate).</p>	

**Cause and Effect Analysis Table**

Resource	Impact Type and Description		Impact Indicators
		Changes in water quality	Acres of reduced water quality on wilderness lands, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager (reference Water Resources section of the EIS as appropriate).
		Changes in air quality	Acres of reduced air quality on wilderness lands, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager (reference Air Quality section of the EIS as appropriate).
<u>Opportunities for Solitude and Primitive and Unconfined Recreation</u>	<b>Short term and long term Impacts</b>	Changes in ability to escape sights and sounds of people inside and adjacent to wilderness	1) Acres of wilderness impacted directly by project construction or indirectly by ability to view structures, 2) acres of wilderness affected by roads, flight paths, and other travel corridors, and 3) Acres of impact from human-caused noise on wilderness lands, as determined through GIS analysis and professional judgment in collaboration with USFS wilderness manager.
		Impacts to visitor access to wilderness based on changes in management restrictions.	Acres of wilderness lands where visitor use is restricted based on airport construction based on FAA requirements.





By U.S. Mail, Fax and E-mail

The Honorable Tom Vilsack  
Secretary of Agriculture  
U.S. Department of Agriculture  
1400 Independence Avenue, SW  
Washington, D.C. 20250

Re: Angoon, the Tongass and the Recovery Act

Dear Secretary Vilsack:

Congratulations on your appointment to the office of Secretary of Agriculture. We send greetings and well wishes from our little village of Angoon, Alaska situated within the heart of one of the most splendid National Monument and Wilderness areas of the United States. Angoon is finally ready to begin implementing an energy and economic development plan after years of critical planning and assistance from the Forest Service.

Kootznoowoo Incorporated in its status of a federally recognized Native village corporation is working very closely with the Forest Service, the City of Angoon and our 1934 Indian Reorganization Act (IRA) tribal government – the Angoon Community Association for the betterment of Angoon's residents and their way of life. Our community energy policy is enclosed as is a copy of the Tribe's energy resolution and letter of authorization and support.

Kootznoowoo's responsibilities outlined in the Alaska Native Claims Settlement Act (ANCSA) as modified by the Alaska National Interest Land Conservation Act (ANILCA) and other subsequent public laws includes an important role with respect to federal relations with the community of Angoon. The plain language of ANILCA creates a unique relationship between Kootznoowoo and your office. Section 506(a)(3)(E) states "The Secretary of Agriculture shall consult and cooperate with Kootznoowoo, Incorporated, in the management of Mitchell, Kanalku, and Favorite Bays, and their immediate environs..." , and Congress has authorized you to enter into such cooperative arrangements as may further the purposes of ANILCA and other provisions of law such as the Recovery Act.

This relationship can be utilized to accomplish a number of mutually beneficial goals including a quicker move away from expensive diesel powered electrical generation utilizing the Recovery Act and other agency tools at your disposal. The authorization allows us to combine efforts to generate clean, affordable energy. Access to affordable energy is paramount to fighting poverty, unemployment and disparate economic conditions that exist within the forest. Our cooperative efforts could provide a model for dealing with all small communities located within national forests.

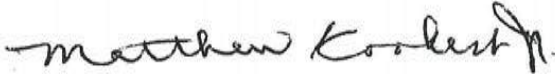
Our community's relationship with the U. S. Forest Service includes some recent successes but much work remains as was outlined in our comments to and appeal of the recent Tongass Land Management Plan. Areas where we have made progress include the recent issuance of a Record of Decision (ROD) on Thayer Creek Hydro and the commencement of an



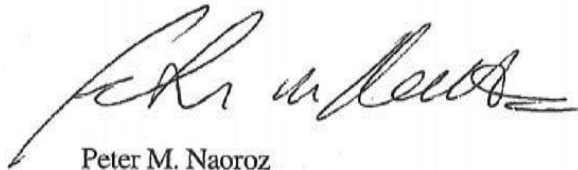
Environment Impact Statement for a much needed airport – the first ever to be potentially located in a wilderness. We will soon have an opportunity to create jobs for America as the shovels are ready to turn our soil in a manner contemplated by our elders so that we may make Angoon productive once again. We understand that our country is begging for the energy of each village, town, and city to contribute to the common good.

We would like to work directly with you in preparing a cooperative agreement for accomplishing our mutual goals during the next few weeks and months. We will be following up with a phone call to your office with a request for a meeting time when we can brief you on the unique relationship ANCSA and ANILCA created, and to discuss opportunities this special relationship presents at this critical time. We can be contacted anytime at 907-790-2992 (office) or 907-723-5285 (Peter's cell).

Respectfully,



Matthew A. Kookesh, Jr.  
Chairman of the Board of Directors



Peter M. Naoroz  
President and General Manager

Enclosures (2)

Cc with enclosures:

Congressional Delegation  
Angoon Community Association  
City of Angoon  
Chief Tom Tidwell with enclosures  
Mr. Denny Bschor, Regional Forester  
Mr. Forrest Cole, Forest Supervisor

# Angoon Community Association

P.O. Box 328 \* Angoon, Alaska 99820 \* (907) 788-3411 \* FAX (907) 788-3412

## RESOLUTION OF THE ANGOON COMMUNITY ASSOCIATION No. 09-06

WHEREAS: The Angoon Community Association (ACA) is the tribal governing body of the Community of Angoon as authorized by the acts of Congress of June 18, 1934, (48 Stat. 948), and May 1, 1936 (49 Stat. 1250) approved by the Secretary of the Interior on May 10, 1939 and ratified by the membership of Angoon Community Association by an election on November 15, 1939, and

WHEREAS: Article V-Powers, Section 1 (a) states "To negotiate with the Federal and Territorial (state) Governments on behalf of the Community...", and

WHEREAS: the tribal government was the first formal government of the community of Angoon, and

WHEREAS: the City of Angoon is the second formal government which has the sole ownership of all utilities, easements, corridors, and ROW of the community of Angoon, and

WHEREAS: the village corporation, Kootznoowoo, Inc., has the exclusive right to develop a Hydro project within the national monument, and

WHEREAS: one way to enhance the economy of a community is to reduce the high cost of living, and

WHEREAS: the tribal government, Angoon Community Association, has the sovereign authority to work directly with the federal government, now therefore

BE IT RESOLVED THAT: the President of the United States, the Honorable Barack Obama, and his cabinet, be authorized to work directly with the village corporation, Kootznoowoo, Inc., on funding for the completion of the hydro facility in Thayer Creek, which is shovel ready, be it

FURTHER RESOLVED: that the funds be allocated to the tribal government and all the funds be used for construction by the direction of the procurement policy of the tribal government, be it

FINALLY RESOLVED THAT: the stimulus funding, because it is a wilderness area, be used to construct a maximum output facility in the Thayer Creek corridor.

SIGNED: Wally R. Frank, Sr.  
Wally R. Frank, Sr., President

### CERTIFICATION

I, the undersigned, as the Secretary of the Angoon Community Association hereby certify that the Council of the Association is composed of Seven (7) members, of whom 6 constituted a quorum were present at a meeting there of duly and regularly called, noticed, convened and held this 11th day of March, 2009; and that the foregoing resolution No. 09-06 was adopted at such meeting by affirmative vote of 5 Aye and 0 Nay.

In witness thereof, I have set my hand as Secretary this 11th day of March, 2009.

ATTEST: Floyd G. Jim  
Floyd G. Jim, Secretary

ANGOON COMMUNITY ASSOCIATION

March 11, 2009

The Honorable Barack Obama  
President of the United States  
The White House  
Washington, DC 20500

Dear Mr. President,

The tribal government, Angoon Community Association, would first like to extend their sincere congratulations on your accomplishment of being the President of our beloved country. This is a huge step forward for the United States.

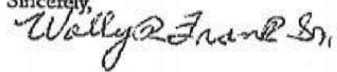
Enclosed is a resolution of the tribal government in support of the efforts of our village corporation, formed under ANSCA.

The community believes that there are several ways to address the economic crisis that is before us. One of the avenues is to reduce the high cost of energy. Our resolution is requesting direction to secure funding for a project that has been "shovel ready" since the passage of ANILCA.

The stimulus plan is the avenue for the immediate funding of this important community project which can develop into an economic boost for this one great State of Alaska.

To the great future of you and your cabinet.

Sincerely,



Wally R. Frank, Sr.  
President

CC: Secretary of Interior  
Secretary of Agriculture  
Department of Energy  
Senator Lisa Murkowski  
Representative Don Young  
City of Angoon  
Kootznoowoo, Inc.

PO BOX 328 • ANGOON, ALASKA • 99820  
PHONE: (907) 788-3411 • FAX: (907) 788-3412



**RESOLUTION # 08-01**

**A RESOLUTION OF KOOTZNOOWOO INCORPORATED SUPPORTING  
ANGOON ENERGY POLICY**

WHEREAS, Angoon through the Angoon Community Association, the City of Angoon and Kootznoowoo Inc. (collectively Angoon) are working toward energy independence and economic development through local self-determination that supports private and public energy initiatives, and

WHEREAS, Angoon encourages establishment of a progressive customer-oriented energy policy including a 100% renewable portfolio standard, construction of a fully integrated Southeast Intertie, net metering and the adoption of market driven competitive production of environmentally sustainable energy, and

WHEREAS, Angoon understands that Southeast Alaska has the energy potential to be one of the top producing energy regions of the United States and the "North Slope" of renewable energy and that Angoon through its actions can help lead the efficient deployment of assets in the region by its planning leadership and its status as the only community completely surrounded by a Wilderness Monument in the United States.

NOW, THEREFORE BE IT RESOLVED THAT, Angoon, Alaska, designates Kootznoowoo Inc. to lead the effort to design, coordinate, develop, and fully implement our community energy plan and utility corridors, and

FURTHER RESOLVED, that Kootznoowoo Inc. will provide assistance and work collaboratively with our neighbors in Kake, Juneau and Yukon and B.C. First Nations to assist in resolving their goals of energy independence, security and reduction in costs, and

*"Angoon, Alaska is a place where we care for our environment, our people and where we share our surplus with others."*

FINALLY RESOLVED THAT, Angoon energy plan recognizes numerous potential funding sources, priorities and means of implementation but considers the highest priorities as follows:

- Thayer Creek Hydroelectric, a planned “run of the river project” capable of being scaled to provide contribution to a future regional solution.
- Natural Currents Tidal Project, a pilot or demonstration project based on new technology.
- A modified intertie plan adding less costly and realistic corridor alternatives.
- The construction of the Petersburg to Kake intertie of sufficient size to provide back-up power to Angoon.
- Support construction of the Pelican to Hoonah Intertie ultimately to connect to the regional intertie.
- An “avalanche free” utility corridor from Hood Bay through Angoon to Greens Creek and then on to Juneau.
- All energy efficiency and customer projects capable of producing a net metering benefit to the community.
- Exploration and development of future energy sources from other local resources including geothermal, biomass, coal bed methane within the historic Angoon area as defined by Goldschmidt and Haas and shown on Exhibit “A”

*“Angoon, Alaska is a place where we care for our environment, our people and where we share our surplus with others.”*

CERTIFICATION

The foregoing Resolution was adopted at a duly called and convened meeting of the Council of the Kootznoowoo Incorporated held this 5<sup>th</sup> day of December 2008, at which a Quorum was present by a vote of 4 In Favor,        Against,   1   Absent,        Abstain.

ATTEST

IN WITNESS WHEREOF, I have hereunto set my hand as Secretary

KOOTZNOOWOO INCORPORATED and have affixed hereto the Official Seal of said

Corporation this 5<sup>th</sup> day of December 2008

Matthew Kookesh  
Matthew Kookesh, Chairman

12 - 05 - 08  
Date

Peter M. Naoroz  
Peter M. Naoroz, General Manager/President

December 8, 2008  
Date

Rosemary Nease  
Rosemary Nease, Corporate Secretary

December 8, 2008  
Date

Cc: President Bill Martin  
Governor Sarah Palin  
Senator Albert Kookesh  
Representative Bill Thomas  
Inside Passage Electric Cooperative, Jodi Mitchell  
Southeast Conference, Robert Venables



*"Angoon, Alaska is a place where we care for our environment, our people and where we share our surplus with others."*





Exhibit "A" to Resolution 08-01



***The Angoon Airport EIS Team will be conducting fieldwork in Angoon this summer as part of the Angoon Airport Environmental Impact Statement (EIS) project!***

*The purpose of the fieldwork will be to obtain additional information on natural and cultural resources in the Project Area.*

*Many fieldwork teams will be scheduling a lunch at the Senior Center during their stay in Angoon, which will provide an opportunity for the public to ask questions about the project and the fieldwork. Detailed fieldwork and lunch schedule information will be available at the mayor's office and will also be posted on [www.myangoon.org](http://www.myangoon.org).*

## **Fieldwork Details**

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### **Late May to Mid June 2009**

Fieldwork will include:

- Geomorphology studies
- Wetlands, vegetation, and breeding bird surveys
- Eagle and black oystercatcher nest surveys
- Fisheries surveys

### **Late July to Mid August 2009**

Fieldwork will include:

- Cultural surveys
- Late-season vegetation surveys
- Goshawk surveys
- Wetland mapping

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For additional information, contact: **Leslie Grey** - AAL 614, FAA Project Manager; Angoon Airport EIS; 222 West 7th Avenue, Box #14; Anchorage, AK 99513-7587. Ph No.: 907-271-5453. Email: [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov). Or, visit our website at: [www.angoonairporteis.com](http://www.angoonairporteis.com).

## AGENDA – FAA/USFS COORDINATION TELECONFERENCE – JANUARY 7, 2010

Participants: FAA - Leslie Grey, Liz Perry, Sheri Ellis, Matt Petersen, George Weekley  
USFS –Jennifer Berger, Kari Vanderheul, Bobbi Sands, Jon Martin, Melissa Dinsmore, Karen Iwamoto

Time: 8:30 AK/10:30 UT Time

Call-In: 1-866-866-2244

Passcode: 6238504#

1. Cause and Effect Analyses
2. FAA-USFS Coordination Plan
3. EIS Next Steps for Forest Service ID team
4. Update on new Regional Forester
5. Miscellaneous Topics (if any)
6. Close

### Cause and Effect Analyses

FAA resource specialists have been contacting Forest Service resource specialists for comments on the CEAs. To date, we have received concurrence on plants, wetlands, subsistence, and wildlife CEAs and received minor comments on fisheries, wilderness characteristics, and visual resources. FAA will incorporate valid Forest Service comments into the cause and effect analyses and finalize the CEAs within the next month. Does the Forest Service want to see the CEAs after we've made revisions? The Forest Service stated that as long as the CEAs are revised to reflect Forest Service resource specialist comments, then they consider them finalized. Sheri stated that she has yet to hear back from Myra Gilliam on the Cultural Resources CEA and she was wondering if Myra was back in the office yet. Jennifer stated that she received an e-mail from Myra yesterday asking her to forward on the Cultural CEA, so she may be taking a look at it as we speak. Sheri then stated that she would contact Myra after the call to touch base.

### FAA-USFS Coordination Plan

The Forest Service had a recent meeting on the Forest Service Coordination Plan that included Jennifer Berger, Marti Marshall, Karen Iwamoto, Jon Martin, Melissa Dinsmore, and Maria Lisowski. Maria drafted a Forest Service briefing paper on the project to send to the Washington Office to ask permission to talk with the State of Alaska about a land exchange. At this point, the Forest Service does not anticipate getting approval on that request until after the February deadline identified by the FAA as the timeframe by which the FAA would need to receive detailed information on the lands to be exchanged to include the land exchange in the EIS within the current schedule. Instead, the Forest Service suggests keeping the option open in the EIS and disclosing the effects to various resources through a potential land adjustment. The Forest Service also asked if the February timeline for keeping the project on schedule is still applicable. Leslie stated that it was and that FAA really has no decision in the

land adjustment option. If a land adjustment alternative is not in the EIS and that is route the Forest Service and the State of Alaska want to take, then a separate NEPA process would have to occur. Jon Martin agreed with that and said it is really in the Forest Service and State's court.

The Forest Service wanted to provide additional guidance on the FAA-FS coordination plan, so they added a flow chart that is intended to work with the flowchart presented on page 3 of the current FAA-FS coordination plan. For now, Ruth Monahan is the acting Regional Forester. Roger Birk is contacting the Washington Office to find out who the main point of contact for the project will be in DC for the Forest Service. The Forest Service also made changes to the review tables based on staffing changes and clarification of roles. For example, Andy Schmidt will be covering land status and land adjustments, whereas Melissa Dinsmore will be covering special use permits for the Forest. There was some discussion as to whether Andy Schmidt was in the Forest Supervisor's Office or the Regional Office. It was determined he is in the Supervisor's Office and Jennifer Berger was going to update the list with that information and resend it to FAA. Other changes were that John Neary will cover both Recreation and Wilderness for the District. Also, Sheila Jacobsen is the Forest contact for Fisheries. George Weekley asked about Coastal Resources. Jennifer Berger stated that the Forest Service would defer to the State CZM Program on Coastal Resources and that is why Carrie Bohan's name is included in the list.

George Weekley asked if Marti was able to get feedback on the review periods with the Regional Office and Washington Office. Roger Birk stated that the Forest Service agreed to a 30 day concurrent review period for RO and WO reviews.

#### **EIS Next Steps for Forest Service ID team**

This spring, we anticipate having technical reports available for Forest Service resource specialist at the local, regional, and national office to review. Technical reports will only be available for resources where field data collection was gathered. Also, the technical reports will only talk about existing conditions and there will be no analysis of impacts. Jennifer Berger asked if the FAA was planning to complete an MRDG with the EIS. Matt Petersen, George Weekley, and Jon Martin all felt that an MRDG wouldn't apply to the EIS, but the Forest Service said they need to look into this issue further. Jon also noted that if it does apply, completion of the MRDG would be the responsibility of the Forest Service.

#### **Update on new Regional Forester**

Denny Bschor was supposed to retire January 3<sup>rd</sup>. The revised coordination plan states that Ruth Monahan is the acting Regional Forester. Does the Forest Service know how long Ruth will be acting and when a permanent replacement would be announced. Also, if you would like us to do a briefing for the Regional Forest or any other new folks to get them up to speed, either by phone or in person the next time the FAA team is in town, we can work with you to accommodate that. The Forest Service stated that they believe a permanent replacement will be named within 2 months. The Forest Service would be interested in a phone update.

Leslie Grey stated that she was asking FAA's Washington Office (WO) if they were interested in an update on the project. If they are interested in an update, perhaps it would be good for the Forest Service Washington Office to sit in as well. Leslie will keep Jennifer updated on whether FAA WO will be getting a project update and she will coordinate with Roger Birk on getting any Forest Service WO personnel included.

#### **Miscellaneous Topics (if any)**

Jennifer Berger asked if FAA has provided a provided a project update to the community of Angoon since the November trip to Angoon was cancelled. Leslie stated that we are finalizing a DVD to send to the community that goes over the preliminary field results and next steps and FAA is working with the Angoon Business Center to set up audio-visual equipment to allow the public to view the DVD. The Forest Service said that they were pleased to hear that. The Forest Service also wanted to let FAA know that the website was really helpful to get information and materials out to employees or the public who are either working on or interested in the project.

**Close**

The next meeting was scheduled for February 3<sup>rd</sup> at 8:30 AM AKT. However, Jennifer Berger is unavailable that week and she was wondering if FAA could reschedule for the following week. Leslie said that she'll look at her schedule and get back with the Forest Service on a revised date.

**DOT&PF/FAA TELECONFERENCE AGENDA – JANUARY 13, 2010**

**Invited Participants:** Leslie Grey, Pat Oien, John Lovett, Verne Skagerberg, Liz Perry, Sheri Ellis, Matt Petersen

**8:30 am AK/9:30 am PST/10:30 am MTN Time**

**Call-In Number: 1-866-866-2244**

**Passcode: 6238504#**

1. General project status update – Sheri
2. Land exchange alternative, update on DOT&PF/State discussions – Verne
3. FHWA involvement, update on DOT&PF decision to pursue funding – Verne
4. EIS technical reports, DOT&PF's role – Sheri/Matt
5. ANILCA Title XI coordination meetings, DOT&PF's role – Sheri/Matt
6. Update on monthly telecom with USFS – Leslie/Sheri
7. EIS Next Steps – Leslie/Sheri/Matt





U.S. Department  
of Transportation

**Federal Aviation  
Administration**

AAL-614  
Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

January 21, 2010

President Wally R. Frank, Sr.  
Angoon Community Association  
P.O. Box 190  
Angoon, AK 99820

Dear President Frank, Sr.:

I am writing in response to your letter of November 17, 2009, requesting that the Federal Aviation Administration (FAA) consider an airport alternative along IRR Route 0012, the proposed road to Hood Bay. I understand that the Angoon Community Association (ACA) has concerns about the airport site proposed by the Department of Transportation & Public Facilities (ADOT&PF) because of potential impacts to local subsistence use areas. The ADOT&PF completed an Angoon Airport Reconnaissance Study (2004) and an Airport Master Plan (2007) that identified and studied numerous potential airport locations. At the conclusion of the Airport Master Plan, the ADOT&PF selected Site 3 as the Master Plan preferred airport site.

Shortly after the completion of the Master Plan, the FAA began the Environmental Impact Statement (EIS) process to assess the proposed project. Recognizing that the proposed airport site would likely result in environmental impacts, a review was conducted early in the EIS process to determine if there are alternative airport locations that could meet the needs of the project while further reducing impacts. All previous airport location alternatives were reexamined to validate the ability of each to meet planning criteria and FAA airport safety and operational standards. Of the numerous sites reexamined, only three sites appear to be viable. One of the locations is on the east side of Favorite Bay (Airport Alternative 3a). One is near the head of Favorite Bay (Airport Alternative 4), and one is on the peninsula, south of the Salt Lagoon (Airport Alternative 12a). All three of these viable airport alternatives (3a, 4 and 12a) are being considered in the EIS in order to address potential impacts to subsistence and other resources. As required by Council of Environmental Quality regulations, the FAA is also considering a No Action Alternative, which evaluates the potential effects of not building an airport in Angoon. It is still early in the EIS process and at this time, the FAA has not identified any airport location as a preferred alternative.

With regard to alternatives in the Hood Bay area, based on the maps, it appears that the road to Hood Bay would parallel the western shoreline of the Angoon peninsula from an intersection with the existing road to the ferry terminal to Hood Bay. As noted above, through the planning and EIS processes, the ADOT&PF and the FAA have examined and considered several airport location alternatives along this proposed road. The supplemental aviation analysis completed for the EIS verifies the ADOT&PF's conclusions that the steep terrain of Hood Mountain precludes the ability for a safe and reliable airport to be built and operated in this area. The airport sites we considered but not meeting project standards include: Airport Sites 5, 6, 6a, 7, 8, and 12. While airport facilities may be able to be sited at these locations, the surrounding hilly terrain would interfere with the safe use of airport. Please, refer to the attached map for these airport locations.

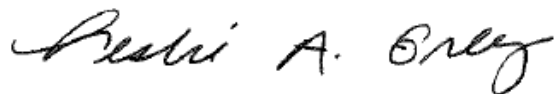
Specifically, the detailed aviation studies for Airport Site 5, which is located along the IRR 0012, concluded that just over 9,000 acres of terrain, including the top of Hood Mountain itself, and up to 8,900 acres of trees would have to be removed in order to eliminate obstacles (hazards) and render this location feasible for an airport. The magnitude of

these environmental impacts would be so substantial and so far reaching that the FAA cannot consider such an alternative to be viable. Therefore, Airport Site 5 was eliminated from further consideration in the EIS.

We appreciate the ACA's concern regarding the potential impacts of the airport project and your desire to help select an alternative that will work for the community long after the EIS is complete. Knowing the potential long-term effects an airport could have on the community, the FAA has made every effort to identify possible airport locations that will minimize the environmental impacts and still provide a safe and reliable airport for the residents of Angoon. After studying 15 possible locations around the Angoon area, the FAA has determined that the only three locations that can provide such an airport are those currently being studied in the EIS, and we cannot give further consideration to alternatives along IRR 0012.

As always, please do not hesitate to contact me if you have questions. I can be reached at (907) 271-5454 or [leslie.grey@faa.gov](mailto:leslie.grey@faa.gov).

Sincerely,



Leslie Grey  
FAA, Alaskan Region Airports Division  
Angoon Airport EIS Project Manager

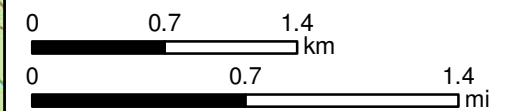
cc: S. Ellis (SWCA)  
M. Marshall (USFS-Monument Mgr.)  
P. Naoroz (Kootznoowoo)  
A. Howard (Mayor)  
D. Johnson, Jr. (Local T&H Council)  
V. Skagerberg (DOT&PF)





**Preliminary Airport Sites and Alternatives in the EIS**

- IRR 0012
- Alternatives Being Considered in the EIS
- Alternatives Considered but Eliminated



Contains Privileged Information: Do Not Release

Background image is the Sitka B1-B2 quad sheets.

All township and range sections reference the Copper River meridian.

Date: 12/17/2009 2:19:32 PM



**Inset Map**



**ANGOON AIRPORT**  
Environmental Impact Statement





**US Army Corps  
of Engineers**

Alaska District  
Regulatory Division (1145)  
Post Office Box 6898  
Anchorage, Alaska 99506-0898  
(907) 753-2712  
(800) 478-2712 (AK Toll Free)

Date: January 29, 2010

Identification No: \_\_\_\_\_

SPN 2010-45

No expiration date unless rescinded or  
replaced

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**SPECIAL PUBLIC NOTICE (SPN) 2010-45**

**Corps of Engineers Regulatory Program  
Consultant-Supplied Jurisdictional Determination Reports**

The Alaska District Regulatory Division, U.S. Army Corps of Engineers (Corps) receives approximately 2000 requests annually for jurisdictional determinations and/or Department of the Army permits for placement of fill and/or structures/work in waters of the U.S. The initial procedure for managing these requests is to identify and locate which portions of a proposed project area would be regulated by the Corps under Section 404 of the Clean Water Act and/or under Section 10 of the Rivers and Harbors Act. This is called a Jurisdictional Determination (JD).

The Corps determines jurisdiction by documenting the presence or absence of waters of the U.S., including wetlands<sup>1</sup>. Jurisdiction is determined by identifying the boundaries of jurisdictional waters and wetlands; physical, chemical and/or biological connections of wetlands and waters with downstream navigable waters; connections to interstate commerce; and adjacency of wetlands to other waters of the U.S.

The Corps generally performs JDs as a free service available to the public upon request, generally excluding those JD requests involving areas greater than 5 acres in size and/or requiring considerable labor hours. However, due to the large size of Alaska, limited staff and resources, and a compressed field season, the response time can be several months or longer. To expedite this process, the Corps encourages applicants to use consultants to submit Jurisdictional Determination Reports (JDRs), especially for large and/or complex areas. JDRs are then submitted to the Corps for review and verification, and then become the Corps' approved JD, completing this process. A list of consultants<sup>2</sup> is available on our web page at: <http://www.poa.usace.army.mil/reg/conslist.htm>.

To assist consultants, the Corps provides the following lists, showing the minimum information to include when submitting JDRs, as well as a list of additional information that can be provided to further expedite the JD process. The Corps will determine on a case-by-case basis whether or not the supplied information is adequate. Submittal of incomplete information may result in time delays and/or requests for additional information.

As they become available, examples of consultant-supplied JDRs will be displayed on our web page at: <http://www.poa.usace.army.mil/reg/SPNNew.htm>, under this SPN.

Please note this information replaces Special Public Notice (SPN) 1992-9, *Applicant Supplied Jurisdictional Determinations*.

<sup>1</sup> This includes delineating the boundaries of wetlands determined to be under Corps jurisdiction via a multi-parameter approach defined in the 1987 "Corps of Engineers Wetlands Delineation Manual" and the "Regional Supplement to the Corps of Engineers Wetland Delineation Manual, Alaska Region". The Corps' determination that an area is a wetland generally requires positive evidence of hydrophytic vegetation, hydric soils, and wetland hydrology.

<sup>2</sup> Click on the green button "List of Consultants". A hard copy can be provided upon request. This list contains only firms who requested listing, and may not be complete. The Corps of Engineers neither endorses nor accepts responsibility for work performed by any firm on this list.

**Jurisdictional Determination Report (JDR) Minimum Requirements:  
Mapping and Delineation only**

(This list is intended for consultants with current training and experience  
performing wetland delineations)

**SUPPORTING INFORMATION**

1. A **Cover Letter** that includes:

- Names (including a point of contact if the applicant is a corporation or other entity), complete mailing addresses and phone numbers of the following:
  - CURRENT PROPERTY OWNER
  - APPLICANT (Project Sponsor)
  - WETLAND DELINEATOR (Consultant)
- A description of the purpose of the request (e.g., permit application, enforcement action, jurisdictional determination request); a general description of the proposed project; location of the site (USGS Quad, Section, Township, Range and Meridian, and latitude and longitude of the center of the parcel in decimal degrees, NAD83 datum); directions to the site; the size (acres) of the parcel<sup>3</sup>; and the size of the limits of the project area<sup>4</sup> or review area (if smaller than the parcel).
- Written landowner permission to the Corps for access to review the parcel. This should be signed by the landowner and any associated land users (e.g. renter).

2. **Narrative**

- Dates of field work and personnel involved
- Methods used (simply cite the appropriate sections of the "Regional Supplement to the Corps of Engineers Wetland Delineation Manual, Alaska Region" (Regional Supplement) and the 1987 "Corps of Engineers Wetlands Delineation Manual" (Corps Manual), but describe any deviations from standard methods)
- Verification/certification statement that all delineation of wetlands has been conducted in accordance with the Regional supplement and Corps Manual. These manuals can be found on our web page at:  
<http://www.poa.usace.army.mil/reg/NeedPermit.htm#Delineating>.
- Supporting materials used:
  - National List of Plant Species That Occur in Wetlands: Alaska (Region A)
  - Soil survey report (the Exploratory Soil Survey of Alaska is not sufficient for delineation purposes)
  - Hydric soil list
  - Aerial photography
  - USGS topographic map
  - National Wetland Inventory (NWI) map
  - National Technical Committee on Hydric Soils (NTCHS) field indicators
  - Color photographs of all representative areas of the parcel (taken during the growing season), including any connections between tributaries or between tributaries and wetlands
  - Etc.
- Important findings:
  - Kinds and locations of any wetlands present
  - Rationale for wetland boundary locations based on vegetation, soils, and hydrologic conditions
  - Description of any current and/or historic land uses on the parcel
  - Topography and/or geomorphology
  - Description of potential pollutants or other environmental hazards

- Description of species habitat
- Summary and conclusions
  - Summary of what was found on the parcel, including any contrasts between what is suggested by research information and what was found on the ground
  - Description of the wetlands and vegetative cover types, including justification for the wetland boundaries, and accompanied by complete and accurate Wetland Delineation Forms (Appendix D of the Regional Supplement) for each cover type. Data points should be documented on either side of the boundary line for each wetland type. Additional data forms may be necessary depending on various factors including the size and shape of the wetlands on the parcel, difficulty in identifying a precise wetlands/uplands boundary, and the width of any transition zones.

3. **Location Map** (showing vicinity, parcel boundaries and project area):

- Sized on 8 1/2 by 11-inch paper
- Preferably a copy of the USGS Quad with the site identified on it
- Use standard mapping conventions (such as north arrow, location map, etc.), and other symbols which facilitate the correlation of map locations with ground features (e.g. buildings, fence lines, roads, right-of-ways, trees, streams, topographic features, etc.)
- Title block providing the following information: name of the USGS quadrangle, Section, Township, Range, Meridian, and latitude and longitude in decimal degrees (datum NAD83)
- Other pertinent maps
- For those projects crossing numerous potentially jurisdictional waters of the U.S., include an excel spreadsheet, which can be found on our web page at: <http://www.poa.usace.army.mil/reg/SPNNew.htm>, under this SPN

4. **Delineation map** (showing boundaries of jurisdictional areas throughout the entire parcel, not just the proposed project area. It is necessary to delineate the entire parcel to explore alternatives analysis, cumulative effects, and mitigation needs)

- **Map Format:** Sized on 8 1/2 by 11-inch paper.
  - Use standard mapping conventions (such as north arrow, vicinity map, etc.) and other symbols which facilitate the correlation of map locations with ground features (e.g. buildings, fence lines, roads, right-of-ways, trees, streams, topographic features, etc.).
  - Title block providing the following information: name of the USGS quadrangle, Section, Township, Range, Meridian, and latitude and longitude in decimal degrees.
- **Map Scale:** Generally one inch to 100 or 200 feet for best readability, maximum one inch to 400 feet. Maps using a photographic base must be corrected for distortions, and any overlays must be the same scale.
- **Map Coordinates:** Coordinates should be represented in the decimal degree format, out to four decimal places, ex. XXX.XXXX ° N., XXX.XXXX ° W. (NAD 83), to be compatible with our database. Generally, a centerpoint coordinate is used to represent the entire parcel, with additional coordinates used to represent each potentially jurisdictional water of the U.S. Other features which may include coordinate information, including locations and identification of: data points, and surveyed or GPS established flags, stakes, or wetland boundaries.
- **The map should include:**
  - The boundary of the entire parcel, including the project area if smaller, and boundaries between wetlands/uplands, CHW, etc., on the entire parcel.
  - A depiction of all waters of the U.S. on the entire parcel, including but not limited to, interstate waters, tributaries, wetlands, and all other waters such as intrastate lakes, rivers, streams, mudflats, etc., as described in 33 CFR 328.3. Differentiate between different Cowardin



or HGM types of wetlands; this may be important in making compensatory mitigation calculations. Include features which meet wetlands criteria or are potential waters of the U.S., but which may be isolated and lacking an interstate or foreign commerce connection, or non-jurisdictional for other reasons. Include features which may show connections between waters (e.g. culverts, ditches and/or swales). Some situations may require identifying and locating stream order and stream reach.

- Visual representation of jurisdictional features on the entire parcel: Identify the extent of jurisdictional areas by appropriate hatching, shading, or outlines.
- Location and labels for each transect, upland/wetland data points and photo points, etc., including latitude and longitude for each data point.
- **Supporting map information that may best be shown in a table includes:**
  - A table displaying the respective sizes (in acres) of each water and the cumulative acreage of each type of water.
  - Watershed size, drainage area size (for any relevant stream reach), average annual rainfall/snowfall.
  - Tables showing locations and sizes of culverts.
  - Summary of tributaries on the parcel, and their aerial and straight distances, in miles, from the nearest traditionally navigable water.
  - Description of tributary substrate composition (e.g. silts, sands, gravel, etc.).

5. **Verification:** The delineation elements should be clearly displayed on an aerial photograph and mapping, with measures taken to ensure they can be identified in the field by a Corps representative, as necessary. Coordination with the Corps is recommended prior to field work, to clarify the extent of verification measures necessary for your project, as well as necessary accuracy requirements when using GPS equipment. GPS metadata should be included with the JDR to reflect GPS field accuracy.

Unless a written exception is obtained from the Corps, flags or stakes should be individually numbered and surveyed by traditional methods or by GPS equipment. The survey data must specify the geographic coordinate system used in referencing the data, including projections and datum (e.g., Latitude-Longitude: NAD 83). Data should be provided in a digital geographic information system (GIS) format to expedite review, with ESRI Shapefiles being the preferred format. Flagging or staking should include the following, with identifying symbols to denote:

- Boundary lines of the parcel, AND of the project area, if smaller.
- Wetland boundaries.
- All tributaries.
- All other waters of the U.S., including potentially isolated or potentially non-jurisdictional waters.

## Jurisdictional Determination Report (JDR<sup>2</sup>)

### Additional Information Not Required, but may be Included to Further Expedite the Corps' Official Jurisdictional Determination Process

- (Note: There is a lot of associated legal terminology involved with this information, further defined in the footnotes below. This list is intended for consultants with current knowledge and experience in the meaning of this terminology. Additional guidance is available on the Corps Headquarters web page: ([http://www.usace.army.mil/CECW/Pages/cwa\\_guide.aspx](http://www.usace.army.mil/CECW/Pages/cwa_guide.aspx))
- On the JDR mapping, identify the waters depicted as: traditionally navigable waters (TNWs<sup>5</sup>); non-navigable perennial relatively permanent waters [perennial (RPWs<sup>6</sup>)]; non-navigable seasonal relatively permanent waters [seasonal RPWs]; or non-navigable tributaries that do not typically flow year-round or do not have continuous flow at least seasonally [non-RPWs].
- Provide a brief discussion of why the tributaries (streams) on the parcel are TNWs, perennial RPWs, seasonal RPWs, or non-RPWs. Information that may be used includes: hydrographic studies or calculations, general flow patterns, volume and frequencies, historic information documenting use, etc.
- Description of tributary connections to a TNW for each aquatic resource on the parcel, including a discussion of wetland and/or other connections (e.g. Wetland B connects to Wetland A via a culvert under Elm St. Wetland B abuts an unnamed tributary to Canyon Creek, which is a TNW). Include a description of general flow patterns, volume and frequency. Certain non-aquatic geographic features (e.g. swales, ditches, pipes) may contribute to a surface hydrologic connection where they connect one water of the US to another, replace or relocate a water of the US, or provide relatively permanent flow to a water of the U.S.
- Description of whether each wetland on the parcel either abuts or is adjacent to a tributary, identify which tributary (e.g. Wetland A directly abuts an unnamed tributary to Canyon Creek), and a brief discussion of the justification for this determination.
- Also describe any observed and/or documented examples of an interstate or foreign commerce connection. Examples include, but are not limited to:
  - Recreational or other use by interstate or foreign travelers.
  - Sale of fish or shellfish in interstate or foreign commerce.
  - Use by industries, including agriculture, operating in interstate or foreign commerce.
- Significant nexus<sup>8</sup>: For seasonal RPWs, non-RPWs and wetlands adjacent to non-RPWs that require a significant nexus determination, provide information regarding whether the stream and/or wetland have more than insubstantial or speculative effects on the chemical, physical and/or biological integrity of TNWs, such as a functional assessment of the aquatic resource functions that the stream and its adjacent wetlands provide.
- Finally, if you believe the Corps should not take jurisdiction over an area from a legal perspective, please include the justification in the report.

<sup>5</sup> Wetlands are defined as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Wetlands generally include swamps, marshes, bogs, and similar areas. Three diagnostic environmental characteristics are used when making wetland determinations: vegetation, soil, and hydrology. Greater than 50% of the vegetation present must be considered hydrophytic. Hydric soil must be present. The hydrology requirement is satisfied when an area is saturated within 12 inches of the surface at some time during the growing season of the prevalent vegetation. Unless an area has been altered or is a rare natural situation, wetland indicators of all three characteristics must be present during some portion of the growing season for an area to be a wetland.

<sup>2</sup> A JDR is a report documenting the potential extent of jurisdictional waterbodies and/or wetlands within the boundaries of a parcel of land, including the project. The Corps must independently review and verify the information in all JDRs in making an official jurisdictional determination.

<sup>3</sup> A parcel is a distinct, continuous portion or tract of land, such as a defined subdivision.

<sup>4</sup> A project area is the limits of all lands expected to be disturbed for a single and complete project.

<sup>5</sup> TNWs are defined as: All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide. TNWs include the following waters:

- Water bodies that are navigable-in-fact under federal law;
- Waters currently being used for commercial navigation, including commercial waterborne recreation (e.g., boat rentals, guided fishing trips, water ski tournaments, etc.);
- Waters that have historically been used for commercial navigation, including commercial water-borne recreation;
- Waters that are susceptible to being used in the future for commercial navigation, including commercial water-borne recreation. Susceptibility for future use may be determined by examining a number of factors, including the physical characteristics and capacity of the water (e.g., size, depth, and flow velocity, etc.) to be used in commercial navigation, including commercial recreational navigation, and the likelihood of future commercial navigation or commercial water-borne recreation. Evidence of future commercial navigation use, including commercial water-borne recreation (e.g., development plans, plans for water dependent events, etc.), must be clearly documented. Susceptibility to future commercial navigation, including commercial water-borne recreation, will not be supported when the evidence is insubstantial or speculative. Use of average flow statistics may not accurately represent streams with "flashy" flow characteristics. In such circumstances, daily gage data is more representative of flow characteristics.

<sup>6</sup> RPWs: a non-navigable water body whose waters flow into a traditional navigable water either directly or indirectly by means of other tributaries. "Relatively permanent" - waters typically (e.g., except due to drought) flow year-round or have a continuous flow at least seasonally (e.g., typically three months). Perennial RPWs do not include ephemeral tributaries which flow only in response to precipitation and intermittent streams which do not typically flow year-round or have continuous flow at least seasonally. However, CWA jurisdiction over these waters will be evaluated under the significant nexus standard described below. The agencies will assert jurisdiction over relatively permanent non-navigable tributaries of traditional navigable waters without a legal obligation to make a significant nexus finding. In addition, the agencies will assert jurisdiction over those adjacent wetlands that have a continuous surface connection with a relatively permanent, non-navigable tributary, without the legal obligation to make a significant nexus finding.

The agencies will assert jurisdiction over the following types of waters when they have a significant nexus with a traditional navigable water:

- (1) non-navigable tributaries that are not relatively permanent,
- (2) wetlands adjacent to non-navigable tributaries that are not relatively permanent, and
- (3) wetlands adjacent to, but not directly abutting, a relatively permanent tributary (e.g., separated from it by uplands, a berm, dike or similar feature).

<sup>7</sup> The term adjacent means bordering, contiguous, or neighboring. Wetlands separated from other waters of the United States by man-made dikes or barriers, natural river berms, beach dunes and the like are "adjacent wetlands" (see 33 CFR 328.3). Under

this definition, the agencies consider wetlands adjacent if one of following three criteria is satisfied. First, there is an unbroken surface or shallow sub-surface connection to jurisdictional waters. This hydrologic connection may be intermittent. Second, they are physically separated from jurisdictional waters by man-made dikes or barriers, natural river berms, beach dunes, and the like. Or third, their proximity to a jurisdictional water is reasonably close, supporting the science-based inference that such wetlands have an ecological interconnection with jurisdictional waters.

<sup>9</sup> Significant nexus: Seasonal RPWs, non-RPWs and wetlands adjacent to non-RPWs possess the required nexus, and thus come within the statutory phrase 'navigable waters,' if they either alone or in combination with similarly situated lands in the region, significantly affect the chemical, physical, and biological integrity of other covered waters more readily understood as 'navigable'.



# **ANGOON AIRPORT EIS FAA-USFS COORDINATION PLAN**

PREPARED FOR:

**FEDERAL AVIATION ADMINISTRATION  
222 WEST 7TH AVE, BOX #14  
ANCHORAGE, ALASKA 99513-7587**

PREPARED BY:

**SWCA ENVIRONMENTAL CONSULTANTS  
257 EAST 200 SOUTH, SUITE 200  
SALT LAKE CITY, UTAH 84111**

FEBRUARY 17, 2010

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## 1.0 INTRODUCTION

During the preparation of the Angoon Airport Environmental Impact Statement (EIS), there will be a number of reports and documents that require U. S. Forest Service (USFS) review to ensure compliance with the National Environmental Policy Act (NEPA), CEQ regulations, agency policies, analysis adequacy and accuracy, and NEPA process defensibility. These reports and documents will be produced at many stages during development of the EIS, and include cause and effect analyses, inventories and technical reports, draft and final EISs, and the Federal Aviation Administration record of decision. The purpose of this Federal Aviation Administration (FAA)-U.S. Forest Service (USFS) Coordination Plan is to identify a) key milestones in the NEPA process where the USFS interdisciplinary technical review and peer review are required, b) the individual employees responsible for each review, and c) the schedule for the review. This plan has been developed to ensure consistency with Forest Service Handbook (FSH) 1909.15 – Environmental Policy and Procedures Handbook, Chapter 10 – Environmental Analysis.

## 2.0 REVIEW PROCESS

The Coordination Plan (Tables 1 to 5) identifies the critical milestones and deliverables in the NEPA process where USFS technical and peer reviews will be required. These deliverables include:

- Cause and effect analyses
- Technical reports
- Preliminary draft EIS
- Draft EIS – Public Review Period
- Preliminary final EIS

At each of these steps in the NEPA process, there may be other documents that require review, including alternatives development, public comment analysis, and the ANILCA Title XI joint report. Review of these documents and other processes and documents will be incorporated into the overall project schedule, and they are expected to follow the same review process identified below.

The following process will be used to transmit, review, and comment on documents developed by the FAA EIS team as part of the Angoon Airport EIS process. The flow chart in Figure 1 is a visual representation of this process. The same process, however, will be applied to documents prepared by the USFS or other entities.

**Step 1** The FAA EIS team prepares each document and submits the document for review. The FAA and USFS liaisons for the project coordinate during the EIS process to provide their respective interdisciplinary team members advance notice of upcoming document reviews and deadlines.

**Step 2** The FAA liaison forwards each document (see Coordination Plan, Tables 1 to 5) to the USFS liaison at the start of the review period, and provides any needed instruction. Transmittal is normally electronic. Depending on the size of each document, it may be transmitted as an attachment to an email, or posted on the project ftp site as needed.

The transmittal email and attached document are submitted to the project file.

**Step 3** The USFS liaison forwards the document to the required USFS organizational levels (i.e., Ranger District, Supervisor's Office, Regional Office, Washington office) and to the applicable resource specialists for review and comment, and provides any needed instruction.

**Step 4** USFS resource specialists review and submit comments to the USFS liaison using a standard comment form provided by the FAA liaison. See Table 6, Comments.

**Step 5** The USFS liaison consolidates individual resource specialist's comments into a single agency comment response (list) that eliminates contradictory and redundant comments.

**Step 6** The USFS liaison forwards the USFS response to the FAA liaison for distribution to the FAA EIS team. Any comments that are unclear or in dispute are discussed with the USFS liaison or staff as needed.

**Step 7** The FAA liaison forwards the USFS response to the FAA EIS team for resolution and response. The EIS team records the disposition of each comment on the standard comment form.

**Step 8** The FAA EIS team incorporates USFS comments and revises the document as needed.

**Step 9** The FAA EIS team submits completed comment forms to the project file.

**Step 10** The FAA liaison provides feedback to the USFS liaison on responses to the USFS comments.

Figure 2 shows the process the USFS uses to coordinate USFS review of documents in the Angoon Airport EIS process and the roles each USFS team member plays in the FAA-USFS Coordination Plan process. The USFS Shadow team lead is responsible for disseminating information and documents from FAA to the USFS Shadow Team, compiling comments from USFS Shadow Team members on EIS documents, and updating USFS decision makers on project progress. The Shadow Team members are responsible for reviewing reports and sections of the EIS relevant to their discipline and working with FAA resource specialist counterparts to ensure the Angoon Airport EIS contains information needed by the USFS in EIS documents. The USFS Forest Supervisor representative is responsible for updating the Forest Supervisor's office and initiating the review of EIS documents by the Joint Review Team, if necessary. Finally, the USFS Regional Office representative is responsible for updating the Alaska Regional Office and the Washington Office on an as needed basis.

### **3.0 COORDINATION PLAN**

The Coordination Plan (Tables 1 through 5) identifies the critical steps in the Angoon Airport EIS process, where coordination between the FAA and the USFS is required. At each of these steps in the NEPA process, the plan identifies the resource discipline and resource specialist at each level of the USFS organization where review is required. The plan further identifies the review period (number of days) and the timeframe for review (estimated start and end dates).

As other documents and reports are produced during the EIS process, details of the coordination process will be tailored specifically to address those products.

## Angoon Airport EIS FAA-USFS Coordination Process

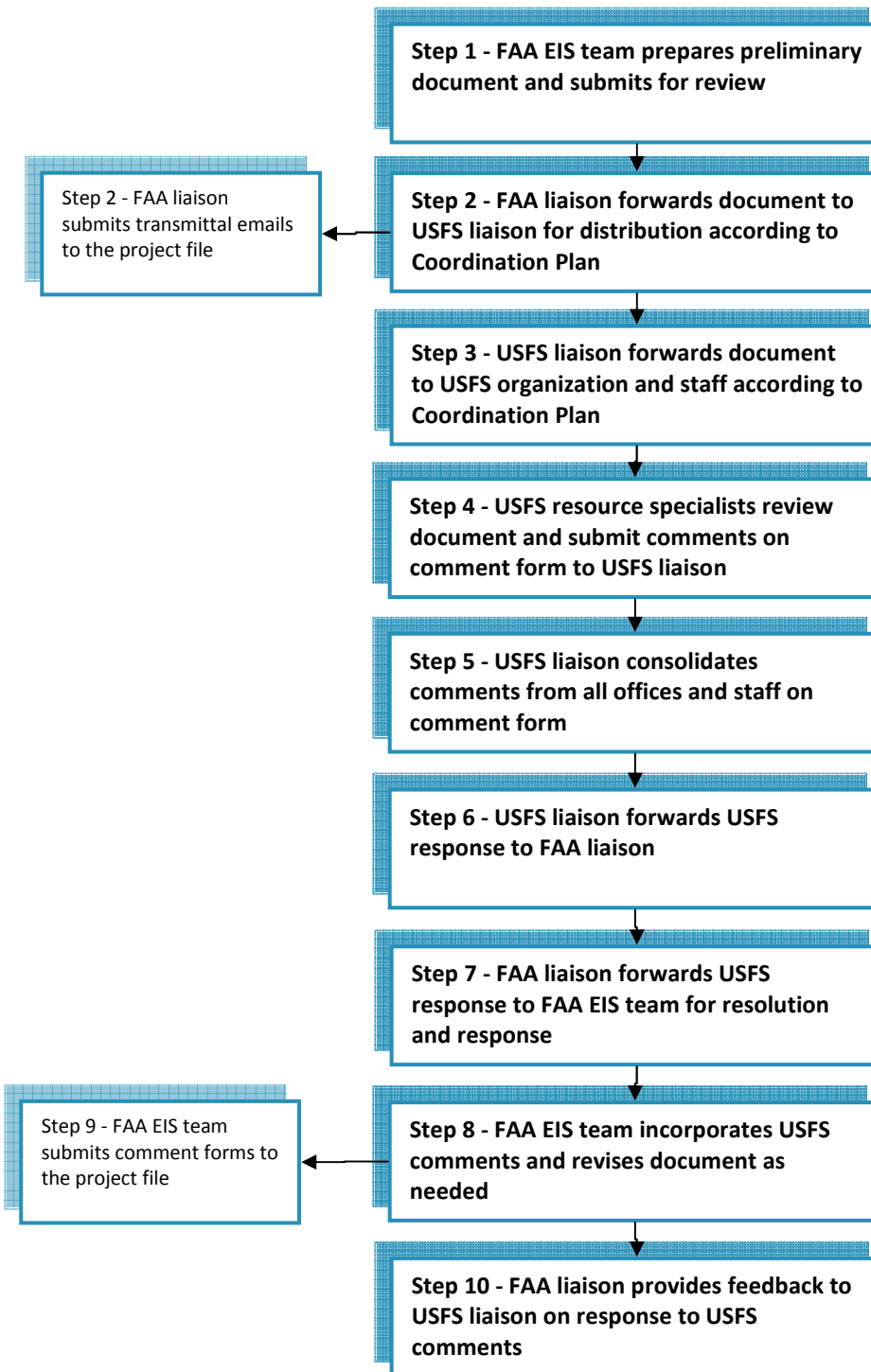
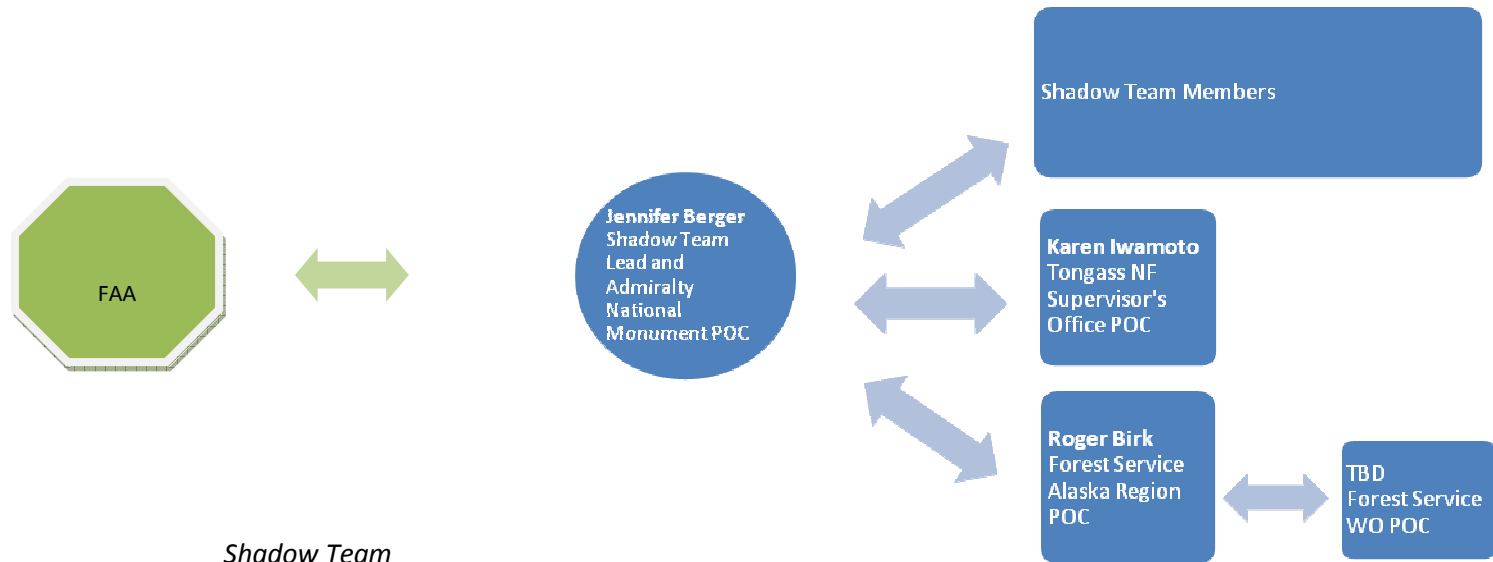


Figure 1. Process flow chart.





## Roles

### Jennifer Berger

- Receive document from FAA and distribute to Shadow Team.
- Consolidate comments from FS personnel and forward to FAA.
- Keep line officer(s) updated on project

### Shadow Team Members

- Review document and submit comments to Jennifer Berger.
- Communicate with respective EIS consultant resource specialist(s) as needed.

### Karen Iwamoto

- Brief SO personnel and solicit input as needed.
- Initiate Joint Review Team (JRT) review of document as needed.

### Roger Birk

- Brief RO personnel and solicit input as needed.
- Brief WO POC on project as needed

**Figure 2. Forest Service Coordination Roles.**

**Table 1. Cause and Effect Analyses**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
Air Quality	Supervisor's Office	Patti Krosse	30 days	5-Nov-09	7-Dec-09
	Supervisor's Office	Karen Dillman	30 days	5-Nov-09	7-Dec-09
ANILCA Title XI requirements	Regional Office	Maria Lisowski	30 days	5-Nov-09	7-Dec-09
Coastal Resources (marine environment)	Regional Office	Randy Coleman	30 days	5-Nov-09	7-Dec-09
Compatible Land Use	Ranger District	Jennifer Berger	30 days	5-Nov-09	7-Dec-09
	Supervisor's Office	Melissa Dinsmore,	Concurrent	5-Nov-09	7-Dec-09
	Supervisor's Office	Andy Schmidt	Concurrent	5-Nov-09	7-Dec-09
DOT Section 4f (recreation and public purposes)	No review	No review	No review	No review	No review
Fish	Ranger District	Pete Schneider	30 days	5-Nov-09	7-Dec-09
Floodplains	Supervisor's Office	Julianne Thompson	30 days	5-Nov-09	7-Dec-09
	Supervisor's Office	Dennis Landwehr	Concurrent	5-Nov-09	7-Dec-09
Geology/Minerals	Supervisor's Office	Jim Baichtal	30 days	5-Nov-09	7-Dec-09
	Supervisor's Office	Sarah Samuelson	Concurrent	5-Nov-09	7-Dec-09
Hazardous Materials, Pollution Prevention, and Solid Waste	Supervisor's Office	Michelle Parker	30 days	5-Nov-09	7-Dec-09
Historical, Architectural, Archeological, and Cultural Resources	Ranger District	Myra Gilliam	30 days	5-Nov-09	7-Dec-09
	Supervisor's Office	Mark McCallum	Concurrent	5-Nov-09	7-Dec-09
Light Emissions and Visual Impacts	Ranger District	John Neary	30 days	5-Nov-09	7-Dec-09
	Supervisor's Office	Jim Steward	Concurrent	5-Nov-09	7-Dec-09
Natural Resources, Energy Supply, and Sustainable Design	Supervisor's Office	Michelle Parker	30 days	5-Nov-09	7-Dec-09
Noise	Ranger District	John Neary	30 days	5-Nov-09	7-Dec-09
	Supervisor's Office	Bill Tremblay	Concurrent	5-Nov-09	7-Dec-09
	Regional Office	Trish Clabaugh	Concurrent	5-Nov-09	7-Dec-09
Plants	Ranger District	Ellen Anderson	30 days	5-Nov-09	7-Dec-09
Recreation	Ranger District	John Neary	30 days	5-Nov-09	7-Dec-09



**Table 1. Cause and Effect Analyses**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	Supervisor's Office	Melinda Hernandez	30 days	5-Nov-09	7-Dec-09
	Regional Office	Sue Alexander	Concurrent	5-Nov-09	7-Dec-09
	Washington Office	Pat Reed	Concurrent	5-Nov-09	
Subsistence	Ranger District	Ben Van Alen	30 days	5-Nov-09	7-Dec-09
	Ranger District	Dennis Chester	Concurrent	5-Nov-09	7-Dec-09
	Ranger District	Jim Brainerd	Concurrent	5-Nov-09	7-Dec-09
	Supervisor's Office	Terry Suminski	Concurrent	5-Nov-09	7-Dec-09
	Regional Office	Cal Casipit	Concurrent	5-Nov-09	7-Dec-09
Water Quality	Ranger District	Julianne Thompson	30 days	5-Nov-09	7-Dec-09
Wetlands	Ranger District	Dennis Landwehr	30 days	5-Nov-09	7-Dec-09
Wilderness Resources	Ranger District	John Neary	30 days	5-Nov-09	7-Dec-09
	Supervisor's Office	Bill Tremblay	Concurrent	5-Nov-09	7-Dec-09
	Regional Office	Trish Clabaugh	Concurrent	5-Nov-09	7-Dec-09
Wildlife	Ranger District	Dennis Chester	30 days	5-Nov-09	7-Dec-09
Consolidate comments and transmit	District	Jennifer Berger	7 days	8-Dec-09	15-Dec-09

**Table 2. Technical Reports and Memos**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
Air Quality	Supervisor's Office	Patti Krosse	30 days	15-Mar-10	15-Apr-10
	Supervisor's Office	Karen Dillman	30 days	15-Mar-10	15-Apr-10
Fish	Ranger District	Pete Schneider	30 days	15-Mar-10	15-Apr-10
Wildlife	Ranger District	Dennis Chester	30 days	15-Mar-10	15-Apr-10
Plants	Ranger District	Ellen Anderson	30 days	15-Mar-10	15-Apr-10
Floodplains	Supervisor's Office	Julianne Thompson	30 days	15-Mar-10	15-Apr-10
	Supervisor's Office	Dennis Landwehr	30 days	15-Mar-10	15-Apr-10
Historical, Architectural, Archeological, and Cultural Resources	Ranger District	Myra Gilliam,	30 days	15-Mar-10	15-Apr-10
	Supervisor's Office	Jim Steward	30 days	15-Mar-10	15-Apr-10
Light Emissions and Visual Impacts	Ranger District	John Neary	30 days	15-Mar-10	15-Apr-10
	Supervisor's Office	Jim Steward			
Noise	Ranger District	John Neary	30 days	15-Mar-10	15-Apr-10
Subsistence	Ranger District	Ben Van Alen	30 days	15-Mar-10	15-Apr-10
	Ranger District	Dennis Chester	30 days	15-Mar-10	15-Apr-10
	Supervisor's Office	Terry Suminski	30 days	15-Mar-10	15-Apr-10
Recreation	Ranger District	John Neary	30 days	15-Mar-10	15-Apr-10
Water Quality	Supervisor's Office	Julianne Thompson	30 days	15-Mar-10	15-Apr-10
Wetlands	Supervisor's Office	Dennis Landwehr	30 days	15-Mar-10	15-Apr-10
Consolidate comments and transmit	District	Jennifer Berger	7 days	16-Apr-10	23-Apr-10

**Table 3. Preliminary Draft EIS**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
Air Quality	Supervisor's Office	Patti Krosse	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Karen Dillman	Concurrent	15-Nov-10	31-Dec-10
ANILCA Section 810 evaluation	Ranger District	Ben Van Alen	45 days	15-Nov-10	31-Dec-10
	Ranger District	Dennis Chester	Concurrent	15-Nov-10	31-Dec-10
	Ranger District	Jim Brainerd	Concurrent	15-Nov-10	31-Dec-10
	Supervisor's Office	Terry Suminski	Concurrent	15-Nov-10	31-Dec-10
ANILCA Title XI requirements	Ranger District	Jennifer Berger	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Karen Iwamoto	Concurrent	15-Nov-10	31-Dec-10
	Regional Office	Roger Birk	Concurrent	15-Nov-10	31-Dec-10
Coastal Resources	State of Alaska	Carrie Bohan	45 days	15-Nov-10	31-Dec-10
Compatible Land Use	Ranger District	Jennifer Berger	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Melissa Dinsmore	Concurrent	15-Nov-10	31-Dec-10
	Supervisor's Office	Andy Schmidt	Concurrent	15-Nov-10	31-Dec-10
	Regional Office	Roger Birk	Concurrent	15-Nov-10	31-Dec-10
Cumulative impact analysis	All	All	45 days	15-Nov-10	31-Dec-10
DOT Section 4f (recreation and public purposes)	No Review	No Review	No Review	No Review	No Review
Fisheries and Marine Resources	Ranger District	Pete Schneider	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Sheila Jacobsen	Concurrent	15-Nov-10	31-Dec-10
Floodplains	Supervisor's Office	Julianne Thompson	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Dennis Landwehr	Concurrent	15-Nov-10	31-Dec-10
Geology	Supervisor's Office	Jim Baichtal	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Sarah Samuelson	Concurrent	15-Nov-10	31-Dec-10

**Table 3. Preliminary Draft EIS**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
Hazardous Materials, Pollution Prevention, and Solid Waste	Supervisor's Office	Michelle Parker	45 days	15-Nov-10	31-Dec-10
Historical, Architectural, Archeological, and Cultural Resources	Ranger District	Myra Gilliam	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Mark McCallum	Concurrent	15-Nov-10	31-Dec-10
Light Emissions and Visual Impacts	Supervisor's Office	Jim Steward	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Darin Martens	Concurrent	15-Nov-10	31-Dec-10
Natural Resources, Energy Supply, and Sustainable Design	Supervisor's Office	Michelle Parker	45 days	15-Nov-10	31-Dec-10
Noise	Ranger District	John Neary	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Bill Tremblay	Concurrent	15-Nov-10	31-Dec-10
	Regional Office	Trish Clabaugh	Concurrent	15-Nov-10	31-Dec-10
Plants	Ranger District	Ellen Anderson	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Patti Krosse	Concurrent	15-Nov-10	31-Dec-10
Recreation	Ranger District	John Neary	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Bill Tremblay	Concurrent	15-Nov-10	31-Dec-10
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	Supervisor's Office	Melinda Hernandez	45 days	15-Nov-10	31-Dec-10
	Regional Office	Sue Alexander	Concurrent	15-Nov-10	31-Dec-10
	Washington Office	Pat Reed	Concurrent	15-Nov-10	31-Dec-10
Subsistence	Ranger District	Ben Van Alen	45 days	15-Nov-10	31-Dec-10
	Ranger District	Dennis Chester	Concurrent	15-Nov-10	31-Dec-10
	Ranger District	Jim Brainerd	Concurrent	15-Nov-10	31-Dec-10
	Supervisor's Office	Terry Suminski	Concurrent	15-Nov-10	31-Dec-10
	Regional Office	Cal Casipit	Concurrent	15-Nov-10	31-Dec-10
Water Quality	Supervisor's Office	Julianne Thompson	45 days	15-Nov-10	31-Dec-10

**Table 3. Preliminary Draft EIS**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
Wetlands	Supervisor's Office	Dennis Landwehr	45 days	15-Nov-10	31-Dec-10
Wilderness Resources	Ranger District	John Neary	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	Bill Tremblay	Concurrent	15-Nov-10	31-Dec-10
	Regional Office	Trish Clabaugh	Concurrent	15-Nov-10	31-Dec-10
Wildlife	Ranger District	Dennis Chester	45 days	15-Nov-10	31-Dec-10
	Ranger District	Jim Brainerd	Concurrent	15-Nov-10	31-Dec-10
NEPA	Supervisor's Office	Karen Iwamoto	45 days	15-Nov-10	31-Dec-10
	Regional Office	Betsy Rickards	Concurrent	15-Nov-10	31-Dec-10
Entire Preliminary Draft EIS	Ranger District	All of the above	45 days	15-Nov-10	31-Dec-10
	Supervisor's Office	All of the above	Concurrent	15-Nov-10	31-Dec-10
	Regional Office	All of the above	Concurrent	15-Nov-10	31-Dec-10
	Washington Office	All of the above	Concurrent	15-Nov-10	31-Dec-10
Consolidate comments and transmit	District	Jennifer Berger	7 days	1-Jan-11	8-Jan-11

**Table 4. Draft EIS-Public Review Period**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
Air Quality	Supervisor's Office	Patti Krosse	45 days	9-Apr-11	24-May-11
	Supervisor's Office	Karen Dillman	Concurrent	9-Apr-11	24-May-11
ANILCA Section 810 evaluation	Ranger District	Ben Van Alen	45 days	9-Apr-11	24-May-11
	Ranger District	Dennis Chester	Concurrent	9-Apr-11	24-May-11
	Ranger District	Jim Brainerd	Concurrent	9-Apr-11	24-May-11
	Supervisor's Office	Terry Suminski	Concurrent	9-Apr-11	24-May-11
ANILCA Title XI requirements	Ranger District	Jennifer Berger	45 days	9-Apr-11	24-May-11
	Supervisor's Office	Karen Iwamoto	Concurrent	9-Apr-11	24-May-11
	Regional Office	Roger Birk	Concurrent	9-Apr-11	24-May-11
Coastal Resources	State of Alaska	Carrie Bohan	45 days	9-Apr-11	24-May-11
Compatible Land Use	Ranger District	Jennifer Berger	45 days	9-Apr-11	24-May-11
	Supervisor's Office	Melissa Dinsmore	Concurrent	9-Apr-11	24-May-11
	Supervisor's Office	Andy Schmidt	Concurrent	9-Apr-11	24-May-11
	Regional Office	Roger Birk	Concurrent	9-Apr-11	24-May-11
Cumulative impact analysis	All	All	45 days	9-Apr-11	24-May-11
DOT Section 4f (recreation and public purposes)	No Review	No Review	No Review	No Review	No Review
Fisheries and Marine Resources	Ranger District	Pete Schneider	45 days	9-Apr-11	24-May-11
	Supervisor's Office	Sheila Jacobsen	Concurrent	9-Apr-11	24-May-11
Floodplains	Supervisor's Office	Julianne Thompson	45 days	9-Apr-11	24-May-11
	Supervisor's Office	Dennis Landwehr	Concurrent	9-Apr-11	24-May-11
Geology	Supervisor's Office	Jim Baichtal	45 days	9-Apr-11	24-May-11
	Supervisor's Office	Sarah Samuelson	Concurrent	9-Apr-11	24-May-11



**Table 4. Draft EIS-Public Review Period**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
Hazardous Materials, Pollution Prevention, and Solid Waste	Supervisor's Office	Michelle Parker	45 days	9-Apr-11	24-May-11
Historical, Architectural, Archeological, and Cultural Resources	Ranger District	Myra Gilliam	45 days	9-Apr-11	24-May-11
	Supervisor's Office	Mark McCallum	Concurrent	9-Apr-11	24-May-11
Light Emissions and Visual Impacts	Supervisor's Office	Jim Steward	45 days	9-Apr-11	24-May-11
	Supervisor's Office	Darin Martens	Concurrent	9-Apr-11	24-May-11
Natural Resources, Energy Supply, and Sustainable Design	Supervisor's Office	Michelle Parker	45 days	9-Apr-11	24-May-11
Noise	Ranger District	John Neary	45 days	9-Apr-11	24-May-11
	Supervisor's Office	Bill Tremblay	Concurrent	9-Apr-11	24-May-11
	Regional Office	Trish Clabaugh	Concurrent	9-Apr-11	24-May-11
Plants	Ranger District	Ellen Anderson	45 days	9-Apr-11	24-May-11
	Supervisor's Office	Patti Krosse	Concurrent	9-Apr-11	24-May-11
Recreation	Ranger District	John Neary	45 days	9-Apr-11	24-May-11
	Supervisor's Office	Bill Tremblay	Concurrent	9-Apr-11	24-May-11
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	Supervisor's Office	Melinda Hernandez	45 days	9-Apr-11	24-May-11
	Regional Office	Sue Alexander	Concurrent	9-Apr-11	24-May-11
	Washington Office	Pat Reed	Concurrent	9-Apr-11	24-May-11
Subsistence	Ranger District	Ben Van Alen	45 days	9-Apr-11	24-May-11
	Ranger District	Dennis Chester	Concurrent	9-Apr-11	24-May-11
	Ranger District	Jim Brainerd	Concurrent	9-Apr-11	24-May-11
	Supervisor's Office	Terry Suminski	Concurrent	9-Apr-11	24-May-11
	Regional Office	Cal Casipit	Concurrent	9-Apr-11	24-May-11
Water Quality	Supervisor's Office	Julianne Thompson	45 days	9-Apr-11	24-May-11
Wetlands	Supervisor's Office	Dennis Landwehr	45 days	9-Apr-11	24-May-11
Wilderness Resources	Ranger District	John Neary	45 days	9-Apr-11	24-May-11

**Table 4. Draft EIS-Public Review Period**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
	Supervisor's Office	Bill Tremblay	Concurrent	9-Apr-11	24-May-11
	Regional Office	Trish Clabaugh	Concurrent	9-Apr-11	24-May-11
Wildlife	Ranger District	Dennis Chester	45 days	9-Apr-11	24-May-11
	Ranger District	Jim Brainerd	Concurrent	9-Apr-11	24-May-11
NEPA	Supervisor's Office	Karen Iwamoto	45 days	9-Apr-11	24-May-11
	Regional Office	Betsy Rickards	Concurrent	9-Apr-11	24-May-11
Entire Draft EIS	Ranger District	All of the above	45 days	9-Apr-11	24-May-11
	Supervisor's Office	All of the above	Concurrent	9-Apr-11	24-May-11
	Regional Office	All of the above	Concurrent	9-Apr-11	24-May-11
	Washington Office	All of the above	Concurrent	9-Apr-11	24-May-11
Consolidate comments and transmit	District	Jennifer Berger	7 days	25-May-11	1-Jun-11

**Table 5. Preliminary Final EIS & Response to Comments**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
Air Quality	Supervisor's Office	Patti Krosse	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Karen Dillman	Concurrent	1-Dec-11	1-Jan -12
ANILCA Section 810 evaluation	Ranger District	Ben Van Alen	30 days	1-Dec-11	1-Jan -12
	Ranger District	Dennis Chester	Concurrent	1-Dec-11	1-Jan -12
	Ranger District	Jim Brainerd	Concurrent	1-Dec-11	1-Jan -12
	Supervisor's Office	Terry Suminski	Concurrent	1-Dec-11	1-Jan -12
ANILCA Title XI requirements	Ranger District	Jennifer Berger	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Karen Iwamoto	Concurrent	1-Dec-11	1-Jan -12
	Regional Office	Roger Birk	Concurrent	1-Dec-11	1-Jan -12
Coastal Resources	State of Alaska	Carrie Bohan	30 days	1-Dec-11	1-Jan -12
Compatible Land Use	Ranger District	Jennifer Berger	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Melissa Dinsmore	Concurrent	1-Dec-11	1-Jan -12
	Supervisor's Office	Andy Schmidt	Concurrent	1-Dec-11	1-Jan -12
	Regional Office	Roger Birk	Concurrent	1-Dec-11	1-Jan -12
Cumulative impact analysis	All	All	30 days	1-Dec-11	1-Jan -12
DOT Section 4f (recreation and public purposes)	No Review	No Review	No Review	No Review	No Review
Fisheries and Marine Resources	Ranger District	Pete Schneider	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Sheila Jacobsen	Concurrent	1-Dec-11	1-Jan -12
Floodplains	Supervisor's Office	Julianne Thompson	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Dennis Landwehr	Concurrent	1-Dec-11	1-Jan -12

**Table 5. Preliminary Final EIS & Response to Comments**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
Geology	Supervisor's Office	Jim Baichtal	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Sarah Samuelson	Concurrent	1-Dec-11	1-Jan -12
Hazardous Materials, Pollution Prevention, and Solid Waste	Supervisor's Office	Michelle Parker	30 days	1-Dec-11	1-Jan -12
Historical, Architectural, Archeological, and Cultural Resources	Ranger District	Myra Gilliam	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Mark McCallum	Concurrent	1-Dec-11	1-Jan -12
Light Emissions and Visual Impacts	Supervisor's Office	Jim Steward	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Darin Martens	Concurrent	1-Dec-11	1-Jan -12
Natural Resources, Energy Supply, and Sustainable Design	Supervisor's Office	Michelle Parker	30 days	1-Dec-11	1-Jan -12
Noise	Ranger District	John Neary	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Bill Tremblay	Concurrent	1-Dec-11	1-Jan -12
	Regional Office	Trish Clabaugh	Concurrent	1-Dec-11	1-Jan -12
Plants	Ranger District	Ellen Anderson	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Patti Krosse	Concurrent	1-Dec-11	1-Jan -12
Recreation	Ranger District	John Neary	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Bill Tremblay	Concurrent	1-Dec-11	1-Jan -12
Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks	Supervisor's Office	Melinda Hernandez	30 days	1-Dec-11	1-Jan -12
	Regional Office	Sue Alexander	Concurrent	1-Dec-11	1-Jan -12
	Washington Office	Pat Reed	Concurrent	1-Dec-11	1-Jan -12
Subsistence	Ranger District	Ben Van Alen	30 days	1-Dec-11	1-Jan -12
	Ranger District	Dennis Chester	Concurrent	1-Dec-11	1-Jan -12
	Ranger District	Jim Brainerd	Concurrent	1-Dec-11	1-Jan -12
	Supervisor's Office	Terry Suminski	Concurrent	1-Dec-11	1-Jan -12

**Table 5. Preliminary Final EIS & Response to Comments**

Discipline	Level of Review	Reviewer	Review Period	Estimated Start Date	Estimated End Date
	Regional Office	Cal Casipit	Concurrent	1-Dec-11	1-Jan -12
Water Quality	Supervisor's Office	Julianne Thompson	30 days	1-Dec-11	1-Jan -12
Wetlands	Supervisor's Office	Dennis Landwehr	30 days	1-Dec-11	1-Jan -12
Wilderness Resources	Ranger District	John Neary	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	Bill Tremblay	Concurrent	1-Dec-11	1-Jan -12
	Regional Office	Trish Clabaugh	Concurrent	1-Dec-11	1-Jan -12
Wildlife	Ranger District	Dennis Chester	30 days	1-Dec-11	1-Jan -12
	Ranger District	Jim Brainerd	Concurrent	1-Dec-11	1-Jan -12
NEPA	Supervisor's Office	Karen Iwamoto	30 days	1-Dec-11	1-Jan -12
	Regional Office	Betsy Rickards	Concurrent	1-Dec-11	1-Jan -12
Entire Preliminary Final EIS	Ranger District	All of the above	30 days	1-Dec-11	1-Jan -12
	Supervisor's Office	All of the above	Concurrent	1-Dec-11	1-Jan -12
	Regional Office	All of the above	Concurrent	1-Dec-11	1-Jan -12
	Washington Office	All of the above	Concurrent	1-Dec-11	1-Jan -12
Consolidate comments and transmit	District	Jennifer Berger	7 days	2-Jan-12	9-Jan-12

## Comment Form Angoon Airport Project EIS

In reviewing EIS documents, please provide substantive comments on technical adequacy and accuracy and practicable suggestions for improving the resource analysis process. Comments such as “This won’t work” are not helpful. Please be concise and work to help improve the document with your input.

**Table 6. Comments - Angoon Airport EIS**

Commenter's Name	Chapter	Page	Section	Comment	Comment Disposition
<i>Name only in every row.</i>	<i>Number only</i>	<i>Number only</i>	<i>Heading or subheading number and title</i>	<i>If you have a substantive comment for a change in language, provide it here. In many places, your suggestion can be fully integrated with a simple cut and paste.</i>	<i>Do not write in this column. This will be used to track how your comment has been used in revising the document.</i>



**DOT&PF/FAA TELECONFERENCE AGENDA – FEBRUARY 17, 2010**

**Invited Participants:** Leslie Grey, Pat Oien, John Lovett, Mike Edelman, Verne Skagerberg, Liz Perry, Sheri Ellis, Matt Petersen, George Weekley

**8:30 am AK**

**Call-In Number: 1-866-866-2244**

**Passcode: 6238504#**

1. General project status update – Sheri
2. Road parameters
3. Update on coordination with USFS – George/Sheri
4. EIS Next Steps – Leslie/Sheri/Matt

## FAA/USFS COORDINATION TELECONFERENCE – FEBRUARY 18, 2010

**Participants:** FAA - Sheri Ellis, Matt Petersen, George Weekley  
USFS –Jennifer Berger, Marti Marshall, Jon Martin, Melissa Dinsmore, Karen Iwamoto

**Time:** 8:30 AK/10:30 UT Time

### 1. Cause and Effect Analyses (CEAs)

FAA has received all comments from Forest Service resource specialists on the CEAs and has incorporated changes to them. FAA will send the finalized CEAs to the Forest Service along with concurrence e-mails from resource specialists shortly. The Forest Service appreciates the update.

### 2. FAA-USFS Coordination Plan

FAA finalized the Coordination Plan and incorporated the FS coordination roles chart and updated review team spreadsheet to the plan. FAA will be sending the revised Coordination Plan to the Forest Service shortly. We anticipate that only the spreadsheet will change at this point because of staffing changes within the Forest Service. Jenn Berger stated that the only change she is aware of since the last spreadsheet is the appointment of the new Regional Forester. George replied that the spreadsheets did not identify the Regional Forester by name, so no changes would be needed at this time.

### 3. EIS Next Steps for FS ID team

FAA still anticipates having technical reports available for FS resource specialist at the local, regional, and national office to review this spring. Jenn Berger appreciated the update and wanted to let FAA know that they will be sending a letter to Leslie, with a cc to SWCA, outlining what the USFS wants for inclusion in the EIS regarding wilderness characteristics. George Weekley stated that we were aware of the letter, as he had talked with John Neary last week about an unrelated matter. Matt Petersen replied that FAA will respond to the request once we have received the letter.

### 4. Update on new Regional Forester

FAA understands that Beth Pendelton is the new Regional Forester. Since she is new to the project, FAA asked the Forest Service for their approach to updating Beth on the project. The Forest Service responded that Jenn Berger, Marti Marshall, and Roger Birk were going to meet with Beth in mid-March to update her on multiple projects, including the Angoon Airport EIS. Marti also mentioned that they are meeting with Peter at Kootznoowoo to develop an MOU/MOA on management of the Favorite/Mitchell/Kanalku Bays immediate “environs” as requested under ANILCA. Otherwise, the Forest Service would like to have FAA provide a project update the next time FAA is in Juneau. Sheri Ellis responded that FAA would likely not be in Juneau until early to mid-fall, when the preliminary draft EIS was available for comment. The Forest Service

responded that they are fine with that timeline. Marti Marshall asked George Weekley if he had worked with Beth when she was in the Regional Office. George responded that he had worked with her quite a bit when she was the Regional Officer for Lands and Recreation in Alaska (Ruth Monahan's current position).

#### **5. Miscellaneous Topics (if any)**

Sheri Ellis asked if FAA has heard anything on the request to the Forest Service Washington Office to engage and begin discussions with the State of Alaska on whether the State would be interested in a land exchange. The Forest Service stated that they have not heard anything yet, but that Forest Cole continues to discuss the issue with State officials informally. Marti Marshall strongly reiterated that the Forest Service is not interested in managing an airport in a wilderness area and that even if the land exchange is not developed enough for the Angoon Airport EIS, the Forest Service would continue to pursue a land exchange (with subsequent NEPA analysis solely on the land exchange) with the State after airport construction (if one of the Monument sites were chosen. Marti also noted that even if a land exchange is included in the Airport EIS, the Forest Service is likely not going to be able to provide a lot of detail about it since the details of the exchange will not likely be fully known for quite some time.

#### **6. Close**

Jenn Berger stated that she and several others were not available for the next conference call on March 4. Sheri Ellis responded that Leslie and several other members of the FAA team were not available that day as well. Jenn Berger and Marti Marshall asked if the next month's teleconference be moved to March 18. George Weekley responded that we will check with Leslie on whether that date would work and get back to the Forest Service shortly.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

February 22, 2010

Mr. Verne Skagerberg  
Aviation Planning Section  
Southeast Region Department of Transportation  
and Public Facilities, State of Alaska  
6860 Glacier Highway  
PO Box 112506  
Juneau, AK 99811-2506

Dear Mr. Skagerberg:

The FAA Alaska Airports Division is currently conducting environmental evaluation work in support of a new airport to support the community of Angoon. The final product of this evaluation will be an Environmental Impact Statement (EIS) and Record of Decision (ROD).

The FAA is evaluating three potential airport sites as part of the EIS, which were also generally contained in the State of Alaska's Master Plan:

- Site 3a, the community and AK DOT&PF preferred alternative.
- Site 4, and
- Site 12a,

Sites 3a and 12a are slight refinements from the Master Plan.

As you are aware to date, access to sites 3a and 4 contain lengthy access roads that range up to 8 miles in length. The costs associated with the construction of the access roads represent a significant portion of the overall project costs. It is also our understanding that the AK State DOT&PF is in the process of pursuing other sources of funding for the road.

At this point in our process, we request the DOT&PF provide a funding plan demonstrating the source and anticipated schedule of availability of the other sources of funding for all three options currently under evaluation in the EIS. To assist us in keeping this project moving forward, please provide your funding plans by close of business, Wednesday, March 3<sup>rd</sup>.

If you have any questions or need any additional information, please do not hesitate to reach out to us.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard M. Kula". The signature is fluid and cursive, with a large initial "R" and "M".

Richard M. Kula  
Acting Deputy Airports Division Manager  
Federal Aviation Administration  
Alaskan Region

# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

### SOUTHEAST REGION PLANNING

SEAN PARNELL, GOVERNOR

PO Box 112506  
Juneau, Alaska 99811-2506  
Phone: (907) 465-4477  
FAX: (907) 465-2016  
Email: [veme.skagerberg@alaska.gov](mailto:veme.skagerberg@alaska.gov)

March 2, 2010

RE: Angoon Airport Funding Plan

Mr. Richard Kula  
Acting Deputy Airports Division Manager  
Federal Aviation Administration  
Alaska Region  
222 W. 7<sup>th</sup> Ave., #14  
Anchorage, AK 99513-7587

Dear Mr. Kula:

Thank you for your letter of February 22<sup>nd</sup> concerning Angoon Airport. The EIS that your staff is managing for the Angoon project is proceeding at a good pace and quite smoothly in spite of the complexities that result from the location of the proposed airport site. The difficulty of providing access to the airport is only one of many challenging aspects; however, we continue to believe that the site we selected in our planning process is the best location and that it should not be discounted because of those challenges.

One of the issues is, of course, the cost of providing surface access. As you have pointed out, the construction of a road to two of the three sites under consideration would make up a substantial part of overall projects costs. It is also true that we are considering various funding sources to cover the cost of the road construction, including AIP. You asked for a funding plan that identifies the sources and schedule of availability for other funding sources. The nature of this project and the fact that it requires an EIS make answering those questions a little difficult at this stage of project development, as I will explain.

The cost of any access road depends on the design of the road way as well as its length. At a recent meeting, we discussed the need to revise estimates for the road because the design standard used in the current estimate exceeded anticipated needs based on our traffic forecast. Only last week I provided the consultants with a much reduced design standard which will undoubtedly result in a substantial reduction in the estimated cost. We also discussed alignment issues that may have a significant impact on cost. In short, we do not have a very good estimate at this time upon which to base our overall funding need.

Another complication we have encountered is that the FAA and FHWA have incompatible requirements for us regarding implementation of the NEPA process. Programmatically, the FHWA would seem the likely source of road funding, but they would require the state to be a co-lead agency on the EIS. The FAA requires that we be kept at arm's length from the deliberative process and the management of the consultant completing the EIS. The two approaches may be



reconcilable, but bringing this about would necessitate a completely new Memorandum of Agreement and EIS management organization. That is one reason we have declined to pursue the project's inclusion in the STIP at this time.

Additionally, the amount of funding that will be available to us through the highway program has been a matter of uncertainty for some time. The program has been operating on continuing resolutions, the last of which has just expired without extension. Until Congress passes a new surface transportation act, we will be unsure about the level of federal aid highway funding available to meet all Alaska's priorities.

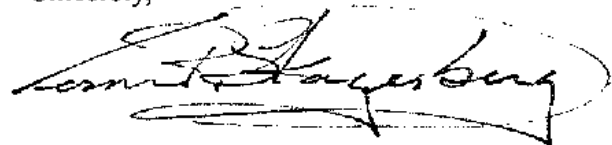
We have discussed the potential use of BIA Indian Reservation Roads funding for some of the project. However, that program is quite small and would at best provide a token amount. The difficulty of including this as a source may outweigh the benefit.

State General Funds are another potential source of road funding. However, we are not prepared to approach our Commissioner or the Governor's Office of Management and Budget with a request for funding prior to the determination of a preferred alternative. That request will require an accurate cost estimate for a specific action which will not be available until we have a draft EIS. It will also require us to know whether it will be possible to obtain other funding and to what extent. Those questions are unanswerable at this early date.

In summary, we feel that the most likely funding sources for the access road are AIP, FHWA, and state funding. For the reasons I have provided, it is not possible to identify how much funding will be required, how much will be available from each source, or what portion of the overall cost will be appropriate for each. The nature of this project—the location of the proposed action, the wide variety of interests and issues, and uncertainty inherent in working through the ANILCA Title XI process for the first time—requires a cautious approach. We are treading very carefully to avoid complicating it further by committing pre-decisional faux pas. We understand your concern about funding a large project, and we share that concern, but we do not believe the NEPA process need be disrupted or that an airport site that can meet the community's long-term transportation and development needs ought to be abandoned because we are unable to be more specific about funding sources at this point in time.

As we progress with the NEPA process and our ultimate course of action becomes more certain, we will work toward a commensurate level of certainty in our funding plan. We look forward to continuing cooperation and a successful conclusion to this challenging project.

Sincerely,



Verne R. Skagerberg  
Transportation Planner

cc: Gary Davis, Director, Southeast Region  
Andy Hughes, Planning Chief, Southeast Region  
Roger Maggard, Statewide Aviation

**DOT&PF/FAA TELECONFERENCE AGENDA – MARCH 17, 2010**

**Invited Participants:** Mike Edelmann, Verne Skagerberg, Liz Perry, Sheri Ellis

**8:30 am AK/10:30 MTN**

**Call-In Number: 1-866-866-2244**

**Passcode: 6238504#**

1. FAA HQ Presentation debrief – Verne
2. Access Road Design – Team
3. Weather data – Mike/Team
4. Other?

## AGENDA – FAA/USFS COORDINATION TELECONFERENCE – MARCH 18, 2010

**Participants:** FAA - Liz Perry, Sheri Ellis, George Weekley  
USFS –Jennifer Berger, Marti Marshall

**Time:** 8:30 AK/10:30 UT Time

**Call-In:** 1-866-866-2244

**Passcode:** 9763197#

1. Cause and Effect Analyses and Coordination Plan
2. Status of Technical Reports
3. Update on new Regional Forester
4. Miscellaneous Topics (if any)
5. Close



10-004

FS Agreement No. 10MU-11100100-010  
Cooperator Agreement No. MOU030 SOA-USFS  
statewide

**MEMORANDUM OF UNDERSTANDING**  
**Between The**  
**STATE OF ALASKA**  
**DEPARTMENTS OF ADMINISTRATION, FISH & GAME,**  
**NATURAL RESOURCES, AND TRANSPORTATION & PUBLIC FACILITIES**  
**And The**  
**U.S. FOREST SERVICE, ALASKA REGION**

This MEMORANDUM OF UNDERSTANDING (MOU) is hereby made and entered into by and between the State of Alaska, Departments of Administration, Fish & Game, Natural Resources, and Transportation & Public Facilities, hereinafter referred to as the State Agencies or Cooperator, and the U.S. Forest Service, Alaska Region, hereinafter referred to as the U.S. Forest Service.

Background: This MOU replaces 04MU-11100100-066 signed in FY2004 between State of Alaska, Departments of Administration, Fish & Game, Natural Resources, and Transportation & Public Facilities; and the Forest Service, Alaska Region.

Title: Waiver of Fees

**I. PURPOSE:**

The purpose of this MOU is to document the cooperation between the parties to further their missions by establishing a reciprocal relationship to waive collection of fees that the Forest Service could charge the State Agencies, and which the State Agencies could charge the Forest Service, for land use occupancy leases and associated rental fees. It is also the purpose of this MOU to facilitate co-location of electronic communication equipment between the Forest Service and the Department of Administration, where feasible.

**II. STATEMENT OF MUTUAL BENEFIT AND INTERESTS:**

The State Agencies and the Forest Service have complementary missions and overlapping jurisdiction to serve the public, protect the environment, and professionally manage extensive neighboring lands. In carrying out their missions, the State Agencies and the Forest Service often need to use each other's property or services for which each may charge a fee. The fees for which the State Agencies and the Forest Service could charge each other are of a similar magnitude, but would require significant administrative work and costs by both parties to administer.



The State Agencies and Forest Service agree that it is mutually beneficial and in the public interest to waive the collection of these fees to save the administrative costs, to save employee time for more productive activity, and to better facilitate their complementary missions. Moreover, the agreement to waive the collection of fees reflects the collaborative working relationship desired by the State Agencies and the Forest Service.

In consideration of the above premises, the parties agree as follows:

### III. STATE AGENCIES SHALL:

- A. Waive the collection of fees and payments from the Forest Service for land occupancy and use permits and rights-of-way imposed under II AAC 05.010 and lease payments under AS 38.05.810, upon a finding by the Commissioner that the waiver is in the best interest of the State.
- B. Waive the collection of administrative fees associated with processing permits, leases or easements.
- C. Waive the collection of fees for road and trail rights-of-way authorized to the United States in reciprocation for road and trail rights-of-way conveyed to the State of Alaska.
- D. Authorize co-location of communication equipment where practical to minimize visual effects from facilities and to reduce agency costs.
- E. Waive collection of user fees for Forest Service vehicles crossing through the Whittier Tunnel.
- F. Waive collection of water rights fees when another State Agency or Division is listed, in cooperation with the US Forest Service as joint holders of water rights granted through permits, until the use is modified or terminated.

### IV. THE U.S. FOREST SERVICE SHALL:

- A. Waive the collection of fees for land occupancy and use rental to the State Agencies except where collection of fees is mandated by law or regulation. Specifically, 36 C.F.R. 251.57(b)(1) does not authorize the waiver of fees for "municipal utilities and cooperatives whose principal source of revenue from the authorized use is customer charges."
- B. Waive the collection of administrative fees associated with processing permits, leases or easements.



- C. Waive the collection of fees for road and trail rights-of-way authorized to the State of Alaska in reciprocation for road and trail rights-of-way conveyed to the United States.
- D. Authorize co-location of communication equipment where practical to minimize visual effects from facilities and to reduce agency costs.
- E. List appropriate State Agency or Division, in cooperation with the US Forest Service, as joint holders of water rights granted through permits, until the use is modified or terminated.

**V. IT IS MUTUALLY UNDERSTOOD AND AGREED BY AND BETWEEN THE PARTIES THAT:**

- A. Subleasing Space. Subleasing of communications space and equipment by the Department of Administration or Forest Service to other entities which are not a party to this MOU will be handled in accordance with the agency's applicable laws, regulations, and policies.
- B. Information Sharing. Any information furnished to the Forest Service under this agreement is subject to the Freedom of Information Act, 5 USC 552.
- C. Laws or regulations. Nothing in this MOU obligates either party to take any actions contrary to Federal and State of Alaska laws or regulations.
- D. Land Ownership. Nothing in this MOU affects the ownership or title in any lands or property.
- E. PRINCIPAL CONTACTS. Individuals listed below are authorized to act in their respective areas for matters related to this instrument.

**Principal Program Manager Contacts State Agencies:**

Alaska Department of Administration Annette Kreitzer, Commissioner Alaska Department of Administration PO Box 110200 Juneau, Alaska 99811-0200 907-465-2200	Alaska Department of Fish and Game Denby Lloyd, Commissioner Alaska Department of Fish and Game PO Box 25526 Juneau, Alaska 99802 907-465-6141
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Alaska Department of Natural Resources	Alaska Department of Transportation and Public Facilities
Tom Irwin, Commissioner Alaska Department of Natural Resources 400 Willoughby Ave Juneau, Alaska 99801-1724 907-465-3400	Leo von Scheben, Commissioner Alaska Department of Transportation and Public Facilities 3132 Channel Drive Juneau, Alaska 99801 907-465-3900

**Principal U.S. Forest Service Contacts:**

U.S. Forest Service Program Contact	U.S. Forest Service Administrative Contact
Ruth Monahan, Director Recreation, Lands, and Minerals US Forest Service, Alaska Region PO Box 21618 Juneau, Alaska 99802-1628 907-586-8877 FAX: 907-586-7866 rmonahan@fs.fed.us	Betty Wilt, Agreements Specialist US Forest Service Alaska Region Agreement Service Center 648 Mission Street Ketchikan, Alaska 99901 907-228-6343 FAX: 907-228-6216 bwilt@fs.fed.us

- F. **NON-LIABILITY.** The U.S. Forest Service does not assume liability for any third party claims for damages arising out of this MOU.
- G. **NOTICES.** Any communications affecting the operations covered by this agreement given by the U.S. Forest Service or the Cooperator is sufficient only if in writing and delivered in person, mailed, or transmitted electronically by e-mail or fax, as follows:

To the U.S. Forest Service Program Manager, at the address specified in the MOU.

To Cooperator, at the Cooperator's address shown in the MOU or such other address designated within the MOU.

Notices are effective when delivered in accordance with this provision, or on the effective date of the notice, whichever is later.



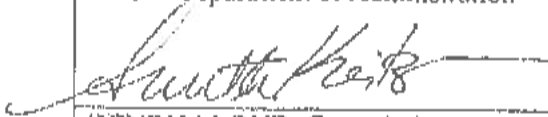
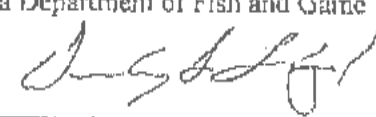
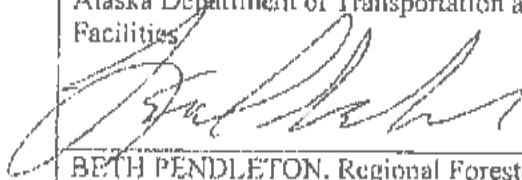


- H. PARTICIPATION IN SIMILAR ACTIVITIES. This MOU in no way restricts the U.S. Forest Service or the Cooperator(s) from participating in similar activities with other public or private agencies, organizations, and individuals.
- I. ENDORSEMENT. Any Cooperator contributions made under this MOU do not by direct reference or implication convey U.S. Forest Service endorsement of the Cooperator's products or activities.
- J. NONBINDING AGREEMENT. This MOU creates no right, benefit, or trust responsibility, substantive or procedural, enforceable at law or equity. The parties shall manage their respective resources and activities in a separate, coordinated and mutually beneficial manner to meet the purposes(s) of this MOU. Nothing in this MOU authorizes any of the parties to obligate or transfer funds. Specific projects or activities that involve the transfer of funds, services, or property among the parties require execution of separate agreements and are contingent upon the availability of appropriated funds. These activities must be independently authorized by statute. This MOU does not provide that authority. Negotiation, execution, and administration of these agreements must comply with all applicable law. Each party operates under its own laws, regulations, and policies, subject to the availability of appropriated funds. Nothing in this MOU is intended to alter, limit, or expand the agencies' statutory and regulatory authority.
- K. USE OF U.S. FOREST SERVICE INSIGNIA. In order for the Cooperator to use the U.S. Forest Service Insignia on any published media, such as a Web page, printed publication, or audiovisual production, permission must be granted from the U.S. Forest Service's Office of Communications. A written request must be submitted and approval granted in writing by the Office of Communications prior to use of the insignia.
- L. MEMBERS OF U.S. CONGRESS. Pursuant to 41 U.S.C. 22, no United States member of, or United States delegate to, Congress shall be admitted to any share or part of this MOU, or benefits that may arise therefrom, either directly or indirectly.
- M. FREEDOM OF INFORMATION ACT (FOIA). Public access to MOU or agreement records must not be limited, except when such records must be kept confidential and would have been exempted from disclosure pursuant to Freedom of Information regulations (5 U.S.C. 552).



- N. U.S. FOREST SERVICE ACKNOWLEDGED IN PUBLICATIONS, AUDIOVISUALS AND ELECTRONIC MEDIA. The Cooperator shall acknowledge U.S. Forest Service support in any publications, audiovisuals, and electronic media developed as a result of this MOU.
- O. TERMINATION. Any of the parties, in writing, may terminate this MOU in whole, or in part, at any time before the date of expiration.
- P. DEBARMENT AND SUSPENSION. The Cooperator shall immediately inform the U.S. Forest Service if they or any of their principals are presently excluded, debarred, or suspended from entering into covered transactions with the federal government according to the terms of 2 CFR Part 180. Additionally, should the Cooperator or any of their principals receive a transmittal letter or other official Federal notice of debarment or suspension, then they shall notify the U.S. Forest Service without undue delay. This applies whether the exclusion, debarment, or suspension is voluntary or involuntary.
- Q. MODIFICATIONS. Modifications within the scope of this MOU must be made by mutual consent of the parties, by the issuance of a written modification signed and dated by all properly authorized, signatory officials, prior to any changes being performed. Requests for modification should be made, in writing, at least 30 days prior to implementation of the requested change.
- R. COMMENCEMENT/EXPIRATION DATE. This MOU is executed as of the date of the last signature and is effective through September 30, 2014 at which time it will expire, unless extended by an executed modification, signed and dated by all properly authorized, signatory officials.
- S. AUTHORIZED REPRESENTATIVES. By signature below, each party certifies that the individuals listed in this document as representatives of the individual parties are authorized to act in their respective areas for matters related to this MOU. In witness whereof, the parties hereto have executed this MOU as of the last date written below.



ANNETTE KREITZER, Commissioner Alaska Department of Administration 	Date 3-1-10
DENBY LLOYD, Commissioner Alaska Department of Fish and Game 	Date 4/27/10
TOM IRWIN, Commissioner Alaska Department of Natural Resources	Date
LEO VON SCHEBEN, Commissioner Alaska Department of Transportation and Public Facilities 	Date 3/12/10
BETH PENDLETON, Regional Forester U.S. Forest Service, Alaska Region	Date

The authority and format of this instrument has been reviewed and approved for signature.

MECHELE M. MACDONALD  
U.S. Forest Service Agreements Specialist

Date

Burden Statement

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0217. The time required to complete this information collection is estimated to average 3 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

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File Code: 1900/2720-2-1

Date: April 13, 2010

Leslie Grey - AAL 614  
FAA Project Manager, Angoon Airport EIS  
222 West 7th Avenue, Box #14  
Anchorage, AK 99513-7587

Dear Ms. Grey:

As the FAA begins analyzing resource issues for the Angoon Airport proposal I understand you will be summarizing technical information in several resource reports. As previously discussed, I recommend including a wilderness resource report among them. By doing so, the unique qualities of wilderness character can be addressed holistically.

The Forest Service recommends following the guidelines outlined in the technical report, "Applying the Concept of Wilderness Character to National Forest Planning, Monitoring, and Management" (Landres, et. al., 2008). This publication describes the importance of the affected environment and existing conditions sections of a wilderness resource report that would be applicable for the Angoon airport analysis. The role of a wilderness resource report is explained below:

*Often, the affected environment section (current or existing condition) is combined with the effects analysis, but sometimes they are separate chapters. Existing conditions are used as a baseline and/or a comparison for effects. To determine the need for change, existing conditions are compared with desired conditions (see Box 2). One can use the existing conditions identified and articulated in this process as a starting point for the affected environment portion of the analysis. Using wilderness character concepts can make this task easier and clearer by framing the affected environment and effects analysis in terms of the four wilderness character qualities.*

By addressing the applicable indicators and measures of wilderness character (Landres, et. al., p. 30-31), the FAA will greatly improve our ability to assess the effects on the wilderness resource in the proper format and context.

This technical report is available for your reference on line at:

<http://www.wilderness.net/WC/documents/Applying%20the%20concept%20of%20wilderness%20character%20-%20GTR-217.pdf>

Thank you for full consideration of this important resource. If you would like to discuss it in greater depth, please contact either John Neary at 907-7896224, Jennifer Berger at 907-789-6278, or myself.

Sincerely,

MARTI MARSHALL  
District Ranger

Cc: Matt Peterson, Sheri Ellis – SWCA Environmental Consultants, Inc.



## MEETING NOTES – FAA/USFS COORDINATION TELECONFERENCE – APRIL 15, 2010

**Participants:** FAA – Leslie Grey, Liz Perry, Sheri Ellis, George Weekley  
USFS –Jennifer Berger

**Time:** 8:30 AK/10:30 UT Time

**Call-In:** 1-866-866-2244

**Passcode:** 9763197#

### 1. Status of Technical Reports

The FAA anticipates having the resource technical reports available for Forest Service resource specialist review soon. Jenn Berger asked if the reports would be available within the next two weeks or next two months. Leslie replied that most of the reports will be available in the next four weeks. Sheri asked Jenn if the Forest Service prefers having the technical reports come in all at once or trickle in to specialist for review. Jenn replied that by having the technical reports coming in all at once makes it easier to get them out, but because we are quickly approaching summer field season, the Forest Service feels it would be better to have the reports come in for review as they are available.

### 2. Update on new Regional Forester

Leslie asked if Jenn had an update on the Forest Service meeting with Beth Pendelton, the new Regional Forester, to discuss the Angoon Airport EIS. If so, did Beth have any concerns or comments that we should know about? Jenn replied that she doesn't have any specifics about the meeting, but she did say that Beth Pendelton was given a brief overview of the project. However, Jenn did reiterate that the Forest Service would like FAA to meet with Beth and give a project briefing with her the next time the FAA team is in Juneau. The Forest Service also would like to know in advance when those meetings would be scheduled so that they can prepare for and schedule the meeting.

### 3. Miscellaneous Topics (if any)

Jenn had sent the wilderness resources letter to Leslie with a cc to Sheri Ellis and Matt Petersen from the FAA team. Leslie responded that we received the letter and that we will discuss it as a team and get back to the Forest Service once a decision has been made on how to respond to the letter.

Jenn also stated that the Forest Service met with ACA and other Angoon community leaders recently to discuss any issues they may have. The Angoon Airport EIS was discussed as part of the meetings and the local leaders stated to the Forest Service that they would like to meet with the FAA face-to-face on their next trip to discuss their thoughts and concerns. Leslie replied that it was difficult to get to Angoon on the last trip, but FAA has produced a video with pertinent information that they are sending to the community. Unfortunately, there has been a recent death in the community and out of respect, FAA is waiting until a proper time to send them the video. Leslie also reiterated

**that the next time they have meetings in Southeast Alaska, the FAA intends to go to Angoon and discuss the project with local leaders.**

**4. Close**

**The next meeting is intended for May 13, 2010 at 8:30 AM AKT.**



**Item 165: Video presentation by Leslie Grey, FAA, in lieu of visit to Angoon**

In November 2009, the FAA Project Manager and members of the EIS Consultant Team had planned to visit the community of Angoon as part of public involvement efforts associated with the project. Due to inclement weather, the visit was cancelled, and a video of the presentation that would have been made in person was provided.

This video was first shown at the Angoon Community Association meeting room on May 5, 2010. The video was presented again in May 2011 and July 2011 during community visits by the EIS team. Copies of this video were also made available at the Angoon Business Center in 2010 and were distributed during the 2011 community visits

This administrative record item includes all electronic files associated with the video.





U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division  
AAL-614  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

May 25, 2010

Marti Marshall  
District Ranger  
Tongass National Forest, Admiralty Island National Monument  
8510 Mendenhall Loop  
Juneau, AK 99801

Re: Angoon Airport Environmental Impact Statement, Request for Consideration of  
Wilderness Technical Report

Dear Ms. Marshall:

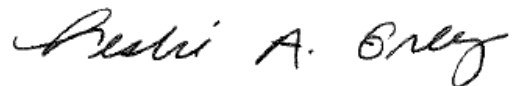
The Federal Aviation Administration (FAA) is in receipt of your letter of April 13, 2010 requesting we consider preparing a stand-alone technical report for wilderness characteristics similar to those being prepared for other environmental resources and issues associated with the Angoon Airport EIS. As you are aware, we did not include preparation of such a report in the scope of work for the contractor assisting the FAA in the preparing the EIS.

Our exclusion of such a report from the scope of work does not represent an opinion by the FAA that wilderness characteristics do not constitute an important resource or issue for the EIS. Rather, our intention with the resource reports was to restrict the reports prepared to the following: those resources for which other regulatory processes require stand-alone documentation separate from the EIS, such as the Section 106 or Section 404 processes; those resources for which coordination with regulatory agencies such as the U.S. Fish and Wildlife Service for threatened and endangered species is necessary; or those resources for which time-sensitive information was gathered, such as for socioeconomics, land use, noise, and visual resources.

We agree with you that establishing the baseline conditions for wilderness characteristics as its own resource is crucial to understanding the potential impacts of an airport and access road on those characteristics. However, we do not believe a technical report is necessary to identify baseline conditions. Chapter 3 of the EIS, the Affected Environment chapter, will include a separate section on wilderness characteristics that will establish the baseline (existing) condition of those characteristics in the study area. This section of the EIS will draw from the natural and cultural resource data in other sections of the document to compile a holistic look at wilderness characteristics, addressing each of the elements discussed in the cause-and-effect analysis approved by the FAA and USFS resource specialists. For this reason, we respectfully decline the preparation of a technical report for wilderness characteristics. That said, we are in the process of preparing Chapter 3 of the EIS and will be happy to provide you with an early copy of the section on wilderness characteristics that may stand in place of a separate technical report.

I look forward to continuing to work closely with the Forest Service on this project. Feel free to contact me at any time if you wish to discuss this matter any further. I can be reached via e-mail at Leslie.Grey@faa.gov or by phone at (907) 271-5454.

Sincerely,

A handwritten signature in black ink that reads "Leslie A. Grey". The signature is written in a cursive style with a large, looped initial 'L'.

Leslie A. Grey  
FAA – Alaskan Region Airports Division  
Angoon Airport EIS Project Manager

enclosure

cc: S. Ellis (SWCA)



File Code: 1900/2720-2-1

Date: April 13, 2010

Leslie Grey - AAL 614  
FAA Project Manager, Angoon Airport EIS  
222 West 7th Avenue, Box #14  
Anchorage, AK 99513-7587

Dear Ms. Grey:

As the FAA begins analyzing resource issues for the Angoon Airport proposal I understand you will be summarizing technical information in several resource reports. As previously discussed, I recommend including a wilderness resource report among them. By doing so, the unique qualities of wilderness character can be addressed holistically.

The Forest Service recommends following the guidelines outlined in the technical report, "Applying the Concept of Wilderness Character to National Forest Planning, Monitoring, and Management" (Landres, et. al., 2008). This publication describes the importance of the affected environment and existing conditions sections of a wilderness resource report that would be applicable for the Angoon airport analysis. The role of a wilderness resource report is explained below:

*Often, the affected environment section (current or existing condition) is combined with the effects analysis, but sometimes they are separate chapters. Existing conditions are used as a baseline and/or a comparison for effects. To determine the need for change, existing conditions are compared with desired conditions (see Box 2). One can use the existing conditions identified and articulated in this process as a starting point for the affected environment portion of the analysis. Using wilderness character concepts can make this task easier and clearer by framing the affected environment and effects analysis in terms of the four wilderness character qualities.*

By addressing the applicable indicators and measures of wilderness character (Landres, et. al., p. 30-31), the FAA will greatly improve our ability to assess the effects on the wilderness resource in the proper format and context.

This technical report is available for your reference on line at:

<http://www.wilderness.net/WC/documents/Applying%20the%20concept%20of%20wilderness%20character%20-%20GTR-217.pdf>


Thank you for full consideration of this important resource. If you would like to discuss it in greater depth, please contact either John Neary at 907-7896224, Jennifer Berger at 907-789-6278, or myself.

Sincerely,

MARTI MARSHALL  
District Ranger

Cc: Matt Peterson, Sheri Ellis – SWCA Environmental Consultants, Inc.



The banner features a stylized Totem Pole on the left, the text "ANGOON AIRPORT Environmental Impact Statement" in the center, and the FAA logo on the right. The background is a light tan color with a silhouette of a forest at the bottom.


**Angoon Airport EIS News and Updates (8/10/10)**

Hello!

I wanted to take this opportunity to update you on the Angoon Airport EIS project. The FAA project team last updated the community of Angoon via a video presentation at the Angoon Community Association meeting room on May 5th, 2010. This video presentation features project team members discussing the results of field studies and next steps for the EIS. For those unable to attend the public viewing, copies of the video presentation are available at the Angoon Business Center for public distribution. Since that update, the EIS team has been busy wrapping up technical reports for all resources where data was collected, including wildlife, vegetation, wetlands, fisheries, hydrology, cultural resources, land use, socioeconomics, baseline noise conditions, visual resources, and subsistence. The technical reports will be circulated for agency review when they are completed, and will be available on the website for public access when reviews and revisions are complete. You will receive email notification when the reports and additional website updates are available.

The EIS Team is very excited about the progress that has been made this summer, and moving forward with analysis. If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely,  
Leslie Grey  
Angoon Airport EIS Project Manager  
FAA - Alaskan Region, Airports Division

The FAA logo is circular with a blue border containing the text "FEDERAL AVIATION ADMINISTRATION". Inside the circle is a stylized white aircraft flying over a globe.

**Leslie Grey**, [Federal Aviation Administration](http://www.faa.gov), Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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To unsubscribe, click [HERE](#).

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\* Please do not reply directly to this e-mail. This is an unmonitored mailbox and you will not receive a response.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

September 13, 2010

Mr. Wally Frank Sr.  
President, Angoon Community Association  
P.O. Box 188  
Angoon, AK 99820-0328

Dear Mr. Wally Frank Sr.

I am writing you at the request of Ms. Echo Hawk. I had a wonderful conversation with Ms. Echo Hawk on Tuesday, August 31. She was a strong advocate for the land based airport project in Angoon, asked some excellent questions, and requested that I send you a letter responding to a Community concern.

First, I would like to express my sincere apologies. It is my understanding that the tribal council sent us an e-mail via the Angoon Environmental Impact Study webpage (<http://www.angoonairpoteis.com/main.html>) and no response was received. I can assure you, that oversight was completely unintentional. We never received that e-mail and are currently looking into why not, and I have to thank Ms. Echo Hawk raising that issue to our attention. In the event future communication is not responded to in a timely manner, please contact me directly. My contact information is below.

It is my understanding that your community has concerns about the effect a security action, for example a Department of Homeland Security directed closure of airports, would have on your ability to continue a subsistence lifestyle. The concern is, would such an event impact your ability to provide for your families?

I can assure you a temporary closure of the airport due to a Federal or State security action will not have an impact on your community's ability to continue subsistence activities.

With the airport in place and operational, for safety and security reasons you would not be performing any subsistence activities on airport property. If the airport is closed due to a security action, the same square acreage would remain unavailable for subsistence activities. When considering subsistence activities, there is no difference between an operational airport and one that is closed for security purposes.

I do have to add the above answer represents only the opinion of this office, and does not speak for the Department of Homeland Security, the Department of Defense, or any other Federal or State department or agency that has legal authority to take security action. I would recommend that you contact these offices individually upon receipt of this letter.

In the future, if you have any questions, please feel free to contact me directly. My contact information is below.

Sincerely;

A handwritten signature in black ink, appearing to read 'Michael Edlmann', written in a cursive style.

Michael Edlmann  
FAA Airports Division  
222 West 7th Ave., Suite 14  
Anchorage, AK 99513  
907-271-5026  
mike.edlmann@faa.gov

CC:  
Ms. Echo Hawk, ACA Travel Liaison



## Meeting with Verne and Memo (general concerns with rural airports)

I. Justification/General Benefit (bullets 1 and 2 – letter) EIS Team is answering these questions – the answers could suggest FAA won't fund 95% of 3A

II. AIP Funding – NEED DOT FEEDBACK/GUIDANCE/RESPONSE

A. Funding – general – FAA v/ DOT contributions – FAA will not fund, will DOT fund? FHWA, Need ROD before funding plan? Will FHWA put it in the STIP without a ROD? And Will FAA not sign a ROD without a finding plan. Legal and/or executive decisions

B. Angoon Aviation Benefit –

C. 12a = 89% (FAA guidelines)

3a = 94%

FAA determines what are the meaningful statistics, comparative measures – ceiling not matter – relative statistical comparisons (confirm with HQ Chris Hugenin)

AI - Run the planning memo by Chris Hugenin

Return on Investments

DOT needs to either increase the aviation benefit relative to cost, or decrease cost, by going to 12 a

D. ROD – will FAA refuse to issue the ROD if not funding plan

III. Community Schedule

IV. Set up Meeting – To determine how will we proceed? NEPA analysis OK with Ambiguous funding

Discussion/resolution

Minutes to publish

Part of the record

Funding plan dates and times

WE WILL move forward based on outcome

IF 12a is the proposed action:

Aviation planning for 12a need info from Brad

Airspace analysis/planning from FAA requirements? Weather analysis?

Mike thought from the working papers – that the same level of modeling for 12a and 3a

Does FAA have enough information to say it works

General timeline impact – EIS schedule/scope

Master plan need updating (no)

AI - mike to follow up with Brad

NO ANICLA APPLICATION

Land ownership/acquisitions/ROW/ANCSA Covenants – is it doable – are there covenants that make it not doable (EIS Team)

Fail market values process and WAG - could buying the land cost more than the road?

Still need an EIS? If yes, are alt OK (legal question)

If no, EA – action/ no action

BIG Picture – Proposed Action if not preferred alternative? FAA order that we resolve this – in 50 50 – need to resolve this so there is not a difference

Land acquisition

Cost comparison to 3a and road

Level of appraisal and ROW costs

WAG on Land acq costs 0 what 's the process – John Lovett

Corporation giving the lands to the State for the airport – corporation find the benefit to shareholders to giving it to the state to the shareholders – jobs revenue, opportunity.

IF 3a is still the proposed action

Does 4f or any special purpose laws preclude proceeding

Does ANILCA override any special purpose laws

NO additional aviation planning

ANILCA application prepared and submitted

SUMMARY COMPARISON TABLE – timeline

**Community updates** – relieve the pressure on Leslie for contacts - HOT SHEET - **better check the last time we were in touch...**they are calling Leslie and Mike a lot...AI for LIZ

MEDEVAC –

Data? Last year Verve YTD 2010 – 50 medevacs for a community of 400

3-5 permonth – as many as 6 a week

SOCIO:

Economic part is complete – told a story – story not very engaging – technically accurate is one thing, but after reading it Mike felt that Nagoon doesn't deserve an airport – a stable community of 300 plus does not deserve and airport – but there is no data to support what we're saying – the contention that Angoon needs and airport.

Population is declining. 25 million on a declining population? 3.2% a year

Every other community in SE – what are the peer populations – who is a peer? Broad comparisons – 100 or less, 500 or less – native more than 60% - pop less than 1000, greater than 100 = peer populations. (Not branoff). What is a peer and how does that compare. Take a look at the whole SE – we have census data for the whole of SE with population decline – if the general population with peer communities is declining.

What is the scenario? Is it worse off than everyone or stable? A major health catastrophe = dead.

Traditional way of life, the people part – why are they even there?

Not getting the whole picture...what is the picture relative to SE –

Economy – 14 business licences – how long have they been in business? Are they being handed over every year – more information on the economy is needed....

Large sustistence, self run business not reporting revenue and earnings....we say that there is not data because it's not being collected.

Statistically speaking – how many tourists come through a year. Across AK tourism...what is the average occupancy of a lodge....float plane and boat businesses....

Picture is weak – just saying the data doesn't exist is not enough.

Paints the wrong picture:

Stable community, been there for thousands of years, long time depth – it is 97% sustistence, - population drop shows that for a community of 300, it's gone in 100 years. Is that better or worse than anyone else.

What does “few” mean? In decrease in visitors – skims the surface, creates more questions than information –

Needs a better context for the “socio” side – tie to subsistence, history, etc.

If it is really declining, why? These people live here, they were born here, their tradition is tied here. Cultural continuity – traditional reasons for being there staying there, it's significant to them, and they are there because it is a depressed economy.

Airport enables Services to maintain their traditional lifestyle. Basic rural access to allow them to be tied to that land.

Needs an introduction that lays out the story....

Are there USFS regulation and FAA regulations? What is the real regulatory responsibility? Which regulations apply.

Don't want to tell a particular story – want to put the data in perspective.

Drafting the EIS sections –

USFS – are they looking to see it. –

Draft of the sections –

Rolled it in –

AI – ETA

AI – Social tech. Stops - not USFS

Action: outlines for the socio portions of the EIS.

February presentation schedule.

Come back and let us know can we do the EIS

All the land is owned by corp – not clear until you read it a few times.



## Memorandum

To: Jim Case, Natural Resources Specialist, Special Uses (Admiralty National Monument)  
CC:  
From: Sheri Murray Ellis  
Date: November 22, 2010  
Re: Cultural resources special use permit extension

---

This memo outlines the request of SWCA Environmental Consultants (SWCA) to extend our existing ARPA Permit No. JUN709 issued by the U.S. Forest Service to SWCA for cultural resources work related to the Angoon Airport Environmental Impact Statement (EIS).

**Reason for the Requested Extension:** SWCA is conducting the cultural resource studies under the direction of the Federal Aviation Administration (FAA) and in coordination with the Angoon Airport EIS. The studies, particularly field investigations, are subject to change over time as alternatives under consideration in the EIS are refined and the FAA determines which alternative will be identified as their agency preferred alternative. We anticipate that further fieldwork and continued consultation with the USFS and other consulting parties will be necessary to fulfill the requirements of the Section 106 process of the National Historic Preservation Act by the time the EIS is complete. Additionally, SWCA's ability to submit deliverables (e.g., technical reports of field studies) is largely at the discretion of the FAA, the lead federal agency for the EIS. The FAA must issue approval to SWCA of any deliverables prior to our being authorized to submit said deliverables to the USFS. As the FAA is coordinating the timing of such approvals with the EIS process, additional time is needed.

The draft cultural resources technical report for the initial field studies and archival research covered by Permit JUN 709 has been submitted to the USFS for consideration. While we anticipate receipt of review comments shortly, we are required to coordinate with the FAA to address those comments and prepare a revised/interim final report. We expect such coordination and revision of the report will extend beyond the expiration date of our current permit: December 31, 2010.

**Additional Activities to be Conducted:** As noted above, we anticipate several activities to be conducted under the permit extension. These include: finalizing the draft technical report of initial field studies and archival research; additional consultation with the USFS and other

consulting parties, including the Alaska State Historic Preservation Officer; and conducting additional field studies. Ongoing consultation will focus on the nature of any additional field studies as well as findings of effect. Additional field studies may be necessary to assess potential indirect effects from the project, particularly those associated with access roads. The need for and extent of such studies is not currently known and will depend upon the FAA's identification of their agency preferred alternative. That is, certain alternatives would have a higher potential for indirect effects to cultural resources than others, and the geographic extent of the area that could be indirectly affected would vary by alternative. Should additional field studies be conducted, an addendum technical report would be prepared and submitted to the USFS for review.

**Estimated Completion Date:** We anticipate completion of the technical report on initial field studies and archival research in January or February 2011. Should additional field studies be necessary, such studies would not likely be conducted until summer or fall 2011. Reporting of the additional field studies would occur during winter 2011 and could extend into early 2012.





United States  
Department of  
Agriculture

Forest  
Service

Alaska Region  
Tongass National Forest  
Admiralty National Monument

8510 Mendenhall Loop  
Juneau, AK 99801  
Phone: (907) 586-8790  
Fax: (907) 586-8795

---

File Code: 2720

Date: December 7, 2010

Leslie Grey  
Department of Transportation, FAA Alaska Region  
222 West 7th Avenue #14  
Anchorage, AK 99513-7587

Dear Leslie:

Please find enclosed, a signed copy of amendment #2 to your special use authorization for placement of wind monitoring equipment within the Tongass National Forest.

This amendment extends the expiration date of your permit, ADM216 from April 1, 2011 through December 31, 2011.

If you have any questions please contact Jim Case, Special Uses: 907-789-6283 or e-mail: [jimcase@fs.fed.us](mailto:jimcase@fs.fed.us)

Sincerely,

Chad VanOrmer  
Monument Ranger

Enclosure: Signed amendment



**U.S. DEPARTMENT OF AGRICULTURE  
FOREST SERVICE  
AMENDMENT  
FOR**


**SPECIAL-USE AUTHORIZATION**

**Amendment#: 2**

This amendment is attached to and made a part of the special use authorization (identified above) issued to Federal Aviation Administration on 03/07/2008 which is hereby amended as follows:

**Extend the expiration date of the special use permit from April 1, 2011 through December 31, 2011.**

This Amendment is accepted subject to the conditions set forth herein, and to conditions N/A to N/A attached hereto and made a part of this Amendment.

  
\_\_\_\_\_  
Holder  
FAA Angoon Airport  
EIS Project manager

  
\_\_\_\_\_  
Chad Van Ormer

Holder

Monument Ranger, Admiralty National Monument

Date

12/2/10

Date

12/2/2010

According to the Paperwork Reduction Act of 1995, an agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number. The valid OMB control number for this information collection is 0596-0082. The time required to complete this information collection is estimated to average one (1) hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at 202-720-2600 (voice and TDD).

To file a complaint of discrimination, write USDA, Director, Office of Civil Rights, 1400 Independence Avenue, SW, Washington, DC 20250-9410 or call toll free (866) 632-9992 (voice). TDD users can contact USDA through local relay or the Federal relay at (800) 877-8339 (TDD) or (866) 377-8642 (relay voice). USDA is an equal opportunity provider and employer. The Privacy Act of 1974 (5 U.S.C. 552a) and the Freedom of Information Act (5 U.S.C. 552) govern the confidentiality to be provided for information received by the Forest Service.

# **Memorandum of Understanding**

## **Angoon Working Group**

## Memorandum of Understanding

This memorandum of Understanding (MOU), is an agreement between the Angoon Community Association, the City of Angoon, Alaska, and Kootznoowoo, Inc. (hereafter "entity" or "entities"), in order to establish a cooperative mechanism to address issues of mutual concern.

The entities entering into this MOU seek to improve health, safety, culture and economy of the residents and individuals connected with Angoon, Alaska. The entities understand and acknowledge that each entity respect to the well-being and improvement of Angoon and that working cooperatively will greatly benefit the residents and individuals connected with Angoon, Alaska.

WHEREFORE, the entities agree to the following:

1. The *statement of common* purpose adopted earlier by the entities is reaffirmed and hereby adopted.
2. The entities agree to the formation of an organization to be called: The ***Angoon Working Group***, whose deliberation and proceedings shall be governed by this MOU.
3. The entities agree the ***Angoon Working Group*** shall meet not less than monthly to discuss matters of mutual interest and common purpose. Meetings shall be at such place and at such times as the entities shall agree. The entities agree that the ***Angoon Working Group*** shall attempt to hold a meeting on the first Tuesday of each month at a time and place agreed on by each entity.
4. At the first meeting of the ***Angoon Working Group***, each entity shall propose and describe three issues or projects to be addressed by the ***Angoon Working Group***.
5. The entities shall use consensus to select no less than three and not more than five projects or proposals for the ***Angoon Working Group*** to work on the address. From time-to-time, the entities may add additional projects or proposals to the topics being worked on the ***Angoon Working Group***; however the number of the projects or proposals conducted by the ***Angoon Working Group*** shall not exceed five.
6. The entities shall assign "lead responsibility for any project or proposal to one entity. Thereafter, the entity with lead responsibility for working on or addressing a project or proposal shall report to the other entities through the ***Angoon Working Group***."
7. The entity with lead responsibility of any assigned project or proposal shall vigorously pursue the assigned project or proposal, subject to the requirement that the entity with lead responsibility shall diligently endeavor to communicate with the other entities on progress or requirements necessary to complete the assigned project or proposal.
8. Entities without the lead responsibility for a particular project or proposal shall be "subordinate member" of any project or proposal. A subordinate member's responsibility and duty with respect to any project or proposal is to stay fully



undertake tasks requested by the entity with lead responsibility as mutually agreed upon.

9. Each entity to this MOU agrees to communicate with their respective constituencies on the decisions and progress made with respect to any project of proposal. Each entity agrees to keep shared proprietary and litigation matters confidential to the extent allowed under Alaskan law.
10. Each entity to this MOU agrees to devote sufficient resources to this undertaking to assure reasonable success.
11. Each entity agrees to defer comment on any project or proposal for which another entity has been given lead responsibility.
12. The entities agree to use their best cooperative efforts to obtain governmental funding, private funding and other sources of revenue for each other, as necessary and as agreed to, in the interests of benefiting the Community of Angoon, Alaska.
13. Any entity to this MOU may agree to withdraw from this agreement upon (30) days written notice to the other entities; said notice shall state with some specificity the reasons and grounds for withdrawal.
14. Nothing in this MOU shall serve as an obligation by any entity to assume the debts, rights, obligations or legal responsibilities of any other entity.


**Kootznoowoo, Inc.**

  
Peter Nafoz, General Manager

Date

6-24-10


**City Of Angoon**

  
Albert Howard, Mayor

Date

12-15-10

**Angoon Community Association**

  
Wally R. Frank, Sr., President

Date

06-23-10

**From:** j.johnson@alaska.gov  
**Sent:** Monday, February 14, 2011 2:17 PM  
**To:** Leyla Arsan  
**Cc:** j.johnson@alaska.gov  
**Subject:** FDD Nomination Submission Outcome

Public review of updated Atlas maps begins February 14 and March 21, 2011. Here are the results of your current nomination submission(s) to the AWC. You can click on the nomination number to see the current status of the nomination along with a scanned PDF of the nomination (when available). You can also click on the AWC number to see all past or current nomination forms for that AWC water body including tributary streams. Have any comments or suggested revisions to [j.johnson@alaska.gov](mailto:j.johnson@alaska.gov) at 267-2337 no later than March 21<sup>st</sup>. Draft AWC Atlas maps can be viewed through the ADF&G Division of Habitat website below:

<http://www.adfg.alaska.gov/index.cfm?adfg=maps.awcprn>

Nominations for Leyla Arsan (larsan@swca.com)

Nomination #: [10-908](#)

\*\* Region\Quadrant: Southeastern - SITKA B-2

Results: Adding life phases, i.e., spawning, rearing to existing streams or lakes

AWC #: [112-67-10800](#)

Species Code: CHs,Ps Stream Name: Favorite Creek

Nomination #: [10-909](#)

\*\* Region\Quadrant: Southeastern - SITKA B-2

Results: Additional backup information on a non-specified non-anadromous fish stream.

Nomination #: [10-910](#)

\*\* Region\Quadrant: Southeastern - SITKA B-2

Results: Adding new stream shorter than 660 feet of habitat

AWC #: [112-67-10802](#)

Species Code: COr

Nomination #: [10-911](#)

\*\* Region\Quadrant: Southeastern - SITKA B-2

Results: Additional backup information on specified anadromous fish stream.

AWC #: [112-67-10790](#)

Nomination #: [10-912](#)

\*\* Region\Quadrant: Southeastern - SITKA B-2

Results: Additional backup information on specified anadromous fish stream.

AWC #: [112-67-10780](#)

Results: Additional backup information on a non-specified non-anadromous fish stream.

Nomination #: [10-914](#)

\*\* Region\Quadrant: Southeastern - SITKA B-2

Results: Additional backup information on a non-specified non-anadromous fish stream.

Nomination #: [10-915](#)

\*\* Region\Quadrant: Southeastern - SITKA B-2

Results: Additional backup information on specified anadromous fish stream.

AWC #: [112-67-10610](#)

Nomination #: [10-916](#)

\*\* Region\Quadrant: Southeastern - SITKA B-2

Results: Additional backup information on specified anadromous fish stream.

AWC #: [112-67-10610](#)

Nomination #: [10-917](#)

\*\* Region\Quadrant: Southeastern - SITKA B-2

Results: Additional backup information on a non-specified non-anadromous fish stream.

Nomination #: [10-918](#)

\*\* Region\Quadrant: Southeastern - SITKA B-2

Results: Additional backup information on a non-specified non-anadromous fish stream.

**\*Species Codes:**

AC - Arctic char

AL - Arctic lamprey

AW - Arctic cisco

BC - broad whitefish

BW - Bering cisco

CH - chum salmon

CO - coho salmon

CT - cutthroat trout

DV - Dolly Varden

HW - humpback whitefish

K - chinook salmon

LB - western brook lamprey

LC - least cisco

LP - lamprey, undifferentiated

LV - river lamprey

OL - longfin smelt

OM - rainbow smelt

OU - eulachon

P - pink salmon

PC - Pacific lamprey

S - sockeye salmon

SF - inconnu

SH - Steelhead trout

SM - smelt, undifferentiated

ST - sturgeon, undifferentiated

W - whitefish, undifferentiated

**\*Activity Codes:**

s - spawning   r - rearing   p - present   m - migration



<b>RECORD OF CONVERSATION</b>	<b>Time:</b>	<b>Date: March 3, 2011</b>
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<b>TYPE</b>	<input type="checkbox"/> In-person Conversation	<input type="checkbox"/> Meeting/Conference	<input checked="" type="checkbox"/> Telephone <input type="checkbox"/> Incoming <input type="checkbox"/> Outgoing	<input type="checkbox"/> E-mail Chain (summarized here due to length and to focus on relevant information; copy should accompany this ROC)
-------------	---	---	---	--

**Location of In-person Conversation, Meeting, or Conference:**

<b>Name of Persons Contacted or in Contact with You</b> Albert Howard, City of Angoon Mayor	<b>Organization</b> City of Angoon	<b>Telephone No.</b>
--	---------------------------------------	----------------------

**Subject:** status and history of the Angoon water treatment facility

**Summary of Conversation**

Patrick Crowley, SWCA Environmental Consultants Water Resources Specialist, conducted a telephone interview with Albert Howard. They discussed the following items:

- water quality problems with drinking water provided by Angoon's treatment facility, primarily due to the presence of chemicals that may have formed by the treatment process,
- failures in the treatment facility resulting in untreated water entering the public supply,
- at these times, community members were notified by the Alaska DEC to boil their drinking water to eliminate biological health hazards, and
- in August 2010, the treatment facility was retrofitted to correct filtration and disinfection issues.

Due to some confusion in SWCA's records, Jamie Young confirmed that this conversation would have taken place with Albert Howard. Documentation of that e-mail exchange (between Jamie Young and Albert Kookesh III) is attached.

**Action Required:** none

**Name of Person Documenting Conversation:** Jamie Young for Patrick Crowley

## Lara Bjork

---

**From:** Jamie C. M. Young  
**Sent:** Tuesday, March 26, 2013 10:48 AM  
**To:** albert kookesh  
**Cc:** Lara Bjork  
**Subject:** RE: Angoon Water Treatment Facility citation confirmation

Thanks for your response, Albert! We'll just revise the citation to read "Angoon's Mayor" and citing "Albert Howard 2011" instead of "Anthony".

Thanks again for your help confirming this!

---

**From:** albert kookesh [<mailto:albertkookesh@hotmail.com>]  
**Sent:** Tuesday, March 26, 2013 9:45 AM  
**To:** Jamie C. M. Young  
**Subject:** RE: Angoon Water Treatment Facility citation confirmation

hi jamie sorry it took so long and it would have been Albert Howard - former mayor and part time water operator. There have been notices in the past to boil water and notices about chemicals that have been found in water but some of those notices were just FYI and not boil water notices. As far as getting a hold of him i will have to ask around.

If your neighbor's house is on fire, you don't haggle over the price of your garden hose. - Franklin Roosevelt

Albert Kookesh III  
City of Angoon  
907-723-5232  
[albertkookesh@hotmail.com](mailto:albertkookesh@hotmail.com)

---

**From:** [jyoung@swca.com](mailto:jyoung@swca.com)  
**To:** [albertkookesh@hotmail.com](mailto:albertkookesh@hotmail.com)  
**CC:** [lbjork@swca.com](mailto:lbjork@swca.com)  
**Subject:** Angoon Water Treatment Facility citation confirmation  
**Date:** Tue, 19 Mar 2013 19:52:15 +0000

Hello Albert,

In our Angoon Airport EIS Water Quality section, we need to confirm this citation. Can you confirm that in 2011 Anthony Howard was the Water Treatment Facility Supervisor that would've said this? Do you have contact information for Anthony Howard? We're unsure whether this should've been citing Mayor Albert Howard, or whether there actually is someone named "Anthony Howard". Or can you confirm this citation, and we'll replace it with your name? Here it is:

"During a telephone interview on March 3, 2011, Angoon's Water Treatment Facility Supervisor confirmed that there have been water quality problems with drinking water provided by Angoon's treatment facility, primarily due to the presence of chemicals that may have formed by the treatment process. There have also been failures in the treatment facility resulting in untreated water entering the public supply. At these times,

community members were notified by the DEC to boil their drinking water to eliminate biological health hazards. In August 2010, the treatment facility was retrofitted to correct filtration and disinfection issues (Anthony Howard 2011).”

Thanks for any help that you can provide clarifying this citation! Sincerely, Jamie


**Jamie C. M. Young**  
Natural Resources Specialist

**SWCA Environmental Consultants**  
317 Forest Park Drive  
Ketchikan, Alaska 99901  
P 907.220.9016 | C 907.821.0404 | F 907.279.7922



Visit Our Website: <http://www.swca.com>  

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**Angoon Airport EIS News and Updates (3/10/11)**

We are excited to announce that the latest version of the Angoon Airport Environmental Impact Statement Newsletter, published by the Federal Aviation Administration - Alaskan Region Airports Division, is now available on our website. Please visit [www.angoonairporteis.com](http://www.angoonairporteis.com) or click the link below to check it out!

Click [HERE](#) for the March 2011 Newsletter

If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely, Leslie  
Angoon Airport EIS Project Manager



**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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## A Message from the FAA on a Community-Focused Newsletter Edition

*Hello! I have been receiving a number of phone calls and emails lately from community members who have questions and thoughts to share about the Angoon Airport Environmental Impact Statement (EIS) project. I know that many people were disappointed when our team was not able to visit Angoon last November for our scheduled meeting. As you know, the weather can be challenging for flights at this time of year. Our team was very sorry to miss our visit with the community.*



*While our newsletter is circulated to a wide range of stakeholders and people interested in the project, we decided to focus this edition on answering many of the most recent questions from the community. Future editions may focus on questions that are of interest to other groups, such as non-governmental organizations or government agencies. If you find that you have questions we did not answer here or other thoughts to share about the project, please feel free to get in touch with me any time. My contact information is provided on the last page of this newsletter.*

*I am truly looking forward to my next visit to Angoon and the chance to see everyone in person again!*

*Best wishes,*

*Leslie Grey  
FAA Alaskan Region Airports Division  
Angoon Airport EIS Project Manager*

## Recently Asked Questions about the Angoon Airport Project

**Q: What was the meeting the November before last supposed to be about, and what did you do instead?**

The November before last the project team held meetings in Juneau and planned to hold a meeting in Angoon to present the results of our fieldwork. Unfortunately, we had to cancel the planned meeting in Angoon due to weather conditions and illness. We did not want the community to miss the opportunity to hear the results of fieldwork, so we prepared a video presentation that contained all the information we would have discussed in person. We arranged for the video to be shown for community members on May 5, 2010, and we made it available for future showings. If you have not had a chance to see it, you still can! The video is available for viewing at the Angoon Business Center.

**Q: I have not heard much about the project lately. Is it still happening?**

Absolutely! The environmental impact statement (EIS) is still in progress and a land-based airport is still being considered. There are several times during this process when there aren't many public meetings and you don't see crews of field workers. This typically means we are busy preparing technical documents, refining the range of alternatives, writing the EIS itself, and making sure our work is thorough, complete, and legally defensible. Although you may not see our crews at work in town, the FAA Project Manager is always available to answer questions about the project or provide a comment. Contact information is located on the last page of this newsletter.



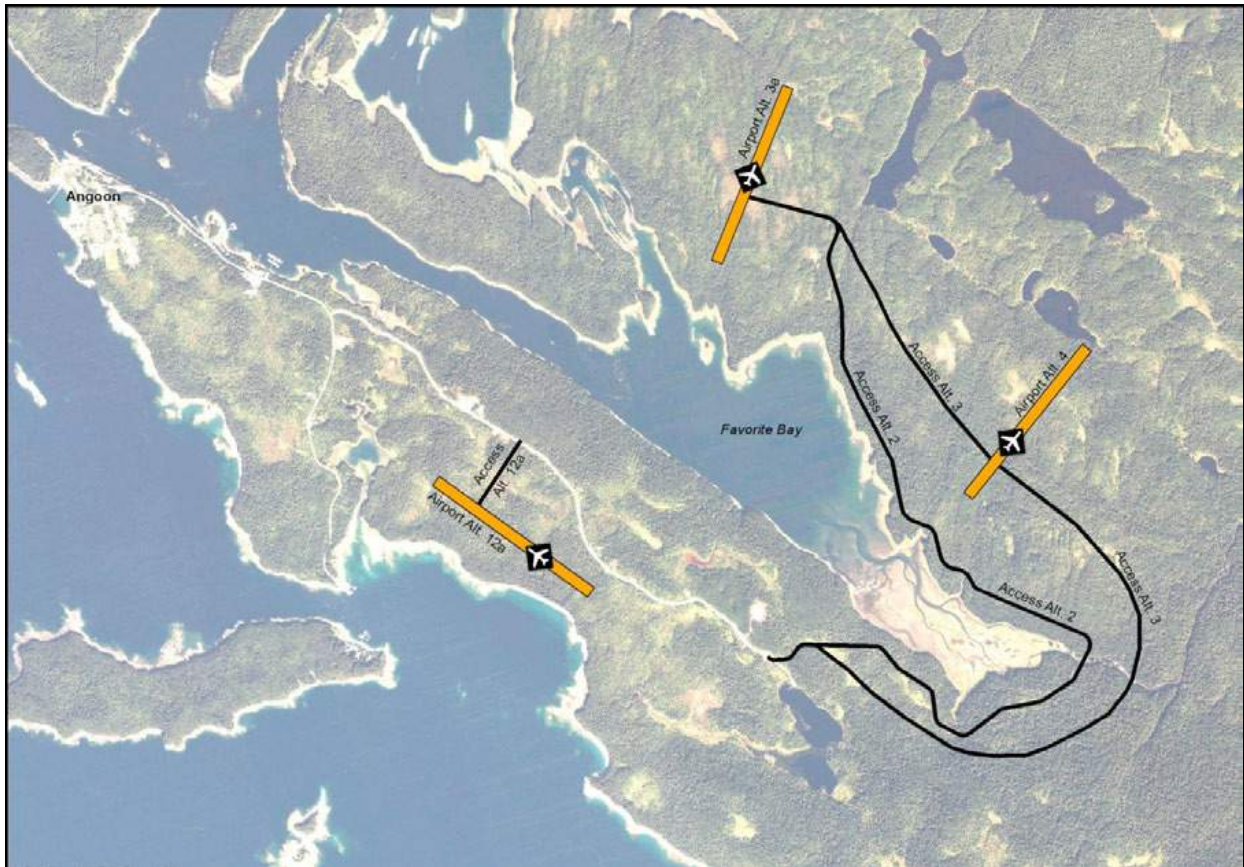
**Q: What possible airport locations (alternatives) are being considered?**

Shown on the map below, three possible airport locations are being considered and will be analyzed in the EIS. These locations may be familiar to you, because they are the same ones discussed in previous public meetings. These sites were identified through technical studies and public, agency, and tribal input as the three most viable locations from an aviation standpoint. Two of the sites (Alternatives 3a and 4) are located in the Admiralty Island National Monument and Kootznoowoo Wilderness Area (the Monument–Wilderness Area). The third site (Alternative 12a) is located on the Angoon peninsula. The Airport Alternative 3a location is the Department of

Transportation and Public Facilities' (DOT&PF) proposed location.

**Q: What has been happening with the project since the fieldwork results were presented?**

Since our video presentation on the results of fieldwork, the FAA's Project Team has been working hard to 1) finalize all the criteria by which the range of airport alternatives is being screened, 2) confirm the necessary facilities to be included in a land-based airport for the community regardless of where it might be located, and 3) write the EIS, using the results of our field studies in Angoon. Writing the EIS is a time-consuming process.



**Location of the three airport alternatives and access roads in relation to the City of Angoon.**

**Q: What is different about the procedures for building an airport in the Monument–Wilderness area versus the Angoon Peninsula?**

Building an airport in the Monument–Wilderness Area is allowed because of the Alaska National Interest Lands Conservation Act (ANILCA), Title XI. However, to do so, the DOT&PF must submit an ANILCA application to the FAA, the U.S. Forest Service, and the U.S. Army Corps of Engineers. These agencies will review the application and

make a recommendation as to whether or not it should be approved. The application is then presented to the President of the United States for approval. If the President denies the application, the airport cannot be built on Monument–Wilderness Area lands. If the President approves the application, both houses of Congress must also approve it before an airport could be built. Airport Alternative 12a would not have to go through this process and could be approved at the level of the FAA. The following graphic shows a comparison of the processes related to each airport alternative.

As you can see, the EIS processes and the design, contracting, and construction processes are about the same whether the airport is built on Monument–Wilderness area or the Angoon Peninsula. The big difference is the need to follow the ANILCA process for the Monument–

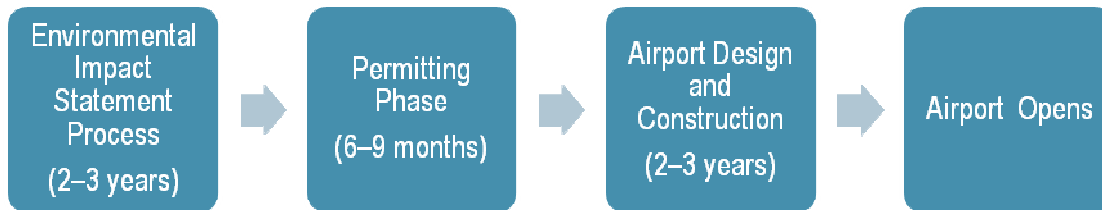
Wilderness locations, which adds an extra step and some extra uncertainty, because we do not know if Presidential or Congressional approval will be given or how long that would process would take.

## Steps That Would Be Required for Each Alternative

### Alternatives 3a and 4 (Monument–Wilderness Area)



### Alternative 12a (Angoon Peninsula)



### Q: When will the airport be built?

When the Final EIS is complete, if the FAA selects one of the “action” alternatives, the DOT&PF would start work on detailed engineering design, obtaining the required construction permits, and acquiring right-of-way. This effort typically takes one to two years to complete but can sometimes take longer. Construction of the airport would follow and would likely take two or possibly three construction seasons.

As discussed in the previous question, if an alternative in the Monument–Wilderness is selected, an application under ANILCA Title XI must be approved before the design can start. If Alternative 12a on the Angoon peninsula is selected, this design and construction effort can start soon after the Record of Decision is signed.

### Q: Has the FAA identified a “preferred alternative?”

The FAA has not identified a preferred alternative. While the airport sponsor, the DOT&PF, has identified a “proposed action” (Alternative 3a), the FAA could choose any of the alternatives. Because of this, it is very important that all the alternatives receive equal analysis and consideration in the EIS. Also, when the public reviews the Draft EIS document, it is important to share your comments on all of the alternatives, since any of them could be chosen.



## Q: Are there differences in cost between the alternatives?

Yes—alternatives in the Monument–Wilderness Area would cost approximately twice as much as constructing an airport on the Angoon Peninsula. The projected difference is about \$25 million. Most of the additional costs come from the need to build longer access roads to reach the airport alternatives on the east side of Favorite Bay. Because of

funding constraints, the FAA cannot fund the entire cost of building an airport at Alternatives 3a or 4, and the DOT&PF would need to find additional funds to make up the difference.

## Q: Where are we at in the NEPA process and what additional steps are required?

Since the start of the EIS process, the following key steps have been taken and are left to complete:



## Q: Who can be involved with the project?

Anyone can be involved in the project, including agencies with permitting authority or special knowledge of resources that could be affected by the proposed project, local governments, non-governmental organizations (NGOs), landowners, and the interested public. The FAA will consult and coordinate with various local, state, and federal agencies, local tribal organizations, public organizations, businesses, governments, and other stakeholders during the preparation of the EIS to ensure identification and analysis of all resources and key issues.

## Q: When will the project team visit Angoon again?

We understand that community members may prefer to receive information from the project team in person when possible and to be able to ask questions in person. In order to meet this need, the team is building an Angoon community visit calendar. We will select a number of dates throughout the rest of 2011 to station a project representative in the community for the day. The project representative will be available to talk with community members, collect feedback, answer questions if they are able, or relay the questions back to FAA.

## Q: When can I review and comment on the Draft Environmental Impact Statement?

As shown on the timetable on page 4, the public draft is scheduled to be available in the Fall–Winter of 2011. Currently, the project team is working on the Preliminary Draft EIS, which will first be available for government agency review. After we have addressed those comments, the public draft will be released for review and comment by everyone.

## Q: Will I be able to continue with subsistence activities such as hunting and fishing around the new airport?

The FAA understands it is important to Angoon residents to continue enjoying their subsistence lifestyle. There is no additional buffer around the airport. Subsistence activities can continue outside of the airport property boundary.

## Q: How can I stay involved?

**Public comment is an important aspect of the EIS project.** The FAA and the DOT&PF have been meeting with the public from the earliest stages of the project and will continue to provide a variety of opportunities for the public to be included throughout the process. Public meetings will be held throughout the project, and their times and locations will be well-publicized beforehand. The public will also have the opportunity to provide comments on the Draft and Final EIS documents during formal comment periods. However, the FAA will accept public input throughout the entire EIS study and encourages your participation. You can submit comments online through our website, [www.angoonairporteis.com](http://www.angoonairporteis.com), or you can contact the FAA project manager listed below.

## How to Contact Us

If you have any questions about the proposed project or the EIS, please, contact:

### FAA (Lead Agency) Project Manager

Leslie Grey – AAL 614  
Angoon Airport EIS  
222 West 7th Avenue  
Box #14  
Anchorage, AK 99513-7587  
Phone: 907-271-5453  
Fax: 907-271-2851  
E-mail: [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)



**ANGOON ADOT monthly update meeting  
14mar11**

**PDEIS**

- Beginning review of PDEIS chapters as they arrive, just started
- Doc review schedule – waiting for it
- Still need to get a HQ reviewer on board

**TECH DOCS**

- Waiting to see the summary of FS comments from consultant

**PLANNING**

- Acceptance and approval of planning memos
- Updated planning summary

**PUBLIC INVOLVEMENT**

- Newsletter – any feedback?
- Any future items, let us know
- Anyone else we should add to the email list
- Waiting for community visit calendar (this week) team member will go to Angoon for day (not necessarily tying our visits to EIS calendar – want to get out there to be available and listen)

**ANILCA**

- Not going to submit (if necessary) ANILCA Title XI application until the FEIS instead of the DEIS. Have not yet specifically talked about the change to community

**CONSULTANT**

- Going fine!

**GRANT**

- CIP datasheet processed, will not grant until at least the next grant cycle.

**OTHER**

- Presentation to FAA recurrent environmental in Feb.– very well received!
- What's happening over there?
- Environmental person assigned? How to keep updated?

The banner features a stylized totem pole on the left, the text "ANGOON AIRPORT Environmental Impact Statement" in the center, and the FAA logo on the right. The background is a light tan color with a silhouette of evergreen trees at the bottom.

**Angoon Airport EIS News and Updates (4/24/11)**

The Angoon Community Visit Calendar has been posted on the website.

Please click the link below to see what we have planned in the coming months for the community. We are looking forward to our visits this year!

[Angoon Community Visit Calendar](#)

If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely, Leslie  
Angoon Airport EIS Project Manager

The FAA logo is circular with a blue border containing the text "FEDERAL AVIATION ADMINISTRATION" and "U.S. DEPARTMENT OF TRANSPORTATION". The center features a stylized aircraft and a globe.

**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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## Angoon Airport EIS Project Coordinator Jamie Young Visiting Angoon on May 11, 2011

Hello Angoon Community,

As discussed in the recent Angoon Airport EIS Community Visit Calendar, Angoon Airport EIS Team member Jamie Young will be visiting Angoon on **May 11, 2011** to talk with you and report your concerns back to Federal Aviation Administration (FAA).

Many of you may remember Jamie from her stay during the Summer of 2009, when she was in Angoon coordinating the project's fieldwork efforts.

Jamie will be stationed in the **Angoon Community Center from 10 AM-4 PM**. She will provide copies of the recent newsletter and fieldwork results video, talk with you, and relay information back to the FAA project manager, Leslie Grey.

We hope you will stop by to share any comments or concerns you may have, or just say hi! Jamie will also be sharing photos of her daughter Taryn Susan, who was born shortly after her stay in Angoon!



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Comments may also be submitted via the "Subscribe, Comment and Contact" link on [www.angoonairporteis.com](http://www.angoonairporteis.com) website, by email to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), or by hardcopy to: **Leslie Grey** - AAL 614, FAA Project Manager; Angoon Airport EIS; 222 West 7th Avenue, Box #14; Anchorage, AK 99513-7587.

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# ANGOON AIRPORT

## Environmental Impact Statement



### Angoon Airport EIS Community Visit Calendar

Hello Angoon Community!

Over the last few months, several members of the Angoon community have contacted me about the airport project. As you know, your questions and concerns are extremely important to us. In order to better respond to your questions, we have decided to station a team member in Angoon at least three times in the upcoming months. Our team member will be available for a day or so to hand out any newsletters or other materials that are available, talk with you, and report your concerns back to the FAA.

We've marked a window of dates in red on the calendar to the right to show when we are currently planning to visit. You will notice that groups of three days are shown, but we will only be on site for one of the days in that window. As the time of our visit draws closer, we will send out an update letting you know the exact day. Flyers and an updated calendar will be posted in the business center and other locations around the community, and on our website at [www.angoonairporteis.com](http://www.angoonairporteis.com). An email will be sent out with a link to the calendar on the website.

It is possible that we will need to adjust these dates depending on any number of factors, most importantly the availability of Angoon community members. We want to talk with as many community members as possible during our visit, so please let me know if the proposed dates pose any difficulty. We may even add additional visit days in the community if having a team member on site proves to be as helpful as we hope.

We want you to know that we remain committed to keeping the community of Angoon informed about the airport project. Please do not wait until we have a team member on site to ask questions or raise concerns. I am always available over the phone, or by sending an e-mail.

We are looking forward to seeing you this year!

Leslie Grey, FAA Project Manager

Phone: 907-271-5453

[Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

#### May 2011

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

#### June 2011

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12	13	14	15	16	17	18
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26	27	28	29	30		

#### July 2011

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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

#### August 2011

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	1	2	3	4	5	6
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28	29	30	31			

#### September 2011

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25	26	27	28	29	30	



**Angoon Airport EIS**  
**Angoon Community Visit – May 11, 2011**  
**Notes**

Jamie Young (SWCA) visited Angoon on May 11, 2011 as part of community outreach related to the Angoon Airport EIS. Ms. Young was available at the Angoon Community Association (ACA) building throughout the day to answer questions and gather comments from members of the Angoon community. Additionally, Ms. Young played the preliminary fieldwork results video, from 2009, for the community. These are Ms. Young's notes from those discussions.

**Misc Information/Input:**

- Is the Business Center still open? SWCA needs to call and find out.
- People told Jamie that Alvin Johnson could be contacted re: some local men having found a dugout canoe in the woods
- (Jamie's opinion) If we show the fieldwork results video again, it should be updated with regards to estimated project schedule, which is inaccurate in the current version of the presentation. A presentation for the next planned community visit should use as many figures as possible to answer the questions from this visit.

**General Comments/Questions:**

- Put in the road, this will create more jobs
- Who's against the airport, Friends of Admiralty Island? They attack Angoon economic and infrastructure projects. Angoon currently has 80% unemployment
- Would one of the airport access alternative roads have better potential to contribute to a future overland road to Juneau?
- Orange flagging has been observed in the woods, did SWCA crews put up flagging in 2009? (Jamie doesn't think that the flagging is from airport project, but can SWCA PMs confirm that subconsultants did not put up flagging? Jamie thinks the flagging is from hunters marking their access routes.)
- What will the permissible rifle hunting radius around the airport be?
- What is the square footage of the proposed runways (length = 3300')? What existing airports are similar in size for comparison?
- What size aircraft will be able to land at the airport? (Sheri clarified that fixed-wing propeller planes carrying up to 12-16 passengers will be able to use the airport, including medevac planes.)
- What kind of navigational equipment will these aircraft have?
- Is insurance less expensive for water vs. land-based aircraft?
- When Jamie was asked "how long until the airport will be built?" she responded 4-10 years. Residents said that this is too long, that they have been hoping to have an airport since 1977. The DOTP&F transportation plans have all been followed for Petersburg, Wrangell, and Kake, but not Angoon.
- Sheri clarified that the proposed bridge across Favorite Bay is no longer included in the access alternatives because of estimated construction costs, as well as impacts to visual, marine, and subsistence resources.
- What is the status of Angoon hydropower projects? (SWCA potentially provide a Forest Service contact who can answer these questions?)
- Access Alternative 2 has the greatest potential to affect highly sensitive cultural resources.



- A copy of the cultural resources report should be sent to Dan Johnson (local Tlingit/Haida). When will this report be available?
- The Coast Guard is uncomfortable using the ballfield as a helicopter landing site now that the windmill (alternative energy source) has been added.
- Charlotte (at the Senior Center) says hello to Leslie.
- When will the technical reports be available via the ftp site?
- When will the DEIS be available for public comment?
- Will adjacent landowners be compensated in some way for noise impacts, even if the runway is not built on their lands?
- The wildlife near Yakutat and Kake have not been negatively impacted by those airports.
- What are the DOTP&F's pros and cons of Alt 3a vs. Alts 4 & 12a, ie. why is Alt 3a DOTP&F's Preferred Alternative?

**Floyd Kookesh (ACA/tribe):**

- Make the runway long enough for the SEARCH medevac jet
- Building the roads to 3a & 4 = increased fuel costs for Angoon residents and winter maintenance of those roads
- FAA should be sure to listen to the Weekley subsistence interviews
- Runway location: an alternative should be selected that benefits the community's future economic potential, ie. shipping goods in and out of the community
- Who (tribe/city/corporation) will "have the last say" on the alternative selected?
- Alaska Seaplane tickets are going up in price; will the airport help decrease airfare costs? (Sheri clarified that Alaska Seaplanes is under new ownership – by former Wings of Alaska managers – and fares have increased from \$125 to \$130 one way according to their website. She also said that water-based aircraft tend to require more maintenance, so it is possible that a land-based airport would reduce costs. Also because there are more land-based aircraft operators, there might be increased competition, therefore potentially decreased fares.)
- Angoon should "be the hub" (Jamie assumes this means for Alaska Air in Southeast AK?)

**Jesse (City Council):**

- The peninsula alternative (12a) is preferable from the City's perspective, ie. future City expansion and development toward Hood Bay (tribe) ownership; Jesse also mentioned the new water source, when discussing this

**Walter Jack (introduced by Echohawk as the mayor):**

- The City has rock sources (e.g. shooting range) that can be used to build the access roads. Build the roads.
- If ANILCA/Congress already provides approval via ANILCA Title XI, then why not start that application process now? (Sheri later explained to Jamie that the parts of this process that can currently be conducted are underway and that referencing the FEIS decision is the final component of the application that will go to the President/Congress.)

**Marlene Zuboff** (ACA? [mzuboff@yahoo.com](mailto:mzuboff@yahoo.com)):

- She can be contacted ahead of time before future visits to provide speakers, projector, monitor to show presentations for a crowd.
- She was interested in obtaining a copy of the November 2009 video.

**Echohawk** (identified her affiliation as ACA/tribe):

- She introduces herself as the tribal liaison
- Jamie overheard her speaking with multiple community members (but Jamie was always amid another conversation) saying, “we’re against all of the proposed alternatives.” Maybe she was saying that ACA is opposed to all alternatives (but this could just be hearsay, because she did not say it directly to Jamie).
- She was interested in obtaining a copy of the November 2009 preliminary fieldwork video.
- She would like a copy of the CD minutes from Jamie’s 5/11/2011 visit.

**Maxine Thompson** (Angoon Transportation Board? [twodmax26@aol.com](mailto:twodmax26@aol.com); 907.723.3261):

- She would be happy to post fliers (containing the project logo and dates of visit) for the next community visit.
- She would like a copy of the minutes from Jamie’s 5/11/2011 visit.
- What can be done (on the part of Angoon community members) to help move this project along? She hopes that we can avoid having to develop another alternative location, ie. starting over with the process.
- In response to Richard George’s comments re: Alt 12a and the March 2011 newsletter Q&A about “differences in cost between alternatives”. She felt that there will be a significant cost to purchase the peninsula’s private ownership (Alt 12a) and that DOTP&F/FAA will come up with the necessary funds for whichever alternative is selected. She felt like this Q&A did not demonstrate an equivalent scenario where there might actually be one. Cost should not be the main decision-making factor, because it might actually be equal, although they are construction (Alts 3a & 4) vs. land purchase costs (12a).
- She feels like the airport location should not only be based on convenience (ie. 12a because it is closest to Angoon community). This has already been done with the dump and the sludge pond. Long-range planning and future economic/community development should be part of the location selection.

**Richard George** (P.O. Box 40, Angoon, AK 99820):

- He would like to obtain a copy of the noise report.
- He was quite angered that 12a is still considered a viable alternative, because in 1977 the peninsula landowners rejected ADOTP&F money to buy their land and construct an airport. Someone suggested that he compile a petition from community members against this alternative.
- He stated that because there are no State lands near Angoon, the federal government should help the community, ie. be more flexible and allow runway locations in the Monument.

**Allen Zuboff** ([azuboff10@yahoo.com](mailto:azuboff10@yahoo.com)), Marlene Zuboff was speaking on his behalf:

- IRA council member
- He would like a copy of the noise report.

**Mark Spafford** (Alaska Native Health Consortium (AKNHC), [mospafford@anthc.org](mailto:mospafford@anthc.org), 907.729.3495):

- He approached Jamie about the proposed water project coming from a Favorite Creek tributary. Jamie gave him her business card and he has not contacted her.

- The feasibility study has been completed. Jamie asked him to email it to her.
- He was hoping that this project could be added into the airport project EIS. Jamie told him that he probably shouldn't tie up this project by combining it with the airport project, which might still take 4-10 years. (Sheri and Liz clarified that Mark has contacted Leslie previously and that the water project does not contribute to the airport project's Purpose and Need. Also, until the AKNHC has a Proposed Action, we cannot consider this project as a reasonably foreseeable action.)

# Angoon Airport EIS Project Update



Presented to: U.S. Forest Service

By: Leslie Grey

Date: May 2011



Federal Aviation  
Administration

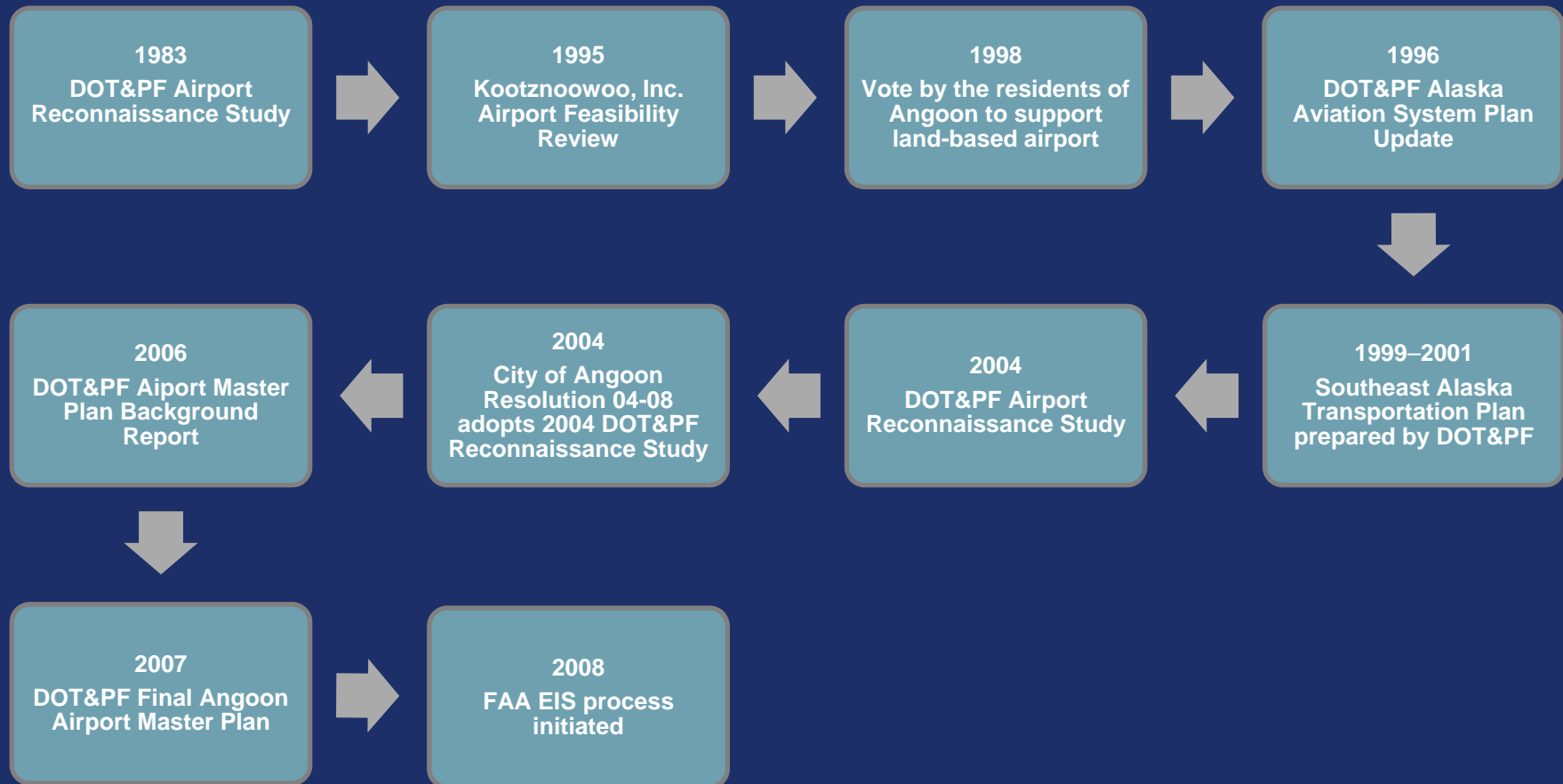


# What is the project and who is proposing it?

- **New land-based airport and airport access road**
- **Project Sponsor – Alaska Department of Transportation & Public Facilities (DOT&PF)**
- **DOT&PF is requesting funding and approval from the FAA (FAA Airport Improvement Program)**



# What previous studies led to this EIS?



# Who is involved?

- **FAA – Lead federal agency**
- **USFS – Cooperating agency**
- **COE – Cooperating agency**
- **Local, state, and federal agencies**
- **The Angoon Community Association (Tribe)**
- **Kootznoowoo, Inc. and NGOs (stakeholders)**
- **Public**





# What is DOT&PF's Proposed Action?

- 3,300-foot runway (4,000-foot future)
- Small apron
- Access road



Similar airport  
at Kake

# What is the Purpose and Need?

## Purpose

To provide, in compliance with the FAA's policies and mission, safe and reliable flight access to the national air transportation system for residents of small communities under the Essential Air Service program.

To improve rural airport systems in Alaska to provide for 24-hour visual flight rules access and to increase access to such airports by essential medical aircraft, as outlined in the FAA's Strategic Initiative for Rural Airport Improvement in the agency's *Airports Fiscal Year 2009 Business Plan*.

## Need

Existing air transportation service options do not meet existing and reasonably foreseeable **aviation demand forecasts**.

The availability of air transportation operations at night and during poor weather and poor visibility conditions does not meet current needs.

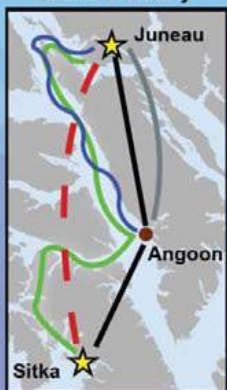
Existing and reasonably foreseeable fleet mixes of regional medevac operators serving rural communities in Southeast Alaska can only be minimally accommodated by existing air transportation facilities in Angoon.



CANADA

### Current Options

Daylight/  
Good Visibility



Nighttime/  
Poor Visibility/Icing



### Options with a Land-based Airport

Daylight/  
Good Visibility



Nighttime/  
Poor Visibility/Icing



- Commercial floatplane  
Daily, 30–45 minutes one way
- Commercial jet  
Daily, 30–45 minutes one way
- Ferry, two–three times per week  
Daily, 20–45 minutes one way
- Ferry, two times per week  
Daily, 20–45 minutes one way
- Charter floatplane, as needed  
30–45 minutes one way
- U.S. Coast Guard Helicopter  
Emergency medevac only
- Wheeled aircraft, daily or as needed for medevac  
30 minutes one way

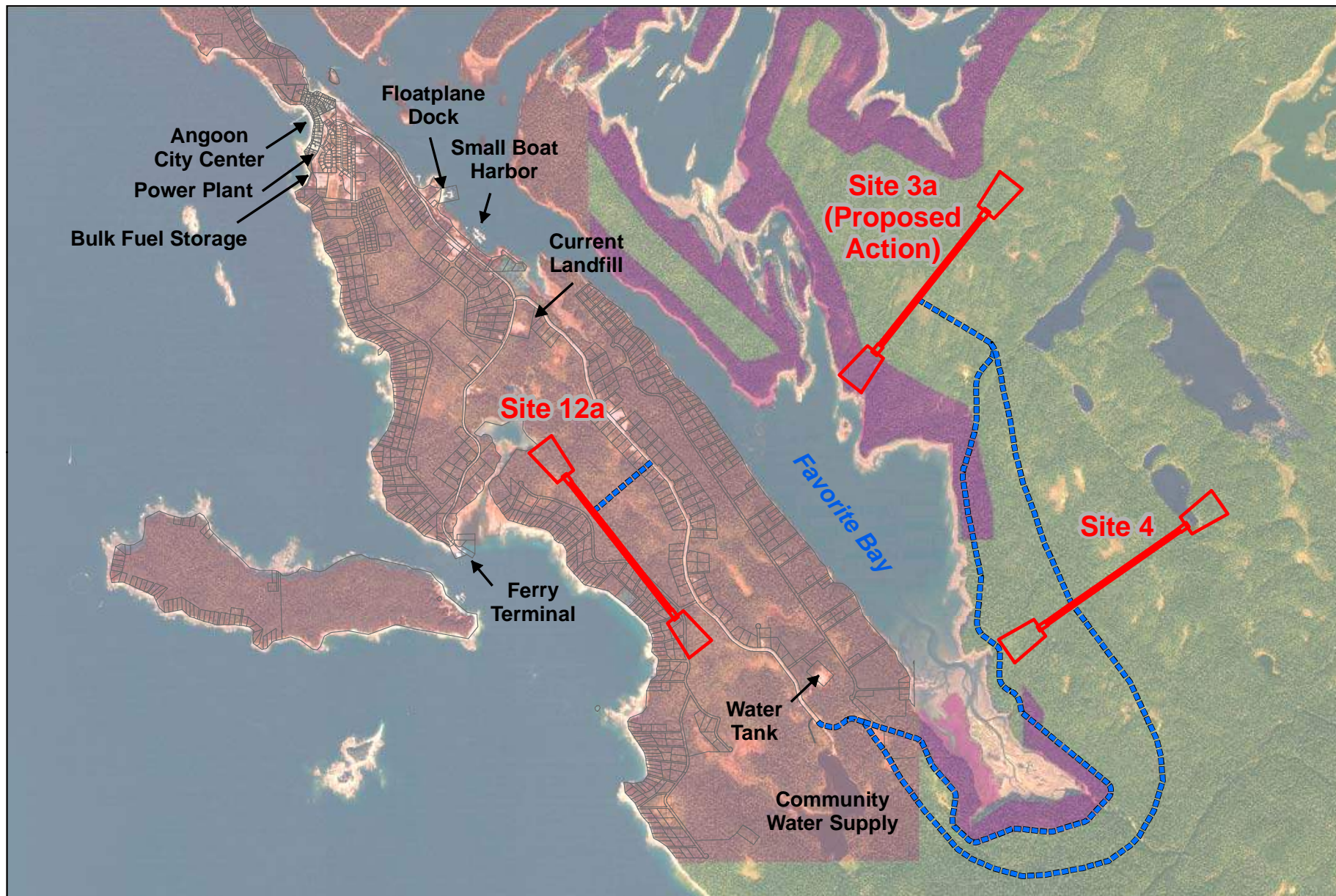





# What EIS alternatives are being considered?


- **Three land based airport alternatives are being considered in the EIS**
  - DOT&PF Proposed Action – Alternative 3a  
Within the Monument and Wilderness Area, requires ANILCA Title XI application
  - Alternative 4  
Within the Monument and Wilderness Area, requires ANILCA Title XI application
  - Alternative 12a  
On the peninsula





### Angoon Airport EIS Alternatives With Land Status


 Proposed Airport Runway Location Sites


 Tribally Selected Lands (Private, Municipal, Native Corporation)

 Proposed Airport Access Roads

**Angoon Area Land Status**

 National Monument/Wilderness

 Lot Lines

 Kootznoowoo Corridor Lands

0 0.25 0.5 1 Kilometers

0 0.2 0.4 0.8 Miles

Basemap is a Quickbird satellite image (8/04)



# What have we been doing?

- **Supplemental aviation planning to screen alternatives (2008)**
- **Fieldwork (2009)**
- **Preliminary site evaluation – geology and soils (2010)**
- **Technical reports – resource studies (2010 & 2011)**
- **Currently drafting Preliminary Draft EIS (PDEIS)**



# Where are we in the NEPA process?





# Recent Public Involvement

- Community newsletter (March 2011)
- Community visit calendar (May 2011)
- Website updates
  - [www.angoonairporteis.com](http://www.angoonairporteis.com)



Angoon Airport EIS USFS Update  
May 2011



Federal Aviation  
Administration

# FAA Writing a Reader Friendly EIS

- **Plain language**
- **Data-rich graphics**
- **Glossary boxes**
- **Interactive, hyperlinked pdf as primary distribution**
  - Hard copies as needed



# What is the FAA's preferred alternative?

- **FAA has not identified a preferred alternative**
- **FAA does not intend to identify a preferred alternative in the DEIS (must identify in FEIS)**
- **Equal analysis of all alternatives**
- **Submittal of ANILCA Title XI application by DOT&PF**



# What if FAA identifies Alternative 3a as the preferred alternative?

- **FAA will fully consider comments from the DEIS before identification of the preferred alternative in the FEIS**
- **If Alternative 3a is identified as the preferred alternative by FAA, DOT&PF will submit the ANILCA application to start the process**
  - EIS will supply the information needed to submit the application



# Who should I call with questions or to get more information?

- **Leslie Grey – FAA EIS Project Manager**  
– (907) 271-5453
- **Jennifer Berger – USFS Liaison**  
– (907) 789-6278





# Supplemental Slides

Angoon Airport EIS USFS Update  
May 2011



Federal Aviation  
Administration

18



# Purpose and Need: Supplemental Information

- Angoon’s regularly schedule air transportation (float plane) is extremely limited.
- The proposed project would allow Angoon to be served by larger capacity land-based aircraft with the capability to fly passengers or medical evacuations in poor weather and at night.

***“Fewer flights to our villages results in less access to food, health care, and can impact the safety of our rural communities. Aviation in Alaska is critical to our economy and public welfare.”***

**Christine Klein, DOT&PF Deputy Commissioner**



# Float Plane Access Limitations

- **Alaska Seaplane Service is only commercial operator; they are currently subsidized for service to Angoon**
- **Operate small Beaver aircraft only**
  - Daylight, fair weather operations only
  - Limited passenger (3-4 passengers) and cargo capacity – especially in winter (operate amphibiously)
  - No medical evacuation capability
  - Flight time 45 - 60 minutes on average, but weather frequently affects travel time



# Marine Access Limitations

- **Alaska Marine Highway Ferry System**
  - State ferry stops in Angoon 2 times per week – less in winter when
  - One-way trip to Juneau currently takes approximately 5-6 hours
  - No direct ferry service between Angoon and Sitka (location of Mt. Edgecumbe hospital—the regional Alaska Native hospital)



# Emergency Medical Evacuation

- Mt. Edgecumbe Hospital, the Regional Alaska Native Hospital in Sitka, indicated that at least 10% (20) of their 200 medevac requests come from Angoon.
- Because air access to Angoon is limited to float planes, the hospital was not able to dispatch an aircraft to Angoon on at least half (10) of those medevac requests due to seasonal constraints or because the requests were at night.
- Float planes are only able to carry ambulatory passengers; they do not accommodate stretchers or emergency medical equipment as land-based medevac aircraft can.



# Potential Challenges

## ■ Costs / Funding

- Access road costs for Alternatives 3a and 4 are significant (up to 8 miles)
- Financial Plan requested from Sponsor

## ■ Land Use – Construct airport in Monument / Wilderness Area or on finite Native-selected lands

- Only one of the three alternatives is located on Native-selected lands
- ANILCA Title XI application – Requires Presidential recommendation for approval and Congressional joint resolution to support the recommendation OR
- Potential land exchange – Requires Presidential and Congressional action
- Regardless of FAA's preferred alternative, Title XI application will be submitted by DOT&PF



# Fieldwork

- **Field Studies:**

- Terrestrial wildlife and birds, T&E species
- Vegetation, T&E species
- Wetlands
- Fisheries and marine resources
- Subsistence
- Hydrology, geomorphology, floodplains
- Cultural Resources
- Visual resources
- Noise monitoring

- **Results:**

- No T&E species
- Many wetlands
- Subsistence use in areas of all alternatives
- One eligible archaeological site
- DNL 37.8 - 41.5 dBA on wilderness lands (Alts. 3a & 4); 47.7 – 48.5 dBA off wilderness lands (Alt. 12a)



# Issues Identified during Scoping

- All scoping comments acknowledged the need for a safe and reliable land based airport in Angoon
- Comments focused on wildlife, subsistence, transportation, land use impacts associated with airport and access road alternative locations
- Local conservation groups support need for airport but have concerns over the location of the Proposed Action in the wilderness area





# Other Considerations

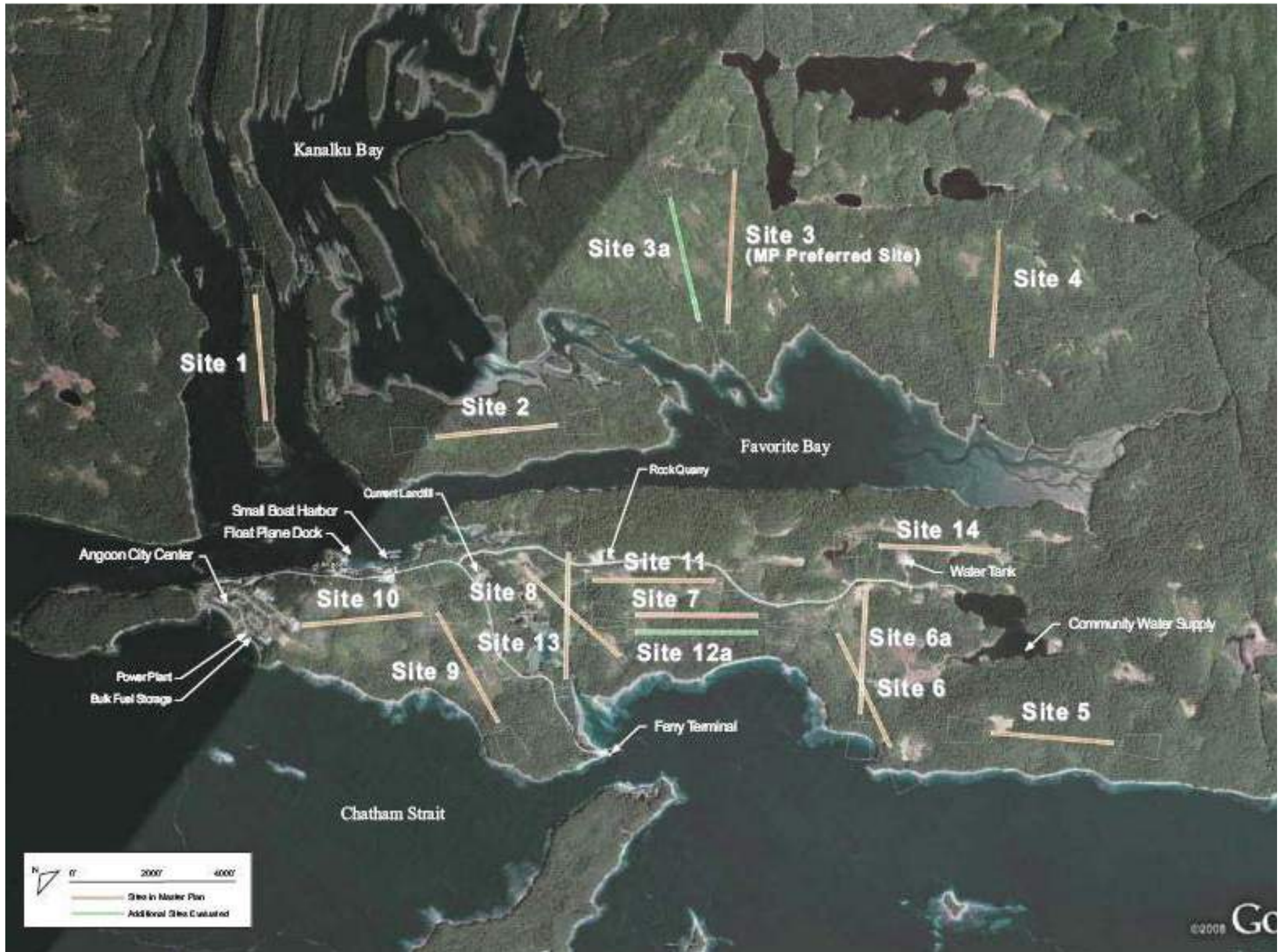
- **The City of Angoon, its residents, and its legislative representatives worked closely with the federal government and the environmental community to designate Admiralty Island National Monument through ANILCA in 1980 and Kootznoowoo Wilderness Area immediately prior to that.**
  - ANILCA calls for joint management by the Forest Service and village native corporation (Kootznoowoo, Inc.) of the Angoon “environs” within the Monument and Wilderness Area (ANILCA Section 506(a)(3)(E))
  - Community position is that they still have rights of use for community purposes of Monument and Wilderness Area lands in those “environs”




# Other EIS Activities

- **On-going coordination with the Forest Service**
  - Completed FAA / Forest Service Coordination Plan
    - Outlines review periods for all deliverables
    - Outlines process for coordination
  - Agreed upon analytical methodology for all resources
- **Conducted meetings with agencies and NGOs to discuss fieldwork results**
- **Continued public outreach efforts via project website and other media**





Angoon Airport EIS  
Document 0870




**Angoon Airport EIS News and Updates (6/8/11)**

FAA has posted a thank-you note to the community of Angoon for their help with our recent informal visit by project representative Jamie Young. You can view the letter by clicking on the link below. Thank you and we are looking forward to our next visit!

[Community Visit Thank You Letter](#)

If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely, Leslie  
Angoon Airport EIS Project Manager



**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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\* Please do not reply directly to this e-mail. This is an unmonitored mailbox and you will not receive a response.





June2011

Angoon Community,

I would like to thank you personally for taking the time to talk with Jamie during her visit last month. This was the first time we have sent a member of the project team for an informal day in the community, rather than waiting for "official" meetings to take place. We wanted to let you know that we are still working hard on the Angoon EIS Project. Visiting with you gives us a chance to hear your comments, questions, and concerns in person.

And we did! We are very grateful for the help of many community members in arranging for the visit, and most importantly for your honest feedback.

You might be wondering what we are doing with the information you shared with us, and we understand that many of you asked Jamie for a copy of her notes. We will share her notes with everyone in the next newsletter, which will be distributed in July before her next visit. In this newsletter, we will answer questions and provide a summary of your concerns. Some of the topics that came up repeatedly during her visit include:

- The schedule for the EIS and the project in general
- Decision-making processes about the preferred alternative
- Hunting and subsistence around airport
- The areas of the project under FAA control
- Airport layouts and aircraft
- Noise studies
- The ANILCA application

We will be discussing all of these topics, and your questions, in the next newsletter. Some community members asked for materials as well, such as technical studies and copies of the fieldwork video. Our team will be responding to these requests before or during our next community visit. The visit calendar is attached to this email. As with this last visit, we will send a flyer ahead of time to let you know the exact day we will be in the community.

We are looking forward to getting more information to you about the project, and especially to seeing you again in July!

Best regards,

Leslie Grey

## MEETING NOTES – FAA/USFS COORDINATION TELECONFERENCE – JUNE 14, 2011

**Participants:** FAA – Leslie Grey, Sheri Ellis, George Weekley  
USFS – Jennifer Berger, Chad Van Ormer, Jim Case

**Time:** 1:00 AK/3:00 UT Time

**Call-In:** 1-866-740-1260

**Passcode:** 9763197#

### 1. Introductions

Teleconference participants introduce themselves. Karen Iwamoto and Melissa Dinsmore may call in, if available.

### 2. Project update

Leslie updated Forest Service staff by going through PowerPoint presentation. Forest Service staff decided to wait until the end of presentation to ask questions.

### 3. Question and answer

Jenn asked if the land and socioeconomic technical reports are still anticipated to be reviewed. Leslie responded yes, they will be reviewed by the USFS. Jenn asked that the reports be sent to Jim Case, the new permitting lead for the Monument. Jenn also asked whether, since there is no wilderness resources technical report, how it will be addressed and will the USFS be able to review the document. Leslie responded that the EIS will have a section called wilderness characteristics and it will address characteristics of the Kootznoowoo Wilderness Area and any effects from project actions.

Chad asked why there was a low road and high road to Site 3(a). Leslie and Sheri responded that the intention was the low road tries to avoid the wilderness area and the high road avoids likely cultural and subsistence resources. Chad asked if Kootznoowoo Inc. had any objections to the use of their lands. Leslie and George responded that Kootznoowoo specifically has not raised any objections and that their primary focus is getting an airport. Chad asked who owns the land around Site 12(a). Leslie responded that the land around 12(a) is a combination of private shareholders of Kootznoowoo, the City of Angoon, and Kootznoowoo Inc. Chad asked if the FAA has approached landowners about selling for Site 12(a). Leslie responded that it is too soon, especially since the FAA has not determined a preferred alternative.

Jim asked about the wind monitors and when they would be removed. Leslie responded that the FAA is anticipating removing the monitors in July and we will keep the USFS informed on the dates. Jim also informed everyone that he just heard of Apollo EMT services, who sells emergency services insurance. Leslie said that we would note this and gather more information on the service. Chad asked whether the PDEIS was internal or public. Leslie responded that the PDEIS would only go to local, state, and federal

agencies and the tribes (ACA and Kootznoowoo). Chad asked if the FAA would not sign the ROD if ADOT&PF does not have funds to pay for any of the roads. Leslie responded that the restriction would only apply to the roads to the wilderness sites. Chad stated that he appreciates the community and public outreach for the project and that he hopes to go to Angoon when Jamie Young is there in July.

4. Close

The FAA will provide responses to USFS comments on the technical reports by the end of the week (June 17).



# Angoon Airport EIS Project Update



Federal Aviation  
Administration

Presented to: U.S. Forest Service

By: Leslie Grey, FAA Angoon Airport EIS Project Manager

Date: June 2011

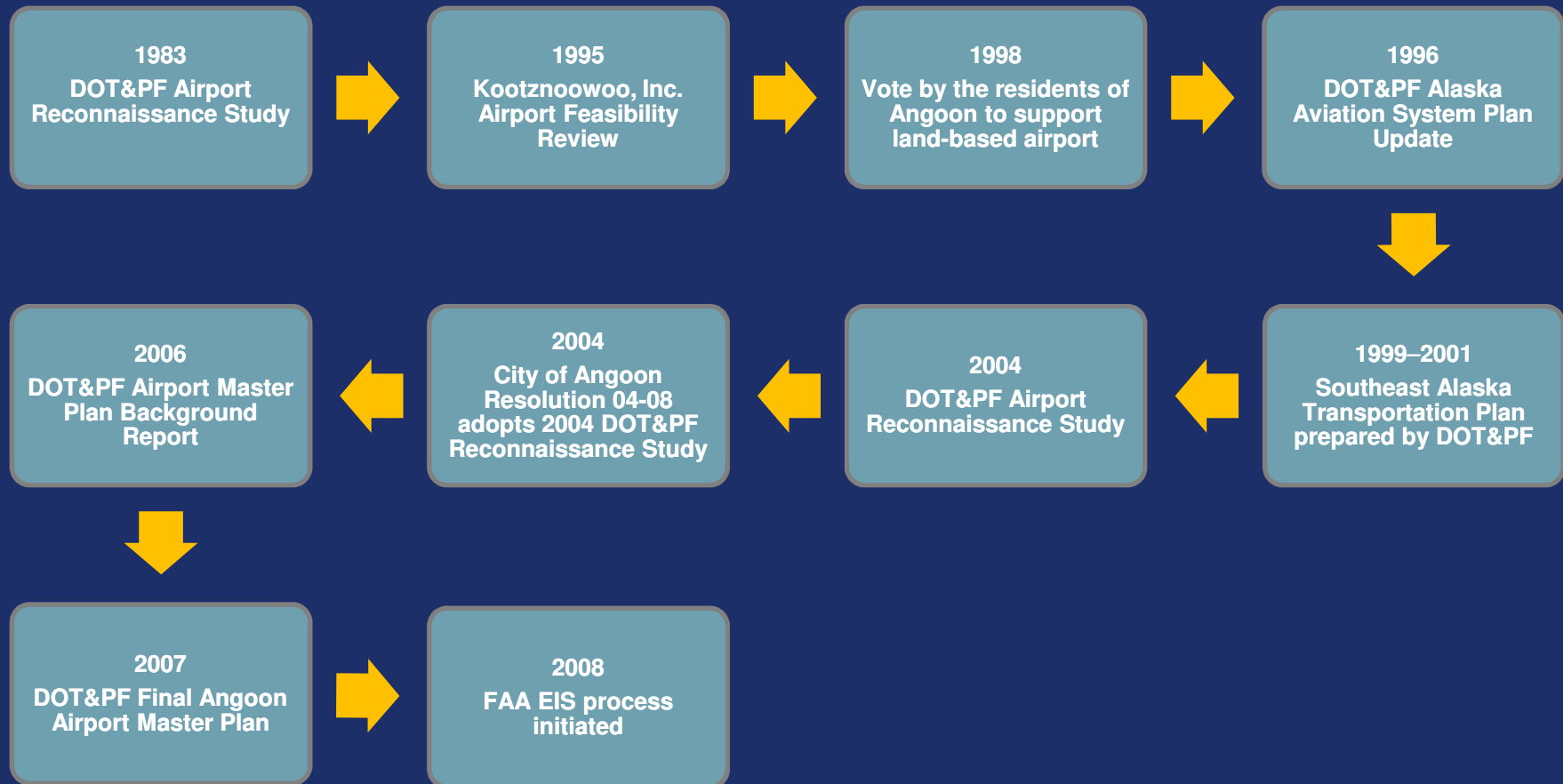


# What is the project and who is proposing it?

- **New land-based airport and airport access road for the Community of Angoon**
- **Project Sponsor – Alaska Department of Transportation & Public Facilities (DOT&PF)**
- **If airport is constructed, DOT&PF is owner and operator**



# What previous studies led to this EIS?



# What is the Purpose and Need?

- **Provide safe and reliable access to the community of Angoon**
- **Current transportation options do not meet demand**
  - Float plane access limited
  - Ferry service limited
- **Air Medevac primarily limited to Coast Guard, only when available**



# What is DOT&PF's Proposed Action?

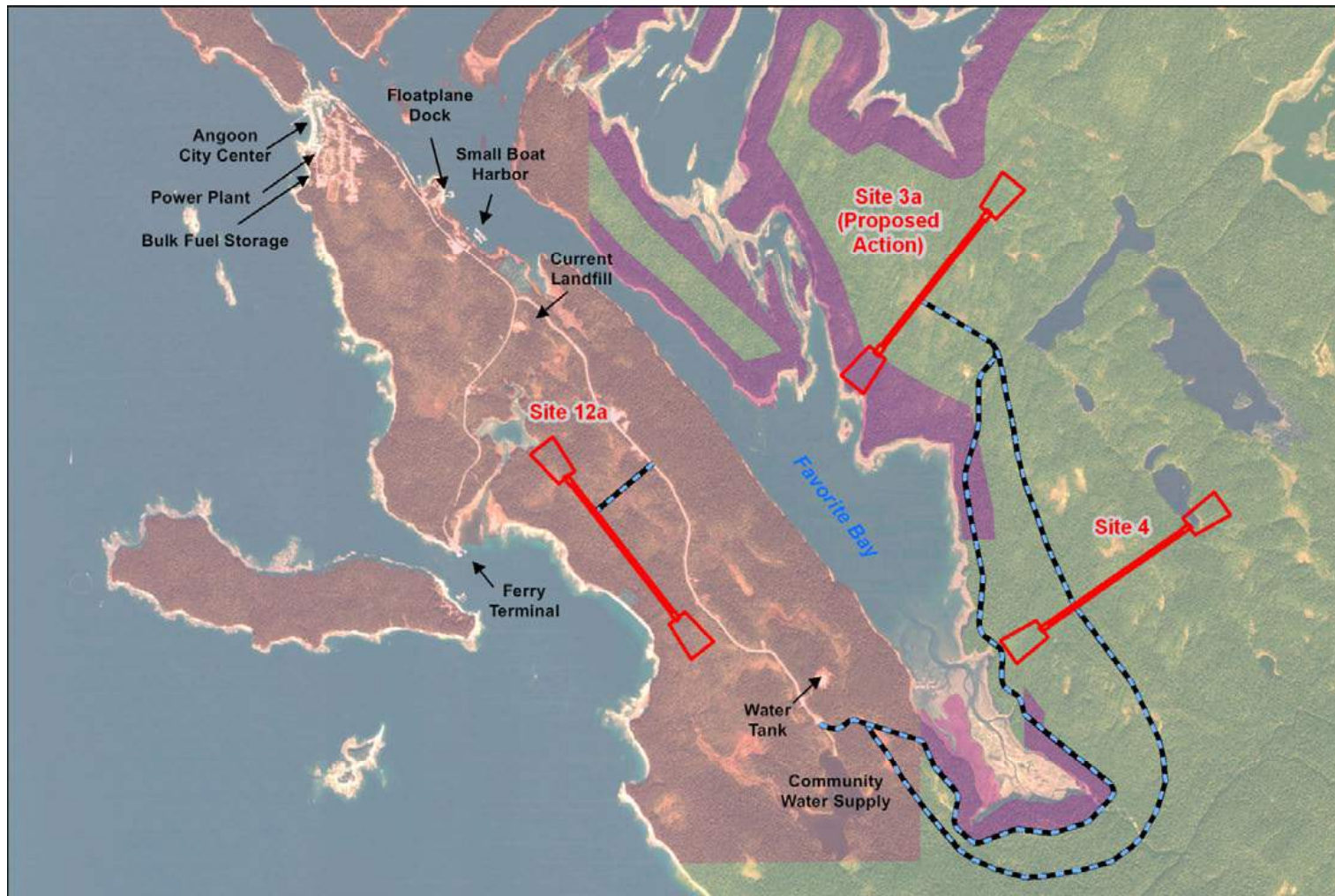
- 3,300-foot runway (4,000-foot future)
- Small apron
- Access road



Similar airport at Kake



# What alternatives will the EIS consider?



<b>Angoon Airport EIS Potential Airport Sites With Land Status</b>	Proposed Airport Runway Location Sites	Proposed Airport Access Roads	 Basemap is a Quickbird satellite image (4/08 & 8/04)	N	
	<b>Angoon Area Land Status</b>				
Tribally Selected Lands (Private, Municipal, Native Corporation)	National Monument/Wilderness	Kootznoowoo Corridor Lands			

# Issues Identified during Scoping

- All scoping comments acknowledged the need for a safe and reliable land based airport in Angoon
- Comments focused on wildlife, subsistence, transportation, land use impacts associated with airport and access road alternative locations
- Locals split regarding alternative on Peninsula (12a) vs. Wilderness (3a)
- Local conservation groups support need for airport but have concerns over the location of the Proposed Action in the wilderness area





# Who is involved?

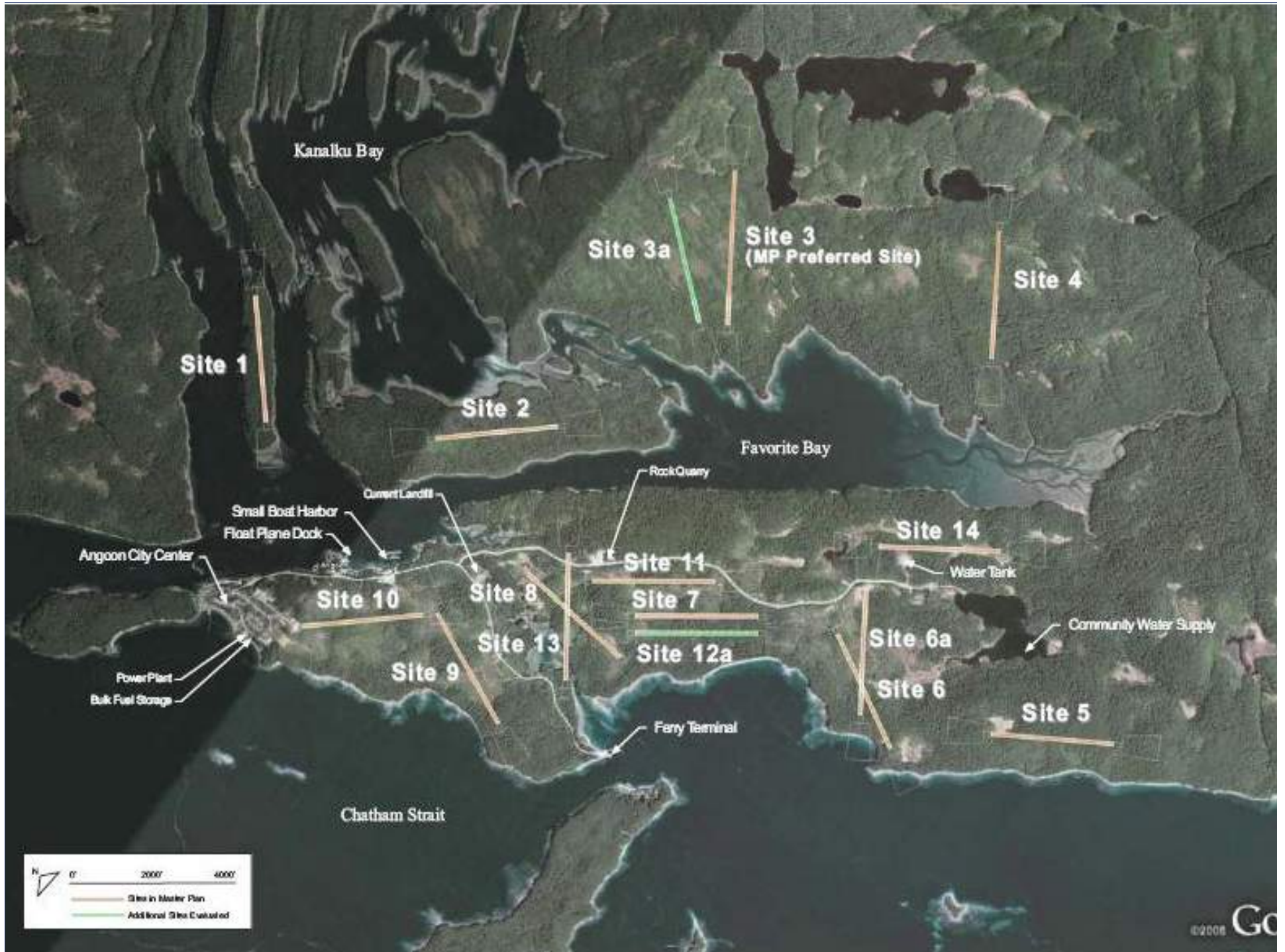
- **FAA – Lead federal agency**
- **USFS – Cooperating agency**
- **COE – Cooperating agency**
- **Local, state, and federal agencies**
- **Angoon Community Association**
- **Kootznoowoo, Inc. and NGOs (i.e., Friends of Admiralty)**
- **Public**



# What has the EIS team been working on?

- **2007 project startup**
  - Consultant hired (3<sup>rd</sup> party contractor)
  - Cooperating agency MOUs and Gov to Gov protocols
- **2008 EIS scoping meetings**
- **2008 - Supplemental aviation planning**
  - Refinement of alternatives
- **2009 - Fieldwork**
- **2010-11 - Technical reports**
- **Current – Reader friendly Preliminary DEIS format**





# What Field Work was completed?

- Terrestrial wildlife and birds, T&E species
- Vegetation, T&E species
- Wetlands
- Fisheries & marine resources
- Subsistence
- Hydrology, geomorphology, floodplains
- Cultural Resources
- Visual resources
- Noise monitoring



# What is a Reader-Friendly EIS?

- **Accessible & sustainable**
  - Web based, CD, PDF document
- **Easy to navigate**
  - Hyperlinks, no repetition, text boxes, links
- **Readability**
  - Question / answer format, clean layout, plain language, avoiding jargon
- **Public understanding**
  - Heavy graphically focus, white space, page orientation





# Are there any recent public involvement activities?

- Community newsletter - March 2011
- Community visits started in May, next visits in July & September
- [www.angoonairporteis.com](http://www.angoonairporteis.com)



**Angoon Airport EIS Project Coordinator**  
**Jamie Young Visiting Angoon on May 11, 2011**

Hello Angoon Community,

As discussed in the recent Angoon Airport EIS Community Visit Calendar, Angoon Airport EIS Team member Jamie Young will be visiting Angoon on **May 11, 2011** to talk with you and report your concerns back to Federal Aviation Administration (FAA).

Many of you may remember Jamie from her stay during the Summer of 2009, when she was in Angoon coordinating the project's fieldwork efforts.

Jamie will be stationed in the **Angoon Community Center from 10 AM-4 PM**. She will provide copies of the recent newsletter and fieldwork results video, talk with you, and relay information back to the FAA project manager, Leslie Grey.

We hope you will stop by to share any comments or concerns you may have, or just say hi! Jamie will also be sharing photos of her daughter Taryn Susan, who was born shortly after her stay in Angoon!



Comments may also be submitted via the "Subscribe, Comment and Contact" link on [www.angoonairporteis.com](http://www.angoonairporteis.com) website, by email to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), or by handkey to Leslie Grey - A/E, EIA, FAA Project Manager, Angoon Airport EIS, 222 West 7th Avenue, Box #14, Anchorage, AK 99513-7567.



**Angoon Airport EIS Community Visit Calendar**

Hello Angoon Community!

Over the last few months, several members of the Angoon community have contacted me about the airport project. As you know, your questions and concerns are extremely important to us. In order to better respond to your questions, we have decided to station a team member in Angoon at least three times in the upcoming months. Our team member will be available for a day or so to hand out any newsletters or other materials that are available, talk with you, and report your concerns back to the FAA.

We've marked a window of dates in red on the calendar to the right to show when we are currently planning to visit. You will notice that groups of these days are shown, but we will only be on site for one of the days in that window. As the time of our visit draws closer, we will send out an update telling you how the exact day, times and an updated calendar will be posted in the business center and other locations around the community, and on our website at [www.angoonairporteis.com](http://www.angoonairporteis.com). An email will be sent out with a link to the calendar on the website.

It is possible that we will need to adjust these dates depending on any number of factors, most importantly the availability of Angoon community members. We want to talk with as many community members as possible during our visit, so please let me know if the proposed dates pose any difficulty. We may even add additional visit days in the community if having a team member on site proves to be as helpful as we hope.

We want you to know that we remain committed to keeping the community of Angoon informed about the airport project. Please do not wait until we have a team member on site to ask questions or raise concerns. I am always available over the phone, or by sending an e-mail.

We are looking forward to seeing you this year!

Leslie Grey, FAA Project Manager  
 Phone: 907-271-5453  
[Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

May 2011						
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August 2011						
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September 2011						
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Federal Aviation Administration - Alaskan Region Airports Division Newsletter March 2011

**A Message from the FAA on a Community-Focused Newsletter Edition**

Hello! I have been receiving a number of phone calls and emails lately from community members who have questions and thoughts to share about the Angoon Airport Environmental Impact Statement (EIS) project. I know that many people were disappointed when our team was not able to visit Angoon last November for our scheduled meeting. As you know, the weather can be challenging for flights at this time of year. Our team was very sorry to miss our visit with the community.

While our newsletter is directed to a wide range of stakeholders and people interested in the project, we decided to focus this edition on answering many of the most recent questions from the community. Future editions may focus on questions that are of interest to other groups, such as non-governmental organizations or government agencies. If you find that you have questions we did not answer here or other thoughts to share about the project, please feel free to get in touch with me any time. My contact information is provided on the last page of this newsletter.

I am busy looking forward to my next visit to Angoon and the chance to see everyone in person again!

Best wishes,  
 Leslie Grey  
 FAA Alaskan Region Airports Division  
 Angoon Airport EIS Project Manager

**Recently Asked Questions about the Angoon Airport Project**

**Q: What was the meeting the November before last supposed to be about, and what did you do instead?**

The November before last the project team held meetings in Juneau and planned to hold a meeting in Angoon to present the results of our fieldwork. Unfortunately, we had to cancel the planned meeting in Angoon due to weather conditions and illness. We did not want the community to miss the opportunity to hear the results of fieldwork, so we prepared a video presentation that contained all the information we would have discussed in person. We arranged for the video to be shown for community members on May 5, 2010, and we made it available for future showings, if you have not had a chance to see it, you still can! The video is available for viewing at the Angoon Business Center.

**Q: I have not heard much about the project lately. Is it still happening?**

Absolutely! The environmental impact statement (EIS) is still in progress and a land-based airport is still being considered. There are several times during this process when there aren't many public meetings and you don't see crews of field workers. This typically means we are busy preparing technical documents, relaying the range of alternatives, writing the EIS itself, and making sure our work is thorough, complete, and legally defensible. Although you may not see our crews at work in town, the FAA Project Manager is always available to answer questions about the project or provide a comment. Contact information is located on the last page of this newsletter.

Page 1



The screenshot shows the website for the Angoon Airport Environmental Impact Statement. The header features the project logo and title. Below the header is a large landscape photograph of a forested area with a body of water. A navigation menu includes "Home", "About", "Contact Us", and "Subscribe". A "PROJECT CONTACT" section lists Leslie Grey, FAA Project Manager, with her phone number (907-271-5453) and email address (Leslie.Grey@faa.gov). A "WHILE YOU WAIT" section lists "Public Meetings and Consultation Group Submissions (August 2009)", "Agency Action Worksheet (A/E) (A2)", and "History and Status of 2009 Field Work (August 2009)". A search bar is located at the bottom of the page.



# Does FAA have a preferred alternative identified?

- **No - FAA will not have preferred alternative identified in PDEIS or DEIS**
- **FAA IS committed to equal analysis of all alternatives in EIS (no action, 3a, 4 & 12a)**





# When will FAA determine a preferred alternative?

- **FAA will fully consider the EIS analysis and comments from the DEIS before identification of the preferred alternative in the FEIS**
- **If FAA identifies the preferred Alternative as 3a in the FEIS, DOT&PF will submit the ANILCA application to the FAA, USFS, COE and begin the ANILCA Title XI process**
  - EIS will provide required information needed to submit application



# Where are we in the NEPA process?



# Questions and Contacts

- **For questions or more information Contact:**
  - Leslie Grey – FAA Angoon Airport EIS Project Manager (907) 271-5453
  - Jennifer Berger – USFS Liaison 789-6278







U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

AAL-614  
Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

June 22, 2011

President Wally R. Frank, Sr.  
Angoon Community Association  
P.O. Box 190  
Angoon, AK 99820

Dear President Frank, Sr.:

My goal for the Angoon Airport Environmental Impact Statement (EIS) process is to ensure that we have the clearest and most efficient communication possible throughout the project. In the early stages of the EIS, back in 2008, we had discussions with the Angoon Community Association (ACA) about how to best communicate with the ACA throughout the EIS process. Because ACA is a federally recognized tribe, government-to-government consultation with the ACA is a requirement. But it is more than a requirement; it allows the FAA to establish regular and meaningful consultation and collaboration with tribal officials.

In July of 2008, FAA and ACA agreed to protocols outlined in a letter dated July 2, 2008 (please see attached). As part of this protocol, the ACA President (Mr. Mathew Fred Jr. in 2008), and the Tribal Council were designated as the official Tribal representatives to serve as points of contact for the consultation process, with the Tribe's authorization to make policy decisions or to state official Tribal positions on issues.

Ms. Helaine Echohawk first contacted me in the fall of 2010. There have been several interactions since then, in which Ms. Echohawk has identified herself as the Angoon Airport EIS ACA Tribal Liaison. To date, all government-to-government consultation has occurred between FAA and ACA President and/or the Tribal Council, per the July 2008 letter.

In order for the FAA to recognize Ms. Echohawk as the ACA Tribal Representative for the purposes of government-to-government consultation on the EIS, the ACA must notify the FAA in writing that she is the official EIS ACA Tribal Representative with authorization to act on behalf of the ACA President and Tribal Council. Without written notification of a change, the FAA will assume that that the ACA Tribal President is still the official representative for the EIS. I very much appreciate our working relationship with ACA, and thank you for your time and efforts! I look forward to receiving a letter from you clarifying the role of the ACA EIS Tribal Representative.

As always, please do not hesitate to contact me if you have questions. I can be reached at (907) 271-5454 or [leslie.grey@faa.gov](mailto:leslie.grey@faa.gov). I look forward to our continuing discussions about the airport project.

Sincerely,

Leslie Grey  
FAA, Alaskan Region Airports Division  
Angoon Airport EIS Project Manager

cc: S. Ellis (SWCA)  
V. Skagerberg (DOT&PF)



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

July 2, 2008

Matthew Fred, Jr.  
President  
Angoon Community Association  
P.O. Box 188  
Angoon, AK 99820

Dear President Fred, Jr.:

It has been great working with you on the Angoon Airport Environmental Impact Statement (EIS) process, and I look forward to continued involvement from you and other members of the Angoon Community Association (ACA) Council. My goal is to ensure that we have the clearest and most efficient communication possible throughout this project. As you know, the Alaska Department of Transportation and Public Facilities' (DOT&PF) proposal to use federal funds to build an airport to service the City of Angoon requires Federal Aviation Administration (FAA) approval under the Airport Improvement Program [Title 49 U.S.C., Section 47104(a)]. This approval constitutes a federal action with the potential to have significant impacts on the human and natural environment and requires preparation of an EIS to disclose those impacts to the FAA, other agencies, and the interested public. This EIS process serves as a vehicle to solicit input from interested parties, particularly key stakeholders such as the ACA.

The FAA has statutory authority to promote and develop a safe and efficient nation-wide system of airports adequate to meet the current and projected growth in aviation (49 U.S.C. 47101). In carrying out its statutory responsibilities, the FAA must ensure that its actions comply with federal law, including the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA), among others. As the lead Federal Agency the FAA is responsible for supervising the preparation of the EIS (40 CFR Part 1501.5(a)) and complying with requirements of the NHPA (implementing regulations at 36 CFR Part 800) and Executive Order 13175 regarding government-to-government consultation with federally recognized Alaska Native tribal governments.

The ACA Council is the cultural and governmental body of the federally recognized Alaska Native community in Angoon. The ACA Council is the entity responsible for representing the members of the ACA in relations with the federal government and in perpetuating the cultural maintenance and well-being of the Alaska Native community in Angoon. As such, FAA recognizes that the ACA is a primary stakeholder in the Angoon Airport EIS process and a qualified party for formal government-to-government consultation. The ACA Council can assist the FAA throughout the EIS process by providing information and materials to help characterize the affected environment, supplying information for consideration in the EIS analysis, assisting in coordinating public meetings (in cooperation with the City of Angoon Mayor's Office), providing venues for public meetings and/or workshops as necessary (also in conjunction with the City of Angoon Mayor's Office), and officially representing the position of the ACA on issues related to the proposed airport. This



assistance can best be obtained through a clear line of communication between the FAA and the ACA Council.

As you may recall from our teleconference of April 30, 2008 with the FAA, the ACA, the City of Angoon Mayor's Office, and the FAA's third-party contractor, we discussed the best approach to coordinating information exchange between the FAA, the ACA Council, and the City. At that time, you indicated that FAA should coordinate through the City of Angoon Mayor's Office to distribute information to the citizens of Angoon, including the ACA Council. However, all parties agreed that FAA would solicit independent comments and input from the ACA Council as part of government-to-government consultation. With this in mind, the FAA has developed a communications protocol with the City of Angoon Mayor's Office (see Attachment A) that will ensure distribution of project information and documents to the ACA Council for review and comment. Documents that will be distributed for the ACA Council's review through the City of Angoon Mayor's Office include the following:

1. Those sections of the preliminary Draft EIS (DEIS) and preliminary Final EIS (FEIS) pertinent to resources under the jurisdictional authority or of special concern to ACA Council (provision of certain information related to the preliminary DEIS and preliminary FEIS may be subject to limitations from existing laws and/or policy; for example, the National Historic Preservation Act restricts the distribution of archaeological site location information).
  - a. FAA will allow a minimum 30-day period for the ACA Council to complete their review of the aforementioned sections of the preliminary DEIS and preliminary FEIS. This time period may be extended upon request to FAA by the ACA Council.
2. The Public DEIS (entire document) and Public FEIS (entire document).
  - a. FAA will allow a minimum 45-day period for the ACA Council to complete their review of the Public DEIS and Public FEIS. This time period may be extended upon request to FAA by the ACA Council.
3. Technical reports related to resources under the jurisdiction or of special concern to the ACA Council (subject to limitation from existing laws and/or policy as described in Item 1 above).

As noted previously, there are many ways that the ACA Council can assist the FAA in expediting the EIS process and incorporating the Council's comments into the FAA's final decision about the airport. These include:

- Coordinating with the City of Angoon Mayor's office on EIS public meeting times and EIS public meeting locations.
- Helping the City of Angoon Mayor's Office to arrange for buildings or rooms for public meetings in Angoon related to the Angoon Airport EIS, as well as posting public meeting notices in community buildings and otherwise helping to inform interested citizens and public officials of upcoming meetings.
- Submitting comments on the sections of the preliminary DEIS and preliminary FEIS sections distributed to the ACA by the City of Angoon Mayor's Office within the aforementioned 30-day period, or requesting additional time from the FAA if necessary. The ACA Council may choose to



submit their comments on the sections of the preliminary independently or jointly with the City of Angoon Mayor's Office.

- Submitting comments on the Public DEIS and Public FEIS documents distributed to the ACA by the City of Angoon Mayor's Office within the minimum 45-day comment period, or requesting additional time from the FAA if necessary. The ACA Council may choose to submit their comments independently or jointly with the City of Angoon Mayor's Office.

In order to further facilitate consultation between the FAA and the ACA Council:

- All communications to the ACA Council by the FAA or the FAA's third-party contractor will be directed through the Council President.
- The FAA and/or the FAA's third-party contractor (at the request of FAA) will communicate directly with the ACA Council President for data requests, local experience questions, technical report review, or technical expertise as part of government-to-government consultation. The ACA Council President may delegate an alternative contact on his/her behalf.
- FAA encourages that all information requests from ACA Council regarding the Angoon Airport EIS project be directed to Leslie Grey, FAA Project Manager for the Angoon Airport EIS.

#### Confidentiality

Ensuring confidentiality in information exchanged between the FAA and the ACA Council builds mutual trust and encourages free and open dialogue. Both parties may provide information the other that cannot or should not be shared with members of the general public or other parties. To that end:

- All preliminary EIS sections, technical reports, and other pre-decisional information distributed to the ACA Council by the FAA (directly or through the City of Angoon Mayor's Office) will be used for internal review only and not released to the general public. Such information is considered confidential and will be marked "Not for Public Release".
- Information provided to the FAA by the ACA Council and identified as privileged information by being marked "Not for Public Release" or "Confidential" will be kept confidential by the FAA.

Finally, for the purpose of the EIS process and the government-to-government consultation, the official point of contact for both the FAA and the ACA Council will be as follows:

Leslie Grey – AAL-614  
 FAA Project Manager  
 Angoon Airport EIS  
 222 W. 7<sup>th</sup> Avenue #14  
 Anchorage, Alaska 99513-7587  
 907.271.5453  
[Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

Matthew Fred, Jr.  
 President  
 Angoon Community Association  
 PO Box 188  
 Angoon, Alaska 99820  
 907.788.3411  
[jrwolf6@yahoo.com](mailto:jrwolf6@yahoo.com)

Sheri Murray Ellis, a member of the FAA's third-party contractor helping to prepare the EIS, is assisting the FAA with the government-to-government consultation. Ms. Ellis will serve as a secondary contact for the ACA Council. Her contact information is as follows:

Sheri Murray Ellis  
Asst. Project Manager  
Angoon Airport EIS  
257 E. 200 S., Suite 200  
Salt Lake City, UT 84111  
801.322.4307  
[sellis@swca.com](mailto:sellis@swca.com)

Again, I look forward to your continued participation in this project and to working with you to ensure that the FAA responds to your information needs throughout this process.


Sincerely,



Leslie Grey  
FAA Project Manager, Alaskan Region  
Angoon Airport EIS

Attachment: Communications Protocols, FAA and City of Angoon

cc: S. Ellis (SWCA)




**Angoon Airport EIS News and Updates (7/12/11)**

We are pleased to announce that the July Angoon Airport EIS Newsletter has been posted to the website. You can view it by clicking on the link below:

[July 2011 Newsletter](#)

If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely, Leslie  
Angoon Airport EIS Project Manager



**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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# ANGOON AIRPORT

## Environmental Impact Statement



### A Message from the FAA

Hello Angoon Community! I would like to thank you again for welcoming and helping Project Coordinator Jamie Young during her visit to the community in May. Sending a representative for an informal visit is a new approach for the FAA and our project team. We decided to try these visits in order to fill in the long gap between fieldwork and official public meetings on the Draft Environmental Impact Statement (EIS). I knew from phone calls and emails that many members of the community felt it had been too long since they had an opportunity to talk directly with the Angoon Airport EIS project team. I want you to know that Jamie passed on all of your questions, comments, and concerns to me and the rest of the team. In response, we have prepared this edition of the newsletter specifically to address the items you discussed with Jamie in May.



While this newsletter addresses the questions you raised to Jamie, I would like you to know that I also received all specific comments you relayed to her. For example, some community members shared their insights on which airport alternatives they felt would or would not have particular impacts on sensitive cultural resources, wildlife, and subsistence. I have entered those comments into our project record so they can be considered in making the final decision about an airport and access road alternative in a few years.

I know that many of you asked for materials during Jamie's visit, such as her notes and copies of the Fieldwork Results Video. This newsletter contains all the information from Jamie's notes, and copies will be given to everyone in the community and posted on the website. Jamie will bring copies of the video to hand out during her visit on July 13. Instructions on how to access other materials are contained in this newsletter. As always, if you find that you have questions we did not answer here or other thoughts to share about the project, please feel free to get in touch with me any time. My

contact information is provided on the last page of this newsletter.

I know that many of you are frustrated with how long the EIS process takes, and I want to assure you we continue to move forward at full steam. I hope you find Jamie's July visit to Angoon helpful, and I am looking forward to hearing your feedback!

Best wishes,

Leslie Grey  
FAA Alaskan Region Airports Division  
Angoon Airport EIS Project Manager

### Questions asked about the Angoon Airport Project during the May Visit

#### Q: When will we be able to see the technical reports and the Draft Environmental Impact Statement (Draft EIS)?

We are pleased to report that the technical reports will be finalized and posted to the website in August or September 2011. If you have trouble accessing them on line, please contact FAA for a hard copy. A graphic schedule for the Draft EIS is contained in the March Newsletter, which shows that it will be available in the Fall of 2011. Our current estimate for the release of the Draft EIS is Spring of 2012. When we are able to narrow down the dates for the release of the Draft EIS, we will let the community know right away.

#### Q: Who makes the decision as to which is the preferred alternative – and why is Alternative 3a DOT's proposed action?

The FAA makes the decision as to which is the preferred alternative. As we discussed in the March newsletter, the FAA has not identified a preferred alternative - all the alternatives will receive equal analysis and consideration in the EIS. DOT&PF identified site 3a (shown on the map below) as their proposed action primarily because the airport could remain open during slightly worse weather



conditions than the other alternatives – i.e., clouds a little thicker and lower. It is important to stress that all of the alternatives are acceptable airport locations and all would provide a safe facility.

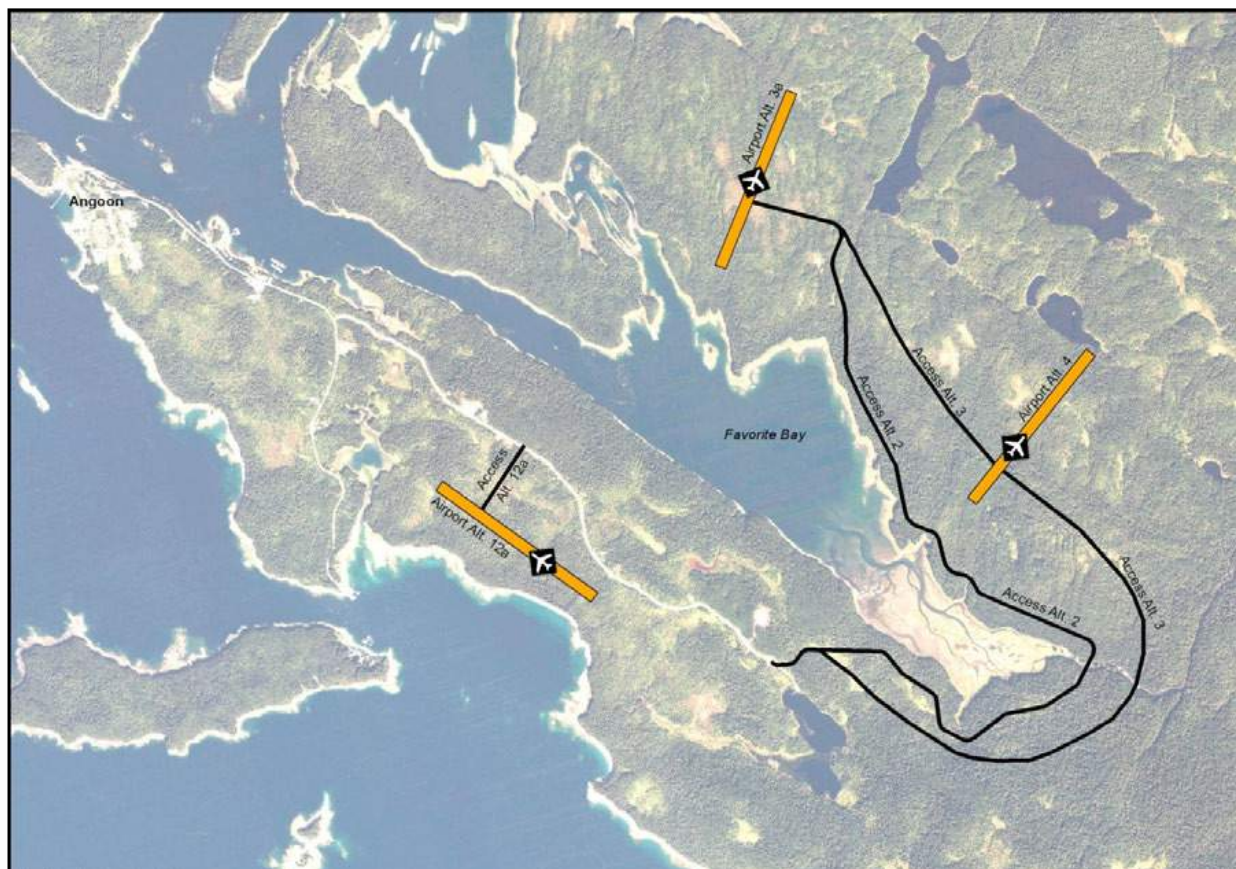
**Q: What is going on with the noise study? What will you do about the effect of noise from the airport on nearby landowners?**

You will be able to read the results of the noise study in the Draft EIS. In the EIS, there will be an analysis of the impact of noise on properties near the different airport alternatives,

using graphics and diagrams to show how and where noise levels will increase. If the results of this analysis show that the impact of airport noise will be significant, the FAA will investigate noise mitigation measures.

**Q: Will I be able to hunt around the airport?**

As noted in the March newsletter, the FAA understands how critical subsistence hunting is to the community. The answer is yes -- rifle hunting will be permitted everywhere except on the runways, and cross-runway shots will not be allowed.



**Location of the three airport alternatives and access roads in relation to the City of Angoon.**

**Q: What's going on with the ANILCA Application?**

Building an airport in the Monument–Wilderness Area is possible because of the Alaska National Interest Lands Conservation Act (ANILCA), Title XI. We received questions from you on our summary of the ANILCA application process in the March newsletter. Some community members wondered why we don't just submit the application now, to speed up the process. The answer is that all of the information that is necessary for the ANILCA application is contained in the text of the EIS itself. The application itself is just a few pages long but must be accompanied by the EIS. Under ANILCA, there are strict

timelines associated with how much time can elapse between the submission of the application form and the release of the Draft and Final EIS documents.

Given the estimated timeline for the EIS, submitting the application now would do nothing to speed up the process. By including the ANILCA information in the EIS now, the FAA will be prepared to submit both the application and the EIS if one of the alternatives in the Monument–Wilderness Area is identified as the preferred alternative in the Final EIS. Since any of the three airport alternatives could be chosen, we will wait to submit the application until we know it will be necessary to start the process.

### **Q: How long until the airport will be built?**

We included this question and answer in the March newsletter, but since it is the one most often asked, we felt it was important to acknowledge it again here. Right now, we are preparing the Draft EIS, which will be released around spring 2012. If everything stays on schedule, the Final EIS will be complete by spring 2013. If the FAA selects one of the three airport location alternatives rather than the No Build alternative, the engineering design and construction could take 3-5 years depending on funding. If an alternative in the Monument–Wilderness is selected, this will add time for the Presidential and Congressional approval of the ANILCA Title XI application. If Alternative 12a on the Angoon peninsula is selected, design and land acquisition can start soon after the Record of Decision is signed.

### **Q: What happened to the proposed bridge across Favorite Bay?**

The proposed bridge across Favorite Bay is no longer included in the access alternatives because of the sensitivity of the community and other stakeholders to the likely impacts to visual, marine, and subsistence resources. Early on in our research, these impacts were estimated to be significantly greater than any of the other access alternatives.

### **Q: Why can't FAA answer all my questions?**

No one in the community actually asked us this, but we wanted to bring it up ourselves. We know that people in the community have a lot of questions about airport operations, such as airline providers and aircraft types, navigation equipment, travel costs, and exact layouts of the airport. We have also received questions about other projects that may have been proposed on the island, such as a hydroelectric facility, an overland road to Juneau, the

## **How to Contact Us**

If you have any questions about the proposed project or the EIS, please, contact:

windmill, and a water project. We want you to know that we heard your questions and concerns but feel compelled to tell you that, unfortunately, these items are outside of our control. We don't want to make guesses about items that are not within the scope our project and risk giving you wrong information. FAA passes on all of your questions and comments to our contacts at DOT&PF and the Forest Service, and you may want to reach out to them with questions not within the scope of the airport EIS.

### **Q: Are you considering the economic implications of the project in the EIS?**

We understand that there are many concerns about the relationship between the airport project and the economic future of the community of Angoon. We receive many comments on the topic of the movement of goods and services, expansion and development, and the importance of long-range planning versus short-term focus on costs. The answer to the question above is yes: we are analyzing the socioeconomic impacts of each of the airport alternatives thoroughly. While airport and access road construction cost is one factor in the evaluation, the possible positive and negative impacts likely to result from each alternative are considered in depth. You will be able to read and comment on the specifics of the socioeconomic research in the Draft EIS.

### **Q: How can I stay involved?**

As shown on our Community Visit Calendar, our project representative will continue to visit the community to talk with you. You can submit comments online through our website, [www.angoonairporteis.com](http://www.angoonairporteis.com), or you can contact the FAA project manager listed below. We will be in touch with the community at important milestones in the project, as well as at other times just to check in.

### **FAA (Lead Agency) Project Manager**

**Leslie Grey** – AAL 614  
Angoon Airport EIS  
222 West 7th Avenue  
Box #14  
Anchorage, AK 99513-7587  
Phone: 907-271-5453  
Fax: 907-271-2851  
E-mail: [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)





## Angoon Airport EIS Project Coordinator Jamie Young Visiting Angoon on July 13, 2011

Hello Angoon Community,

As noted on our Angoon Airport EIS Community Visit Calendar, Team member Jamie Young will be returning to Angoon on Wednesday, **July 13, 2011** to talk with you again. We appreciated that you shared your questions and concerns with Jamie during her visit in May, and she will come prepared with the latest version of the newsletter to distribute to the community. We have specifically designed this newsletter to address the topics you raised to Jamie in May. Jamie will be stationed in the **Angoon Community Center from 10 AM-4 PM** to talk with you, discuss and read the newsletter, and relay information back to the Federal Aviation Administration (FAA) project manager, Leslie Grey.

We hope you will stop by to share any comments or concerns you may have, or just say hi!



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Comments may also be submitted via the "Subscribe, Comment and Contact" link on [www.angoonairporteis.com](http://www.angoonairporteis.com) website, by email to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), or by hardcopy to: **Leslie Grey** - AAL 614, FAA Project Manager; Angoon Airport EIS; 222 West 7th Avenue, Box #14; Anchorage, AK 99513-7587.

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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

AAL-614  
Alaskan Region Airports Division  
222 West 7<sup>th</sup> Ave #14  
Anchorage, AK 99513

AIP-3-02-0018-0705

July 28, 2011

Laurie Mulcahy  
Cultural Resources Manager  
Alaska Dept. of Transportation & Public Facilities  
PO Box 196900  
MS-2525  
Anchorage, AK 99519-6900

RE: Cultural Resources Technical Report for the Angoon Airport EIS and Draft Determination of Eligibility

Dear Laurie:

Enclosed please find a copy of the cultural resources existing conditions technical report and draft determinations of eligibility (DOE) prepared in conjunction with the Angoon Airport Environmental Impact Statement (EIS). In accordance with the implementing regulations (36 CFR 800) of the National Historic Preservation Act, we are providing the Department of Transportation & Public Facilities an opportunity to comment on the report and preliminary DOE as a consulting party in the Section 106 process for the EIS. These materials have also been provided to the U.S. Forest Service and other consulting parties for their comment and will be submitted to the Alaska State Historic Preservation Officer pending our receipt of comments from said consulting parties.

If at all possible, I would like to receive your comments by August 31, 2011. Please, contact me if you have any questions or comments regarding the enclosed materials or require additional information. I can be reached at the address above or at 907-271-5453. You may also contact Sheri Ellis at SWCA Environmental Consultants – the consultants who prepared the enclosed report. Sheri can be reached via email at [sellis@swca.com](mailto:sellis@swca.com) or via phone at (801) 322-4307.

Sincerely,

Leslie A. Grey  
FAA Project Manager  
Angoon Airport EIS

Enclosure  
Section 106 Technical Report – Angoon Airport EIS

## **Trip Report**

### **Angoon, Alaska**

**August 25, 2011**

**1) Participants:** Jason Norris (CEPOA-EN-CW-PF) and Nathan Epps (CEPOA-EN-CW-HH)

**2) Investigation:** We traveled to Angoon, Alaska on May 12-13, 2011 to conduct a site visit and coordination meeting related to potential construction of a barge landing adjacent to the current City Dock. While in Angoon we met with Mayor Albert Howard at the city offices at 10:00. Mayor Howard arranged a meeting with Shayne and Joe Thompson of Angoon Trading Company and Angoon Oil & Gas Company. The Thompsons currently handle all freight shipments into Angoon, as well as all retail fuel sales. While there we observed ferry operations and a fuel delivery by Petro Marine.

**3) Background:** Angoon is located on the west side of Admiralty Island. It lies 600 miles southeast of Anchorage, 850 miles northwest of Seattle, and 55 miles south-southwest of Juneau. Angoon has a maritime climate with cool summers and mild winters. Angoon does not currently have a land-based airstrip and therefore relies on float planes for air transportation. There is a 600' fuel dock with an attached warehouse that fronts Chatham Strait on the west side of town. There is a seaplane dock, fuel float, boat grid, and small boat harbor on Favorite Bay on the east side of the village. Killisnoo Harbor is located approximately three miles south of the community and contains a makeshift barge landing (unused), city dock, ferry terminal, and boat grid. The City Dock is 141 feet long with a mooring face of 112 feet and houses a shuttered cold storage facility. An overview is provided in Figure 1.

**4) Pre-Visit Investigation:** At various points leading up to site visit we spoke to entities that operate at Angoon's various facilities to solicit their input. We spoke with Don Reid, Vice President of Operations, Alaska Marine Lines, Jim Beckham, Operations Manager, Petro Marine, and Kirk Miller, Project Manager, State of Alaska Department of Transportation and Public Facilities (DOT&PF). In addition, we attempted to contact William "Shorty" Tonsgard, Owner, Channel Construction who operates a freight barge into Angoon on an as-hired basis.

Angoon's application packet to the Denali Commission contained drawings of a potential barge landing adjacent to (west of) the City Dock. ADOT&PF's Southeast Region provided a preliminary cost estimate of \$2.3 million (October 2010) to construct a new fill/bulkhead for a barge landing on this site.

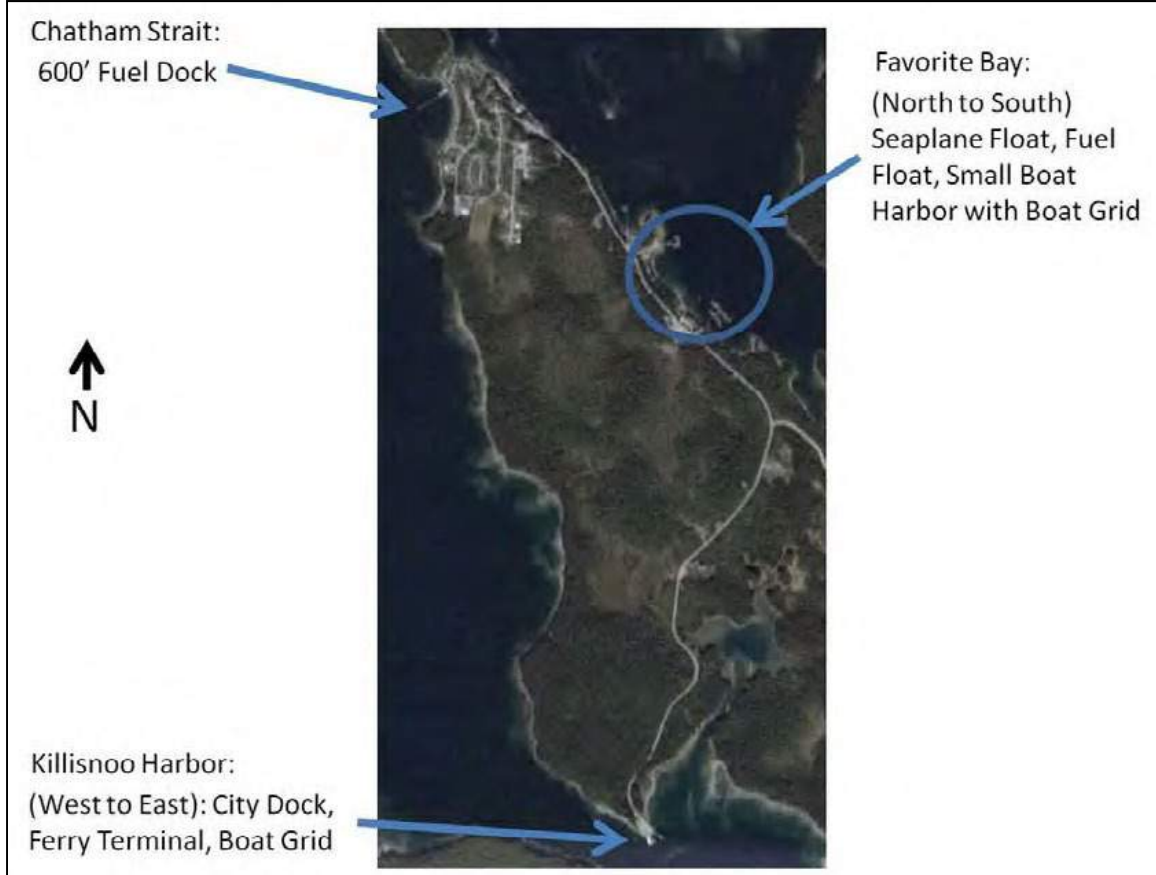


Figure 1: Locations of cargo and fuel transfer facilities in Angoon.

## 5) Trip Report:

### a. Freight Facility:

At Killisnoo Harbor (Figure 2), current facilities are (from west to east) a makeshift barge landing (Figure 3), the City Dock, Alaska Marine Highway System (AMHS) Ferry Terminal, and a boat grid owned by the City of Angoon. Angoon is serviced by Alaska Marine Lines (AML) on an as-needed basis approximately three to four times per year. Prior to our visit we spoke with Don Reid, Vice President of Operations, AML. He stated that AML uses a 286'x76' barge that utilizes a 40' ramp for offloading. He said that depending on the configuration, a new facility should include breasting pilings for the barge to tie to as the tide runs fast and hard in that area.



**Figure 2: Facilities at Killisnoo Harbor.**

AML lands at the ferry terminal, which according to all parties was not constructed to accommodate this type of activity. While the terminal has been sufficient for roll-on/roll-off freight deliveries it is incapable of handling equipment offloads. Angoon is currently planning to construct a land-based airstrip and to perform major maintenance on its road system. This will necessitate the importation of multiple pieces of heavy equipment. Don Reid stated that if equipment is brought into Angoon at this point it is brought in on a smaller barge operated by Channel Construction but he did not have detailed information about their procedures.



**Figure 3: Current cargo transfer site (unused) west of the city dock in Killisnoo Harbor.**

Between barge trips AML ships freight on the ferry, however, the ferry does not allow more than a small amount of hazardous materials to be shipped on its vessels. Don Reid stated that all freight shipments into Angoon are comprised of propane. Mr. Thompson confirmed that when a barge calls at Angoon the entire payload is one 20 foot long propane container referred to as a “Mod” (Figure 4). He further stated that this is incredibly inefficient but that there are no other options for procuring propane. Angoon Trading Company utilizes a fleet of six box trucks to take the ferry into Juneau to procure goods. Because of this, Angoon Trading Company levies a \$0.35/lb. general freight charge on its customers.



**Figure 4: 20-foot mod for transporting propane.**

The current ferry terminal, shown in Figure 5, will undergo a major reconstruction this September. Kirk Miller, Project Manager, Alaska Department of Transportation & Public Facilities, (ADOT&PF) provided conceptual layouts for the new ferry terminal. Don Reid stated that during construction of the new terminal it is unclear if they will be able to land at Angoon. There is a city dock adjacent to the ferry terminal; however it does not have sufficient structural capacity to support freight operations.





**Figure 5: AHMS ferry LeConte docked in Killisnoo Harbor.**

It was suggested in the application packet that it would be desirable to develop approximately two acres of uplands to support large deliveries of construction materials. A cursory examination revealed that the current uplands (Survey: ATS1017, Tract A, Juneau Recording District 101) are owned by the state with an easement granted to Thompson Management, Inc. and Angoon Oil and Gas Company. Tract A extends into the uplands and covers less than 0.5 acres. Ownership of adjacent lands was not readily available and development would be logistically challenging due to existent topography and the presence of a graveyard along the tidelands to the north.

**b. Fuel:**

There are three facilities that receive fuel deliveries: Inside Passage Electric Co-Op's (IPEC) Power Plant receives six deliveries per year of 30,000 gallons each. Angoon Oil receives twice-monthly deliveries of 21,000 gallons each. Whaler's Cove Lodge receives 10,000 gallons two to three times per year but is a private entity and was not investigated. We spoke to Jim Beckham of Petro Marine about their operations at Angoon. Petro Marine brings in barges between 230' and 300' in length to deliver diesel, heating fuel, and gasoline.

When the fuel barge delivers to IPEC, it docks at an existing 600 foot dock on the west side of town. This dock is exposed to waves from Chatham Strait. As shown in Figure 6, a header is located on the dock but it was decommissioned several years ago due to leaks in the piping system. A hose is now floated approximately 500' to the power plant's fuel tanks on the shore just south of the dock. The structural integrity of the existing dock is



unknown. During the site visit moss was observed to be growing on the deck and some of the deck planks appear to have rotted through. The entire deck adjacent to the warehouse is missing. It is assumed that the piles would not be able to handle heavy cargo transfer activities and the existing deck can probably only support pedestrian traffic. A lack of uplands and the tight residential streets at its shore-end would complicate movement of cargo off the dock to its intended destinations.



**Figure 6: De-commissioned fuel piping under the Chatham Strait Dock.**

Deliveries to Angoon Oil are made at the City Dock. There are two headers, (shown in Figure 7), located on the southwest corner of the City Dock. According to the application packet, the dock needs replacement of approximately 20 percent of the dock face fender pilings. Mr. Joe Thompson stated that the pilings were damaged when a barge pilot crashed into the dock some years back. Mr. Joe Thompson also stated that if a fuel delivery is taking place when the ferry arrives that there is little room for the ferry to maneuver.



**Figure 7: Fuel headers on the southwest corner of the city dock.**

While on site we were able to observe a delivery of #2 Diesel and Heating Fuel. As shown in Figure 8, Petro Marine's PMC 230 barge, pushed by K-SEA tug Altair docked at the City Dock. The fuel is pumped from the header via Schedule 80 piping into three tanks near the City Dock that total nearly 36,000 gallons in capacity, (shown in Figure 9). From there fuel is trucked to Angoon Oil's retail facility on the east side of town between the Seaplane Float and the Small Boat Harbor.



**Figure 8: Petro Marine barge PM 230 and K-SEA tug Altair moored at the city dock.**



**Figure 9: Fuel storage tanks at Killisnoo Harbor. Maximum storage capacity is 36,000 gallons.**

**6) City Concerns and Ideas:** The greatest local concern according to both the city and Angoon Trading Company is having a safe and functional place to moor barges in order to facilitate easier freight deliveries. A feature that all parties stated was integral to any development was breasting dolphins to tie to in order to avoid interference from swift currents that occur with tidal fluctuations. The operators consistently echoed this concern.

The city has identified potential fill sources should a project require fill. We visited a current rock and gravel source owned by Kootznahoo, Inc. approximately two miles from the proposed project site, (shown in Figure 10). Mr. Shayne Thompson relayed that Kootznahoo has historically charged \$10-\$12 per cubic yard for rock. He also stated that Sealaska owns subsurface rights over much of the area and has done preliminary work to identify potential rock sources in the area.





**Figure 10: Current Material Source.**

It is unknown how much of the existing Kootznahoo pit would be used in the proposed development of a land-based airstrip. The favored alternative includes seven miles of access road and the development of a 3,300 foot long runway, (expandable to 4,000 feet), with a parallel taxiway, terminal building, parking apron, aircraft maintenance facility, equipment storage facilities, and other support facilities. Full development of the proposed project would necessitate a large amount of fill.

#### **7) Initial Assessment of Proposed Project:**

Any plans for new marine infrastructure in Angoon should take into account the need for large barges to offload cargo. Don Reid stated that AML prefers an offloading elevation of +20 to +25 feet. This limits the method of projects to pile supported piers and bulkheads.

##### **a. Killisnoo Harbor:**

During our visit we observed Killisnoo Harbor to be a protected site with limited exposure to waves from Chatham Strait. The primary challenge to navigation in Killisnoo Harbor is space restriction; the city dock and ferry dock are in close proximity and require tight maneuvering for vessels to use these facilities. Also, Killisnoo Island is approximately 700 feet from the face of the existing dock leaving little room for turning. This space limitation will determine the size and type of vessels to utilize any marine infrastructure at the site. The minimum depth of water at the site is -22 feet MLLW at the face of the city dock according to AMHS drawings.

The sea floor was observed to be bare rock near the city dock with significant rock outcrops extending out to the face of the city dock. Any new project to be built at this site will require piles to be drilled and socketed into the rock. Sheetpile cannot be used at this site. Per a phone conversation with Don Reid of AML, it is recommended that a new cargo facility be built with a face approximately 37 feet behind the fender piles of the city dock to allow for the barge operator to drop a ramp between the vessel and the new structure. This gives an approximate structure length of 110 feet and a recommended minimum width of 20 feet. Additional mooring dolphins are also recommended to mitigate the effects of tidal currents during cargo transfer operations.

Current uplands are insufficient to handle current large freight deliveries at Killisnoo Harbor. It would be possible to create a rock fill adjacent to a new offloading dock with armored rock slopes. The existing uplands, (shown in Figure 11), were built with this method of construction. While this would increase the available staging area for this site, it may also increase tidal currents between Admiralty Island and Killisnoo Island.



**Figure 11: Ground access to the cemetery west of the developed uplands in Killisnoo Harbor. Expansion projects would need to address continued access to this site.**

**b. Chatham Strait:**

There is an existing 600-foot long dock in Chatham Strait at Angoon, (shown in Figure 12). The decking is in a state of disrepair. The facility is directly exposed to waves from the strait. This would limit cargo handling operations at this site to favorable weather conditions. Also, there are no uplands at this site and roads leading away from the shore are steep, narrow and pass through residential areas.



**Figure 12: Fuel dock and warehouse.**

**c. Favorite Bay:**

An existing landing site near the float plane dock, (shown in Figure 13), can accommodate small landing craft. However, access to this site by vessels is through a long narrow channel to the east of Angoon. This channel experiences tidal currents up to ten knots limiting navigation to periods of slack water. Due to access constraints, this site is not recommended for development of cargo transfer facilities.





Figure 13. Seaplane Float. Barge visible on shore, near left.

## **8) Recommendations:**

Based on the information gathered during this site visit, the community of Angoon would benefit from improved freight transfer facilities and repair or replacement of the IPEC fuel transfer line.

### **a. Freight Transfer Facility**

A small pier next to the city dock in Killisnoo Harbor would allow the AML barge to drop its freight ramp and transfer heavy cargo without using AMHS facilities. This project would require construction of a new pile supported pier, new mooring dolphins and an expansion of the uplands to allow for staging of freight near the offload site.

### **b. IPEC Fuel Line**

The community could also benefit from a new fuel transfer line on the timber dock at Chatham Strait. The leaks in the existing line would need to be identified and portions of the line identified by testing would need to be replaced. If testing shows numerous leaks or the condition of the buried portion of the line is found to be poor, this may require replacement of the entire fuel line.

### **c. Barge Landing**

During the visit, no sites suitable for a barge landing were found. Landing operations require a soft granular bottom on a gentle or moderate beach slope. This allows the

vessel to land at mid-tide and rest on the beach during cargo transfer operations. At Killisnoo Harbor, the bottom is primarily bare rock and unsuitable for landing craft. At the Chatham Strait site, there are no uplands available and there is no access to the community from the beach for wheeled vehicles. Navigation into Favorite Bay is unfavorable due to a long narrow channel with a strong tidal current.

**9) Supporting Photographs:**



**Figure 14: Looking southeast at the city dock.**



**Figure 15: West face of the city dock. Some of the fender piles are damaged.**



**Figure 16: The city dock seen from the ferry dock. While the piles appear to be in good condition, the deck has some severe edge damage and is probably incapable of handling heavy cargo transfer.**



Figure 17: Dolphin at the end of the fuel dock. Fuel deliveries are made by floating a hose to the shore.



Figure 18. View of current uplands adjacent to (west of) the proposed project site.





**Figure 19: Observed bottom conditions at low tide. It is assumed that the bottom near the city dock is all bare rock.**



**VISUAL RESOURCES EXISTING CONDITIONS  
TECHNICAL REPORT FOR  
ANGOON AIRPORT ENVIRONMENTAL IMPACT STATEMENT  
ANGOON, ALASKA**

Prepared for  
**Federal Aviation Administration**  
and  
**Alaska Department of Transportation and Public Facilities**

Prepared by  
**SWCA Environmental Consultants**

**September 16, 2011**





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## 1.0 INTRODUCTION

The Federal Aviation Administration (FAA) is preparing an environmental impact statement (EIS) in response to a request from the Alaska Department of Transportation and Public Facilities (DOT&PF), the Sponsor, for funding and other approvals for a new land-based airport near the community of Angoon in Southeast Alaska. At present, there is no land-based airport runway in or near Angoon. The DOT&PF prepared the Angoon Airport Master Plan (DOT&PF 2007) for their proposed airport location. The EIS is evaluating two alternative airport locations in addition to the DOT&PF's proposed location and multiple access road alternatives associated with those airport locations.

The proposed land-based airport would be a small, commercial airport typical of other rural airports in the region. The initial construction would include a 3,300-foot-long paved runway, with the ability to extend the runway length to 4,000 feet in the future if air traffic warrants it. The airport would have a short, perpendicular taxiway leading from the runway to a small apron area, which may eventually contain a passenger shelter building. The proposed airport is being designed to accommodate a future full-parallel taxiway, but this taxiway would not be constructed initially and would only be built if air traffic demands are sufficient to warrant this additional safety and efficiency feature. The runway, perpendicular taxiway, and apron would be surrounded by clear areas required for safety. Regardless of the airport location under consideration, an access road would need to be constructed to connect the new airport to the existing Angoon road system. The proposed access road would have a gravel surface and would be two lanes wide (one lane in each direction) with 9-foot-wide lanes and minimal shoulders.

The purpose of this report is to provide a detailed description of the current visual, aesthetic, and scenic resources potentially affected by implementation of the Airport project on lands that are part of Admiralty Island National Monument and Kootznoowoo Wilderness Area (hereafter referred to as the Monument–Wilderness Area) (which is managed by the U.S. Forest Service [USFS]), on lands owned and managed by Kootznoowoo, Inc. (the Alaska Native village corporation) for the City of Angoon, or on the Kootznoowoo Corridor Lands jointly administered by the USFS and Kootznoowoo, Inc. (the Kootznoowoo Corridor Lands are those designated areas that extend 660 feet inland from the Favorite Bay shoreline) (DOT&PF 2007). The information in this report will be used to prepare the Affected Environment section of the EIS and as the baseline condition against which visual impacts from the proposed project will be measured for the Environmental Consequences section of the EIS.

This report includes information on the existing landscape character and scenic integrity in the project area viewshed (hereafter referred to as the visual study area), and information on human-caused alterations of the natural landscape that are visible within the visual study area as seen from USFS-listed travel routes and use areas. Scenic or landscape character (as defined and applied by the USFS) refers to the overall visual impression created by an area's visual attributes (line, form, color, and texture, as seen by the casual viewer; these attributes are described below in section 3.2, Methods). Scenic integrity is the degree to which the landscape character is or appears to be intact, unaltered, and natural-appearing. Human-caused alterations include structures such as houses and docks, timber harvesting clear cuts, roads, trails, and power lines (USFS 1995).

## 2.0 VISUAL STUDY AREA

Three airport location alternatives and several airport access roads are being considered by the FAA (Figure 1). Two of the airport alternatives are located on the east side of Favorite Bay, east of Angoon, and one is located on the peninsula south of Angoon. The two airport alternatives east of Favorite Bay are located wholly or partially within the boundaries of the Monument–Wilderness Area. The third is located on municipal (City of

Angoon) and private lands and lands owned or managed by Kootznoowoo, Inc. (DOT&PF 2007). The study area for visual resources was determined based on the locations and viewsheds encompassing both the airport alternatives and the associated access road alternatives and on the criteria for selecting visual analysis viewpoints issued by the USFS for the Tongass National Forest. The approach to defining the visual resources study area and selecting viewpoints was discussed with USFS staff prior to any onsite data collection.

As discussed and as directed in Appendix F of the *Tongass National Forest Land and Resource Management Plan* (hereafter referred to as the *Forest Plan*) (USFS 2008b), visual priority routes (VPRs) and use areas should be used as viewpoints to assess existing scenic integrity. Thus, as discussed in the appendix, ship routes, small- and mid-sized-boat routes, roads, hiking trails, saltwater use areas, communities, dispersed recreational areas, and boat anchorages should be the locales of primary consideration when establishing visual analysis viewpoints.

Accordingly, the final visual study area for the Airport project includes the tidal estuary, shoreline, and open water within Favorite Bay; the community of Angoon; the Alaska Marine Highway ferry terminal and water reservoir access roads south of town; and the outlying shoreline and nearshore locations within Chatham Strait to the south and west of Angoon.

The Favorite Bay and Angoon areas were included because intense onshore and offshore use by Angoon residents in these locales could constitute a saltwater use area. These activities (primarily subsistence related) are presently conducted near Airport Alternatives 3a and 4. Also, these areas provide some access for tourists traveling inland for adventure touring (e.g., kayaking, bear watching, hunting). Chatham Strait is a major marine highway and the access route to the Angoon Ferry terminal, and an important commercial and private fishing area. The ferry currently passes the Airport Alternative 12a locale while en route to and from the ferry dock. The Angoon ferry dock and nearby Whalers' Cove Lodge would potentially allow short-distance views of Airport Alternative 12a surface disturbances and visual quality impacts. Thus, Favorite Bay and Chatham Strait, because of their heavy use and proximity to all the Airport alternatives, would potentially provide casual points of view of Airport construction impacts to Angoon residents, tourists, recreational and commercial fishermen, and Alaska Marine Highway travelers.

Potential viewpoints within the Monument–Wilderness Area were also considered, however, undulating terrain and dense forest vegetation obscure the airport and access road alternative locations from view from all but one of these USFS-designated high priority VPRs and use areas. The lone potential VPR from which any component of the proposed airport location, its alternative locations, or the access roads could be seen is an undesignated primitive trail extending from the east shore of Favorite Bay to the lakes east of the bay. This trail is occasionally used by local residents for subsistence resource access or to take visitors up to the lakes for bear watching. Because of the extremely limited use (i.e., low volume of users) of the trail, it was excluded as a formal visual analysis viewpoint.

### 3.0 VISUAL RESOURCES

This section of the technical report describes the regulatory setting, the visual analysis methodology, and the representative scenic character and integrity in and around the visual study area, which consists of the three airport alternatives, the access alternatives, and the surrounding areas with potential to be affected by construction and long-term use of these facilities.



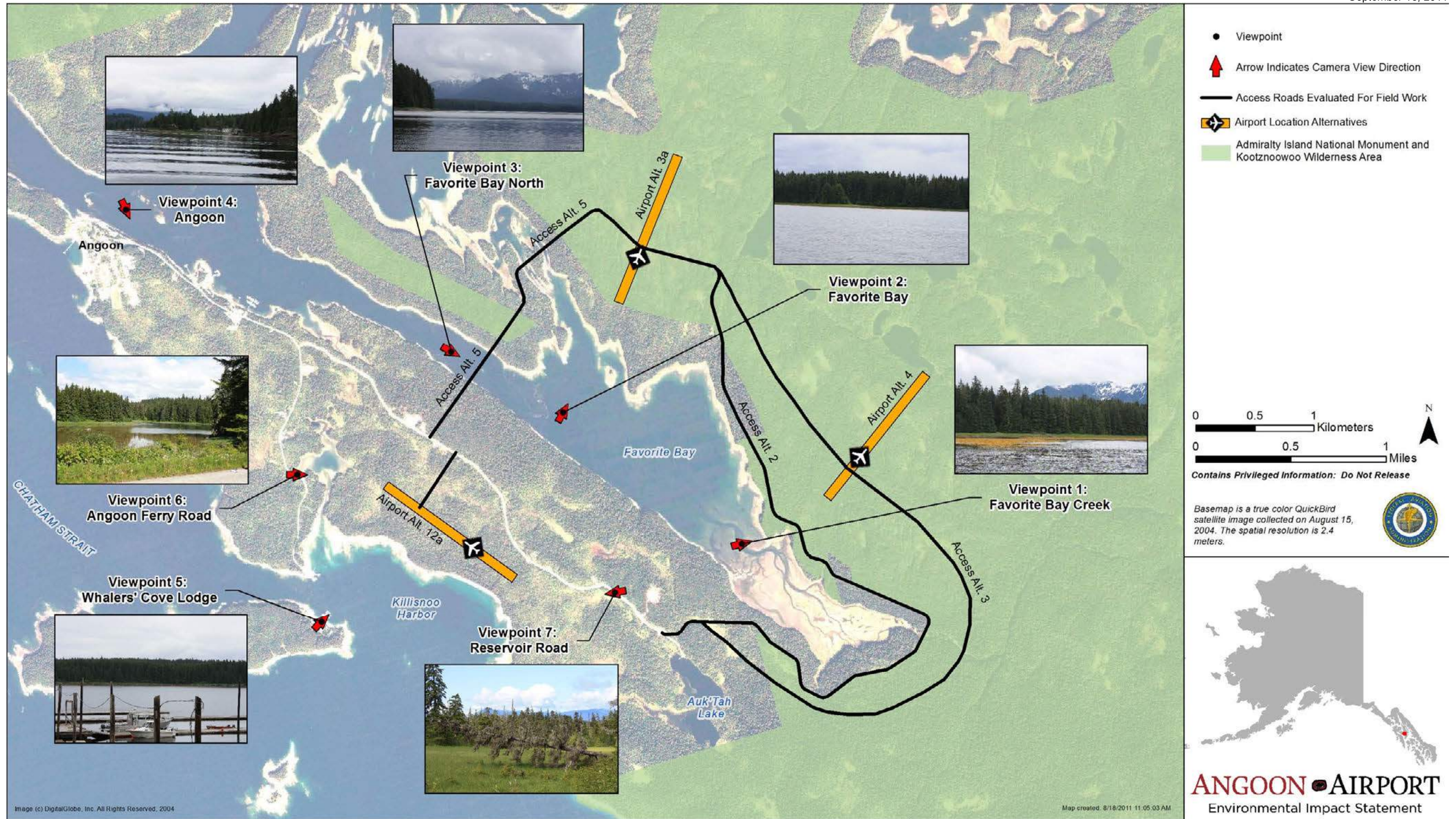


Figure 1. Visual study area viewpoints. Access Alternative 5 was studied but has been dropped from consideration in the EIS. NOTE: Airport alternatives illustrated on this figure represent locations only and do not depict final areas of disturbance.



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## 3.1 Regulatory Setting

### 3.1.1 FEDERAL AVIATION ADMINISTRATION

FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, requires the consideration of visual resources (i.e., aesthetic or scenic resources) and light emissions in environmental analyses conducted for FAA undertakings. FAA Order 1050.1E (Appendix A.12) states the following with regard to light emission and visual impacts:

- 12.2a. Light Emissions.... The responsible FAA official considers the extent to which any lighting associated with an action will create an annoyance among people in the vicinity or interfere with their normal activities.
- 12.2b. Visual Impacts.... Aesthetic impacts deal more broadly with the extent that the development contrasts with the existing environment and whether the jurisdictional agency considers this contrast to be objectionable.

The FAA's *Environmental Desk Reference for Airport Actions* (FAA 2007) a supplement to FAA Order 5050.4B, *NEPA [National Environmental Policy Act] Implementing Instructions for Airport Actions*, also provides general guidance for the consideration of visual impacts in FAA NEPA analysis. Specifically, Chapter 16, *Light Emissions and Visual Effects*, sections 1(a) and 1(b) state the following:

- 1.a. Light Emissions.... Airport-related lighting facilities and activities could visually affect surrounding residents and other nearby light-sensitive areas such as homes, parks, or recreational areas. If there is a potential for airport lighting to disturb these sensitive land uses, the responsible FAA official should ensure the environmental document examines those effects.
- 12.2b. Visual Effects.... It is important to determine if a community or a jurisdictional agency considers visual effects from the proposed action objectionable.

### 3.1.2 U.S. FOREST SERVICE

The *Forest Plan* (USFS 2008b) implements the regulations, policies, and guidance set forth in the overarching National Forest Management Act of 1976. The *Forest Plan*, in compliance with the act, provides specific management goals, directions, management prescriptions, and desired scenic quality conditions for federally administered lands in the Tongass National Forest. These include the following:

- Applying the USFS Scenery Management System (SMS) and its procedures and processes for the inventory and analysis of aesthetic values on national forest lands.
- Minimizing the visibility of timber harvesting and other developments as seen from VPRs and use areas.
- Recognizing the scenic value of Tongass National Forest lands as seen from popular roads, trails, waterways, recreation sites, bays, and anchorages; modifying timber harvest practices when these values are recognized.
- Applying high scenic integrity objectives (SIO) in the foreground, middleground, and background of wilderness national monument land use designation (LUD) viewsheds as seen from VPRs and use areas. Applying the same high SIO to seldom seen/non-priority travel routes and use areas.
- Performing viewshed analysis in conjunction with project developments to provide directions for retaining or creating scenically attractive landscapes.

- Designing roads and trails to be compatible with the characteristic landscape.
- Managing areas designated wilderness and wilderness national monument so that design activities are not evident to the casual observer; applying USFS standards and guidelines applicable to high or very high SIO.
- Maintaining visual absorption capability (VAC) settings that are compatible with an area's SIO.
- Providing USFS visitors with visually appealing scenery emphasizing areas seen along the Alaska Marine Highway, tour ship and small boat routes, state highways, and major USFS roads, and from popular recreation places.

### 3.1.3 COASTAL ZONE MANAGEMENT ACT

The Coastal Zone Management Act (Alaska Statute 46 and 44) requires local governments to develop coastal management plans for incorporation into the statewide Alaska Coastal Management Program. The federal law that authorizes the program (15 CFR 923, Subpart E, Section 923.47) states that "coordination with governmental agencies having interests and responsibilities affecting the coastal zone, and involvement of interest groups as well as the general public is essential to the development and administration of State coastal management programs." It also states that agency coordination requirements include "the wise use of coastal land and water resources with full consideration for ecological, cultural, historic, and **aesthetic values** and needs for compatible economic development" (emphasis added).

## 3.2 Data Sources

The following data sources were used to characterize the visual resources within the visual study area, and will be used in the subsequent visual resource analyses:

- Geographic information system (GIS) data: Field maps, including GIS coverages of scenic quality management within the visual study area, and VPRs and use areas (e.g., Chatham Strait, Favorite Bay).
- Field survey: A field survey was conducted in June 2009 in the visual study area. It included surveying existing roads and trails as well as visual priority and marine travel routes identified in the *Forest Plan*, as discussed above. Surveys were also conducted in Favorite Bay, in Chatham Strait, and along the Alaska State Ferry Route approach into Angoon. Analysis viewpoints were selected based on the results of the survey.
- The *Forest Plan* (USFS 2008a): This was referenced for its policy and management directions.
- The *Mitchell Bay Watershed Landscape Assessment* (USFS 2002): This was referenced for its descriptions and characterizations of scenic quality within the visual study area.
- The *Angoon Hydroelectric Project Final Environmental Impact Statement* (USFS 2009): This was referenced for its viewshed and scenic quality characterization, including those portions of the final EIS project area that lie within the Airport visual study area.
- *Landscape Aesthetics. A Handbook for Scenery Management* (USFS 1995): This definitively describes landscape character, SIO, landscape visibility, distance zones, and the SMS that guides the inventory and analysis of aesthetic values on USFS-managed federal lands.
- *National Forest Landscape Management* (USFS 1974): This precursor to the SMS management handbook provides useful information on acceptable management activities and allowable disturbances on SIO-designated landscapes.

### 3.3 Methods

Two of the three Airport alternative locations are located wholly or partially on lands administered by the USFS; the remaining alternative is located on private, municipal, and Alaska Native corporation lands. To provide consistency relative to visual resource considerations, the USFS methods for evaluating scenic quality will be applied to all alternatives.

The USFS developed the SMS as a method to describe landscapes and to analyze project-level impacts to the scenic quality of landscape. The goal of the SMS is to apply a level of objectivity and consistency to the scenic resources inventory and analysis process, and to reduce the subjectivity associated with assessing landscape visual quality. The SMS applies SIOs that provide management direction and objectives for landscapes within USFS LUDs, which can include areas designated as wilderness; wilderness national monument; scenic viewshed; semi-remote recreation; timber production; various corridors for transportation and utility systems; and wild, scenic, or recreational river. The SIOs, as described in the *Forest Plan* (USFS 2008b), refer to the degree of acceptable change or alteration of the landscape caused by project developments.

The concept used by the USFS to assess scenic quality, and to analyze potential impacts to scenic quality, is to compare the degree of visual contrasts potentially created by an activity with the existing landscape or scenery within or surrounding that proposed activity (the visual study area). This comparison is applied within the context of scenic integrity (landscape intactness or wholeness), designated SIO (the levels of change allowed in an area as designated in the *Forest Plan*), visibility to the public from designated use areas (e.g., trails, roads, waterways), and landscape sensitivity (the concern the public may have for the scenic values of an area) (USFS 1995).

#### 3.3.1 LANDSCAPE CHARACTERIZATION

The landscape features used in the comparison are the forms, colors, textures, and lines that compose and characterize the existing and potentially modified landscape. Landscape form refers to the unified masses or shapes of the landscape being analyzed, such as existing structures, topography, and natural objects (e.g., conical peaks, blocky mesas, rolling grassland). Landscape color refers to the colors of structures, vegetation, soil, water, rock, and sky. Landscape texture is the variation, pattern, density, and graininess of the landscape surface (e.g., uneven, sparse, and seemingly random-ordered shrubs in an arid landscape; even, orderly, and dense rows of trees in an orchard), and the dimensions of those surface variations (e.g., tall conifers, short grasses). Linear landscape features are the real or imagined paths that the eye follows when perceiving abrupt changes in form, color, or texture. These are often noticeable as the edge effect created at the boundary of two contrasting areas (e.g., a line of trees along a rocky slope or ledge, the abrupt boundary between forest and grassland, a dark ridgeline silhouetted against a bright sky). It should be noted that all these observable landscape features (line, form, color, and texture) can be affected by environmental factors that include the viewing distance (i.e., the foreground, middleground, and background views mentioned above), the slope and angle of view, atmospheric effects (e.g., haze, fog, dust, smoke), lighting conditions, and time of day.

In general, the project-related landscape changes that repeat the natural features of the landscape or are well integrated with existing landscape features and characteristics are considered to be in harmony with the natural landscape. These changes produce low levels of contrast, and are considered to have a low impact on existing scenic quality or on the aesthetic values of the landscape. Landscape modifications that do not harmonize with the surrounding natural landscape are considered to be in contrast with that landscape. The contrasts appear obvious, they stand out, and they can be scenically displeasing to viewers because they are not well integrated with the existing natural landscape.

For the visual study area, aesthetic or visual analysis involves determining the degree of visual change between the existing landscape and the landscape that would be produced by the development described in the

forthcoming Angoon Airport EIS Chapter 2 project description. The USFS-administered landscape within the visual study area has a LUD of wilderness national monument. *Forest Plan* standards and guidelines for viewsheds in lands designated as wilderness national monument indicate a preference for Very High SIO (USFS 2008) in the foreground, middleground, and background. Under high SIO, the landscape integrity appears intact, and surface disturbances may be present but must repeat the landscape characteristics so that they are not evident to the casual viewer. Design activities and surface disturbances should not be evident to the casual viewer when viewed from VPRs and use areas. Disturbances should not be evident in the foreground, middleground, background, or in seldom seen/non-priority areas (USFS 2008b).

It should be noted that a portion of the visual study area lies on private land and lands managed by Kootznoowoo, Inc. under the Alaska National Interest Lands Conservation Act (ANILCA); see *Land Use Technical Report for Angoon Airport Environmental Impact Statement* (Southeast Strategies 2010). For method and project consistency, and because no analysis methods have been developed for analyzing scenic impacts under ANILCA, the method and concepts described for analyzing impacts to scenic quality on USFS-managed lands would be applied to lands managed by Kootznoowoo Inc., as well.

### **3.3.2 SCENERY MANAGEMENT SYSTEM AND SELECTING VIEWPOINTS**

The USFS SMS assessment process, which will be used for the Airport EIS and was used to guide the gathering of baseline scenic condition data presented herein, is essentially a comparison of the existing scenic character and contrasts within the visual study area to the contrasts potentially imposed on the visual study area by a project. The SMS considers scenic quality as a combination of the viewshed from the foreground (less than 0.5 miles from selected viewpoints), middleground (0.5–5.0 miles from viewpoints), and background (5–15 miles from viewpoints) and viewer sensitivity, the project area's VAC, potential views from priority routes and use areas, and the designated land use objectives for the area.

The SMS process includes the following steps to establish the baseline scenic/visual condition of a project area:

- 1) Identifying the designated SIO within the visual study area. For the Airport project, areas designated wilderness national monument have been assigned high SIO; areas managed by Kootznoowoo, Inc. do not have USFS SIO, but are regulated under ANILCA. ANILCA does not specify how scenery would be managed, but does require that federal agencies "cooperate with adjacent landowners and land managers, including Native Corporations" in "protecting the continued viability of all wild renewable resources" (Title VIII, Section 802(3)).
- 2) Selecting representative viewpoints from which the visual study area landscapes are described and the impacts to visual resources will be determined. The following criteria for selecting representative viewpoints are used:
  - o Visual sensitivity areas: These are areas with scenic attractiveness or natural beauty.
  - o VPRs and use areas: As described in the *Forest Plan* (USFS 2008a), VPRs include the Alaska Marine Highway, tour ship routes, roads, small and mid-size tour boat routes, and hiking trails; use areas include saltwater use areas, dispersed recreation areas, communities, cabins, developed recreation sites, and boat anchorages. The VPRs and use areas for the visual study area would include the Chatham Straits waterway, the Alaska Marine Highway ferry routes arriving at and departing from Angoon ferry dock, potential views of the alternatives from Angoon, public roads and trails near the alternatives, and the shoreline of Favorite Bay. Non-priority routes and use areas and areas not visible from the VPRs are analyzed as seldom seen. These areas could include trails, cabins, timber sales, roads, logging camps, recreational facilities, fish enhancement structures, and gravel pits. The guidelines for

identifying or determining scenic analysis viewpoints are discussed in Appendix F and in Scenery Standards and Guidelines of the *Forest Plan* (USFS 2008a).

- o Designated SIO and LUDs: As documented in the *Forest Plan* (USFS 2008a), and as mentioned above, the designated SIOs are high for all areas designated wilderness national monument.
  - o Viewing distance and project-area landscape visibility when seen from selected viewpoints: This is a function of the duration of the view by observers; the degree of detail that could potentially be discerned by viewers in the foreground, middleground, and background; and the number of viewers that could potentially see the project area. As mentioned above and as specified in the *Forest Plan* (USFS 2008a), foreground is the visible area within 0.5 miles of the analysis viewpoint, middleground ranges from 0.5 miles to 5 miles, and background is greater than 5 miles and less than 15 miles from the viewpoint.
- 3) Describing the visual study area landscape or scenery characteristics from the selected viewpoints with the landscape elements or attributes of form, line, color, and texture as discussed above. The purpose of characterizing or describing the landscape is to document a baseline of existing scenic values and aesthetic quality. Typically, the visual study area scenery is digitally photo-documented from the selected viewpoints, the precise location of the viewpoint is recorded using global positioning system (GPS) equipment to acquire coordinates, and any relevant field notes are recorded at that time. The digital photographs are then used to prepare the scenery descriptions.

Field data (photo-documentation and GPS points) to be used for scenery characterization and impacts analysis were collected on June 14–16, 2009. Data collection was conducted within the visual study area, which includes the tidal estuary, shoreline, and open water in Favorite Bay; the Chatham Strait and Favorite Bay shoreline near the City of Angoon; the Alaskan Marine Ferry route approaching and departing from the Angoon Ferry Dock; near-shoreline points in Chatham Strait between the community of Angoon and the Ferry Dock; and the Angoon Ferry and Reservoir access roads.

Data collection consisted of first reviewing the locations of the Airport alternatives and Access alternatives, determining the VPRs and use areas by reviewing the USFS *Forest Plan* in relation to the Airport alternatives and Access alternatives, and then documenting the locations or points of view within the visual study area where potential Airport impacts would likely be visible to casual viewers. The USFS principles for designating VPRs were applied to the identification of VPRs for alternatives not located on lands administered by the USFS.

An extensive number of potential visual analysis viewpoints were documented during field data collection. All high priority VPRs and use areas designated by the USFS in the vicinity of the visual resources study area were assessed as to whether any of the airport alternative locations or access road alternatives would be visible from the VPR or use area. Undulating terrain and dense forest vegetation obscure the airport and access road alternative locations from most of the designated high priority VPRs and use areas, which were then eliminated from consideration as representative viewpoints for analysis in the EIS.

Upon completion of fieldwork, all of the potential viewpoints were subjected to additional screening to select a subset of representative viewpoints that include both USFS designated VPRs and use areas and equivalent VPRs and use areas for non-USFS lands. One factor in screening potential viewpoints was the frequency or volume of use of the area in question. Very low volume routes or use areas were eliminated from consideration as representative viewpoints in favor of viewpoints that experience a higher volume of use and from which the viewing experience of a larger number of individuals could be affected.

Based on USFS criteria for selecting scenic analysis viewpoints, seven representative locations (see Figure 1 and Figures 2–8) were selected as the viewpoints for determining the existing viewsheds that will be characterized and for which impacts will be analyzed in the EIS. As noted previously, the FAA EIS Team



discussed the process by which these viewpoints would be selected with USFS staff members prior to field data collection.

The locations of the landscape characterization and analysis viewpoints are as follows:

- Viewpoint 1: Favorite Bay Creek (Figure 2)
- Viewpoint 2: Favorite Bay (Figure 3)
- Viewpoint 3: Favorite Bay North (Figure 4)
- Viewpoint 4: Angoon (Figure 5)
- Viewpoint 5: Whalers' Cove Lodge (Figure 6)
- Viewpoint 6: Angoon Ferry Road (Figure 7)
- Viewpoint 7: Reservoir Road (Figure 8)

The scenic (visual) character as viewed from each of these locations is described below.

### 3.4 Scenic Character within the Visual Study Area

#### 3.4.1 *VIEWPOINT 1: FAVORITE BAY CREEK*

The view from this perspective is from offshore in Favorite Bay Creek and the estuary at the southern end of the Favorite Bay, looking east-northeast and along and down the length of the runway for Airport Alternative 4. This point of view would provide unobstructed, short-distance views of surface disturbances along much of the length of the alternative area. That is, from this viewpoint the viewer would see the greatest disturbance caused by clear-cutting for the runway.

The foreground view is of a topographically flat intertidal estuary; brackish water flowing through Favorite Creek and the estuary; a narrow vegetated shoreline; and a very dense, uniform, and solid-appearing spruce-hemlock forest beyond the shoreline. Landscape forms appear definite and distinct: the shoreline-estuary boundary is clearly defined by changes in vegetation; the forest-shoreline boundary is abrupt and obvious, with a clear transition from low-growing vegetation to tall trees. The rapid transition from flat, horizontal estuary to rising shoreline to vertical dense forest creates strong, bold landscape contrasts. Foreground linear contrasts are strong and simple—the horizontal, straight, and narrow band of shoreline appears distinct between water and forest, and the sharp, horizontal edge of the forest along the shoreline is clear and regular. Tree top lines undulate. Foreground colors are distinct and scenic: dark water intermixes with bright orange-yellow intertidal vegetation near the shoreline; vivid intertidal vegetation colors rapidly change to soft light green; and light green rapidly changes to variegated dark green forest colors. Textures are distinct and contrasting, and internal texture contrasts are created among the trees along the forest edge by changes in lighting and shade. Textures range from smooth water and uneven or stippled gradations of shoreline textures to dense, coarse-textured trees. Middleground views are obscured by the height of the dense forest cover adjacent to the shoreline.

Background views are dominated by high, rugged mountain ranges east of the general Airport project area. It should be noted that the background landscape character is affected by atmospheric conditions, appearing bold and distinct when clear but softened and obscured by mist, rain, and low clouds when overcast. The mountains in the background are diverse and complex in form: vertical and angular slopes are composed of rocky outcrops and peaks, forested lower slopes, and snow fields at middle and upper elevations. Line contrasts are strong because the mountain skyline creates a silhouette with the background sky. Diffuse and scenic edge effects are created by the gradation and intermixing of snowfields with the dark rocky or dark green forested slopes. Background textures appear rough and coarse on the jagged upper slopes, but medium on the smoother lower slopes.



**Figure 2.** Viewpoint 1: Favorite Bay Creek, in the estuary, facing northeast toward the runway area for Airport Alternative 4.

### **3.4.2 VIEWPOINT 2: FAVORITE BAY**

This northeastern-facing view is from an offshore point near the center of the bay that would provide unobstructed views along the entire length of Airport Alternative 3a. This viewpoint, which is transited primarily by watercraft operated by local residents engaged in subsistence activities, represents the location from which the viewer would see the greatest degree of disturbance caused by clear-cutting for the runway. The foreground view is similar to that described for Favorite Bay Creek (Viewpoint 1) above but without estuary line and color contrasts. The result is a topographically flat landscape with distinct and definite shoreline and forest boundaries. The view is dominated by the dense and unbroken wall of mature spruce-hemlock forest, and this landscape characteristic is typical of the shoreline and foreground around Favorite Bay.

The shoreline appears distinctly narrow from this viewpoint, and its features are obscured by the viewing distance. Landscape linear features are predominantly and distinctly horizontal, composed of edge boundaries between water and shoreline, and shoreline and forest. As described for Viewpoint 1 above, the forest creates a continuous but undulating and irregular silhouette line along the treetops that contrasts with the background sky. Color contrasts are strong between the dark green spruce-hemlock forest and sky, and between the dark water and forest. A moderate color contrast exists between the light green shoreline vegetation, water, and forest, but this contrast is reduced because of the narrowness of the shoreline when viewed from water level. Foreground textures are similar to those described for Viewpoint 1: coarse-textured forest trees contrast strongly with fine-textured water and shoreline. Middleground and background features are entirely obscured by the dense growth of forest in the foreground.



Figure 3. Viewpoint 2: Favorite Bay, near center of bay, facing northeast toward Airport Alternative 3a.

### 3.4.3 VIEWPOINT 3: FAVORITE BAY NORTH

Located offshore and within the Favorite Bay narrows, the purpose of this viewpoint is to document existing conditions and short-distance views southeast of the potential road and bridge access to Airport Alternative 3a. A south-facing view was chosen because it is assumed that there would be a greater number of viewers in this direction than looking northward (e.g., viewers traveling from Angoon into the straits toward Mitchell Bay as well as those traveling south into Favorite Bay).

From this perspective, the view shows a diversity and contrast of natural landforms and water that is highly scenic. The foreground view is of an open waterway bounded on both sides by tall, dense growths of spruce-hemlock, with water and forest separated by a narrow band of low-growing shoreline vegetation and exposed rock. Strong foreground form contrasts are created by the differences between flat, relatively featureless water and the tall, vertical, highly varied forms of trees along the shoreline. Partially exposed rock outcrops in the center of the foreground water add to the diversity of forms and to scenic quality. Landscape colors range from dark green forest vegetation and lighter green vegetation and tan-colored shoreline rock to dark gray water. It should be noted that cloud cover likely has a direct impact on Favorite Bay water color, and that blue sky and direct sunlight on water would create stronger color contrasts with the surrounding landscape. Moderately strong horizontal linear edge-effect contrasts exist between shoreline and water, between shoreline and treeline, and as a rough and undulating silhouette line along the forest treetops. Textures range from smooth water to coarse trees. Internal texture contrasts are created among the trees visible along the edge of the forest by changes in lighting and shade.



**Figure 4.** Viewpoint 3: Favorite Bay North, facing southeast toward the potential access road and bridge to Airport Alternative 3a.

Middleground views are of the open water of Favorite Bay, the bay estuary in the far middleground, and the dense and topographically flat forest growing along the bay's shoreline and inland. Middleground scenic characteristics are similar to those described for the Viewpoint 2 foreground above. The uniformly dense, uniformly dark green, and uniformly fine-textured relatively horizontal line of trees along the middleground bay shoreline creates a moderate scenic contrast with the foreground forest and water.

Background views are similar to the background views described for the Viewpoint 1. The rugged peaks, steep rock and snow-covered upper slopes, and forested lower slopes create a strong and highly scenic contrast with the foreground and middleground views. As noted for Viewpoint 1, the atmospheric effects of cloud cover, mist, rain, and fog tend to mute the background contrasts with foreground and middleground. Full sunshine and unobscured sky would likely heighten the background contrasts because of the increased color, line, texture, and form contrasts that would be visible.

#### **3.4.4 VIEWPOINT 4: ANGOON**

This point of view is located offshore from Angoon and near the northern end of Favorite Bay. The view is to the southeast, and the viewpoint was chosen to determine if there would be any observable impacts of Airport Alternative 12a construction when viewed from an unobstructed location near the town. The viewpoint was also chosen to determine the impacts to scenic quality from construction of the proposed bridge and access road (Access Alternative 5) across the lake narrows to Airport Alternative 3a. Because of terrain, Airport Alternatives 3a and 4 would not be visible from this location.

The foreground view is of the nearshore waterway leading to Favorite Bay and Mitchell Bay. Dwellings, docks, and other structures lie along the partially developed, rocky shoreline. Tree-covered, gently rising slopes frame



the shoreline and lead up toward the east side of Angoon. Natural landscape forms are typical of the shoreline surrounding Favorite Bay (as described above under Viewpoint 2) except where the shoreline has been widened (near and adjacent to buildings and structures) to accommodate development. Development has increased landscape form contrasts and complexity: numerous vertical and horizontal, rectangular and regular shapes and angles are intermixed with the relatively uniform, regular shapes of trees and shoreline. Foreground line contrasts are strong due to the distinct structural edges seen against a softened and diffuse forest background. A strong line contrast is created by the silhouette edge effect of forest treetops against the background sky. Color contrasts are created by the gray, white, tan, and brown colors of the structures against the muted dark green trees and dark gray water. Foreground textures are fine (within offshore water and along the shoreline), moderate (due to shoreline buildings and structures), and coarse (where tall spruce-hemlock forest trees are visible along the shoreline). Middleground views are obscured by the shoreline trees when the view is toward the Airport Alternative 12a.



**Figure 5.** Viewpoint 4: Angoon, facing south from offshore near Angoon at the northern end of Favorite Bay toward Airport Alternative 12a.

The background view is of the mountain range described in Viewpoints 1 and 3, and the scenic characteristics would be similar to the description provided for those viewpoints. When fully visible, the background landscape would produce a similarly scenic view as is described under Viewpoint 3. Also, as previously mentioned, it should be noted that atmospheric and weather conditions strongly influence and affect the scenic quality and visual contrasts of the landscape: during periods of low-hanging clouds and/or mist, the scenic background view would not be visible (as shown in the survey photograph below); however, in full sunlight with an unobstructed sky, the scenic contrasts would likely be greater, and scenic quality would be enhanced.

### 3.4.5 VIEWPOINT 5: WHALERS' COVE LODGE

From this perspective, facing northeast from the lodge toward Airport Alternative 12a would provide short-distance views of potential impacts to scenic quality when viewed by tourists, recreational and commercial fishermen, and Alaska Marine Highway ferry passengers. This viewpoint was chosen based on the relatively large number of people that would have potentially continuous and elevated views of Airport Alternative 12a, most notably from the upper deck of the ferry.



Figure 6. Viewpoint 5: Whalers' Cove Lodge, facing northeast toward Airport Alternative 12a.

The foreground view is dominated by the lodge dock, the ferry terminal, the Chatham Strait inlet, and the dense stand of spruce-hemlock that covers the low ridge and slopes beyond the inlet. Landscape forms are highly varied from this perspective because of shoreline development. The near shoreline is dominated by regular, horizontal, long, and low metal and wooden ramps, docks, piers, and moorings. Tall, vertical pilings, sheds, buildings, and dock support structures are visible. The far shoreline and landscape appear undeveloped (with the exception of minor structures along the shoreline) and present strong form contrasts to the near shore. The undeveloped slope and low ridge are typical of the undeveloped landscape in the visual study area (and as describe above for Viewpoint 2): a low, narrow shoreline bounded by flat water, behind which lies a dense, tall, vertical, and unbroken spruce-hemlock forest. Linear, color, and texture character is also similar to that described under Viewpoint 2: strong horizontal edge-effect line contrasts between water and shoreline, and between shoreline and forest boundary; moderate color contrasts between dark green forest, light green and tan shoreline vegetation and exposed rock/soil, and varying sky and water color contrasts with forest and shoreline. Again, as noted above, atmospheric conditions of cloud cover, mist, and rain tend to mute these color contrasts, but contrasts would likely be enhanced during periods of full sunlight and low cloud cover. Foreground landscape textures are fine at water level and along the far shoreline; fine to medium and uneven variable in areas of shoreline development; and coarse, dense, and uniform in the forest.



The middleground and background are obscured by trees and topography.

### 3.4.6 VIEWPOINT 6: ANGOON FERRY ROAD

This viewpoint is located along the Angoon ferry access road at a point where Airport Alternative 12a would potentially be visible to the southeast for those driving to and from the ferry docks. This viewpoint was chosen because of the relatively heavy traffic along the road while the ferry is docked, traffic to and from the village and Whalers' Cove Lodge, local traffic to and from the Angoon cemetery, and occasional foot traffic between Angoon and the ferry docks.



Figure 7. Viewpoint 6: Angoon Ferry Road, facing east toward the northern end of Airport Alternative 12a.

The foreground view is of a topographically flat landscape. A curving lagoon shoreline is clearly visible from the road, bounded by low-growing vegetation along the road and by tall conifers on the far shore and on most of the near shore. The narrow strip of curving shoreline creates a minor transitional contrast between tall vertical trees and flat lagoon water. The prominent wall-like edge of the forest and flat, open water are the dominant form characteristics in this view. Prominent line contrasts are visible, creating edge effects between the forest boundary and the shoreline, and between the shoreline and lagoon. Line contrasts are also created between the undulating tree tops and background sky, producing a silhouette-edge effect. Colors include green-brown lake water, light green shoreline vegetation, and variegated or mottled dark green along the forest edge. A mild contrast exists between the shades of green along the shoreline and forest. The reflection of the trees off the lake with the background blue sky produces a scenic effect. Textures range from simple in the lagoon and along the shoreline to a more complex, dense, and coarse texture along and within the surrounding forest. Internal texture contrasts are created among the trees visible along the forest edge by changes in lighting and shade.

The middleground and background are obscured by the foreground trees and by the low angle of view from this location.

### 3.4.7 VIEWPOINT 7: RESERVOIR ROAD

This viewpoint is located at a high point along the water reservoir maintenance access road where a wetland clearing would potentially allow views of the southern end of Airport Alternative 12a. A viewpoint was chosen along this road because of its relatively heavy use for reservoir and pump station maintenance, and because it is a popular driving route for Angoon citizens. Due to dense evergreen forest along the road, the locations of Airport Alternatives 3a and 4 would not be visible from this or other locations along the road.



**Figure 8.** Viewpoint 7: Reservoir Road, facing northwest through a clearing from the road edge toward the southern end of Airport Alternative 12a.

From this perspective, the foreground view is dominated by the flat wetland meadow and tall trees that lie along the meadow boundary. Landscape forms consist of a slightly undulated ridgeline and slope, short vegetation within the flat meadow, vertical trees along the edge of a spruce-hemlock forest, and a single downed tree that partially (and temporarily) obscures the foreground view. A linear edge effect is created along the boundary between short meadow vegetation and the forest boundary. Landscape foreground colors range from light-green meadow vegetation to dark-green conifers along meadow edge. Textures are fine within the meadow and coarse within the forest. Middleground views are obscured by tall trees and topography.

The background view is partially obscured by the foreground trees, but a smooth to rough and jagged ridgeline and steep upper-elevation slopes are visible. A strong linear edge-silhouette is visible along the background ridgeline and sky, creating a scenic contrast and scenery-enhancing effect with the foreground view. Background colors are indistinct because of the viewing distance, but appear as muted green and brown on the mountain slopes. Background textures are medium to coarse.

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## Acronyms

ANILCA	Alaska National Interest Lands Conservation Act
DOT&PF	Alaska Department of Transportation and Public Facilities
EIS	environmental impact statement
FAA	Federal Aviation Administration
GIS	geographic information system
GPS	global positioning system
LUD	land use designation
NEPA	National Environmental Policy Act
SIO	scenic integrity objectives
SMS	Scenery Management System
VAC	visual absorption capability
VPR	visual priority route
USFS	U.S. Forest Service



# Angoon Airport Environmental Impact Statement Water Resources Technical Memorandum



**Prepared for**

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The Alaska Department of Transportation and Public Facilities, and  
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## 1.0 Introduction

The Federal Aviation Administration (FAA) is preparing an environmental impact statement (EIS) in response to a request from the Alaska Department of Transportation and Public Facilities (DOT&PF), the Sponsor, for funding and other approvals for a new land-based airport near the community of Angoon in Southeast Alaska (Figure 1 in Appendix A). At present, there is no land-based airport runway in or near Angoon. The DOT&PF prepared the Angoon Airport Master Plan (DOT&PF 2007) for their proposed airport location. The EIS is evaluating two alternative airport locations in addition to the DOT&PF's proposed location and multiple access road alternatives associated with those airport locations (Figure 2 in Appendix A). (Note: Access Alternative 5 was studied and is shown on Figure 3 [Appendix A] in this report, but it was subsequently dropped from consideration in the EIS.) Two of the airport alternatives and portions of their associated access roads are located on lands administered by the U.S. Forest Service (USFS) within the Admiralty Island National Monument and Kootznoowoo Wilderness Area (hereafter referred to as the Monument–Wilderness Area).

The proposed land-based airport would be a small, commercial airport typical of other rural airports in the region. The initial construction would include a 3,300-foot-long paved runway, with the ability to extend the runway length to 4,000 feet in the future if air traffic warrants it. The airport would have a short, perpendicular taxiway leading from the runway to a small apron area, which may eventually contain a passenger shelter building. The proposed airport is being designed to accommodate a future full-parallel taxiway, but this taxiway would not be constructed initially and would only be built if air traffic demands are sufficient to warrant this additional safety and efficiency feature. The runway, perpendicular taxiway, and apron would be surrounded by clear areas required for safety. Regardless of the airport location under consideration, an access road would need to be constructed to connect the new airport to the existing Angoon road system. The access road would have a gravel surface and would be two lanes wide (one lane in each direction) with 9-foot-wide lanes and minimal shoulders.

This water resources technical report was completed by the FAA's water resources consultant team (Vigil-Agrimis, Inc.) to support the development of the EIS. Angoon is located on the western side of Admiralty Island in Southeast Alaska and is the island's only permanent settlement. The community of approximately 430 residents (2008 data (DOL&WD 2009)) is located approximately 60 miles south of Juneau and 50 miles northeast of Sitka. Figure 1 (in Appendix A) is a vicinity map and Figure 2 (in Appendix A) is a project location map.

For the EIS analysis, three potential locations are being investigated that were either proposed in the Master Plan or are variations of locations proposed in the Master Plan (Figure 3 in Appendix A). When the water resources fieldwork was conducted and this technical report was originally prepared, four airport alternatives were under consideration for inclusion in the EIS. Subsequently, one alternative, Airport Alternative 3, was dropped. Data gathered for water resources for Alternative 3 are presented in this report for general information purposes only and to communicate the results of the field studies in that portion of the area. This document describes the existing conditions of the water resources within the vicinity of the airport and access alternatives. This area is hereafter referred to as the study area.



## **1.1 Project Issues**

Three airport alternatives (Airport Alternatives 3, 3A, and 4) are located across Favorite Bay from Angoon (Figure 3 in Appendix A). These alternatives would require a choice of one of two road connections that would begin at the end of the current road system and parallel the Favorite Bay shoreline or a road connection that would cross Favorite Bay. Road options that would parallel the Favorite Bay shoreline would require crossings of five unnamed streams and several additional minor short stream segments as well as a bridge crossing of Favorite Creek at the southern end of Favorite Bay. An airport alternative (Airport Alternative 12a) is located closer to the community because roads already exist in this area, and fewer airport access roads would need to be built (Figure 3 in Appendix A). Five additional unnamed streams have the potential to be impacted by the required clearing and grading of the airport alternatives.

Airport Alternatives 3, 3a, and 4 are mainly within the Monument–Wilderness Area with small portions of the alternatives being within Kootznoowoo Corridor Lands. The alternative closest to Angoon is entirely within the Kootznoowoo Incorporated Lands. The Kootznoowoo Incorporated Lands are a native claim, and therefore the use of the land would be established within the requirements of the Alaska Native Claims Settlement Act (ANCSA). The Monument–Wilderness Area is federally protected, and use of the land would be established within the requirements of the Alaska National Interest Lands Conservation Act (ANILCA). Wilderness areas, by definition, are protected lands that typically provide high quality water resources.

The airport alternatives and access alternatives, collectively, have the potential to impact 10 unnamed streams, Favorite Creek, and two lakes (Figure 3 in Appendix A). Figures 3 and 4 (in Appendix A) show the airport alternatives, the access alternatives, and potential water resources impacts to streams and lakes. These water resources support subsistence, commercial, and recreational fisheries that are very important to the Angoon economy. Additionally, these areas provide important habitat for other aquatic organisms and wildlife.

*Note:* Airport alternatives illustrated on figures throughout this report represent locations only and do not depict final areas of disturbance.

## **1.2 Scope of Studies**

The airport alternatives are located in a wilderness where post-glacial landforms, abundant precipitation, and wide tidal fluctuations create and sustain a hydrologic environment. This report describes existing conditions for a number of water resources in the study area. The conditions described include:

- Stream hydrology
- Stream geomorphology
- Floodplains
- Freshwater quality

The information in this document is based on reviewing existing data and reports as well as field investigations conducted in May and September 2009. This document contains discussions of methods, scope of study, and findings for the water resources associated with the Airport development.

## 2.0 Admiralty Island Geology and Climate

Admiralty Island is the seventh largest island in the United States at approximately 1,680 square miles. It is located in Southeast Alaska in the Alexander Archipelago approximately nine miles southwest of Juneau (Figure 1 in Appendix A). The island is part of the Tongass National Forest with most of the island being part of the Monument–Wilderness Area.

Admiralty Island is primarily composed of siltstone, limestone, greywacke, chert, and volcanic rocks and has experienced marine geosynclinal deposition and deformation during the Paleozoic and Mesozoic (570 to 66 million years ago) (Lathrum et al. 1965). Favorite Bay follows a fault trace. The area in the vicinity of Angoon consists primarily of the Devonian Gambier Bay Formation on the west side of Favorite Bay. This formation consists of thick marble lenses and schist at least a few thousand feet thick. On the east side of Favorite Bay, the Tertiary Kootznahoo Formation dominates. A conglomerate with minor amounts of sandstone and shale is generally located closer to the Bay with sandstone, siltstone, shale, and minor conglomerate. Coal dominates farther east of the bay and to the north of Kootznahoo Inlet. South of Favorite Bay, Paleozoic and Mesozoic undifferentiated metamorphic rocks dominate the Favorite Creek area.

Admiralty Island has a maritime climate, with cool summers and relatively mild winters. According to the Western Regional Climate Center (WRCC), average temperatures in Angoon range from 60 degrees in the summer to 34 degrees in the winter (WRCC 2009). From 1949 to 2005 the maximum recorded temperature was 82 degrees and the lowest recorded temperature was -7 degrees (WRCC 2009). The community of Angoon and the area around Favorite Bay are in the rain shadow of Baranof Island; therefore, the amount of precipitation on Admiralty Island varies widely by location. According to the U. S. Geological Survey (USGS), average annual precipitation (rainfall and equivalent snowfall) ranges from 65 inches in Angoon to 160 inches on the northeast side of the island (USGS 1997). In Angoon the average rainfall is 42 inches and the average snowfall is 62 inches (WRCC 2009).

## 3.0 Water Resources and Watershed Context

Airport alternatives, access alternatives, and the associated freshwater resources of interest are shown in Figures 3 and 4 in Appendix A. The freshwater resources of interest include Favorite Creek, Streams 1 through 10, and Lakes 9-1 through 9-4:

- Favorite Creek which flows into the southern part of Favorite Bay
- Seven unnamed streams which flow into Favorite Bay which are numbered counterclockwise around the bay from one to seven
- Stream No. 8 which flows into the inlet of Mitchell Bay
- Stream Nos. 9, 9A, 9B, and 9D-G, which flow into various unnamed lakes, referred to as Lakes 9-1 thru 9-4, and subsequently discharge into Kanalku Bay
- Stream Nos. 10 and 10A which flow into Killisnoo Harbor

The creeks, streams, and lakes of interest that could be impacted by each airport and access alternative are listed in Figures 3 and 4 in Appendix A. Table 1 summarizes the water resources of interest associated with each of the airport alternatives examined for this report. For Airport Alternatives 3, 3a and 4, Favorite Creek and Streams 1, 2A, and 2 have the potential to be impacted by two of the access road alternatives. The rest of the streams, as well as the lakes, have the potential to be affected due to possible airport development activities and site management practices.

Favorite Creek, the largest stream in the immediate area, has an approximately 20.8 square mile watershed that ranges in elevation from sea level at its mouth to 3,100 feet above sea level at the top of its drainage (Figure 4 in Appendix A). The watershed ranges from sections of steep, unvegetated bedrock in the upper watershed to a narrow, gently sloping valley at the outlet into Favorite Bay. The entire watershed is completely undeveloped with portions of the watershed being within the Monument–Wilderness Area.

The ten small streams of interest have watershed areas between 2.7 and .05 square miles (Figure 3 in Appendix A). Key characteristics of the watersheds are listed in Table 2. The entire region was previously glaciated, and Streams 8 and 9, as well as Favorite Creek, contain lakes that may have been formed during glacial retreat from the region. All of the watersheds are completely undeveloped and are primarily covered in spruce-hemlock forest. Most of the studied streams have a portion or the majority of their watershed area within Monument–Wilderness Area. Streams 8, 9, 9A, 9B, and 9D-G are completely within the Monument–Wilderness Area, and Streams 10 and 10A are entirely outside of the Monument–Wilderness Area. Lakes 9-1, 9-2, 9-3, and 9-4, and the unnamed lakes within the Favorite Creek watershed are entirely within the Monument–Wilderness Area.

**Table 1. Freshwater resources of interest associated with each airport alternative**

Airport Alternative	Freshwater Resources of Interest
3*	Favorite Creek and Streams 1, 2, 2A 3, 4, 5, 5A 6, 7, 8, 9, and 9A; Lake 9-1. In addition, Stream 9B will be affected if Access Alt. 3 is chosen.
3a	Favorite Creek and Streams 1, 2, 2A, 3, 4, 5, 5A, 6, 7, and 8
4	Favorite Creek and Streams 1, 2, 2A, 3, 4, and 9D-G; Lake 9-3
12a	Streams 10 and 10A

\* Alternative 3 has been dropped from consideration in the EIS. Data gathered for water resources for Alternative 3 are presented in this report for general information purposes only and to communicate the results of the field studies in that part of the area.

**Table 2. Key characteristics of the watersheds associated with airport alternatives**

Stream	Watershed Area (Square Miles)	Watershed Lake Percentage	Elevation (Feet Above Sea Level)	
			Highest	Lowest
Favorite Creek	20.8	0.1	3,100	10
1	0.18	0.1	435	0
2 (including 2A)	0.41	0.0	425	0
3	0.41	0.0	280	0
4	0.13	0.0	160	0
5 (including 5A)	0.12	0.0	155	0
6	0.33	0.0	160	0
7	0.05	0.0	145	0
8	0.19	0.1	180	0
9 (including 9A-G)	2.72	14	235	20
9A	1.24	18	225	55
9B	0.24	0.0	170	55
9D-G	0.63	9	235	55
10 (including 10A)	0.38	0.0	220	0

## 4.0 Objectives and Methodology

The objective of this report is to disclose baseline hydrologic conditions in the project area. This report will assist in the analysis of the possible impacts to current hydrologic conditions under the alternatives proposed for the Angoon Airport in the FAA’s environmental impact statement. The disclosure of current conditions and potential impacts is required by the National Environmental Policy Act. The existing conditions of the freshwater resources in the vicinity of airport alternatives will be discussed in terms of:

- Hydrology, which describes the amount and spatial distribution of precipitation in a watershed and its pattern and rate of discharge into streams and other receiving bodies.
- Fluvial geomorphology, which describes the process of stream or river channel evolution as well as the physical characteristics of channel form.
- Water quality, which is defined by the water’s physical, chemical, and biological characteristics.

The following section outlines the objectives and methodologies used for analyzing these characteristics of the water resources.

### 4.1 Hydrology Objectives and Methods

Hydrology is used to determine the peak flow and low flow events that occur in a watershed. When developing public infrastructure, it is important to understand peak flow events in order to avoid or reduce impacts to floodplain and habitat functions. Damage can occur to natural

resources and/or man-made facilities during flood events, particularly when infrastructure is improperly located or sized.

The magnitude of flood events is typically described by the event recurrence interval. The recurrence interval is the time between events equal to or greater than a given magnitude as determined statistically. For example, the recurrence interval familiar to most people is the 100-year flood. The 100-year flood will, on average, occur once in 100 years, and therefore has a 1% chance of occurring in any given year.

Determining the peak event flows is a key element of defining the spatial extent of a floodplain. Determining the spatial extent of the floodplain will be important for determining the appropriate dimensions of stream crossings associated with airport development. Determination of the spatial extent of the floodplain will be especially important for the access road crossing of Favorite Creek, which will require a bridge. Additionally, clearing of the alternatives has the potential to change the rate at which precipitation runoff moves through the watershed into streams and other water bodies.

The objectives of the hydrology assessment are to:

- Develop a planning-level understanding of watershed hydrology for Favorite Creek, streams, and lakes within the study area
- Describe the watershed characteristics of Favorite Creek, unnamed streams of interest, and lakes

The FAA's consultant team reviewed existing data and documentation describing stream discharge in Admiralty Island watersheds to meet the hydrology objectives. Sources included:

- *Estimating the Magnitude and Frequency of Peak Streamflows for Ungaged Sites on Streams in Alaska and Conterminous Basins in Canada* (USGS 2003)
- *Precipitation Map of Alaska* (USGS 1997)
- *Angoon, Alaska (500310) Period of Record Climate Summary* (WRCC 2009)
- *Favorite Creek Near Angoon, Alaska Flow Gage 15102200* (USGS 2008) (note: this gage is actually on a tributary to Favorite Creek)
- *WinTR-55*, (Natural Resources Conservation Service [NRCS] 2009a)
- *Small Watershed Hydrology WinTR-55 User Guide* (NRCS 2009b)

None of the waters of interest in the study area are currently gaged. A tributary to Favorite Creek (2.5 square mile basin area) was gaged for a brief period by the USGS between November 2000 and September 2003. However, due to the small watershed area and short period of record associated with this gage, reviewers were not able to use the data from this gage for hydrologic analysis.

Hydrologic analyses were conducted using both regional regression equations developed by Curran et al. (2003) and the WinTR-55 small watershed hydrology program developed by the NRCS (2009b) for watersheds between 0.01 mi<sup>2</sup> and 0.72 mi<sup>2</sup>. The Curran et al. (2003) regional regression equations for Southeast Alaska are meant for watershed areas between 0.72 and 571 square miles (sq mi). Although most of the streams of interest for this project have watersheds that are smaller than 0.72 mi<sup>2</sup> (see Table 2), peak flow for watersheds greater than 0.72 mi<sup>2</sup> was estimated using Curran et al (2003). Hydrologic analyses of streams with watershed areas smaller than 0.72 square miles were calculated using the WinTR-55 small watershed hydrology program.

Regression equations typically use three to five parameters such as basin size, mean elevation, and annual average precipitation within the watershed to calculate streamflows ranging from two-year to 500-year recurrence intervals. These equations were used to calculate runoff for select recurrence interval flows for study area watersheds. Regional regression equations are based on gaged streams across southern coastal Alaska and have an average 40% standard error of prediction. An average annual precipitation of 65 inches and a mean minimum January temperature of 27 degrees Fahrenheit were used for the regression equation hydrologic analysis. The results of this analysis are presented in **Sections 5.1** and **6.2** of this report.

WinTR-55 is a widely used, single-event rainfall-runoff, small watershed hydrologic model. The model generates hydrographs (charts that show discharge for a specific area over time) from select sub areas throughout the watershed and routes them downstream through channels and reservoirs (NRCS 2009a). The WinTR-55 hydrologic analyses used 24-hour precipitation data provided by the model for Skagway-Hoonah-Angoos Census Area, Alaska, shown in Table 3.

WinTR-55 was originally developed for urban and agricultural areas; however, it is widely accepted in small watersheds due to its flexibility, reliability, and ease of use. Model input variables include hydrologic soils groups (A, B, C, D published for the entire United States), rainfall distribution types (1, 1A, II, III for 24-hour events published for the entire United States), curve numbers based on local ground conditions, and published rainfall intensities for Southeast Alaska as shown in Table 3.

**Table 3. WinTR-55 24-hour precipitation data for Skagway-Hoonah-Angoos Census Area, Alaska**

<b>Recurrence Interval (year)</b>	<b>24-Hour Precipitation Amount (inches)</b>
2	5
10	8
50	12
100	14

#### ***4.2 Fluvial Geomorphology Objectives and Methods***

Fluvial geomorphic processes are described based on inputs of discharge, and the size and spatial distribution of sediment and habitat-forming large woody debris. Channel form is described based on measures of channel planform, channel slope, measures of geomorphic features such as pools and riffles, and channel cross-section characteristics. Airport access road development could affect Favorite Creek, the largest stream within the vicinity due to the need for a bridge crossing at the creek (Figure 3 in Appendix A). Streams 6, 7, 9, 9A, 9B, and 9D-G will not be directly affected by airport development, but may be indirectly affected. These streams were not in our scope for field investigation and are not included in the fluvial geomorphology analysis.

The objectives of the fluvial geomorphology assessment are to:

- Develop an understanding of the fluvial geomorphologic processes governing Favorite Creek
- Describe the channel characteristic and geomorphic features of Favorite Creek
- Develop a planning-level understanding of the Favorite Bay and Killisnoo Harbor tributaries



- Describe the basic channel characteristics and basic geomorphic features of streams with potential to be affected by one or more of the Airport and access road alternatives (Streams 1, 2, 3, 4, 5, and 10)

A field assessment was conducted from May 11<sup>th</sup> to 13<sup>th</sup>, 2009 and September 1<sup>st</sup> to 3<sup>rd</sup>, 2009 to meet the fluvial geomorphology objectives. Field methodologies used for Favorite Creek, Favorite Bay Tributaries, and Killisnoo Harbor tributaries are described in the following sections.

#### **4.2.1 Favorite Creek**

Field investigations of Favorite Creek followed the Tier Two survey procedures outlined in the USFS Aquatic Habitat Management Handbook (USFS 2001). Field investigation of Favorite Creek included:

- Observing the geomorphic features
- Measuring the geomorphic reach features throughout the lower portion of Favorite Creek
- Measuring the longitudinal profile throughout the stream reach
- Measuring nine cross sections throughout this reach
- Conducting a pebble count

Field investigations focused on the lower reach of Favorite Creek downstream of the log jam in the vicinity of Access Alt. 2 road crossing. Less-detailed field analysis was performed upstream of the log jam in the vicinity of Access Alt. 3. Several other assessments were conducted in the office. These included:

- Reviewing historic and current aerial photos to measure changes in channel sinuosity and planform characteristics over time
- Reviewing historic aerial photos to get a sense of the frequency and extent of log jams
- Processing of field analysis data to determine channel geometry and sediment gradation
- Mapping geomorphic reaches based on profile, sinuosity, entrenchment, bed material, and field observations

Favorite Creek is an alluvial system with varied flows and sediment transport patterns. Over hundreds of years these processes have formed the current channel configurations, dimensions, and profiles that are visible today. Mathematical models for predicting potential channel changes do not exist, so an analysis of pattern, dimension, and profile with attention to bed and bank conditions is used as a surrogate to describe the potential for change in these systems.

#### **4.2.2 Unnamed Streams 1, 2, 3, 4, 5 and 10**

Field investigations for unnamed Streams 1, 2, 3, 4, 5, and 10 included:

- Observing the geomorphic features between the location of the access alternative crossing and the stream outlet
- Measuring two to three cross sections at each potential channel crossing location
- Measuring stream slope at each potential channel crossing location

An analysis of channel dimensions and slope with attention to bed and bank conditions is used to describe the potential for change in these systems.

### **4.3 Surface Water Quality Objectives and Methods**

Water quality standards for the freshwater bodies in the vicinity of the Airport and access route alternatives are based on their declared beneficial use. Under the Clean Water Act, beneficial uses are the desired uses that water quality should support. These physical, chemical, and biological standards determine if a water body is water quality-limited for their desired use. Contaminants from airport activities that might be transported into receiving water bodies could potentially present a risk to water quality. Stormwater runoff from the airport alternatives and associated roads could potentially transport contaminants and sediment into the surrounding water resources. The objectives of the water quality assessment are to:

- Review existing water quality standards for streams in the vicinity of the alternatives
- Evaluate the existing stormwater runoff at the location of each airport alternative
- Identify the potential for erosion and mass wasting in Favorite Creek and the unnamed streams in the vicinity of the alternatives

The existing surface water quality conditions near the Airport and access route alternatives were evaluated by:

- Reviewing historic and current land use in the area
- Reviewing available reports and studies conducted within the vicinity of the study area
- Conducting limited field surveys of the water resources
- Reviewing existing water quality standards

Testing the quality of all the water resources studied was outside of the scope of this report, as the project site is in a currently, and historically, uninhabited wilderness area with minimal potential for existing water quality issues.

## **5.0 Favorite Creek Hydrology and Geomorphology**

The following section discusses Favorite Creek hydrology and geomorphic processes at the planning level. The hydrology discussion focuses on watershed characteristics and peak flow analysis while the geomorphic analysis focuses on channel planform, profile, and geometry.

### **5.1 Hydrology**

Favorite Creek is fed by runoff and seasonal snowmelt from Kanalku Mountain, on the north side of the watershed, and Hood Mountain in the south part of the watershed. Small alpine lakes are present in the upper watershed; however, they only represent 0.1% of the entire 20.8 square mile watershed area. Three tributaries, which originate along Hood Mountain, flow north into the mainstem of Favorite Creek. The mainstem of the creek flows east to west for nine miles before it outlets into Favorite Bay. Stream systems with little storage such as Favorite Creek tend to have a wider range of flows between peak events and low flow events.

Favorite Creek is ungaged and regression equations developed by the USGS (Curran et al. 2003) were used to predict peak discharges. Peak discharges for select recurrence event flows are shown in cubic feet per second (cfs) in Table 4.

**Table 4. Favorite Creek discharges predicted using regression equations**

<b>Recurrence Interval (Years)</b>	<b>Discharge (cfs)</b>
2	1,790
10	3,200
50	4,500
100	5,040

Hasselborg Creek is the only historically gaged waterway on Admiralty Island that would provide enough peak flow data for comparison to Favorite Creek. However, the Hasselborg Creek gage represented a much larger watershed (56 square miles) with over 11% of the watershed area consisting of lakes. Watersheds with a large lake presence express a slower response to rain events and therefore Hasselborg Creek would not respond to storm events the same way that Favorite Creek would respond.

Regression equations are generally considered to be conservative and provide a good basis for this planning-level analysis of Favorite Creek. Additionally, the channel characteristics measured in the field are in line with the predicted peak flows. Refer to *Sections 5.2, 5.6, and 5.8* for further information on the channel characteristics of Favorite Creek.

## **5.2 Fluvial Geomorphology**

Fluvial geomorphic assessment of Favorite Creek focused on the area around the Access Alt. 2 bridge crossing. Less detailed analysis was performed in the area surrounding the Access Alt. 3 bridge crossing. Photo 1 provides an aerial view of lower Favorite Creek and Favorite Bay. The Access Alt. 2 reach ran 400 feet upstream and 750 feet downstream of the Access Alt. 2 bridge crossing location as shown in Figure 5 in Appendix A. This reach is characterized by a series of pools and riffles, with transition or glide-like features. The Access Alt. 3 bridge crossing reach was studied for 100 to 200 feet upstream and downstream of the bridge crossing. Both reaches are within and abut a wilderness area that has only been minimally changed by humans.



**Photo 1. Aerial photograph of Favorite Bay and Favorite Creek. Top of photo is northwest.**

### **5.2.1 Channel Sinuosity**

Sinuosity is a measure of the degree of meander and is expressed as the ratio of channel length to valley length. Low sinuosity is in the range of 1.0 to 1.2, moderate sinuosity is in the range of 1.2 to 1.5, and high sinuosity is in the range of 1.5 to 4.0 (Rosgen 1996). Based on the most recently available aerial photography from 2001, the sinuosity of Favorite Creek within the Access Alt. 2

study reach is low—approximately 1.1 (Figure 6 in Appendix A). The sinuosity of the study reach is low due to its confinement between steep slopes to the north and south.

### **5.2.2 Channel Planform**

Lateral channel migration within lower Favorite Creek (Figures 5, 6, and 7) was analyzed using aerial photos from 1948 and 2001. Figure 6 (in Appendix A) depicts the approximate centerlines of these historical channel alignments. In the vicinity of the Access Alt. 3 bridge crossing, where the river valley is confined by steep hillslopes, the path of the channel has changed very little between 1948 and 2001. Between the crossing locations, within the narrow river valley and in the current log jam area, the channel planform has also been very stable.

The major change in channel planform is the location of the channel split. Based on aerial photography, in 1948 it occurred shortly upstream of the Access Alt. 2 bridge crossing. Sometime before the 2001 imagery was taken, the channel split moved so that now it occurs approximately 500 feet lower in the system. The widening of the river valley below the log jam allows the channel to be more mobile in this area. The Favorite Creek channels in the tide flat have moved around somewhat, but altogether have remained relatively stable.

### **5.2.3 Channel Profile, Reach Breaks, and Large Wood**

Figure 7 (in Appendix A) plots the Favorite Creek profile along the thalweg, or deepest part of the channel, and the water surface throughout the lower study area. Profiles typically alternate between steeper/shallower channel features that correspond to riffles and flatter/deeper features that correspond to pools. Transitions link riffles and pools and typically have slopes that match the mean channel slope.

The Access Alt. 2 Favorite Creek geomorphic study area can be broken into two main reaches based on their dominant hydraulic processes – the fluvial reach (near the lower road crossing) and the tidal reach. The fluvial reach is 700 feet long while the tidal reach is 450 feet long. These reaches are shown in Figure 7 (in Appendix A). The head of tide, or farthest location upstream where the creek is influenced by tidal hydraulics, is located approximately 100 feet upstream of the lower bridge crossing (Figures 5 and 7 in Appendix A). The location of the head of tide for Favorite Creek was determined based on observations of changes in stream bed material, channel slope, and vegetation.

The following section describes the Access Alt. 2 Favorite Creek geomorphic study area channel features. The lower fluvial reach is characterized by two sets of short riffles and pools which are separated by a long transition section (Photo 2; Figure 5 in Appendix A). No macro pools, as defined in the Aquatic Habitat Management Handbook (USFS 2001), were observed within the lower study reach. The Access Alt. 2 bridge crossing location is in the center of this transition section. The water surface elevation slope through the fluvial reach is approximately 0.26%. The reach is confined by two steep hillsides. Heavily vegetated floodplains with small high flow channels exist along both sides of the channel (Photo 3). Pools and transitions throughout this reach consist of gravel and cobble bed material mixed with small sections of sand deposits. Riffles consist of coarse gravel and cobble mixed with boulders. The channel form and bed material indicate that smaller material is transported downstream.





**Photo 2. Long transition section in the fluvial reach at the location of Access Alt. 2 bridge crossing (looking upstream).**



**Photo 3. High flow channel within the right bank floodplain of Favorite Creek (looking downstream) in the vicinity of the Access Alt. 2 bridge crossing and in location of channel indicated in 1948 aerial photo.**

The tidal reach is located at the outlet of Favorite Creek as it splits into two channels that flow into the wide valley of Favorite Bay (Photo 4; Figure 5 in Appendix A). The reach has a 0.14% water surface elevation slope. The upstream end of the reach consists of a long transition section as the channel splits in two. A riffle has developed along both channels at the upstream end of the island formed by the channel split. Along the western main channel the riffle extends to the end of the study reach.



At the downstream end of the study reach, large wood has accumulated across the eastern side channel and caused the formation of a deep pool (Photo 5). The top of the island contains Sitka spruce trees and appears to be a terrace (former floodplain) which is very rarely, if ever, inundated (Photo 6). The general lack of large wood deposits on the top of the island indicate that it is not affected by flooding; large woody debris (LWD) in the right channel does not extend onto the main portion of the island and is not racked against the Sitka spruce that have colonized the highest elevation area on the island. Bed material throughout this reach consists of sand and gravel mixed with cobbles. The channel form and bed material indicate that this reach is a material deposition zone.

The downstream end of the lower geomorphic study reach is part of the Favorite Creek Tidal Flat (see Photo 1). The combination of alluvial deposition from Favorite Creek outlet and tidal deposition at the upstream end of Favorite Bay has formed a large tidal flat area. This tidal flat area is much shallower than the rest of Favorite Bay and several highly meandering channels have formed to carry streamflow to Favorite Bay.

Evidence of active bank erosion was minimal throughout the lower study reach. The most apparent erosion occurred in the tidal reach, along the banks of the island. The erosion is minor and extends approximately 110 feet along the western side of the island and 150 feet along the eastern side. The island is composed of sandy material mixed with some cobble. This material is highly erodible and can become unstable during the cyclic soil saturation and drying that occurs under tidal conditions.

The Access Alt. 3 road crosses the fluvial reach of Favorite Creek upstream of the log jam complex (Photo 7). In this vicinity, the channel is made up of transitions and riffles with some pools created by channel-spanning wood. This reach is also alluvial with a substrate primarily composed of gravel, although bedrock does outcrop on the left bank in some locations. This reach is relatively similar geomorphically to the Access Alt. 2 fluvial reach.

LWD is important for geomorphic processes and stream habitat. It plays a role in forming pools, stabilizing streambanks, moderating sediment transport, and providing cover and refuge for aquatic species. LWD counts are a useful metric for describing stream habitat characteristics. Large wood was counted and classified in Favorite Creek on August 20, 2009 by the FAA's consultant according to the guidelines in the Aquatic Habitat Management Handbook (USFS 2001) and is summarized in Table 5 (Access Alt. 2 bridge crossing) and Table 6 (Access Alt. 3 bridge crossing).



**Photo 4. Favorite Creek channel split at island near outlet into Favorite Bay (looking downstream).**



**Photo 5. Large wood along eastern channel during low tide (looking west below the Access Alt. 2 bridge crossing).**





**Photo 6. Log across eastern side channel at a very high tide, looking upstream, island on right. Note that island is not inundated.**



**Photo 7. Location of Access Alt. 3 bridge crossing of Favorite Creek.**

**Table 5. LWD classification from 200 feet below to 200 feet above Access Alt. 2 bridge crossing**

Piece ID#	Type	Length (ft)	Max Diameter (ft)	Zone Location	Bank (looking downstream)	Rootwad (dia.)	Key Piece*
1	conifer	30	1.0	1	RB	No	No
2	conifer	13	0.7	1	RB	No	No
3	alder	20	1.3	1, 2, 3, 4	RB	No	No
4	conifer	39	0.7	1	RB	No	No
5	conifer	16	1.0	1	RB	No	No
6	conifer	52	1.5	1	RB	No	No
7	conifer	20	0.8	1, 2	RB	No	No
8	conifer	49	0.8	1, 2, 3, 4	RB	No	No
9	conifer	36	0.8	1	RB	No	No
10	alder	23	1.0	1	RB	No	No
11	conifer	26	1.0	1	RB	No	No
12	conifer	6.6	1.0	1	RB	No	No
12a	conifer	62	1.0	1	RB	No	No
13	conifer	13	1.3	1	RB	No	No
14	conifer	82	2.1	1, 2, 3, 4	RB	Yes (3 feet)	Yes
14a	conifer	20	0.8	1	RB	No	No
15	conifer	9.8	0.7	1	RB	No	No
16	conifer	9.8	0.7	1	RB	No	No
17	conifer	9.8	0.7	1	RB	No	No
18	conifer	9.8	0.7	1	RB	No	No
19	conifer	9.8	0.7	1	RB	No	No
20	conifer	9.8	0.7	1	RB	No	No
21	conifer	36	1.7	1, 2	RB	No	No
22	conifer	30	0.5	1, 2	RB	No	No
23	conifer	43	0.6	1, 2	RB	No	No
24	conifer	6.6	0.7	1	RB	No	No
25	conifer	13	0.7	1	RB	No	No
26	conifer	13	0.7	1	RB	No	No
27	conifer	20	0.7	1	RB	No	No
28	conifer	20	0.7	1	RB	No	No
29	conifer	15	1.4	1, 2	RB	No	No
30	conifer	9.8	1.3	1, 2, 3, 4	LB	No	No
31	conifer	9.8	0.5	2	LB	No	No

Source: SWCA 2011

\*Key piece definition for streams 33 to 65 ft in width =  $\geq 2.0$  ft diameter and  $\geq 49$  ft length or  $\geq 9.8$  ft diameter rootwad

**Table 6. LWD classification from 200 feet below to 200 feet above Access Alt. 3 bridge crossing**

Piece ID#	Type	Length (ft)	Max Diameter (ft)	Zone Location	Bank (looking downstream)	Rootwad (dia.)	Key Piece*
0	alder	11	1.3	1, 2, 3	LB	No	No
1	conifer	56	1.5	1, 2, 3, 4	Across stream	Yes (13 ft)	Yes
2	conifer	56	1.3	1, 2, 3, 4	Across stream	Yes (13 ft)	Yes
3	conifer	66	1.1	1, 2, 3	LB	No	No
4	conifer	9.8	0.7	2	RB	No	No
5	conifer	9.8	0.7	2	RB	No	No
6	conifer	36	2.0	1, 2, 3, 4	LB	No	No
7	conifer	9.8	0.7	1	LB	No	No
8	conifer	9.8	0.7	1	LB	No	No
9	conifer	9.8	0.7	1	LB	No	No
10	conifer	13	1.6	1, 2, 3, 4	RB	No	No
11	conifer	13	1.0	1, 2, 3	RB	No	No
12	conifer	16	1.3	2, 3, 4	RB	No	No
13	conifer	11	1.1	1, 2	RB	No	No
14	conifer	9.8	0.7	1, 2	RB	No	No
15	conifer	16	0.5	1, 2	RB	No	No
16	conifer	16	0.8	1, 2	RB	No	No
17	conifer	39	1.1	2, 3, 4	LB	Yes (9.8 ft)	No**
18	conifer	13	1.0	1, 2, 3, 4	LB	No	No
19	conifer	18	1.6	1, 2	LB	No	No
20	conifer	23	0.8	1, 2, 3, 4	LB	No	No
21	conifer	26	1.5	1, 2	RB	No	No
22	alder	13	1.3	1, 2	LB	No	No
23	conifer	21	1.3	1, 2	RB	No	No
24	conifer	16	0.8	1, 2	RB	No	No

Source: SWCA 2011

\*Key piece definition for streams 33 to 65 ft in width = >2.0 ft diameter or >49 ft length or >9.8 ft diameter rootwad.

\*\*USFS (2001) states that rootwad must be in excess of 9.8 feet in order to qualify as a key piece.

A technical memorandum by the FAA's primary consultant, SWCA Environmental Consulting (SWCA), further describing the LWD survey is included in Appendix B (SWCA 2009). As defined by Robison and Beschta (1990), LWD locations are broken up by zones:

- Zone 1 – within the wetted width
- Zone 2 – above the wetted width but below the bankfull height within the bankfull width
- Zone 3 – above bankfull height within bankfull width
- Zone 4 – outside of bankfull width

Each piece of wood is classified by zone. Key pieces of wood are defined as those that are relatively large compared with the channel size and have important geomorphic functions. In order to be defined as a key piece in Favorite Creek, the LWD had to be at least 2 feet in

diameter, greater than 25 feet in stem length, and have a rootwad in excess of 9.8 feet in diameter (SWCA 2011). From 200 feet upstream to 200 feet downstream of the Access Alt. 2 bridge crossing, 33 pieces of LWD were counted, and one of them qualifies as a key piece based on length and diameter (see Table 5).

Upstream of the potential Access Alt. 2 bridge crossing study area, and downstream of the Access Alt. 3 bridge crossing, is a large and complex natural log jam (Photo 8). This log jam spans the entire channel for approximately 150 to 200 feet and provides habitat for both aquatic and terrestrial species. The massive log jam indicates that this reach of Favorite Creek receives abundant wood and has the potential to transport large logs downstream. It is also likely to play an important role in aquatic habitat.



**Photo 8. Complex log jam between the Access Alt. 2 and Access Alt. 3 Favorite Creek bridge crossings.**

Within the Access Alt. 3 bridge crossing area (200 feet downstream to 200 feet upstream), 25 pieces of LWD were classified (see Table 6). Two of the pieces met the criteria for key pieces based on rootwad diameter. These key pieces are channel-spanning logs that influence channel morphology (Photo 9) by forcing pool formation.

#### **5.2.4 Channel Geometry**

Channel cross sectional dimensions, entrenchment, and slope describe channel geometry within a given reach. Channel cross sectional dimensions vary in width, depth and flow area along the stream corridor as the channel transitions through pool and riffle zones. Dimensions also vary based on channel slope, amount of LWD, riparian area disturbances, and other factors.

Favorite Creek is an alluvial stream which builds and maintains its channel form and floodplain during high flow events. The dominant discharge or bankfull discharge is the flow that is considered to maintain the channel form. The bankfull discharge occurs when the channel begins to access its floodplain. Bankfull events typically occur about every other year.





**Photo 9. Two channel-spanning logs are influencing channel morphology by forming a plunge pool.**

Empirical studies by Leopold (1994) and Rosgen (1996) specify several stream indices that can be calculated using ratios of stream channel dimensions. The width to depth ratio and the entrenchment ratio are two indices that can be applied to alluvial streams such as Favorite Creek. The width to depth ratio indicates the level of channel incision, and is calculated as the bankfull width divided by the bankfull depth. Incised channels have width to depth ratios less than 12 (Rosgen 1996). The entrenchment ratio is a measure of the horizontal confinement of the stream and is calculated as the floodprone width divided by the bankfull width. The floodprone width for this analysis was determined to be the width of the channel at twice the bankfull depth. Entrenchment ratios less than 1.4 are considered entrenched, ratios between 1.4 and 2.2 are considered moderately entrenched, and ratios greater than 2.2 are slightly entrenched (Rosgen 1996).

The incision depth is measured as the height of the channel bank. The channel incision depth together with the entrenchment ratio measures “the ability of the stream channel to contain large flow events within the channel area” (USFS 2001). Channels with incision depths that are larger than the bankfull depth are considered to be more incised and have larger capacities. These channels do not spread flow across the floodplain as readily. Table 7 summarizes the cross-sectional geometry within Favorite Creek study reaches. Data for the fluvial section is from all available transition zone cross sections. The Access Alt. 2 bridge crossing fluvial reach is narrower and has a higher water surface slope than the tidal reach as the system changes from a narrower, steeper valley to a broader tidal flat. Likewise, the Access Alt. 3 bridge crossing fluvial reach is narrower and steeper than the Access Alt. 2 bridge crossing fluvial reach. Neither the

Access Alt. 3 nor the Access Alt. 2 bridge crossing fluvial reaches show signs of incision as demonstrated by an entrenchment ratio of 2.1 (slightly to moderately entrenched).

**Table 7. Favorite Creek channel geometry**

<b>Channel Geometry</b>	<b>Access Alt. 3 Road Crossing Fluvial Reach</b>	<b>Access Alt. 2 Road Crossing Fluvial Reach</b>	<b>Tidal Reach</b>
Incision Depth (feet)	5.1	3.1	1.7
Bankfull Width, <i>BFW</i> (feet)	63.8	103	N/A
Bankfull Depth, <i>BFD</i> (feet)	4.4	3	N/A
Floodprone Width <i>FPW</i> (feet)	131	218	N/A
Bed Width (feet)	58.4	96	195
Channel Water Surface Slope	N.D.	0.26%	0.14%
Channel Thalweg Slope	0.75%	0.43%	0.49%
Width to Depth Ratio ( <i>BFW/BFD</i> )	14.7	33	N/A
Entrenchment Ratio ( <i>FPW/BFW</i> )	2.1	2.1	N/A

N/A = not applicable; N.D. = not determined

### 5.2.1 Sediment Sampling

Bedload transport occurs along the stream bed when particles are moved by a combination of sliding, rolling, and saltation (short hops with temporary rests). The gradation of sediment samples taken within the channel provides information on current channel hydraulics. Generally, larger material deposits in areas of higher velocity and smaller materials deposit in areas of lower velocity. The purpose of the pebble count was to develop a general understanding of the size and distribution of bed material found within the study reach. This information helps to describe the velocity and sediment transport capacity of water flowing through the study area. A pebble count was conducted near transition number 1, just downstream of the Access Alt. 2 bridge crossing location at the transition between the fluvial reach and tidal reach.

Table 8 shows the gradation of the bed material from the pebble count. The percent finer is the percent of material less than the specified grain size. The dominant material is coarse gravel.

**Table 8. Grain size distribution of bed material in the project reach**

<b>Percent Finer</b>	<b>Grain Size (mm)</b>	<b>Material</b>
D <sub>16</sub>	4.5	Fine gravel
D <sub>50</sub>	29	Coarse gravel
D <sub>84</sub>	51	Very coarse gravel
D <sub>95</sub>	89	Small cobbles

### **5.2.2 Stream Classification**

Stream classification systems are based on quantifiable field measurements and stream indices which produce consistent, reproducible descriptions of stream types. The USFS has two levels of stream classification which pertain to Favorite Creek. The upper level is the Aquatic Habitat Management Handbook Alaska Region (AHMHAR) stream value classification system which is based on subsistence, recreational, and economic fish harvest considerations (USFS 2001). The secondary level, which is based on formative geomorphic, hydrologic, and vegetative processes, is the Tongass National Forest Channel Type classification system (USFS 1992). The Rosgen classification system is also commonly used to describe geomorphic characteristics of streams (Rosgen 1996).

The FAA's consultant evaluated Favorite Creek using the USFS and Rosgen stream classification systems. Favorite Creek has anadromous fish and good quality fish habitat and therefore sections of it are considered to be a Class I stream according to the AHMHAR stream value classification system.

Based on Favorite Creek's geomorphic, hydrologic, and vegetative processes it also fits into the Tongass National Forest Channel Type FP5 (wide low-gradient floodplain channel) for the Access Alt. 2 study area. FP5 channel types are usually found in broad valley bottoms with numerous overflow side channels, extensive gravel bars, and large groups of log jams. Within the Access Alt. 2 study reach Favorite Creek has a wide bankfull width (103 feet) and low channel gradient (0.45%). The bed material consists of gravels, sands, and cobbles. Just upstream of the Access Alt. 2 study area extensive gravel bars were observed and a complex log jam exists. The watershed area is 20.8 square miles of primarily spruce-hemlock forest. Favorite Creek slightly differs from the FP5 channel type within the study area in that it has a somewhat narrow valley width (approximately 350 feet at its widest location).

At the Access Alt. 3 bridge crossing, Favorite Creek is transitioning channel types from FP5 and has some characteristics of a LC2 channel type (moderate gradient contained narrow valley channel). LC2 channels are characterized by narrow valleys in the middle to lower sections of watersheds. In LC2 channels, hillslopes and mountain slopes directly abut channels. Valley floors are narrow with little terrace development. Short falls, cascades, boulder runs, and bedrock knickpoints may be present. Upstream of the Access Alt. 3 bridge crossing, Favorite Creek becomes a LC2 channel (SWCA 2010).

According to the Rosgen classification system, Favorite Creek is a B4c stream type at both the Access Alt. 2 bridge crossing and Access Alt. 3 bridge crossing. This determination is based on the entrenchment ratio, a moderate width to depth ratio of 33 for the Access Alt. 2 bridge crossing and 14.7 for the Access Alt. 3 bridge crossing, moderate sinuosity, and gravel channel material. B4c streams are considered to be relatively stable.

### **5.2.3 10-Year and 100-Year Floodplains**

The Federal Emergency Management Agency (FEMA) is responsible for mapping regulatory floodplain boundaries in the U.S. No FEMA mapping is available for Favorite Creek. The FAA's consultant team used the Hydrologic Engineering Center – River Analysis System (HEC-RAS, version 4.0.0) hydraulic software to create a planning-level existing conditions model of Favorite Creek. Developed by the U.S. Army Corps of Engineers (USACE 2008), HEC-RAS version 4.0.0 is a one-dimensional (1-D) hydraulic model and is one of the standard 1-D hydraulic models used

in the United States. The HEC-RAS model uses site topographic information including a combination of channel cross-sections surveyed by the FAA's consultant team during May 2009 as well as five-foot contour data collected by R&M Engineering in 2002 for the Airport Master Plan (DOT&PF 2007).

This model is suitable for planning-level, but not design-level, purposes. A new HEC-RAS model using more detailed site topography and improved elevation control will be necessary during the design phase of the project. Elevation data from the field survey was tied into a survey marker with poor elevation control. Poor GPS coverage during the survey limited the accuracy of the cross-section survey locations. Five-foot contours from the 2002 Airport Master Plan survey were used to supplement the field survey, but the contour data is not detailed enough for a design-level model. In some areas the field survey and contour data yielded conflicting information. The combination of these factors makes the model quality fair at best. This model is suited for comparison purposes but not for absolute water-surface elevations, exact floodplain boundaries, or precise water velocities. In some locations modeled floodplain widths and water surface elevations were not consistent with the five-foot contour survey due to the aforementioned issues. In these instances, judgment was used to create a planning-level floodplain boundary.

The Existing Conditions model was run for the 2-, 10-, and 100-year flows for both the Mean Lower Low Water (MLLW) and Mean Higher High Water (MHHW) boundary conditions under a subcritical flow regime. MHHW is defined as 13.0 feet for Favorite Bay (Kootznahoo Inlet), and MLLW is defined as 0.0 feet (National Oceanic and Atmospheric Administration [NOAA] 2009). The existing conditions model was completed early in the project to provide an understanding of the relationship between hydrologic processes and the Access Alt. 2 bridge crossing over Favorite Creek. The model was also used to produce a 10- and 100-year recurrence interval existing conditions planning-level floodplain boundary (Figure 8 in Appendix A). The planning-level floodplain boundaries illustrate the MHHW condition, consistent with FEMA coastal floodplain guidelines. These boundaries will be used to assist in avoiding or minimizing impacts to regulated floodplains as access road plans are developed.

Proposed Conditions modeling will be conducted later in the project when the airport alternatives and access alternatives have been further developed.

The planning-level 10-year floodplain is similar in form to and coincident with or narrower than the 100-year floodplain. The steep valley walls help to control the width of the floodplain in the fluvial reach. The floodplain widens in the lowermost tidal reach where it enters Favorite Bay and is not confined by the valley walls.

## **6.0 Stream Hydrology and Geomorphology**

The following section discusses the hydrology and geomorphic processes of the streams of interest for the EIS, with the exception of Favorite Creek, which was discussed in Section 5. The hydrology discussion focuses on watershed characteristics and peak flow analysis while the geomorphic analysis focuses on stream geometry and form in the vicinity of the access road crossings.

### **6.1 Hydrology**

The streams of interest are fed by runoff and snow melt throughout their watersheds. As discussed in *Section 3.0 Water Resources and Watershed Context* the watershed areas of these

streams vary from 0.05 to 2.65 square miles (see Table 2). Watershed elevations range from 145 to 435 feet at their highest elevations to sea level at their outlet. Streams 9, 9A, 9B, and 9D-G outlet into large lakes (Figure 3 in Appendix A). The rest of the streams are all tidally influenced at the outlet. The watershed areas of each stream are shown in Figure 3 in Appendix A. The streams are all very small; many of them have the potential to be dry during the summer months.

These streams are ungaged and regression equations developed by the USGS (Curran et al. 2003) and analysis using WinTR-55 (NRCS 2009b) were used to predict peak discharges. Peak discharges for select recurrence interval event flows are shown in Table 9. Admiralty Island does not have any gaged streams with similar watershed characteristics for comparison. However, regression equations are generally considered to be conservative and provide a good basis for this planning-level analysis. Additionally, the channel characteristics measured in the field (discussed further in **Section 6.2**) are generally consistent with channel dimensions that would be expected to support the predicted peak flows. Refer to **Section 6.2** for further information on the channel characteristics of Favorite Creek.

## 6.2 Fluvial Geomorphology

In addition to Favorite Creek, six small streams were examined. These streams may be grouped by their geographic location. Tributaries 1, 2, 3, and 4 drain into the southeastern tidal flat portion of Favorite Bay, in the same general area as Favorite Creek. The southern end of Favorite Bay has a very gentle gradient. During low tide, this portion of Favorite Bay drains, exposing large tidal flats, whereas during high tide the tidal flats are submerged.

**Table 9. Peak discharges (cubic feet per second) predicted using regression equations for streams of interest**

Stream	Recurrence Interval (years)			
	2	10	50	100
Stream 1	50	120	215	265
Stream 2	130	300	545	665
Stream 2A	15	35	65	75
Stream 3	80	190	350	460
Stream 4	25	65	120	145
Stream 5 (including 5A)	35	75	140	170
Stream 6	55	130	235	285
Stream 7	15	35	60	75
Stream 8	50	120	215	265
Stream 9 (including 9A-G)	130	230	320	360
Stream 9A	60	110	150	170
Stream 9B	55	130	240	295
Stream 9D-G	60	130	350	450
Stream 10A	35	80	140	175
Stream 10 (including 10A)	90	215	390	480

Stream 2A, also in this vicinity, drains to Stream 2 and therefore drains indirectly to Favorite Bay. Access road crossings of Tributaries 1, 2, and 2A are upstream of the tidally-influenced area of these tributaries. The crossings of Tributaries 3 and 4 are within the tidally-influenced reach. As a result, Tributaries 3 and 4 may be backwatered at high tide at their respective road crossings. All five of these crossings are low in their respective watersheds.

Tributaries 5, 6, and 7 drain to the northeastern portion of Favorite Bay beyond the main tidal flat. Tidal flats in this area are much narrower, less pronounced, and follow the shoreline closely. Stream 7 was not examined in the field as part of this study. Of these three tributaries, only Stream 5 would be likely to have a road crossing, and it would be outside of the tidally-influenced reach. This crossing would be located in the middle of the Stream 5 watershed.

Tributaries 8, 9, and 10 do not drain to Favorite Bay. Stream 8 flows into an inlet to Mitchell Bay. Stream 9A, 9B, and 9D-G drain into Lake 9-1 within the Stream 9 watershed and then into Stream 9 which discharges into Kanalku Bay. Neither Stream 8 nor anything in the Stream 9 watershed was investigated in the field. Stream 10A flows into Stream 10 which drains directly to Killisnoo Harbor as shown in Figure 3 in Appendix A. Airport Alternative 12a would cross Streams 10 and 10A outside of the tidally influenced area in the middle of the sub-watershed.

Compared with Favorite Creek, all of the unnamed streams near the alternatives are quite small. The average bankfull width, average bankfull depth, and channel slope at the various crossings are summarized in Table 10.

**Table 10. Stream channel geometries**

Stream	Average Bankfull Width	Average Bankfull Depth	Upstream Slope	Downstream Slope
1 Access Alt. 3 Road Crossing	3.4	0.8	3.0%	1.5%
1 Access Alt. 2 Road Crossing	4.8	0.9	2.5%	2.0%
2 Access Alt. 3 Road Crossing	10.7	1.6	~25%	~5%
2 Access Alt. 2 Road Crossing	10.6	0.6	2.5%	-
2A Access Alt. 2 Road Crossing	3.3	0.9	-	4.5%
3 Access Alt. 2 Road Crossing	10.0	-	1.0%	1.0%
4 Access Alt. 2 Road Crossing	5.8	0.8	1.0%	1.0%
5 Access Alt. 3 Road Crossing	N/A	N/A	<2%	<2%
5 Access Alt. 2 Road Crossing	3.1	-	1.0%	0.5%
10 Crossing	3.0	1.5	0.5%	0.5%

The Access Alt. 3 crossing of Stream 1 is located where the stream passes through a large wet meadow (Photo 10). It has a very narrow, incised channel within a broad, flat floodplain and has a very limited ability to convey sediment and wood. At the Access Alt. 2 crossing (Photo 11), the channel is wider, better defined, and passes through a forest with the potential for input and conveyance of LWD.



The Access Alt. 3 and Access Alt. 2 crossings of Stream 2 (Photos 12 and 13, respectively) are located in a heavily forested area with a coarse stream substrate containing many cobbles and large amounts of LWD spanning the channel. The stream is incised at the Access Alt. 3 crossing location but is not incised at the Access Alt. 2 crossing location. The channels are markedly wider than those of Stream 1 although they are also quite shallow. Stream 2A (Photo 14) is smaller than Stream 2 but is also heavily forested with a well-defined channel.

The Stream 3 Access Alt. 2 crossing has a somewhat different character due to it being so close to Favorite Bay and within the tidally influenced portion of Stream 3 (Photo 15). The stream channel appears broad and U-shaped and is confined by relatively widely spaced, gradual valley walls. The large trees adjacent to the stream do not extend down to the water's edge, presumably due to salinity, and there is essentially no underbrush near the stream (Photo 15). The substrate ranges from large cobbles to finer gravels and sand. A number of channel-spanning logs are present in this reach.

The Stream 4 Access Alt. 2 crossing (Photo 16) is surrounded by narrower, steeper valley walls than Stream 3, but is still within the tidally-influenced reach. There are large amounts of LWD in the channel and underbrush encroaches closer to the channel than at Stream 3. Again, the substrate ranges from larger cobbles to finer substrate, and channel-spanning logs are common.

The Access Alt. 3 crossing of Stream 5 is not a defined channel (Photo 17). The Access Alt. 3 crossing area is within the headwaters of Stream 5 and consists of a patchwork of seasonally-inundated wetlands and low spots vegetated with skunk cabbage and conifers with a soil substrate. Stream 5 only becomes a defined channel downstream of the Access Alt. 3 road crossing. At the Access Alt. 2 road crossing, Stream 5 (Photo 18) cuts through a wet meadow similar to that of the Stream 1 Access Alt. 3 crossing.

Stream 10 is very narrow (bankfull width is 3 feet) and is more incised than the other tributaries (Photo 19). It flows through a brushy, lightly forested area.



**Photo 10. Stream 1. Photo was taken 100 feet downstream of Access Alt. 3 road crossing.**



**Photo 11. Stream 1. Photo was taken approximately 50 feet downstream of Access Alt. 2 road crossing. FAA's consultant team member is measuring the stream cross-section.**





**Photo 12. Stream 2. Photo shows vicinity of Access Alt. 3 road crossing.**



**Photo 13. Stream 2. Photo displays Access Alt. 2 road crossing vicinity.**





**Photo 14. Stream 2A. Photo was taken at Access Alt. 2 road crossing location.**



**Photo 15. Stream 3. Photo shows location of Access Alt. 2 road crossing.**





**Photo 16. Stream 4. Photo shows Access Alt. 2 road crossing location.**



**Photo 17. Stream 5. Photo shows the Access Alt. 3 road crossing vicinity.**





**Photo 18. Stream 5. Photo shows the Access Alt. 2 road crossing vicinity.**



**Photo 19. Stream 10. Photo shows vicinity of stream crossing.**



## 7.0 Freshwater Quality

The quality of water is defined by its physical, chemical, and biological characteristics. These characteristics help determine the appropriateness for various beneficial uses of both surface water and groundwater. The FAA's consultant team evaluated existing surface water quality conditions near the potential airport by reviewing available documentation and limited field reviews. The following key documents were reviewed:

- *Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Database* (ADEC 2008)
- *18 AAC 70 Water Quality Standards* (ADEC 2009)

Additionally, the FAA's consultant team conducted field reviews on May 11-13 and September 1-3, 2009. These reviews included observing site conditions and drainage patterns throughout the area.

No documentation of groundwater conditions is known. No field reviews were conducted to evaluate groundwater conditions.

### 7.1 Beneficial Uses and Water Quality Standards

Beneficial uses are the purposes that a water body is intended to provide, such as for drinking water or the growth and propagation of fish, shellfish, and other aquatic life, or recreation. Water bodies can and often do support a number of different beneficial uses. Surface water is an important resource to the people of Angoon because it is their only source of public drinking water. The principal drinking water source for Angoon is Auk'Tah Lake (alternatively known as Tillinghast Lake Reservoir), which is shown in Figure 3 in Appendix A. Currently a 500,000 gallon water tank stores water at the Tillinghast Lake Water Treatment Plant a little over three miles from town. Water from the reservoir is treated and piped throughout the community. The access road alternatives are mostly below the elevation of Auk'Tah Lake. However, the initial road segment of Access Alts. 2 and 3 is within the Auk'Tah Lake watershed uphill from the reservoir (Figure 3 in Appendix A).

In addition to Auk'Tah Lake, another potential future domestic drinking water source is a tributary to Favorite Creek (name and location unknown) (City of Angoon 1990).

The U.S. Environmental Protection Agency (EPA) and ADEC regulate the quality of waters in the State of Alaska by defining "beneficial uses" for each water body and setting appropriate water quality standards for these uses, as required by the Federal Clean Water Act. Table 11 is a summary of the beneficial uses for the key water bodies of interest to this study. Alaska's water quality standards (AWQS) require that all waters of the state be regulated for all freshwater beneficial uses unless they have been reclassified and are exempt from these regulations (Jim Powell, ADEC, pers. comm., 2008). Water bodies that do not meet water quality standards are termed "water quality limited." There are currently 25 water quality limited water bodies in Alaska (ADEC 2009). However, no water bodies in the study area are classified as water quality limited (EPA 2004).

Water quality standards are the reference levels (or acceptable characteristics) for individual water quality parameters that must be met in order to support the recognized beneficial uses for a waterway. For example, in order to protect the beneficial use of aquatic life, waters used by anadromous and resident fish must typically contain dissolved oxygen (DO) concentrations of

more than 7 milligrams per liter (mg/L). Table 12 is a summary of the AWQS for conventional water quality parameters for fresh water.

**Table 11. Beneficial uses of water bodies of interest in the vicinity of the potential Angoon Airport**

Beneficial Uses	Favorite Creek	Tributaries (All)
<b>(1) FRESHWATER USES</b>		
(A) Water Supply	X	X
(i) drinking, culinary, and food processing		
(ii) agriculture, including irrigation and stock watering		
(iii) aquaculture		
(iv) industrial		
(B) Water Recreation	X	X
(i) contact recreation		
(ii) secondary recreation		
(C) Growth and Propagation of Fish, Shellfish, Other Aquatic Life, and Wildlife	X	X

Source: ADEC 2009

**Table 12. AWQS for conventional water quality parameters for fresh water**

Parameter	Applicable Water Quality Standard	Most Restrictive "Beneficial Use" for Parameter
Fecal coliform (FC) bacteria	Mean may not exceed 20 FC/100 ml, and not more than 10% of the samples may exceed 40 FC/100 ml. For groundwater, the FC concentration must be less than 1 FC/100 ml, using the FC Membrane Filter Technique, or less than 3 FC/100 ml, using the FC most probable number (MPN) technique.	water supply*
Dissolved gas	DO must be greater than 7 mg/L in waters used by anadromous and resident fish. In no case may DO be less than 5 mg/l to a depth of 20 cm in the interstitial waters of gravel used by anadromous or resident fish for spawning. For waters not used by anadromous or resident fish, DO must be greater than or equal to 5 mg/l. In no case may DO be greater than 17 mg/l. The concentration of DO may not exceed 110% of saturation at any point of sample collection.	aquatic life
pH	May not be less than 6.5 or greater than 8.5. If the natural condition pH is outside this range, substances may not be added that cause an increase in the buffering capacity of the water.	recreation (primary contact)

**Table 12. AWQS for conventional water quality parameters for fresh water**

Turbidity	May not exceed 5 nephelometric turbidity units (NTU) above natural conditions when the natural turbidity is 50 NTU or less, and may not have more than 10% increase in turbidity when the natural turbidity is more than 50 NTU, not to exceed a maximum increase of 25 NTU.	Water supply*
Temperature	May not exceed 20°C at any time. The following maximum temperatures may not be exceeded, where applicable: -Migration routes 15°C, -Spawning areas 13°C, -Rearing areas 15°C, -Egg & fry incubation 13°C For all other waters, the weekly average temperature may not exceed site-specific requirements needed to preserve normal species diversity or to prevent appearance of nuisance organisms.	Aquaculture & Aquatic Life
Dissolved inorganic substances	Total dissolved solids (TDS) from all sources may not exceed 500 mg/l. Neither chlorides nor sulfates may exceed 250 mg/l.	Water supply*
Sediment	The percent accumulation of fine sediment in the range of 0.1 mm to 4.0 mm in the gravel bed of waters used by anadromous or resident fish for spawning may not be increased more than 5% by weight above natural conditions (as shown from grain size accumulation graph). In no case may the 0.1 mm to 4.0 mm fine sediment range in those gravel beds exceed a maximum of 30% by weight (as shown from grain size accumulation graph). In all other surface waters no sediment loads (suspended or deposited) that can cause adverse effects on aquatic animal or plant life, their reproduction or habitat may be present.	Aquatic life
Toxics and other deleterious (organic and inorganic substances)	The concentration of substances in water may not exceed the criteria shown in Table I or in Table V, column A of the <i>Alaska Water Quality Criteria Manual</i> . Substance concentration in water may not exceed any chronic and acute criteria established in this chapter, for a toxic pollutant of concern to protect sensitive and biologically important life stages of resident species of this state. there may be no concentration of toxic substances in water or in shoreline or bottom sediments that, singly or in combination, cause or reasonably can be expected to cause, adverse effects on aquatic life or produce undesirable or nuisance aquatic life, except as authorized by this chapter. Substances may not be present in concentrations that individually or in combination impart undesirable odor or taste to fish or other aquatic organisms, as determined by either bioassay or organoleptic tests.	Water supply* & Aquatic life
Color	May not exceed 15 color units or the natural condition, whichever is greater. Color or apparent color may not reduce the depth of the compensation point for photosynthetic activity by more than 10% from the seasonally established norm for aquatic life.	Water supply* & Aquatic life
Petroleum hydrocarbons, oils, and grease	Total aqueous hydrocarbons (TAqH) in the water column may not exceed 15 µg/l. Total aromatic hydrocarbons (TAH) in the water column may not exceed 10 µg/l. There may be no concentrations of petroleum hydrocarbons, animal fats, or vegetable oils in shoreline or bottom sediments that cause deleterious effects to aquatic life.	Aquaculture

**Table 12. AWQS for conventional water quality parameters for fresh water**

	Surface waters and adjoining shorelines must be virtually free from floating oil, film, sheen, or discoloration.	
Radioactivity	May not exceed the concentrations specified in Table 1 of the Alaska Water Quality Criteria Manual for radioactive contaminants and may not exceed limits specified in 10 C.F.R. 20 and National Bureau of Standards, Handbook 69.	Water supply* & Aquatic life
Residues (floating solids, debris, sludge, deposits, foam, scum, or other residues)	May not, alone or in combination with other substances or wastes, make the water unfit or unsafe for the use, or cause acute or chronic problem levels as determined by bioassay or other appropriate methods. May not, alone or in combination with other substances, cause a film, sheen, or discoloration on the surface of the water or adjoining shorelines, or cause leaching of toxic or deleterious substances, or cause a sludge, solid, or emulsion to be deposited beneath or upon the surface of the water, within the water column, on the bottom, or upon adjoining shorelines.	Aquatic life

Source: ADEC 2009

## **7.2 Water Quality Conditions**

A limited amount of information is available on existing surface water quality conditions in the area. Based on a review of the ADEC Contaminated Sites Database (ADEC 2008), there are no open contaminated sites in the Angoon vicinity; cleanup is complete at sites in the Angoon vicinity in the database.

Surface water sources have a high susceptibility to contamination. However, most of the area is undeveloped by humans and has been set aside as a wilderness area. Therefore, the risk of humans having contaminated the surface waters in this area is considerably less than in more developed, industrialized, or urbanized areas.

During high tides, marine water from Favorite Bay flows up Favorite Creek and the other Favorite Bay creeks identified for study and mixes with fresh water causing brackish conditions. The transition zone, where water mixes and shifts from brackish to fresh water, is an important habitat for salmonids.

Wetlands can provide water quality benefits by trapping sediments and pollutants as well as capturing excess nutrients. Watersheds with more wetlands have the potential for higher water quality and have more capability to filter pollutants. Table 13 shows the percentage of each watershed that is various vegetation types.

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**Table 13. Percentage of vegetation type in each watershed**

<b>Watershed</b>	<b>Bog Forest</b>	<b>Bog Wood-land</b>	<b>Disturbed</b>	<b>Estuary</b>	<b>Fen</b>	<b>Fresh Water</b>	<b>Salt Marsh</b>	<b>Spruce-Hemlock Forest</b>	<b>Un-vegetated Tidal</b>	<b>No Data</b>	<b>Tannins Noted May 2009</b>
FAVORITE CRK	0%	0%	0%	0%	0%	0%	0%	3%	0%	97%	No
STREAM 1	0%	2%	1%	0%	9%	1%	0%	88%	0%	0%	No
STREAM 2	0%	0%	0%	0%	3%	0%	0%	83%	0%	13%	No
STREAM 2A	0%	0%	0%	0%	11%	0%	0%	88%	0%	0%	N.D.
STREAM 3	0%	2%	0%	0%	3%	0%	0%	93%	0%	1%	Yes
STREAM 4	0%	0%	0%	0%	0%	1%	0%	99%	0%	0%	No
STREAM 5	0%	8%	0%	0%	6%	1%	0%	85%	0%	0%	Yes
STREAM 5A	0%	18%	0%	0%	6%	2%	0%	74%	0%	0%	N.D.
STREAM 6	16%	14%	0%	0%	2%	0%	0%	60%	0%	8%	N.D.
STREAM 7	0%	5%	0%	0%	1%	0%	0%	93%	0%	0%	N.D.
STREAM 8	0%	5%	0%	0%	6%	0%	0%	81%	0%	8%	N.D.
STREAM 9	1%	2%	0%	0%	1%	2%	0%	23%	0%	72%	N.D.
STREAM 9A	0%	0%	0%	0%	0%	0%	0%	4%	0%	96%	N.D.
STREAM 9B	6%	12%	0%	0%	1%	0%	0%	80%	0%	1%	N.D.
STREAM 9D-G	0%	2%	0%	0%	2%	6%	0%	56%	0%	34%	N.D.
STREAM 10	4%	31%	3%	0%	0%	0%	0%	61%	0%	0%	N.D.
STREAM 10A	5%	32%	3%	0%	0%	0%	0%	60%	0%	0%	N.D.

Source: SWCA 2010

N.D.: No data. Presence or absence of tannins not noted



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More than 20% of Stream 5A's, 6's, 10's, and 10A's watersheds are covered by water-quality-enhancing bogs and fens. Ten to 20% of Stream 1's, 2A's, 5's, 8's, and 9B's watersheds are covered by bogs and fens, while 5% to 10% of Stream 3's and 7's watersheds are covered by bogs and fens. The remainder of the watersheds, including Favorite Creek and Streams 2, 4, 9, 9A, and 9D-G are covered by less than 5% bogs and fens.

Both bog forest and bog woodlands tend to be acidic and are poor in nutrients and minerals. Bogs obtain their water and nutrients from precipitation and are therefore ombrotrophic. In contrast, fens range from slightly acidic to slightly alkaline and have mineral-rich waters which are richer in nutrients than those found in bogs. Fens obtain their water and nutrients primarily from groundwater discharge or seepage and are therefore minerotrophic. Spruce-hemlock forests are also acidic. Tannins are produced from decaying vegetation and are more abundant in acidic waters, such as those draining bogs and spruce-hemlock forests. Generally speaking, more tannins are present in the water during winter and snow melt times.

Several lakes occur within watersheds 9, 9A, and 9D-9G (Figure 3 in Appendix A). These lakes are primarily surrounded by spruce-hemlock forest. The spruce-hemlock forest shades the streams and lakeshore and helps to keep water temperatures moderate both in the tributary streams and along the lakeshore during warmer weather. In addition, the tree roots provide water-quality benefits to the lakes by stabilizing the banks of the lakes and streams, therefore inhibiting bank failure and helping to limit sediment from entering the water. The water quality benefits that the vegetation provides to the streams likewise helps to provide higher water quality to the downstream lakes (Table 13).

Watershed slope may also play a role in water quality, as slope is one factor in mass wasting susceptibility. Steeper watershed slopes are more prone to mass wasting events, such as mudflows, debris flows and debris avalanches. Debris flows and debris avalanches typically initiate on slopes steeper than 35%, and may initiate on slopes up to about 100%. These mass movements may then travel downslope where they may deposit on slopes with only a 10% or shallower slope.

Earthflows are more common on more gradual slopes between about 5% and 25%. All mass wasting can contribute considerable amounts of sediment to streams. This sediment can disturb aquatic life and may be problematic for infrastructure.

Table 14 displays the percent of each watershed belonging to various slope categories. Data are somewhat limited for watersheds 9 and 9A, with 10% and 22% lack of slope data, respectively, although they are included in this analysis.

Based solely on the percentage of watershed area with slopes steeper than 35%, 30% or more of the area of watersheds 2, 2A, and 8 may be prone to mudflows, debris flows, and debris avalanche initiation, which may make these watersheds prone to having higher sediment loads and therefore lower water quality. Twenty-two percent of Stream 1's watershed is above a 35% slope, and 10% to 20% of watersheds 3, 5, 7, 9, 9A, 9D-G, 10, and 10A have slopes in excess of 35%.

**Table 14. Watershed slope by percent area.**

<b>Watershed</b>	<b>0-5%</b>	<b>5-10%</b>	<b>10-15%</b>	<b>15-20%</b>	<b>20-25%</b>	<b>25-30%</b>	<b>30-35%</b>	<b>35-40%</b>	<b>40-45%</b>	<b>45-50%</b>	<b>Greater than 50%</b>	<b>No Data</b>
FAVORITE CREEK	8	12	11	9	7	7	6	6	5	5	25	0
STREAM 1	11	13	13	13	12	9	8	6	5	5	6	0
STREAM 2	5	9	12	12	13	9	9	8	8	9	7	0
STREAM 2A	10	10	15	11	8	5	6	8	13	10	4	0
STREAM 3	25	21	18	11	7	5	3	3	3	1	3	0
STREAM 4	23	28	21	10	5	4	4	2	1	1	0	0
STREAM 5	16	8	11	11	9	10	16	8	4	3	3	0
STREAM 5A	23	16	13	7	9	12	12	4	1	1	0	0
STREAM 6	48	20	12	7	5	3	1	1	1	1	2	0
STREAM 7	16	8	25	18	10	8	3	1	1	2	9	0
STREAM 8	19	8	12	9	8	7	7	6	5	4	15	0
STREAM 9	29	12	10	8	6	5	5	3	3	3	6	10
STREAM 9A	29	9	8	7	5	4	4	3	2	3	5	22
STREAM 9B	36	27	15	7	4	3	1	1	2	2	3	0
STREAM 9D-G	25	16	13	9	9	6	7	4	4	3	4	0
STREAM 10	19	15	15	11	8	9	8	5	4	2	5	0
STREAM 10A	19	17	14	11	7	10	9	4	3	2	3	0

Source: SWCA 2010

Note: Data is somewhat limited for watersheds 9 and 9A, with 10% and 22% lack of slope data, respectively.

All of the watersheds contain large amounts of land that is potentially prone to mass movements, such as earthflows, which may occur on more gradual slopes.

Steep stream slopes produce more stream power for water to undercut banks and transport material than do gradual stream slopes, so stream slope may also play a role in water quality. Table 15 displays average stream slopes throughout the streams' length. The majority of the streams' slopes are less than 5%, although Streams 2, 2A, and 7 have slopes of 11.5%, 5.5%, and 5.0%, respectively. These steeper stream slopes give the streams more energy to erode their banks and transport material downstream. On a whole, the combined steeper watersheds and steeper stream gradients for Streams 2 and 2A make them more prone to potentially high erosion rates than the more gradually sloped watersheds and streams.

**Table 15. Average stream slope**

Stream	Average Stream Slope
Favorite Creek	3.0%
1	3.0%
2	11.5%
2A	5.5%
3	2.0%
4	3.5%
5	3.0%
5A	3.0%
6	3.0%
7	5.0%
8	2.5%
9	0.4%
9A	0.5%
9B	2.4%
9D-G	0.3%
10	2.5%
10A	4.4%

### **7.3 Stormwater**

Stormwater is defined as precipitation that encounters man-made surfaces, such as roads, runways, and rooftops, which may concentrate its flow, increase runoff, decrease infiltration, and introduce pollution. Because the airport and access alternatives are in currently undeveloped areas, all precipitation currently either infiltrates native substrate or runs off into natural streams.

### **7.4 Groundwater Conditions**

An aquifer is a geologic formation that is sufficiently saturated to allow the movement of economic quantities of water to wells or springs. No information is available on the groundwater conditions in Angoon. No groundwater wells or injection wells are known in the Angoon area. The location of the freshwater/saltwater interface in groundwater has not been determined in the Angoon vicinity.

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## Acronyms

1-D	one-dimensional
ADEC	Alaska Department of Environmental Conservation
AHMHAR	Aquatic Habitat Management Handbook Alaska Region
ANCSA	Alaska Native Claims Settlement Act.
ANILCA	Alaska National Interest Lands Conservation Act
AWQS	Alaska's water quality standards
cfs	cubic feet per second
DO	dissolved oxygen
DOT&PF	Alaska Department of Transportation and Public Facilities
EIS	environmental impact statement
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FC	fecal coliform
FEMA	Federal Emergency Management Agency
HEC-RAS	Hydrologic Engineering Center – River Analysis System
LWD	large woody debris
mg/L	milligrams per liter
MHHW	mean higher high water
MLLW	mean lower low water
MPN	most probable number
NOAA	National Oceanic and Atmospheric Administration
NRCS	Natural Resources Conservation Service
NTU	nephelometric turbidity units
SWCA	SWCA Environmental Consultants
TAqH	total aqueous hydrocarbons
TAH	total aromatic hydrocarbons
TDS	total dissolved solids
USFS	U. S. Forest Service
USGS	U. S. Geological Survey
WRCC	Western Regional Climate Center

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## Appendix A. Figures



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**FIGURE 1**  
**VICINITY MAP**







**Angoon Airport EIS - Water Resources Technical Memorandum**  
**Angoon, AK**

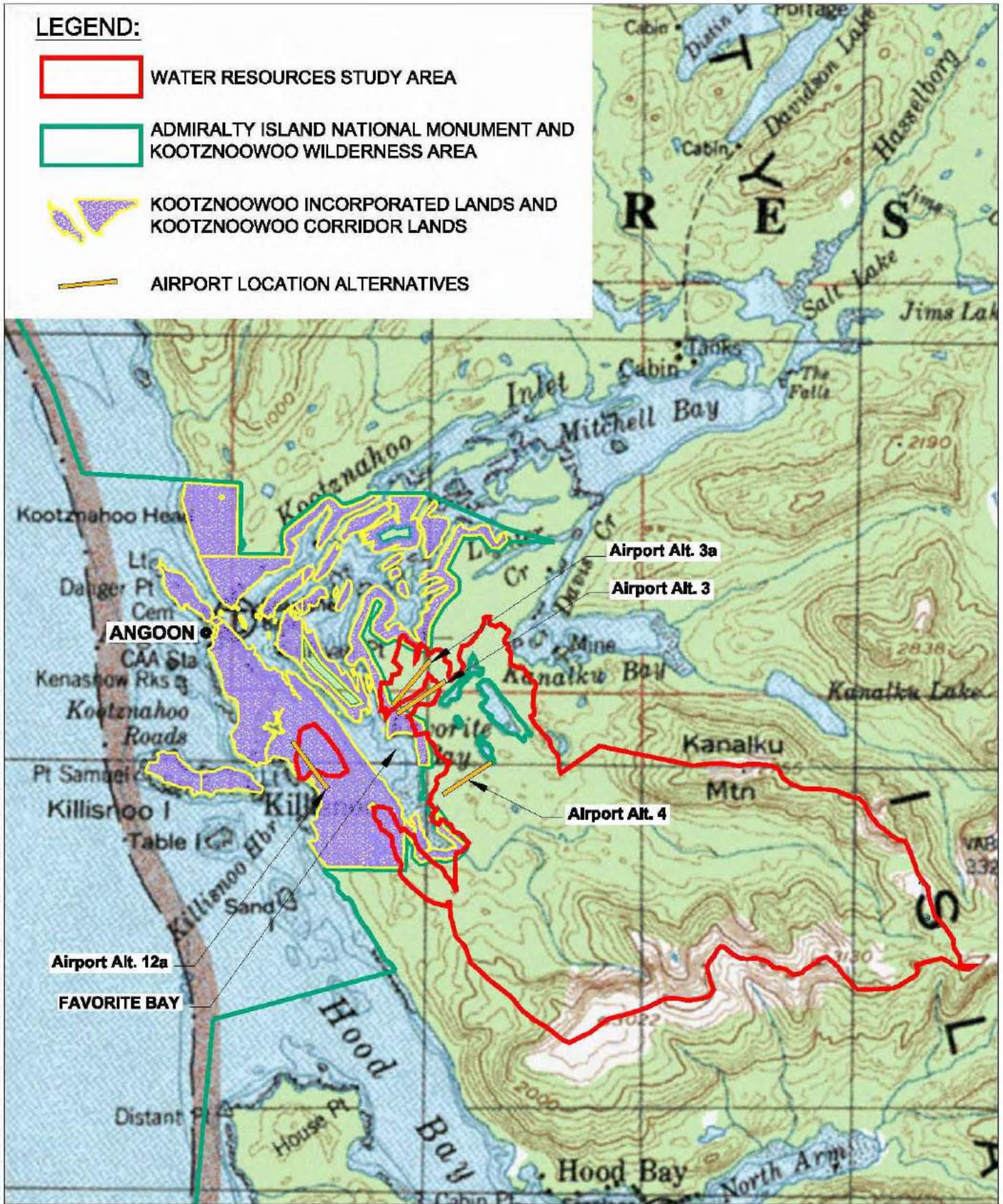
**VIGIL AGRIMIS**  
design professionals



**LEGEND:**

-  WATER RESOURCES STUDY AREA
-  ADMIRALTY ISLAND NATIONAL MONUMENT AND KOOTZNOOWOO WILDERNESS AREA
-  KOOTZNOOWOO INCORPORATED LANDS AND KOOTZNOOWOO CORRIDOR LANDS
-  AIRPORT LOCATION ALTERNATIVES

D:\GIS\SWCA\0202PHASE 2\CAD\_2008\FIGURES\FIG2\_Intermediate\_Visibility\_Map\_adi\_8-25-2010.dwg USER: jwille  
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NOTE: AIRPORT ALT. 3 IS NO LONGER UNDER CONSIDERATION IN THE ENVIRONMENTAL IMPACT STATEMENT.

**FIGURE 2  
PROJECT LOCATION MAP**








**Angoon Airport EIS - Water Resources Technical Memorandum**  
Angoon, AK

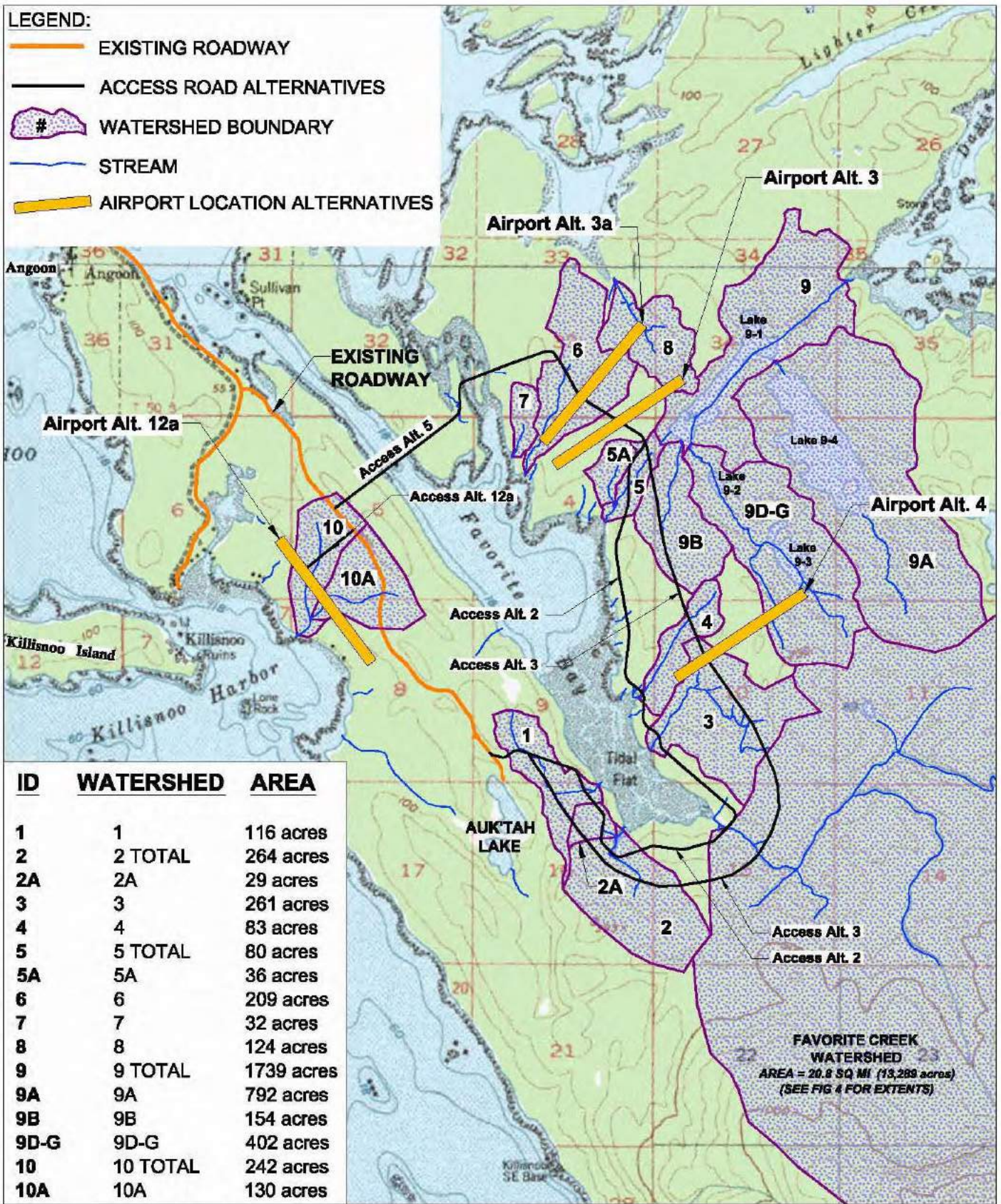




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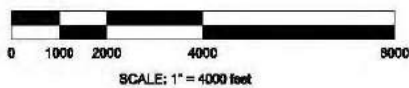
**LEGEND:**

-  EXISTING ROADWAY
-  ACCESS ROAD ALTERNATIVES
-  WATERSHED BOUNDARY
-  STREAM
-  AIRPORT LOCATION ALTERNATIVES



NOTE: AIRPORT ALT. 3 IS NO LONGER UNDER CONSIDERATION IN THE ENVIRONMENTAL IMPACT STATEMENT.

**FIGURE 3**  
**WATERSHEDS OF INTEREST AND POTENTIAL AIRPORT ALTERNATIVES IN THE ANGOON AIRPORT STUDY AREA**  
**Angoon Airport EIS - Water Resources Technical Memorandum**  
**Angoon, AK**





DATE: Sep 30, 2010 3:40pm XREFS:TB Figure\_Bx1-land Quad watershed-clipped SWCA\02-BASE map contour xshow Angoon\_road Angoon\_APE BP1 SWCA\02-GIS SWCA\02-FIG LEGEND

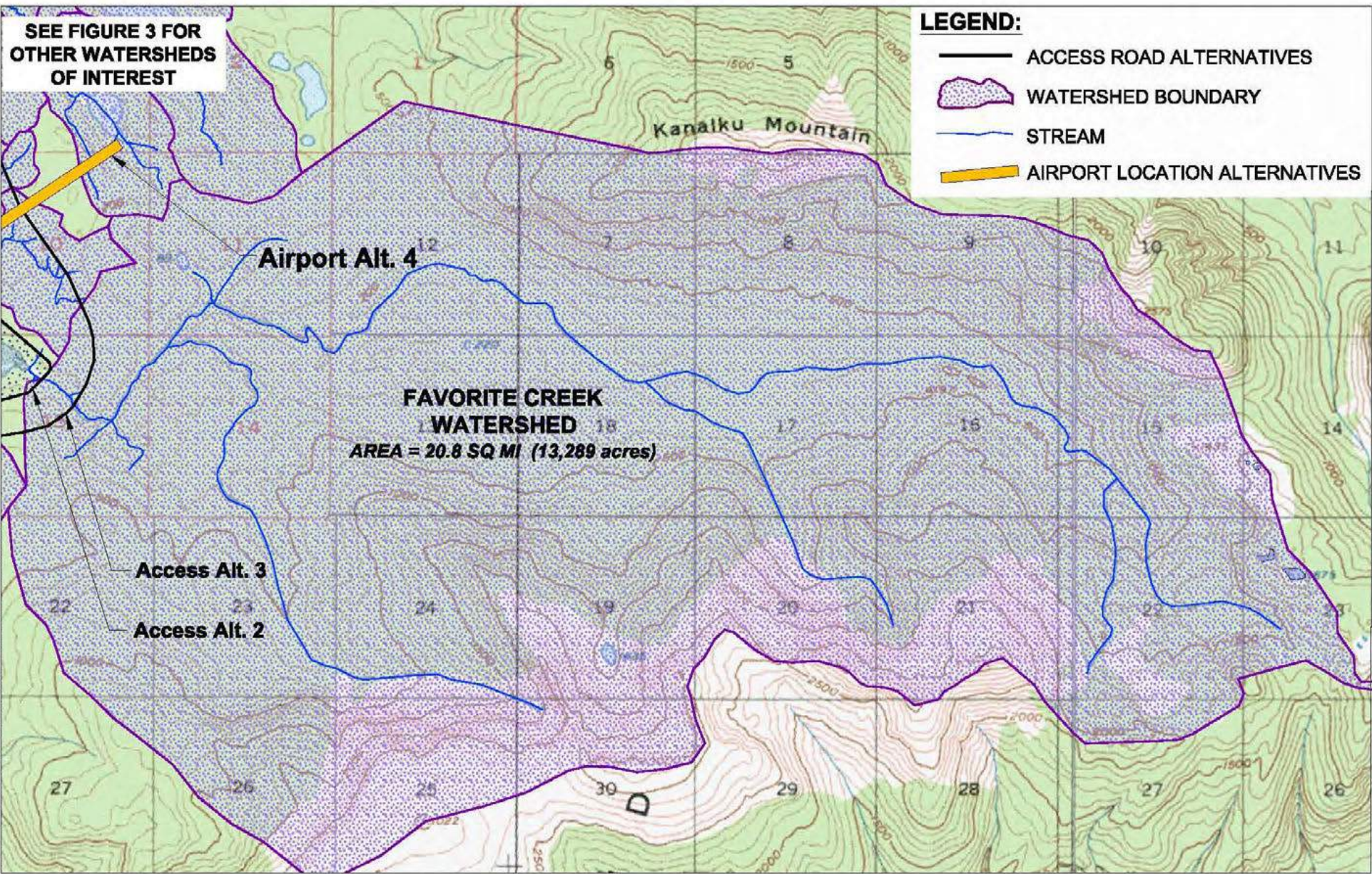


FIGURE 4  
WATERSHEDS OF INTEREST - FAVORITE CREEK WATERSHED

Angoon Airport EIS - Water Resources Technical Memorandum  
Angoon, AK





DATE: Sep 30, 2010 1:56pm XREFS:TB\_Figure\_Bx11-land\_xang\_contour\_SIVCAU02-848E\_SIVCAU02-GP8\_xdwn\_Angoon\_road\_Angoon\_AFE\_9P1\_SIVCAU02-FG LEGENDS

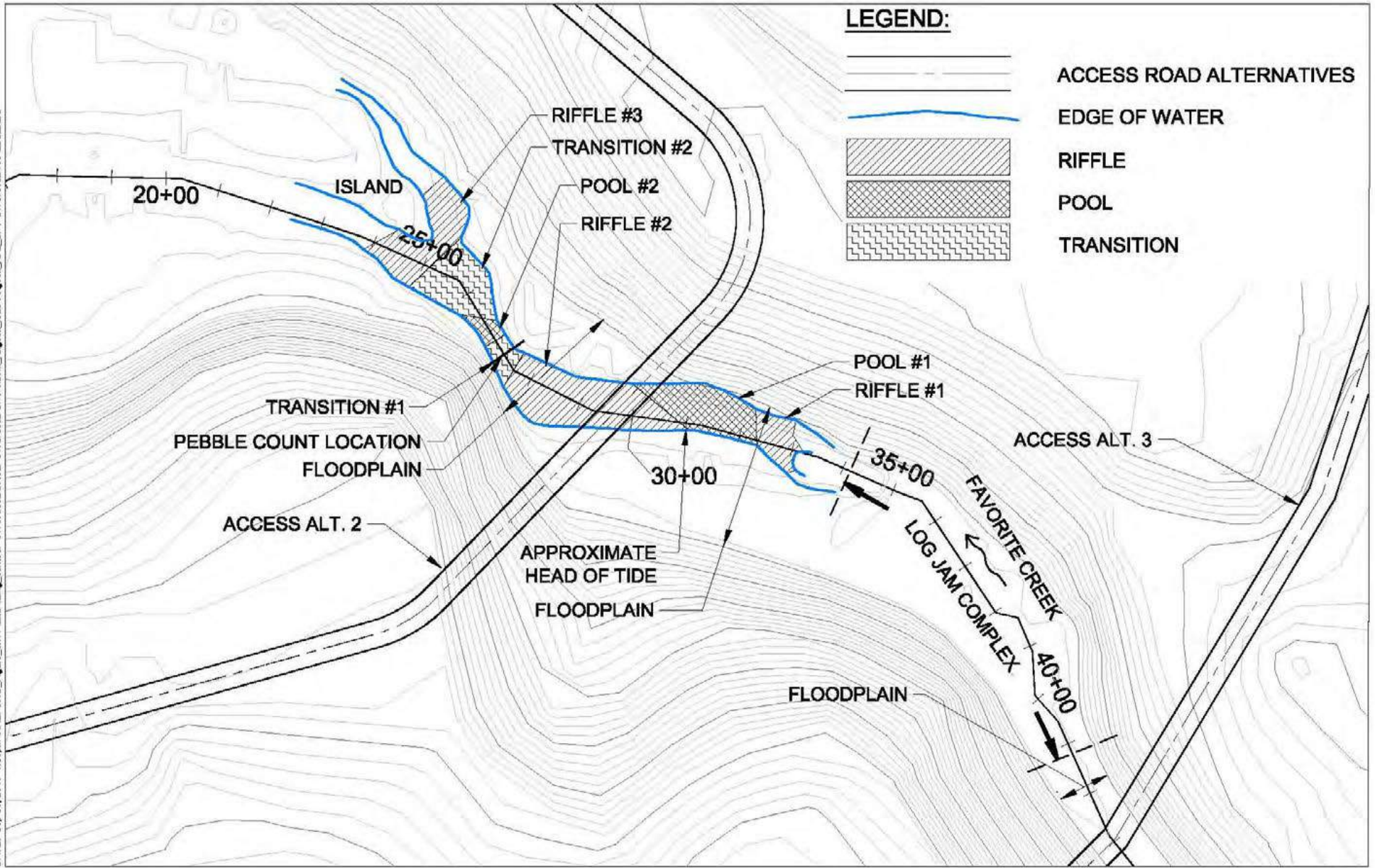
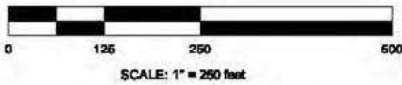


FIGURE 5  
FAVORITE CREEK STUDY REACH

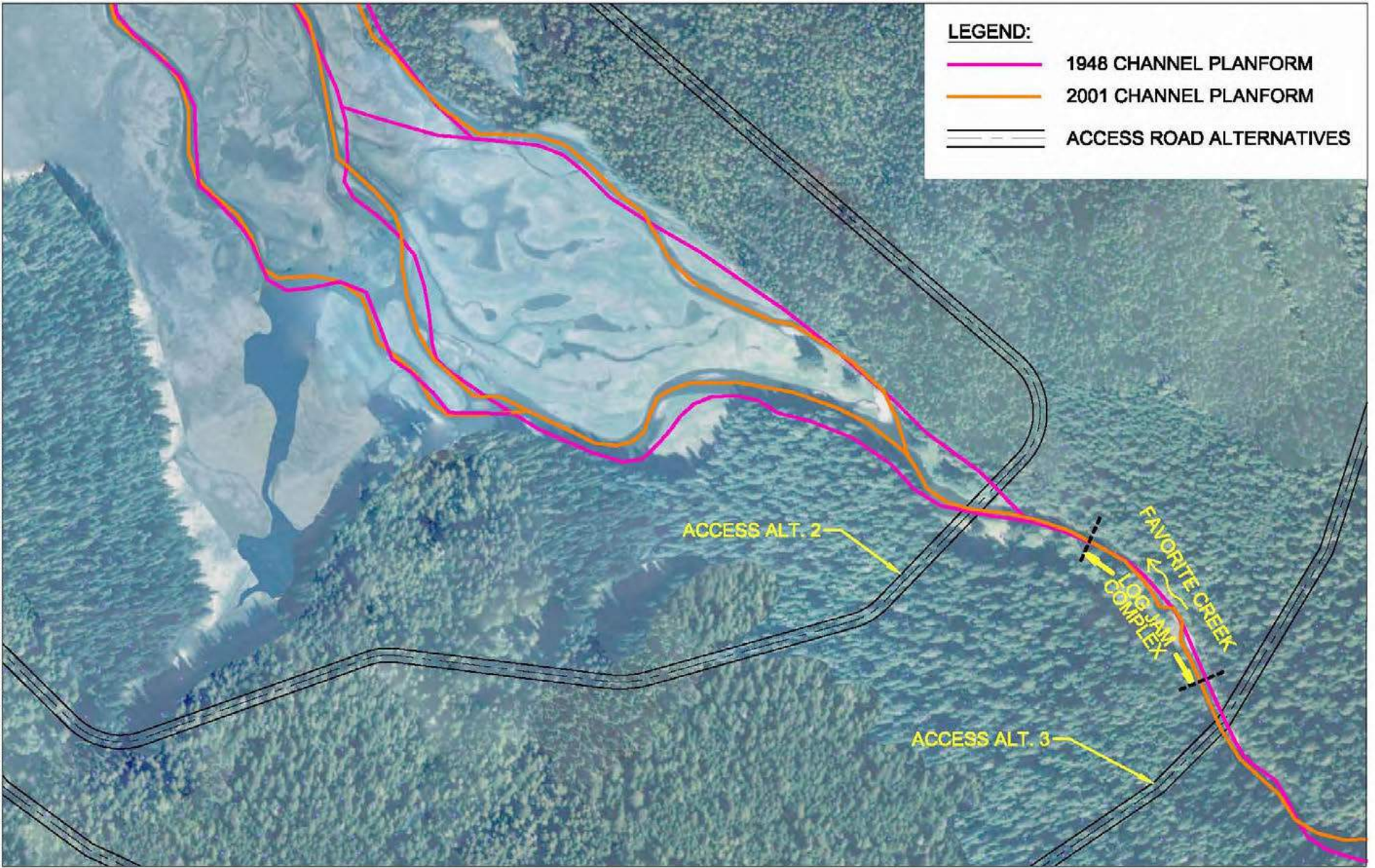


Angoon Airport EIS - Water Resources Technical Memorandum  
Angoon, AK



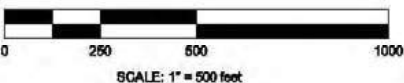


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Source: 2001 Aerial Photo

FIGURE 6  
FAVORITE CREEK HISTORIC PLANFORM



Angoon Airport EIS - Water Resources Technical Memorandum  
Angoon, AK







FIGURE 7  
FAVORITE CREEK PROFILE

Angoon Airport EIS - Water Resources Technical Memorandum  
Angoon, AK

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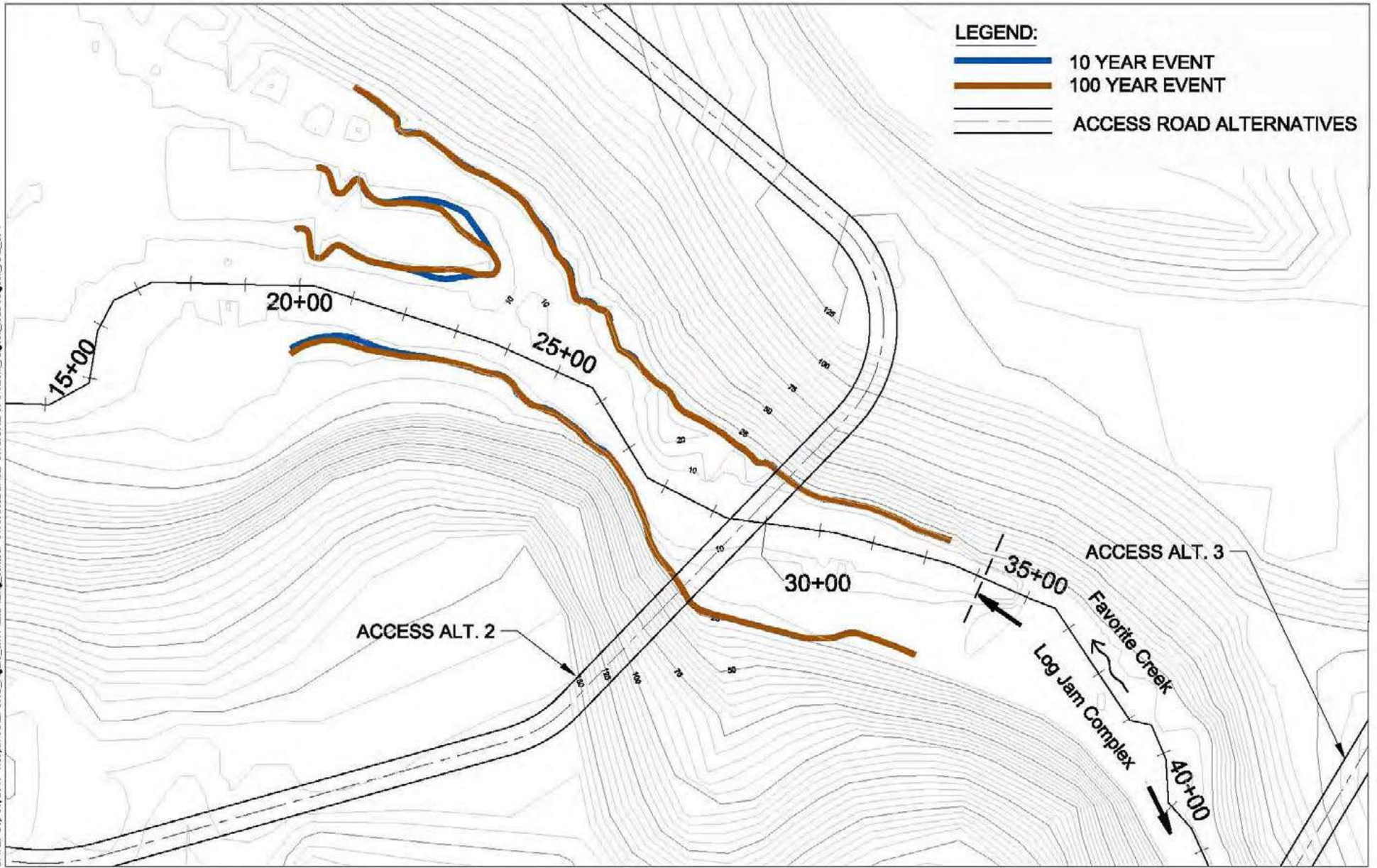
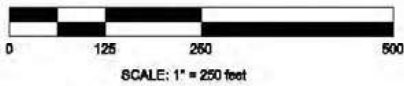


FIGURE 8

FAVORITE CREEK EXISTING CONDITIONS FLOODPLAIN BOUNDARY MAP





## Appendix B. Angoon Airport EIS–Favorite Creek Large Woody Debris Study

## Technical Memorandum

**To:** Linda Mark, Vigil-Agrimis  
**From:** Ryan French, SWCA Aquatic Biologist  
Leyla Arsan, SWCA Aquatic Biologist  
**Date:** April 12, 2011 *revision*  
**Subject:** Angoon Airport EIS – Favorite Creek Large Woody Debris Survey

---

### Introduction

A Tier II survey for large wood in Favorite Creek was performed by SWCA Environmental Consultants on August 20, 2009. This information was collected for Vigil-Agrimis to be used in preparing the Water Resources Technical Report for the Angoon Airport EIS. The area surveyed included 200 feet upstream and 200 feet downstream from the centerline of the proposed upper and lower road crossings on Favorite Creek, tributary of Favorite Bay, Alaska. The survey area for each road crossing was approximately 400 linear feet as determined by a Trimble GeoXT GPS unit.

### Methods

As per the US Forest Service Aquatic Habitat Management Handbook (USFS 2001), only pieces that met the minimum qualifying dimensions, were within the bankfull width of the stream, and located in zones 1 and 2 were counted. The minimum qualifying dimensions were 0.1 meters in diameter (measured at the widest point) and 1.0 meters in length. Live trees or dead standing snags overhanging the channel were not counted, as none were actively creating pools or contributing to channel forming processes.

Key piece minimum dimensions vary based on stream size, which is differentiated by average channel bed width. The average channel bed width of Favorite Creek ranged from 10-19.9 meters; therefore key piece minimum dimensions were either 0.6 meters in diameter and >7.6 meters stem length, or >3 meters rootwad diameter.

Digital photos were taken of all qualifying large wood pieces and are included in Appendix 1. GPS satellite signal was not strong enough at the time of the survey to delineate each individual piece of large wood. Wood pieces were measured with a 2 meter range-pole with 1 centimeter increments. A site overview sketch of the position and orientation of qualifying large wood pieces was documented in field notes and is included in Appendix 1.

**Results**

Thirty-three pieces of qualifying large wood were counted at the proposed lower road crossing and 25 pieces were tallied at the proposed upper road crossing within the 400 foot survey corridors along the stream. No pieces met the minimum qualifying dimensions of key pieces for all three categories (diameter, length, and rootwad diameter) at either the upper or lower road crossings. Several pieces met the criteria for one or two categories. One piece at the lower road crossing qualified as a key piece based on length and diameter. Two pieces at the upper road crossing qualified as key pieces based on rootwad diameter.

All data are included in Appendix 2.

**Discussion**

Three pieces that were observed qualified as key pieces. One additional piece at the upper road crossing was very close to qualifying as a key piece (rootwad diameter = 3 meters), however the USFS (2001) states that the diameter must be greater than 3 meters to qualify.

There are a significant amount of key pieces between the proposed lower and upper road crossing, including a large logjam. The potential for recruitment of large wood downstream to the lower road crossing is high, as some of these key pieces are likely to be transported during major storm events.

Tidal influence was observed up to and slightly above the lower road crossing during high tide on August 20, 2009. The tidal influence was not apparent during earlier surveys when freshwater discharge was higher and tidal amplitude was lower. The tide height during the August 20, 2009 observation was 17.8 feet (per the Juneau tide table). Gradient and stream velocity decrease in the reach adjacent to the lower road crossing, which may allow for the deposition of large wood pieces.

**References**

US Forest Service. 2001. Aquatic Habitat Management Handbook. Alaska Region, R-10 2090.21-2001-1, Chapter 20 Fish and Aquatic Stream Habitat Survey.

**Appendix 1. Photos and Site Overviews**

**Lower Road Crossing**



Piece 1





Piece 3

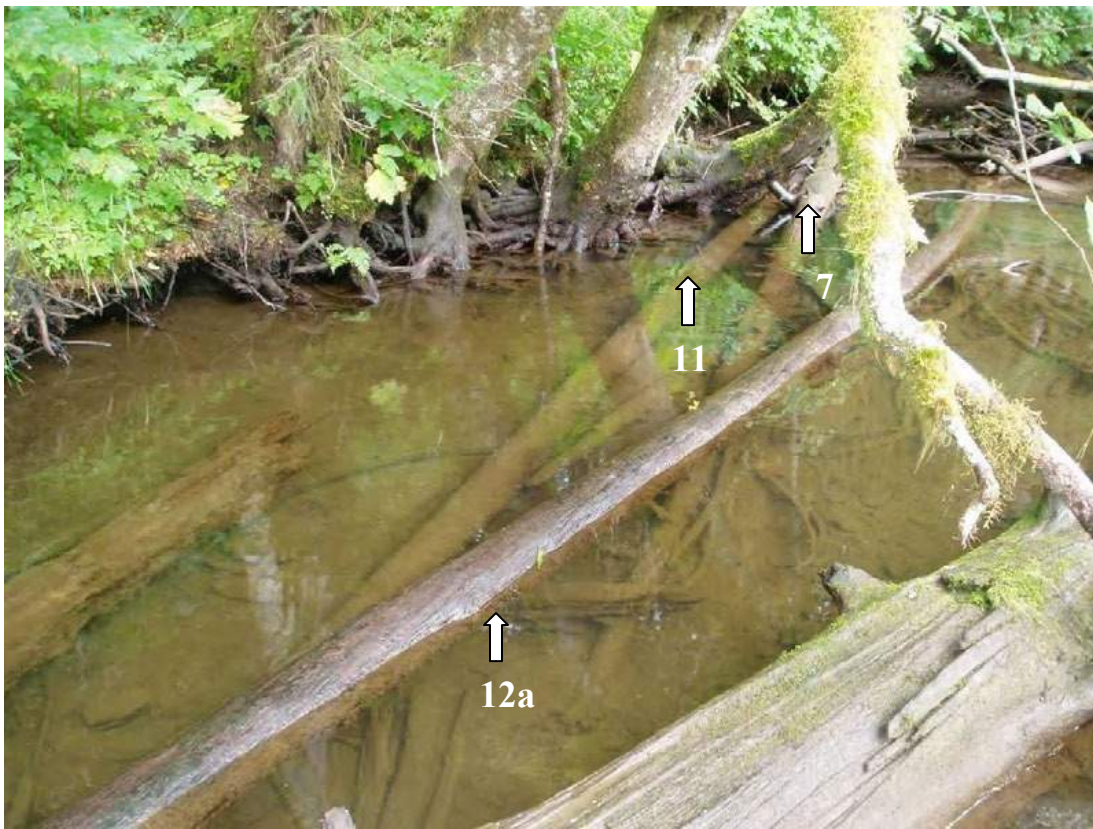


Piece 4, 5, 6





Piece 6



Piece 7, 11 and 12a



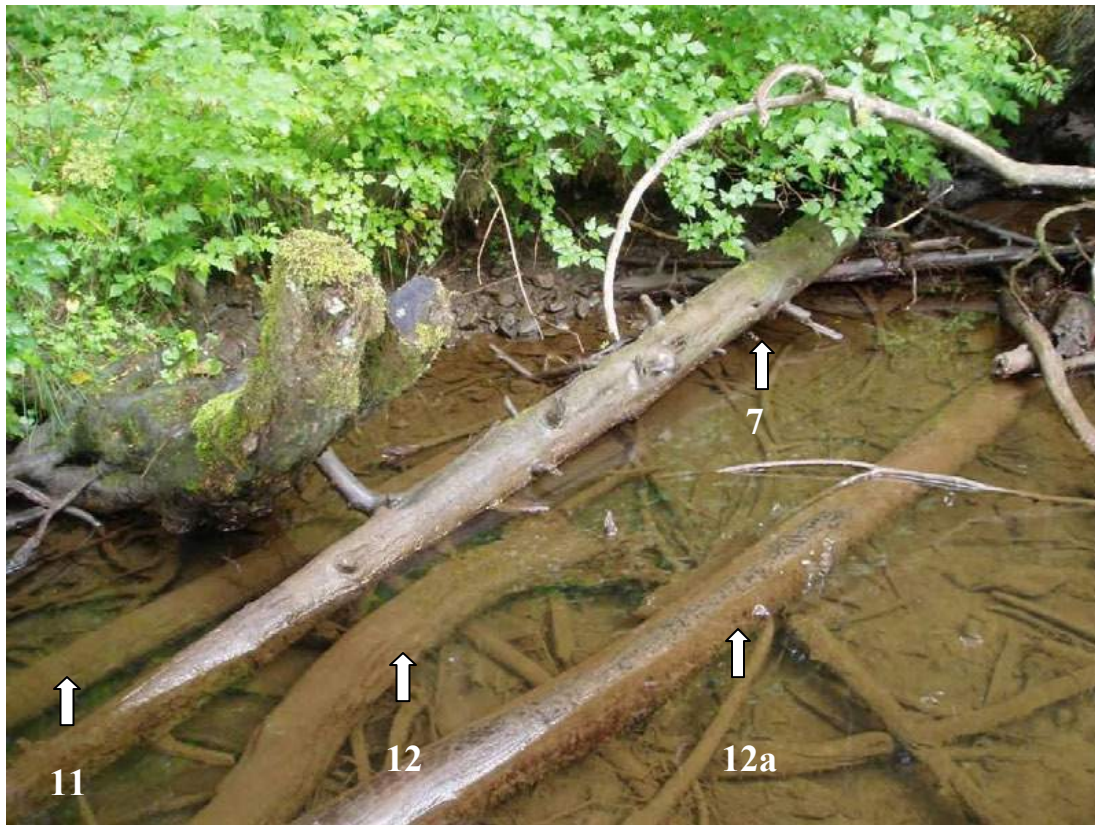


Piece 8 and 9



Piece 10 (with pink salmon)





Piece 7, 11, 12 and 12a



Piece 13





Piece 14\* (\*qualifies as key piece)



Piece 14\*, 14a, 15, 16, 17, 18, 19, 20 (\*qualifies as key piece)





Piece 21



Piece 22





Piece 14\*, 23, 24, 25, 26, 27 and 28 (\*qualifies as key piece)



Piece 29





Piece 30



Piece 31



**Upper Road Crossing Photos**



Piece 0, 1\*, 2\*, 3 (\*qualifies as key piece)



Piece 4





Piece 5

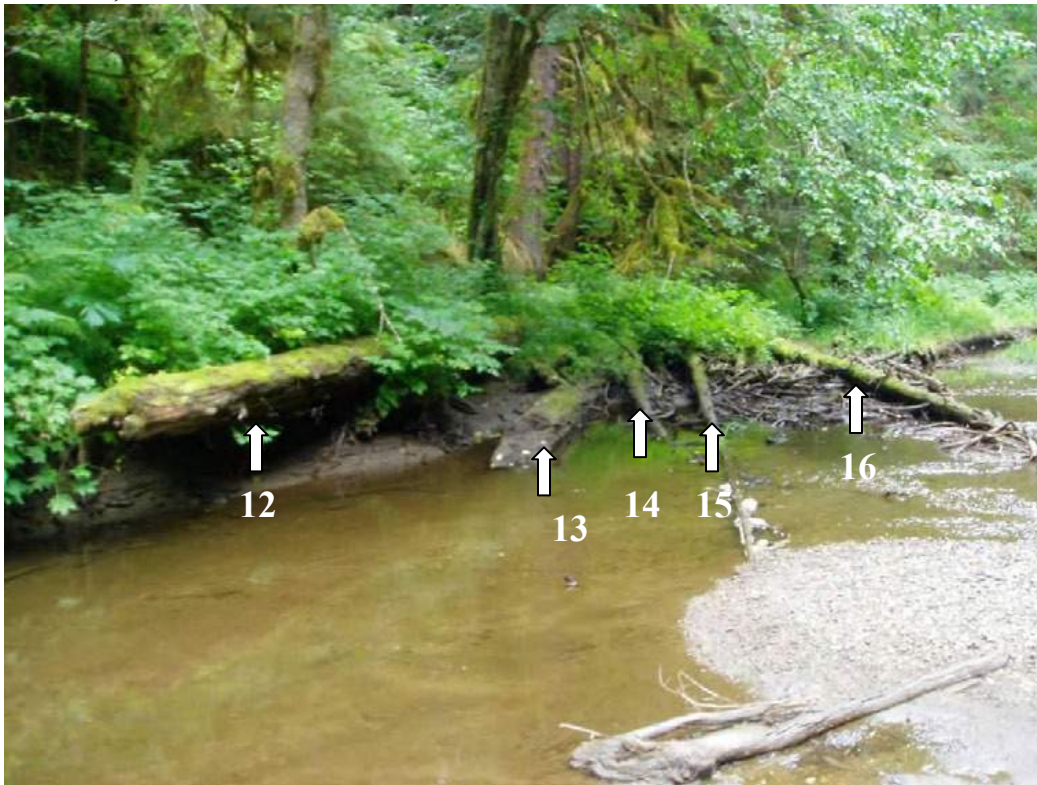


Piece 6, 7, 8, 9





Piece 10, 11



Piece 12, 13, 14, 15, 16





Piece 17, 18, 19



Piece 20





Piece 21



Piece 22





Piece 23



Piece 24



**Appendix 2. Large Woody Debris Data**

**From 200' below to 200' above lower road crossing**

<b>Piece ID#</b>	<b>Type</b>	<b>Length (m)</b>	<b>Max Diameter (m)</b>	<b>Zone Location</b>	<b>Bank (looking upstream)</b>	<b>Rootwad (dia.)</b>	<b>Key Piece*</b>
1	conifer	9	0.3	1	LB	No	No
2	conifer	4	0.2	1	LB	No	No
3	alder	6	0.4	1,2,3,4	LB	No	No
4	conifer	12	0.2	1	LB	No	No
5	conifer	5	0.3	1	LB	No	No
6	conifer	16	0.45	1	LB	No	No
7	conifer	6	0.25	1,2	LB	No	No
8	conifer	15	0.23	1,2,3,4	LB	No	No
9	conifer	11	0.25	1	LB	No	No
10	alder	7	0.3	1	LB	No	No
11	conifer	8	0.3	1	LB	No	No
12	conifer	2	0.3	1	LB	No	No
12a	conifer	19	0.3	1	LB	No	No
13	conifer	4	0.4	1	LB	No	No
14	conifer	25	0.65	1,2,3,4	LB	Yes (1m)	Yes
14a	conifer	6	0.25	1	LB	No	No
15	conifer	3	0.2	1	LB	No	No
16	conifer	3	0.2	1	LB	No	No
17	conifer	3	0.2	1	LB	No	No
18	conifer	3	0.2	1	LB	No	No
19	conifer	3	0.2	1	LB	No	No
20	conifer	3	0.2	1	LB	No	No
21	conifer	11	0.51	1,2	LB	No	No
22	conifer	9	0.16	1,2	LB	No	No
23	conifer	13	0.19	1,2	LB	No	No
24	conifer	2	0.2	1	LB	No	No
25	conifer	4	0.2	1	LB	No	No
26	conifer	4	0.2	1	LB	No	No
27	conifer	6	0.2	1	LB	No	No
28	conifer	6	0.2	1	LB	No	No
29	conifer	4.5	0.44	1,2	LB	No	No
30	conifer	3	0.4	1,2,3,4	RB	No	No
31	conifer	3	0.15	2	RB	No	No

From 200' below to 200' above upper road crossing							
Piece ID#	Type	Length (m)	Max Diameter (m)	Zone Location	Bank (looking upstream)	Rootwad (dia.)	Key Piece*
0	alder	3.5	0.4	1,2,3	RB	No	No
1	conifer	17	0.45	1,2,3,4	Across stream	Yes (4m)	Yes
2	conifer	17	0.4	1,2,3,4	Across stream	Yes (4m)	Yes
3	conifer	20	0.35	1,2,3	RB	No	No
4	conifer	3	0.2	2	LB	No	No
5	conifer	3	0.2	2	LB	No	No
6	conifer	11	0.62	1,2,3,4	RB	No	No
7	conifer	3	0.2	1	RB	No	No
8	conifer	3	0.2	1	RB	No	No
9	conifer	3	0.2	1	RB	No	No
10	conifer	4	0.5	1,2,3,4	LB	No	No
11	conifer	4	0.3	1,2,3	LB	No	No
12	conifer	5	0.4	2,3,4	LB	No	No
13	conifer	3.5	0.35	1,2	LB	No	No
14	conifer	3	0.2	1,2	LB	No	No
15	conifer	5	0.15	1,2	LB	No	No
16	conifer	5	0.25	1,2	LB	No	No
17	conifer	12	0.35	2,3,4	RB	Yes (3m)	No**
18	conifer	4	0.3	1,2,3,4	RB	No	No
19	conifer	5.5	0.5	1,2	RB	No	No
20	conifer	7	0.25	1,2,3,4	RB	No	No
21	conifer	8	0.45	1,2	LB	No	No
22	alder	4	0.4	1,2	RB	No	No
23	conifer	6.5	0.4	1,2	LB	No	No
24	conifer	5	0.25	1,2	LB	No	No

\*Key piece definition for streams 10-19.9m in width = [ $>0.6\text{m}$  diameter and  $>15\text{m}$  length] or  $>3\text{m}$  diameter rootwad

\*\* USFS (2001) states that rootwad must be  $>3\text{m}$  in order to qualify as a key piece



**Visiting Angoon on September 21, 2011 –  
FAA Project Manager Leslie Grey  
and Project Coordinator Jamie Young**

Hello Angoon Community,

Our September visit to the community will be on Wednesday, September 21, 2011, and we are excited to announce that FAA Project Manager **Leslie Grey** will be visiting with you as well! As in the past, we will bring the latest version of the newsletter to distribute to the community, designed to address the topics you raised with Jamie in July. Leslie and Jamie will be stationed in the **Angoon Community Center from 10 AM-4 PM** to talk with you, and discuss and read the newsletter. As before, this is an informal visit to the community, not a public meeting.

We hope you will stop by to share any comments or concerns you may have, or just say hi!



Comments may also be submitted via the "Subscribe, Comment and Contact" link on [www.angonairporteis.com](http://www.angonairporteis.com) website, by email to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), or by hardcopy to: **Leslie Grey** - AAL 614, FAA Project Manager; Angoon Airport EIS; 222 West 7th Avenue, Box #14; Anchorage, AK 99513-7587.

**Angoon Airport EIS  
Angoon Community Visit – September 21, 2011  
Notes**

Leslie Grey (FAA), Liz Perry and Jamie Young (SWCA) visited Angoon on September 21, 2011 as part of community outreach related to the Angoon Airport EIS. They were available at the Angoon Community Association (ACA) building throughout the day to answer questions and gather comments from members of the Angoon community. These are notes from those discussions.

**Misc Information/Input:**

- The community reported that many of them are on Facebook: recommend setting up an Angoon Facebook Page. In addition to paper and email mailers, post upcoming meetings on myangoon.org and Facebook.
- If future videos are prepared, they should be provided on CD/DVD and VHS (if possible – VHS technology may not be possible).
- Print the date of the newsletters larger in the future, and make them a different color each time. Update the schedule in the next newsletter (Liz has rough drawing of new schedule layout for newsletter).
- Bring large maps of the alternatives to post on the walls of the ACA on our next visit.
- Future information/visits/fliers: we can email to Alan Zuboff (azuboff10@yahoo.com) to post on the local TV channel. Also Marlene would post fliers. Juanita (ACA Secretary) is also happy to post fliers. We should email and ask that fliers be posted at the school, as well. Let people know that “the project is still happening.” Also, consider having an evening meeting for people who work.
- Leslie and Liz agreed that we should send 1-2 hard copies each of the technical resource reports to the ACA or the Business Center.

**General Comments/Questions:**

- Richard George would like a hard copy of the Noise technical resource report mailed to him.
- Do some impacts have more or less influence on the decision maker?
- Why would FAA choose the No Action alternative? Does it ever get picked? Why does it have to be analyzed?

- There were information requests for the lengths of these runways: Haines, Kake, Gustavus, Hoonah (comment was – “we want what everyone else has”). Leslie clarified that the length of the runway will be driven by Angoon’s needs, not what other communities already have.
- What is the anticipated year for the future/updated Angoon airport master plan? (I may not have properly documented this question).
- There is a new SEARHC jet (Medevac plane?) capable of making flights to Seattle and Anchorage. Would it be able to land at the Angoon airport?
- Let Vern know that the community wants to work with Alaska DOT&PF as soon as possible to begin obtaining funding for the access roads.
- Be sure to coordinate and communicate with agency staff so that deadlines for reviews are met.
- I noted “Tenakee helipad”, but cannot remember why. Perhaps because the Angoon residents keep asking if FAA can help setup a SEARHC helipad near the medical clinic (Angoon residents: “now that the windmill is built near the ball field and the Coast Guard won’t land their helicopter there”), and the Tenakee helipad is a similar example?
- Leslie clarified that land acquisition will be done according to market values and this will be discussed in the land use and socioeconomics sections of the EIS (Does DOT have rights to condemn land).
- Southeast Alaska Integrated Resource Plan (SEIRP) and Angoon’s energy needs: Verne will be providing information to Peter Naoroz for these estimates.
- Kootznoowoo Inc. wetland mitigation bank: Peter Naoroz is working with HDR (?) on an island-wide plan that might be applicable to implementation of the airport project. Could be helpful in the future for the Angoon project.
- Does the noise study include current seaplane noise? Float Planes are noisy – it will be nice to have a different route and less noisy aircraft.
- Fire chief noted that emergency response time to Alt. 3a could take up to an hour (side note, what are the conditions and other facilities for responding to emergencies?).
- Why is it taking so long? There are differences of opinion throughout the community, but some thought that perhaps just getting closer to getting an airport will help dispel the desire for one location or the other.
- Why are there new alternatives? Can there be new alternatives? Community could use more clarity in why sites were chosen and the status if alternatives (graphic, EIS and future newsletter).
- There is interest in the wind studies and wind shear. Future topic for newsletter.

- When do people have input? Question was in reference to tribal and corporation input.
- What type of plane would fly in and how many people does it hold?
- When would the ANILCA application be submitted?
- August is very busy for the community (i.e., Whaler's Cove still open) September is better

**Maxine Thompson** (Marine Transportation Advisory Board (MTAB); [twodmax26@aol.com](mailto:twodmax26@aol.com); 907.723.3261):

- The community has a large number of aging baby boomers who are going to need emergency medical transportation (via aircraft).

**Gilbert Fred** (Angoon Community Member; 4300 University Drive Juneau, AK 99801)

- Cultural differences exist. Management is so different between a western process and Native ways of doing business.
- The Tribe has a position on the protection of land (wilderness) – they set this land aside a long time ago.
- Have wind and turbidity tests been done in all areas being considered in the alternatives?
- Critical habitat, title 802 ANILCA, customary/traditional harvest areas Goldsmidt/Haas areas trustee must protect. USFS federal trust responsibility to ACA. ANILCA, has USFS issued a determination?
- Did Alaska DOT&PF consult with OCRMP (Ocean Coastal Resource Management), stormwater runoff at alternative sites?
- ANILCA Title V Section 503 directs federal trustee USFS to manage Admiralty to protect ecological, cultural, geological, historical, and prehistoric scientific interest. The USFS trustee has never developed a plan to comply with Section 503.
- ANILCA Section 506 Kootznoowoo landowner in Mitchell Bay – Congress specified entitled to quiet enjoyment, directs USFS to consult and cooperate with Kootznoowoo in the management of Mitchell, Kanalku, and Favorite Bays.
- Federal law outlines responsibilities of USFS to Kootznoowoo, ACA in meeting federal objectives to facilitate compliance with ANILCA.



- Tribes can play a key role, has an eminent domain agreement on federal occupation and use during war, national security, and emergency response? Dept of Military – ACA, Kootznoowoo, and State DOT, National Monument.
- Gilbert's last comments re: federal trustees upholding their obligation and FAA not being involved with USFS/Kootznoowoo relationship
- Newton, Richard G and Madonna L. Moss. 2005. *Haa Atxaayi Haa Kusteeyix Sitee*, Our Food is our Tlingit Way of Life. Excerpts from oral interviews. USDA FS R10-MR-30. March 2005 Revision.
- Native Participation in Land Management Planning in Alaska, Thomas J. Gallagher. *Arctic*. Vol. 41. No. 2. (June 1998). P. 91-98.
- 10/14/1997 U.S. Dept of State Ambassador Kenneth Yalowitz\*
- 4/15/1999 Gilbert's notes re: ANILCA and USFS

CZMA:

- Pay attention to the oral histories and cultural properties identified in the CZMP.
- How will this be addressed in the EIS? Won't be addressed at this time (while CZMP is no longer a program).

Cultural resources:

- To-date: literature review/research and arch field studies were conducted
- Once selected alternative chosen, then more in-depth cultural study would be conducted and tribe/community would be consulted.
- KJ Metcalfe salmon cleaning ponds in tidewater?
- Fish trap locations

**The following letter to Mr. Fred was shared with our team:**

Dear Mr. Fred:

On behalf of the 40<sup>th</sup> Session of The Senior Seminar, I want to thank you for your participation in our recent trip to Alaska. Your involvement as a panelist ensured the success of our initial excursion from Washington to explore American domestic priorities and how they shape foreign policy and national security strategy.

Your insight into the special challenges facing Alaska contributed greatly to the learning process. The Seminar Members especially appreciated your presentation at the outset of the visit and the time you devoted to answering questions. This first discussion framed many of the issues which surfaced repeatedly in other parts of the state. In its evaluation of the Alaska trip, the 40<sup>th</sup> Session unanimously recommended that future visits to the Tongass region allow more time for field visitation, citing its meeting with you as having sparked a special interest in this regard. Every Member of the 40<sup>th</sup> Session left Alaska with a much better understanding of the conflicting interests which make successful management of environmental resources so difficult.

Thank you again for your outstanding support of The Senior Seminar. We look forward to visiting Juneau next year, and hope that your continuing participation will also benefit future Sessions of The Seminar.

Sincerely, Ambassador Kenneth Yalowitz, Dean



## Angoon Airport EIS News and Updates (10/12/11)

FAA is excited to announce that we have completed an update of our Angoon Airport project website. We invite you to visit the new and improved site at [www.angoonairporteis.com](http://www.angoonairporteis.com). **Please remember to refresh your browser to load the latest changes.** We have posted new materials as well, including the latest version of the Project Newsletter, a thank you note to the Angoon Community, the October monthly update, and the results of our technical studies. You can view these by clicking on the links below:

[September 2011 Newsletter](#)

[Thank You Note to the Community](#)

[October Monthly Update](#)

[Technical Reports](#)

We look forward to your feedback on our new look! If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely, Leslie  
Angoon Airport EIS Project Manager



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Alaskan Region Airports Division  
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# ANGOON AIRPORT

## Environmental Impact Statement



## A Message from the FAA

*Hello Angoon Community!*



*The month of September marks our final informal visit to Angoon this year. I would like to thank you for again welcoming Project Coordinator Jamie Young during her July visit. As occurs after each of her visits, I met with the EIS team in the following months to discuss all of the questions, comments, and concerns that you shared with her. We found that*

*the community had many specific questions about the airport project, the proposed airport itself, and the different agencies and stakeholders involved. As with our last newsletter, we have tried to answer as many of your questions as we can in the sections that follow.*

*I am happy that we are able to answer quite a few questions from the community in this newsletter. However, there are almost always some questions that our team is not able to address, even though they involve the airport. Sometimes these questions involve future plans that we can't predict, and sometimes they are outside of the area of FAA responsibility. We don't want to make guesses that could mislead the community, so we didn't address them here. However, we will be clear about which questions we are not able to answer, and whenever possible point you to a different source of information.*

*I would also like to acknowledge that sometimes we answer your questions by explaining that the requested information will be contained in the EIS document. I understand that this can be a frustrating answer to receive when you are seeking information. Please know that we do our best to give you all the information we can as soon as it is available to the public.*

*Finally, I am very pleased to be joining Jamie for our September visit to the community, at which time you will receive this newsletter. I am looking forward to talking with all of you. In particular, I would like to hear your ideas on how we can best keep in touch with you over the winter. We will continue our informal visits in 2012, but we want to continue to communicate with you and hear your ideas and concerns between now and then.*

*Best wishes,*

*Leslie Grey  
FAA Alaskan Region Airports Division  
Angoon Airport EIS Project Manager*

## Questions asked about the Angoon Airport Project during the July Visit

### **Q: Why is the time frame to build the airport so long?**

We understand that many residents of Angoon feel that they have been waiting for this airport for more than three decades—and that it is frustrating to see the airports completed in other small Southeast communities like Kake. While the complete history of the Angoon Airport Project is too long to summarize here, we wanted to point out one important difference between Angoon and these other completed projects: only Angoon requires a proposal to put an airport in a national monument and wilderness area. The fact that the State of Alaska DOT&PF's proposed airport at Angoon is in the Monument–Wilderness Area adds considerations to this project that didn't exist for the other communities. Summaries of these considerations are contained within the March and July newsletters.

## Q: What is going on with the other agencies involved in the EIS?

Many community members asked us questions about the roles and current activities related to the EIS of the State of Alaska DOT&PF, the Forest Service, the City of Angoon, the Angoon Community Association, and Kootznoowoo Inc., and how they are involved in the airport project and National Environmental Policy Act (NEPA) process. Specifically, the community wanted to know what other agencies besides FAA have authority and decision-making abilities in the process. We have explained these roles in the graphic below, with more details following.

AGENCY:	FAA	State of Alaska DOT&PF	Forest Service	City of Angoon	Angoon Community Association	Kootznoowoo, Inc.
<b>ROLE:</b>	Lead agency for EIS and Record of Decision	Project sponsor	Cooperating agency	EIS stakeholder, landowner	Federally recognized tribal government	EIS stakeholder, landowner
<b>WHAT THAT ROLE MEANS:</b>	Oversees preparing EIS; approves airport layout plan	Proposed Alternative 3a to FAA	Either agrees with FAA's EIS and Record of Decision or issues their own	Provides information on plans for land use	Must be consulted with by FAA	Provides input on airport locations, land transactions, depending on selected location
<b>DECISION-MAKING:</b>	Recommends approval or disapproval of ANILCA application, Alternative 3a	Would own and operate airport if constructed	Recommends approval or disapproval of ANILCA application, Alternative 3a	No decision-making role in alternative selection	FAA must consider input, ACA has no decision-making role	No decision-making role in EIS

### Roles and decision-making responsibilities of agencies and stakeholders in the Angoon Airport EIS.

**FAA** is the lead agency for the EIS and the Record of Decision. They oversee the preparation of the EIS and approve any Airport Layout Plan selected through the EIS process. The FAA will also recommend approval or disapproval of the ANILCA Title XI application, if the DOT&PF submits one for one of the airport locations in the Monument–Wilderness Area.

The **State of Alaska DOT&PF** is the project sponsor. They have requested construction funding and approval of the Airport Layout Plan for their proposed airport location (Airport Alternative 3a) from the FAA. The DOT&PF would own, operate, and maintain any airport constructed as a result of the EIS.

The **Forest Service** is a “cooperating agency” in the EIS. They will have to either adopt (agree with) the FAA’s EIS and Record of Decision or issue their own Record of Decision. They also have to recommend approval or disapproval of the ANILCA Title XI application if the State of Alaska DOT&PF submits one for one of the airport locations in the Monument–Wilderness Area.

The **City of Angoon** is a “stakeholder” in the EIS and a landowner. The City provides information about plans for land use, but the City does not have a role in decisions about the selection of an alternative.

The **Angoon Community Association** is the federally recognized tribal government, and the FAA must consult with ACA. The FAA must consider the ACA’s input about issues related to the airport that might affect tribal members, but the ACA does not have a formal decision-making role in the project.

**Kootznoowoo, Inc.** is another stakeholder in the EIS process, as well as a landowner. They provide input about how the different airport alternatives would affect the corporation, and they would be involved in land transactions if an alternative on corporation lands was selected. They do not have a decision-making role in the project.



**Q: We keep hearing rumors that the project may not happen and that funding is an issue. Are these rumors true?**

Our FAA team can assure you that the Angoon Airport EIS project has not been halted for any reason. The EIS project is still going forward. It is not unusual for rumors to circulate concerning the future of such long-term projects, and FAA would inform the community if the EIS project were delayed for any reason. NEPA, which guides our EIS project, does not require that all the details of project funding be established at this point in the process, and it is not unusual for project proponents such as the DOT&PF to continue working toward securing funding during the EIS process.

**Q: Has any long-term planning been done to allow large jets to land in Angoon?**

In earlier stages of the project, the FAA and DOT&PF carried out “aviation plans” for the proposed airport. In this planning process, we looked at the likely demand for air travel in Angoon over the next 15 to 20 years. It was determined from these plans that a 3,300-foot runway would be enough for at least 15 years. After 15 years, it was suggested that a 4,000-foot runway may be needed. Because of this, all of the runways at the alternative airport locations considered in the EIS can be expanded from 3,300 to 4,000 feet. So, the long-term planning that has been done looks out 20 years, and it was determined that there was not a need for an airport that could accommodate large jets in that time.

**Q: Is this project subject to the Roadless Rule?**

We understand that many people are wondering about how the Roadless Rule will influence projects all across Alaska. Fortunately, the Alaska National Interest Lands Conservation Act (ANILCA), Title XI, applies to our project because of the proposed airport locations in the Monument–Wilderness Area. As discussed in more detail in the last two newsletters, if one of the airport locations in the Monument–Wilderness Area is identified as the preferred alternative in the Final EIS, an ANILCA application will be prepared that’s sent with the EIS to the President and Congress for approval. If the EIS and application are approved in this way, then it will be possible to construct the access roads, even under the Roadless Rule. To put it another way, the ANILCA process supersedes the Roadless Rule.

**Q: After the airport is built, will there be fuel containment and contamination prevention plans?**

We understand that a number of community members have expressed concerns about the lakes where coho were found, particularly near airport location Alternative 4, in the Monument–Wilderness Area. Plans to contain and prevent fuel contamination of these lakes from the airport would be premature at this point, since FAA has not selected a preferred alternative. However, you can be assured that any of the airport locations in the Angoon area would be required to have fuel containment and spill prevention plans as part of the permit for construction and operation. The plan would need to include measures satisfactory to protect all water bodies.

**Q: Will aircraft be able to land in Angoon at night?**

Some community members have asked us if the airport runway will have lights for nighttime operation. Our team is very aware of your concerns about medical emergencies that may occur at night. FAA has similar concerns, and addresses these important issues in the upcoming EIS document. At this time, we understand that the runway would have “on-demand” pilot-operated lights. That is, the runway would indeed have lights, but they would not be on all the time. As pilots approach the airport, they would remotely turn on the lights.

**Q: Are there construction drawings for the airport locations that we can see?**

We are right now in the process of preparing airport site plan layouts, which are essentially drawings of the airport, runways, and other facilities at each of the three locations. We are preparing these layouts for the EIS document so that we can understand the environmental, aviation, and engineering components at each of the three sites. Because these site plan layouts are only being used to compare the impacts associated with different locations, they are not the final design plans used to construct an airport. However, you will be able to see these early site plan layouts in the EIS document and get a sense of what the airport facilities would include. The detailed design and construction drawings will not be prepared until after the EIS is complete and a site for the airport selected.



### Q: Why was there *ever* a bridge proposed across Favorite Bay?

In the last (July) newsletter, we discussed why the proposed bridge across Favorite Bay is no longer included in the access alternatives. When we visited the community, some members wondered why it was ever considered in the first place, given sensitivity of the community and other stakeholders to the likely impacts to visual, marine, and subsistence resources. In the early days of our research, the bridge across the bay was considered because it would provide a much shorter route from the Angoon city center to the DOT&PF's proposed airport locations on the Monument–Wilderness Area (Alternatives 3a and 4). We thought it possible that this shorter route would have fewer impacts on wetlands and terrestrial habitat and had the benefit of not crossing Favorite Creek, a salmon stream. As you know, we decided that the impacts would indeed be greater, and we eliminated this route from further consideration.

### Q: Will the “fast ferries” make the Angoon Airport Project unnecessary?

At our last meeting with the community, there was some discussion about the possibility that the Angoon ferry terminal will be renovated to accommodate fast ferries from Sitka. FAA is not able to provide information on any renovations to the terminal, but we wanted to respond to the question of whether Angoon would need a land-based airport if more frequent ferry service became available. Earlier in the “aviation planning” process for the EIS, our team considered the effect fast ferry service would have on the need for an airport in Angoon. The FAA concluded that travel demand for an airport was still high enough to move forward with the EIS, even if fast ferries become available before the airport is built.

### Q: Which of our questions will be answered in the EIS document?

There are a number of questions and topics that were brought up by community members that our team is not able to answer at this time, because we are still working on the EIS. However, we want to give you any information we can. In the next edition of the newsletter we will provide more information about questions you raised such as impacts to private landowners and how and why alternative airport locations were eliminated.

### Q: Which of our questions can't FAA answer, and who can?

We know how frustrating it can be to not get the answers to your questions. We want you to know that we heard all of your questions and concerns, even the ones that are outside of our jurisdiction. As with the previous question, in the next edition of the newsletter we will discuss some of these topics, such as employment opportunities for community members resulting from the proposed airport, the relative expense of water and land based air travel, and fire and safety concerns.



### Q: How can I stay involved?

Good question! We would like your feedback on the best way to keep in touch with you over the winter. We will continue to discuss options with you at community meetings, and through paper and electronic mailers. As always, you can submit comments online through our website, [www.angoonairporteis.com](http://www.angoonairporteis.com), or you can contact Leslie Grey, the FAA project manager listed here. We will be in touch with the community at important milestones in the project, as well as at other times just to check in.

### How to Contact Us

If you have any questions about the proposed project or the EIS, please, contact:



#### FAA Project Manager

Leslie Grey – AAL 614  
Angoon Airport EIS  
222 West 7th Avenue  
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Anchorage, AK 99513-7587  
Phone: 907-271-5453  
Fax: 907-271-2851  
E-mail: [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)



October 2011

### FAA Thank-you to the Angoon Community

Dear Angoon Community,

It is hard to express how grateful and pleased I am to have had the chance to visit with the community on September 21. As you probably remember, the weather was rough that day, and we had a bumpy ride in the seaplane! Many of you reminded me that you have a lifetime of bumpy rides to and from Angoon behind you. For me, hearing your stories highlighted the importance of our airport EIS project to the community.

This is one of the reasons we have held these informal meetings this summer—to let you know that we are still working hard on the project, and we are following the timelines and processes that the National Environmental Policy Act (NEPA) requires of us. We know that many people feel that “the process takes too long.” We understand this feeling, and we want you to know that we are following the laws and processes quickly and responsibly, so that our part of this larger airport project is done well.

As we have in the past, the comments and questions you raised during our visit will be discussed in detail in our next project newsletter, which will be available in December 2011. Some of the topics we heard from you that will be discussed and presented are



- new ways to share information with the Angoon community, such as creating a Facebook page for the project and making hard copies of reports available for review in a public location;
- a refresher on airport location alternatives—how were they selected, whether they have changed or will change, and the meaning of the “no action” alternative; and
- explanations of the results of the noise and wind studies conducted on Angoon.

In addition to these topics, we are working on the answers to past questions about issues that will be covered in detail in the EIS document. We will continue with our informal visits to the community in 2012. Early in the year we will send out a 2012 visit calendar, so that you will know when to expect us.

We hope you have a wonderful winter season, and we are looking forward to seeing you again next year!

Best regards,

Leslie Grey

FAA Alaskan Region Airports Division  
Angoon Airport EIS Project Manager



## October 2011 Project Update

We have seen a great deal of activity in the previous month! On September 21, FAA Project Manager Leslie Grey and EIS team members Jamie Young and Liz Perry [visited Angoon](#) to talk informally with Angoon community members about the airport. We also delivered the [September newsletter](#) and discussed concerns and questions with the community. We stopped for lunch at the Angoon enior Center and talked with many of the elders. It is wonderful to hear their long perspectives on life in the community.



It was a stormy day on Angoon, and the seaplanes were unable to fly that afternoon. We ended up staying the night on the Island, and had a chance to visit more with Angoon visitors and residents on our way back the next day.



We have also recently completed and posted the [technical reports](#) summarizing the results of our field studies. These reports contain detailed scientific information concerning the resources in and near the different airport location alternatives.



Finally, we have also updated the look and feel of our website, and we added a great deal of new information, pictures, and graphics to nearly every section. We invite you to take a tour, and we welcome your feedback on our new and improved look!



Best regards,

Leslie Grey

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# ANGOON AIRPORT

## Environmental Impact Statement



## *Angoon Airport EIS Public Meeting*

*The FAA invites you to attend a public meeting where we will provide the preliminary results of the natural and cultural resources fieldwork conducted in the Angoon area this summer as part of the Angoon Airport Environmental Impact Statement (EIS) project.*


*The meeting will be held on November 19 from 7:00 to 8:30 PM at the Angoon Community Center.*

*We hope to see you there!*

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For additional information, contact: **Leslie Grey** - AAL 614, FAA Project Manager; Angoon Airport EIS; 222 West 7th Avenue, Box #14; Anchorage, AK 99513-7587, or visit our website at: [www.angoonairporteis.com](http://www.angoonairporteis.com).






**Angoon Airport EIS News and Updates (11/22/11)**

FAA is pleased to announce that we have posted our November Monthly Update for the Angoon Airport EIS project. You can view the update by visiting the website at [www.angoonairporteis.com](http://www.angoonairporteis.com) or by clicking on the link below:

[November Monthly Update](#)

If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely, Leslie  
Angoon Airport EIS Project Manager



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## November 2011 Project Update

These winter months are busy for the Angoon EIS Team, as our writers work on the task of transforming the data we collected and summarized in our [technical reports](#) into the chapters of the [environmental impact statement](#). If you have a chance to look through these reports, you will notice that they are written by scientists and specialists with very specific expertise in areas such as aquatic biology, hydrology, wildlife, and noise. It is the job of these scientists to design solid research methods and give us the best available science to work with. Our EIS writers, on the other hand, have the job of "public disclosure," which is the purpose of the [National Environmental Policy Act](#).



What does this mean to you? It means that right now our NEPA writing team is working to present information in our EIS document about the existing environment of Angoon and the possible effects of the airport project on that environment in an understandable way. For our project, this means that we are developing graphic representations of the environmental impacts of different airport alternatives, and working to describe this in plain language. We will continue this work throughout the winter months and beyond, to meet our goal of releasing the Draft EIS to the public in 2012.



As you know, our most recent visit to the Angoon community was in [September](#). We are not able to travel to Angoon over the winter, but we are committed to keeping in contact with our friends and colleagues in the community. During our last visit, we asked many community members for feedback on the best way to stay connected between visits. We got some great suggestions! For example, we were told that many people use [Facebook](#) to keep in touch and share information. In January, we will launch the Angoon Airport EIS Facebook page, where we will post regular status updates. We hope this will make it easy for you to exchange messages with our team and share your input. In addition, we will continue with our e-mail and hard-copy mailings of flyers and newsletters over the winter. As it gets closer to the spring, we will share our 2012 community visit calendar. If you have any questions or ideas to share, please call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).



We hope you have a wonderful winter season!

Best regards,

Leslie Grey

Angoon Airport EIS  
Document 0680



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**Angoon Airport EIS News and Updates (12/30/11)**

FAA is pleased to announce that we have posted our December Monthly Update and December Newsletter for the Angoon Airport EIS project. You can view the update and the newsletter by visiting the website at [www.angoonairporteis.com](http://www.angoonairporteis.com) or by clicking on the links below:

[December Monthly Update](#)

[December Monthly Newsletter](#)

If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely, Leslie  
Angoon Airport EIS Project Manager



**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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## December 2011 Project Update

While the holiday season is upon us, our Angoon Airport EIS team has been continuing with the task of writing the Draft [Environmental Impact Statement](#). These winter months are critical for keeping to our project schedule and meeting our goal of releasing a Draft EIS to the public in the Fall of 2012. In our [November Monthly Update](#), we described the writing process that our team is currently undertaking. This month, I wanted to introduce you to some of our team members that are currently working with me every day to move the project forward.

**Amanda Childs**, shown below, is my right hand in the daily management of the project, and directs our team of technical experts, writers, and editors. Amanda is an Environmental Planner with many years of experience seeing [NEPA](#) projects through to completion. Together we review every aspect of the EIS as it is written to ensure we have met all the necessary requirements. Amanda is shown here working on the EIS from her office in Portland, and she travels to Anchorage for team meetings as well.



Another key member of our team is **Brian Brettschneider**, shown below just before he rode along on a [helicopter flight over Angoon](#). Brian's specialty is Geography, and he works on the many maps and other forms of geographic information and data that are necessary for the EIS. Brian also maintains our website ([www.angoonairporteis.com](http://www.angoonairporteis.com)) from his office in Anchorage, making sure the information we provide to the public is accurate and up-to-date.



This month we have released our final newsletter of 2011. The [December Newsletter](#) is posted to the website, and provides a summary of what our team learned from our visits and conversations with Angoon community members throughout the year. You can find all of the newsletters published in 2011 on the website under [Newsletters and Updates](#).

I am pleased to be coming to the end of a very productive year for the Angoon Airport EIS project, and thankful for the input and support that we received this year from stakeholders, the Angoon community, the public, and our team.

If you have any questions or ideas to share, please call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

I wish you a peaceful holiday season!

Best regards,

Leslie Grey

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## A Message from the FAA



*Dear Angoon Community,*

*As 2011 draws to a close, I find myself reflecting on the contact our EIS team has had with you this year and the tremendous value of those visits and conversations to the project. As with most EIS projects, the team members spend much of their time analyzing data, writing reports and chapters, and completing assignments. This work is, of course, essential to the success of the project, but as you can imagine, most of it takes place in front of a computer screen, on the telephone, and at a desk far away from the physical location of Angoon where the airport is proposed. I believe that it is important for our team to have perspective and keep firmly in mind the real people and physical environment behind this project. It has been particularly meaningful for us to hear firsthand the questions, ideas, and even frustrations of Angoon community members throughout the year.*

*I chose the picture above because it was taken as we waited for our flight to Angoon in September. As you recall, we announced in the spring of this year that we would begin to send a representative of the project team to the Angoon community every other month during the summer and early fall to hold informal meetings. This was a “new” approach – usually the EIS team only comes to the community when there is an “official” meeting required by a regulatory process. Our team decided to take this approach because it had been a long time between official meetings. I was receiving phone calls and other*

*correspondence from the community, and I knew that people were concerned about the status of the project. In response, we released our community visit calendar, letting people know when we would be coming to visit. We sent flyers with pictures and more information as our visit times drew near.*

*In May, July, and September our Project Coordinator, Jamie Young, came to the community to talk with you, provide information, and bring your input back to me and FAA. I was thrilled to be able to come to the community myself for our September visit, and to reconnect with my friends in Angoon. We spent the day talking with people at the community center and the senior center—the weather that day drove many people indoors to visit with us and kept us in Angoon for the night as well. The onset of fall and winter weather was a pointed reminder of the importance of this airport project to so many of you. As we chatted about our cancelled seaplane flights that day, many stories were told about the challenges of getting to and from the community.*

*This year, we have written a newsletter after each community visit in order to address the questions and comments that came up. We will continue this practice into 2012. Newsletters in the beginning of next year will focus on the issues and questions that have been regularly brought up in meetings and conversations with community members. For this final newsletter of 2011, we wanted to do something a little different. The sections that follow focus on what we learned from you in 2011 and what we will do with the information we learned in the coming year. It is important to me that you know your concerns are heard and taken into account. I am very grateful for your input and questions, as this helps us build a better EIS document. As always, if you have ideas, topics, or questions that you would like to see addressed in this newsletter or elsewhere, please let me know. I hope you have a wonderful holiday season and New Year!*

*Best wishes,*

*Leslie Grey  
FAA Alaskan Region Airports Division  
Angoon Airport EIS Project Manager*

## What did FAA and the Angoon Airport EIS team learn from the members of the Angoon Community in 2011?

Throughout the year, we learned directly from community members that they have concerns, ideas, and comments about a wide range of issues. The EIS team has heard your concerns, and we will continue to document them, talk with you about these issues, and address them in the EIS document, newsletters, and community meetings.

The following lists themes and topics of concern to the Angoon Community in 2011, shown with pictures taken this year of our Team visits with the community. Thank you for welcoming our Team!



### Economics:

*unemployment, job creation, timber harvesting, employment opportunities, long-range community planning, future economic and community development, hydroelectric projects, maximizing economic potential of the airport roads and runways, land acquisition*



### Cultural Resources:

*preservation of Tlingit culture, oral histories, locations of cultural resources on the island, sensitivity of resources in and near proposed airport locations, cultural differences*



### Subsistence:

*hunting, hunting ranges, hunting rules and restrictions around the airport, fuel contamination of fish resources, plants of importance to the community, subsistence interviews conducted with elders and other community members*





## Aviation:

*size and types of aircraft, navigational equipment, insurance, fare prices, runway lights, nighttime medical emergencies, helicopter landing sites, medevac jets, long-range planning for jets, relative expenses of land- and water-based aircraft, runway lengths*



## The Airport:

*who controls the airport, long-term maintenance, safety, emergency response, fire, power, buildings, facilities*



## The EIS:

*public comment periods, sharing information with the community, time frames, schedules, agencies, stakeholders, roles and responsibilities, noise, wildlife, critical habitat, stormwater, wind, ANILCA Title XI*



## Airport Location Alternatives:

*original range of alternatives, current alternatives, rationales for eliminating previous alternatives, pros and cons of current alternatives, proposed action, no action alternative*

## What will we do with what we've learned?

Collecting and documenting your concerns and input is a critical step, but we understand that you want answers and action as well. The following describes some of the steps we are taking now and in 2012 to ensure that you have the information you need and that important issues are taken into account in the EIS process.

**Incorporating concerns into the EIS:** We document your concerns very carefully and compare them against our reports, EIS chapters, and data to ensure that we are covering all of our bases in our descriptions of the environment and resources affected by this project and our evaluation of possible effects of the project. We are also keeping track of the areas of particular concern for community members as we compile the document. In this way, we will be prepared to help you find the information you are most interested in when the draft EIS is ready for your review.

**Enhancing our newsletters:** As you know from previous newsletters, when we learn of your concerns, we address them in a "question and answer" format if possible. Some concerns are more complex, and we develop tables and graphics to explain them. When the same questions come up again and again, we often address them multiple times in different ways, as people understand and process information in different ways. In 2012, we plan to develop "special topic" newsletters that focus on more complex questions that often come up repeatedly, such as how airport location alternatives were chosen.

**Joining Facebook:** Newsletters, flyers, and visits allow us to respond to your questions quickly. We will continue to use these tools in 2012, and we will add new ones. For example, during our last community visit we were told that many community members use Facebook to keep in touch with friends and relatives and to learn about events. In response to this feedback, in January we will launch the Angoon Airport EIS Project Facebook page, where we will post real-time updates on the progress of the EIS, answer your questions, respond to your posts, and share pictures, website links, schedule updates, and other information about the project.

## How can I stay involved?

Our team is very interested in your feedback throughout the life of the project, and we are always interested in your thoughts on the best way to keep in touch with the community. We will continue to discuss options with you at community meetings, and through paper and electronic mailers. As always, you can submit comments online through our website, [www.angoonairporteis.com](http://www.angoonairporteis.com), or you can contact Leslie Grey, the FAA project manager listed here. We will be in touch with the community at important milestones in the project, as well as at other times just to check in.

## How to Contact Us

If you have any questions about the proposed project or the EIS, please, contact:



### FAA Project Manager

Leslie Grey – AAL 614  
Angoon Airport EIS  
222 West 7th Avenue  
Box #14  
Anchorage, AK 99513-7587  
Phone: 907-271-5453  
Fax: 907-271-2851  
E-mail: [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

## Lara Bjork

---

**From:** Jamie C. M. Young  
**Sent:** Tuesday, January 10, 2012 10:23 AM  
**To:** Lara Bjork  
**Subject:** for the Angoon Airport EIS Admin Record: HazMat/Solid Waste personal communication

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Lara, FYI: yesterday (1/9/2012) Angoon mayor, Albert Howard, confirmed that we accurately reflect the City's plan re: the landfill relocation in our EC portion of HazMat, ie. the City's relocation plans are on hold, pending the outcome of this EIS. No edits necessary to this portion of the doc at this time. Thanks, Jamie

**Jamie C. M. Young**  
Natural Resources Specialist

**SWCA Environmental Consultants**  
317 Forest Park Drive  
Ketchikan, Alaska 99901  
P 907.220.9016 | C 907.821.0404 | F 907.279.7922



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## Lara Bjork

---

**From:** Jamie C. M. Young  
**Sent:** Tuesday, January 17, 2012 1:38 PM  
**To:** peter.naoroz@gmail.com  
**Cc:** sharonlove65@gmail.com; Lara Bjork; Leslie.Grey@faa.gov; Elizabeth Perry; Amanda Childs  
**Subject:** Angoon Airport EIS: updating the Socioeconomics section of the EIS

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Thanks again for briefly visiting with me, Peter. Here's what our Angoon Socioeconomics Technical Report stated regarding those lots that we discussed:

*"Kootznoowoo, Inc. has distributed 629 private lots in 10 subdivisions through a corporation shareholder homesite program authorized under ANILCA, and titles to these lots will be conveyed to the private owners from the corporation in early 2010 (personal communication, Naoroz 2009)."*

And based on our discussion today, we would update this to say:

*"Kootznoowoo, Inc. has distributed 629 private lots in 10 subdivisions through a corporation shareholder homesite program authorized under ANILCA, and titles to these lots were conveyed to the private owners from the corporation in early 2010 (personal communication, Naoroz 2012)."*

Please revise the 2<sup>nd</sup> sentence, if you feel that it inaccurately reflects your statement. Thank you again for your time.  
Sincerely, Jamie

**Jamie C. M. Young**  
Natural Resources Specialist

**SWCA Environmental Consultants**  
317 Forest Park Drive  
Ketchikan, Alaska 99901  
P 907.220.9016 | C 907.821.0404 | F 907.279.7922



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**Lara Bjork**

---

**From:** Angoon Airport EIS [maillist@angoonairporteis.com]  
**Sent:** Tuesday, January 24, 2012 5:32 PM  
**To:** Angoon Airport EIS  
**Subject:** Angoon Airport EIS News & Announcements



### **Angoon Airport EIS News and Updates (1/24/12)**

FAA is excited to announce that we have launched the Angoon Airport EIS Facebook Page! Please visit our page for regular updates and to keep in touch with our project team:

[Angoon Airport EIS Facebook Page](#)

We hope you will "like" us on Facebook, and that our new page will help you stay informed about the project! As always, you can find all of our project updates and other information at [www.angoonairporteis.com](http://www.angoonairporteis.com) as well. If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely, Leslie  
Angoon Airport EIS Project Manager



**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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response.





## January 2012 Project Update

It has been a busy first month of the year for our Angoon Airport EIS team! As we reported in December, the team is composing the chapters of the [Draft Environmental Impact Statement](#), and in particular, evaluating the possible effects of the different proposed airport alternatives on Angoon's resources. Our EIS writers use large amounts of data that have been previously collected and summarized in our [Technical Reports](#). In January, we posted two additional reports to the website - [Socioeconomics](#) and [Land Use](#). You can read these reports yourself by following these links, and review the information that is used by our team to complete the Draft EIS.

In our [December Monthly Update](#), we introduced two of our EIS team members. We will continue to profile team members in the coming months. This month, we were excited to launch the [Angoon Airport EIS Facebook Page](#)!



Not all EIS projects maintain a Facebook Page. The decision to create and launch one for the Angoon Airport EIS came out of our informal meetings and conversations with Angoon community members. On our last visit to Angoon before the winter weather set in, we asked people for their opinions on the best way to keep in touch with the community when we are not able to visit in person. While we send out email and website announcements, and mail hard-copies of newsletters and flyers, we wondered if there was anything else the team could be doing to keep up with our relationships and conversations. Some members of the community told us "Try Facebook! Many of us are on Facebook." We were pleased and grateful for the idea, and very

excited at the possibility of keeping in touch using social media.

If you are not able to access Facebook, rest assured that all of the information about the EIS that is posted there is also available on our website. Our hope is that you will show us you have visited by hitting the "Like" button, and share thoughts or questions on our posts.



I am excited to be starting a new and productive year for the Angoon Airport EIS project. If you have any questions or ideas to share, please call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Wishing you a wonderful start to 2012!

Best regards,

Leslie Grey

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Lara Bjork

---

**From:** Angoon Airport EIS [maillist@angoonairporteis.com]  
**Sent:** Tuesday, January 31, 2012 3:00 PM  
**To:** Angoon Airport EIS  
**Subject:** Angoon Airport EIS News & Announcements



### Angoon Airport EIS News and Updates (1/31/12)

FAA is pleased to announce that we have uploaded two new technical reports to our website - [Socioeconomics](#) and [Land Use](#). You can view these reports and others by clicking on the link below:

[Angoon Airport EIS Technical Reports](#)

Don't forget to hit the "refresh" button on your browser if you regularly visit our page, so that you can make sure you are seeing our latest updates.

As always, you can find all of our project updates and other information at [www.angoonairporteis.com](http://www.angoonairporteis.com) as well. If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely,  
Leslie

Angoon Airport EIS Project Manager



**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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**Lara Bjork**

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**From:** Angoon Airport EIS [maillist@angoonairporteis.com]  
**Sent:** Wednesday, February 01, 2012 11:16 AM  
**To:** Angoon Airport EIS  
**Subject:** Angoon Airport EIS News & Announcements

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



### **Angoon Airport EIS News and Updates (2/1/12)**

FAA is pleased to announce that we have posted the Angoon Airport EIS January Monthly Update on our website. You can access it by clicking on the link below:

[January Monthly Update](#)

Don't forget to hit the "refresh" button on your browser if you regularly visit our page, so that you can make sure you are seeing our latest updates.

As always, you can find all of our project updates and other information at [www.angoonairporteis.com](http://www.angoonairporteis.com) as well. If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely,  
Leslie

Angoon Airport EIS Project Manager



**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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## January 2012 Project Update

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Not all EIS projects maintain a Facebook Page. The decision to create and launch one for the Angoon Airport EIS came out of our informal meetings and conversations with Angoon community members. On our last visit to Angoon before the winter weather set in, we asked people for their opinions on the best way to keep in touch with the community when we are not able to visit in person. While we send out email and website announcements, and mail hard-copies of newsletters and flyers, we wondered if there was anything else the team could be doing to keep up with our relationships and conversations. Some members of the community told us "Try Facebook! Many of us are on Facebook." We were pleased and grateful for the idea, and very excited at the possibility of keeping in touch using social media.

If you are not able to access Facebook, rest assured that all of the information about the EIS that is posted there is also available on our website. Our hope is that you will show us you have visited by hitting the "Like" button, and share thoughts or questions on our posts.



I am excited to be starting a new and productive year for the Angoon Airport EIS project. If you have any questions or ideas to share, please call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Wishing you a wonderful start to 2012!

Best regards,

Leslie Grey

**Lara Bjork**

---

**From:** Angoon Airport EIS <maillist@angoonairporteis.com>  
**Sent:** Friday, March 16, 2012 2:50 PM  
**To:** Angoon Airport EIS  
**Subject:** Angoon Airport EIS News & Announcements



### **Angoon Airport EIS News and Updates (3/16/12)**

FAA is happy to announce that we have posted the Angoon Airport EIS February-March Website Update. Please click on the link below to view the update:

[February-March Monthly Update](#)

Please visit our web page at [www.angoonairporteis.com](http://www.angoonairporteis.com) and our Facebook page at:

[Angoon Airport EIS Facebook Page](#)

If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely,  
Leslie

Angoon Airport EIS Project Manager



**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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## February - March 2012 Project Update

### *Help us Connect to the Angoon Community*

An important part of the [National Environmental Policy Act \(NEPA\)](#) process is public involvement and community outreach. It is particularly important to us to be able to reach the members of the Angoon Community with information about this project, and keep in contact. Connecting with people in remote areas of Alaska is always a challenge, and we are constantly on the lookout for ways to keep in touch beyond our in-person visits.

Last month, we launched the [Angoon Airport EIS Facebook Page](#). We decided to do this after conversations with Angoon community members who told us that many people are on Facebook. After monitoring the page over the last month, we found that we didn't have as much traffic on the page as we had hoped.

The Angoon EIS team wants to do everything possible to reach the community. After reviewing our email lists, we would like make additional efforts to add the email addresses of community members and make sure that everyone knows where to go for information between visits!

To help us reach as many people as possible, **please forward this message to Angoon Community members with email and internet access!**

If you are on [Facebook](#), just type Angoon Airport EIS into your search and view and "like" our page!

Please contact us and we will add you to our list! Just email [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov) or [jyoung@swca.com](mailto:jyoung@swca.com) and ask to be added to our distribution list. As always, if you have any questions or ideas to share, please call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov). Thank you for your help in keeping us connected to the Angoon Community!

Best regards,

Leslie Grey

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## Lara Bjork

---

**From:** Amanda Childs  
**Sent:** Monday, April 09, 2012 3:11 PM  
**To:** Lara Bjork  
**Subject:** FW: Angoon year of operations

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**From:** "Skagerberg, Verne R (DOT)" <[verne.skagerberg@alaska.gov](mailto:verne.skagerberg@alaska.gov)>  
**Date:** March 27, 2012 12:27:08 PM PDT  
**To:** [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)  
**Cc:** Amanda Childs <[amandawchilds@me.com](mailto:amandawchilds@me.com)>, "Carroll, Lawrence P (DOT)" <[pat.carroll@alaska.gov](mailto:pat.carroll@alaska.gov)>, "Schempf, Janet E (DOT)" <[janet.schempf@alaska.gov](mailto:janet.schempf@alaska.gov)>, "Gendron, Jane D (DOT)" <[jane.gendron@alaska.gov](mailto:jane.gendron@alaska.gov)>  
**Subject: RE: Angoon year of operations**

Hi Leslie,

Just confirming our conversation in which I agreed to your "worst case" schedule that has operations beginning in 2019. We hope to get there sooner, but I don't believe that it will take longer.

Regards,  
Verne

-----Original Message-----

**From:** [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov) [[mailto:Leslie.Grey@faa.gov](mailto:mailto:Leslie.Grey@faa.gov)]  
**Sent:** Tuesday, March 27, 2012 10:54 AM  
**To:** Skagerberg, Verne R (DOT); Carroll, Lawrence P (DOT)  
**Cc:** Amanda Childs; [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)  
**Subject:** Fw: Angoon year of operations

Hi Verne and Pat,

I left a detailed voicemail for both of you. Please respond as soon as possible on the year of operation information - we need it to run models and the write-ups for 3 different sections of the EIS.

Also, our monthly telecon is scheduled for Wednesday April 11 at 10 am, I need to request a change due to another meeting I cannot change, my apologies. We can have it that afternoon, or anytime on Thursday or Friday. Please let me know your preference.

I hope to hear from you today on the year of construction information.  
Thanks so much, Leslie

Leslie A. Grey



Environmental Protection Specialist  
FAA - Alaskan Region, Airports Division  
907-271-5453

----- Forwarded by Leslie Grey/AAL/FAA on 03/27/2012 10:49 AM -----

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| From: |  
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|Leslie Grey/AAL/FAA  
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|AAL-601, Airports Division  
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| To: |  
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|[pat.carroll@alaska.gov](mailto:pat.carroll@alaska.gov), "Skagerberg, Verne R (DOT)"  
<[verne.skagerberg@alaska.gov](mailto:verne.skagerberg@alaska.gov)>  
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|Leslie Grey/AAL/FAA@FAA, [achilds@swca.com](mailto:achilds@swca.com)  
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|03/23/2012 09:37 AM  
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| Subject: |  
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|Fw: Angoon year of operations  
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Verne and Pat,  
Sorry to pester, when you get a moment, can you let me know if you have any changes to the "year of operation" information below? Thanks so much!  
Best regards, Leslie

Leslie A. Grey  
Environmental Protection Specialist  
FAA - Alaskan Region, Airports Division  
907-271-5453

----- Forwarded by Leslie Grey/AAL/FAA on 03/23/2012 09:34 AM -----  
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|Leslie Grey/AAL/FAA  
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|AAL-601, Airports Division  
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|"Skagerberg, Verne R (DOT)" <[verne.skagerberg@alaska.gov](mailto:verne.skagerberg@alaska.gov)>,  
[pat.carroll@alaska.gov](mailto:pat.carroll@alaska.gov)  
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|Leslie Grey/AAL/FAA@FAA, Mike Edelman/AAL/FAA@FAA, [achilds@swca.com](mailto:achilds@swca.com)  
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|03/21/2012 10:10 AM  
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|Angoon year of operations  
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Verne and Pat,

We need to make some assumptions regarding the year the airport would be in operation for the EIS noise, air quality and socio sections. Please validate or provide your suggestions.

Although there are differences in schedule between a selection of 12a vs 3a (ANILCA / land acquisition) are different, we've grouped them together - anyone of the land items could take awhile.

We are making assumptions for the more worst case scenario. We are also assuming DOT would have secured the funding for the 3a road.

EIS completed / ROD issued - completed 2013  
Property acquisition/ ROW/land transfers/ANILCA - completed 2016  
Construction starts - 2017, two seasons of construction (winter shut down)  
Construction completed 2019  
Year of operation (to be used in EIS) 2019

Let me know if you have any questions. I look forward to your review and response. Leslie

Leslie A. Grey  
Environmental Protection Specialist  
FAA - Alaskan Region, Airports Division  
907-271-5453

# STATE OF ALASKA

**SEAN PARNELL, GOVERNOR**

**DEPARTMENT OF TRANSPORTATION  
AND PUBLIC FACILITIES**  
*Southeast Region Director's Office*

PO Box 112506  
JUNEAU, ALASKA 99811-2506

FAX: (907) 465-2018  
PHONE: (907) 465-1763

April 4, 2012

Leslie Grey  
FAA Alaska Region, Airports Division  
222 W. 7th Ave., #14  
Anchorage, Alaska 99513-7587

Dear Ms. Grey,

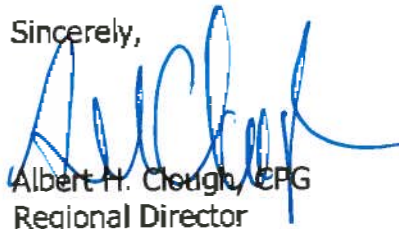
In a recent meeting concerning the status of the Angoon Airport Environmental Impact Statement, you asked about our plans to obtain funding for the access road. We understand your interest in having the funding issue settled to ensure a viable project at the completion of the EIS.

It is our intention to obtain funding for most of the access road from sources other than the Airport Improvement Program, although we feel that some portion of the road, the part that falls within the airport boundary for example, will be eligible for AIP funding. Because the amount of funding available from the various sources available to us is hard to project in today's budget climate, we are unable to tell you what portion of the road's cost we anticipate coming from each. However, as you know, the FHWA will probably be a primary source and the mutually exclusive NEPA requirements of the FAA and FHWA make it impossible for us to program highway funds at this point in the process; to do so would likely derail the current study and cause significant delays in the project.

We understand that the EIS you are preparing is intended to be sufficient to satisfy FHWA's NEPA requirements when it becomes appropriate for us to pursue funding for the road. Assuming that it does meet FHWA's needs, we anticipate that it should suffice for all NEPA purposes.

If you have any other concerns regarding this issue, please don't hesitate to let us know.

Sincerely,



Albert H. Clough, EPG  
Regional Director

cc: Andy Hughes  
Verne Skagerberg



# STATE OF ALASKA

**DEPARTMENT OF NATURAL RESOURCES**  
**DIVISION OF PARKS & OUTDOOR RECREATION**  
**OFFICE OF HISTORY AND ARCHAEOLOGY**

RECEIVED

APR 30 2012

SEAN PARNELL, GOVERNOR

550 WEST 7<sup>TH</sup> AVENUE, SUITE 1310  
ANCHORAGE, ALASKA 99501-3565

PHONE: (907) 269-8721

FAX: (907) 269-8908

April 26, 2012

File No.: 3130-1R FAA  
3330-6 SIT-00302

Leslie A. Grey  
FAA Project Manager  
Angoon Airport EIS  
AAL-614  
Alaskan Region Airports Division  
222 West 7<sup>th</sup> Avenue, #14  
Anchorage, AK 99513

Subject: Determination of Eligibility for the Favorite Bay Garden Site (SIT-00302), Angoon Airport Project

Dear Ms. Grey:

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated April 12, 2012) on April 16, 2012.

Following our review of the documentation provided, we concur with your determination that site SIT-00302 is **eligible** for the National Register of Historic Places (NRHP).

Thank you for the opportunity to comment. We look forward to continued consultation on the subject undertaking. Please contact Shina duVall at 269-8720 or [shina.duvall@alaska.gov](mailto:shina.duvall@alaska.gov) if you have any questions or if we can be of further assistance.

Sincerely,



Judith E. Bittner  
State Historic Preservation Officer

JEB:sad



# ANGOON AIRPORT

## ENVIRONMENTAL IMPACT STATEMENT



Hello Angoon Community!

As part of our outreach to the Angoon community this Spring and Summer, we are sending out newsletters, updating the website, and planning visits. As we prepare to send out information about the Angoon Airport EIS, we want to be sure that we have the latest contact information for all community members who wish to receive updates. These postage-paid cards should make it easy for you to send us your email and mailing addresses. This way, we can keep you informed of project updates and our upcoming community visits.

Please fill out and mail these cards back to us when you have a moment, to help us keep in touch! You can also visit our website at [www.angoonairporteis.com](http://www.angoonairporteis.com), and "like" us on Facebook at <http://www.facebook.com/AngoonAirportEIS>. While you're there, we hope you'll post any comments and questions you may have.

We look forward to seeing our friends in the community this summer, and reporting on the progress of the EIS. If you have any questions or comments, feel free to call me at (907) 271-5453 or email me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely,

Leslie Grey, Angoon Airport EIS Project Manager  
Federal Aviation Administration



We want to stay in touch with the Angoon Community!

Please write in your name, email address, and mailing address in the spaces provided below. The Angoon EIS Team will make sure that you receive newsletters, project updates, visit calendars, and any other important information about the project.

Just drop this postage-paid card in the mail. We look forward to hearing from you!

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Leslie Grey  
Angoon Airport EIS  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587

**From:** Angoon Airport EIS <maillist@angoonairporteis.com>  
**Sent:** Monday, May 14, 2012 3:41 PM  
**To:** Angoon Airport EIS  
**Subject:** Angoon Airport EIS News & Announcements



### Angoon Airport EIS News and Updates (5/14/12)

FAA is pleased to announce that we have posted the May Website Project Update our Angoon Airport project website. We invite you to visit the site at [www.angoonairporteis.com](http://www.angoonairporteis.com). You can view the update by clicking on the link below:

[May Monthly Update](#)

Please visit our web page at [www.angoonairporteis.com](http://www.angoonairporteis.com) and our [Angoon Airport EIS Facebook Page](#) for project information and updates. Remember to "like" the page.

If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely,  
Leslie

Angoon Airport EIS Project Manager



**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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## May 2012 Project Update

### ***Community outreach postcards mailed to the Angoon Trading Company***

Hello Angoon Community! We hear that there have been some nice spring days in Angoon, but that rainy weather has returned. It is always wonderful to talk with people in the community and hear the local news.

We have been reaching out by phone the past couple of weeks in order to organize a paper mailing to you from the Airport EIS team. Postage-paid community outreach postcards are scheduled to arrive at the Angoon Trading Company the week of May 14. The postcards will be at the cash registers. We hope that you will grab one after you shop, or stop by and just pick one up. Please fill them out with your current contact information and drop it in the mail. We will use the contact information that we receive on these cards to update our project mailing list, and make sure that we are connected to you!



Front of postcard



Back of postcard

People on our mailing list will receive the following by e-mail and/or mail:

- [Project newsletters](#)
- EIS schedule and status updates

Also, we've been building our Facebook network of Angoon friends. Please continue to share the [Angoon Airport EIS Facebook page](#) with your friends. We will be updating it regularly. We welcome your thoughts and participation on our page!

We look forward to hearing back from you via the postcards, email, or over the phone. If you have any questions regarding our community outreach efforts, or the status of the project, please contact me! As always, if you have any questions or ideas to share, please call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov). Thank you for your interest in the project!

Thank you for your help in keeping us connected to the Angoon Community!

Best regards,

Leslie Grey



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[Home](#)

[Contact Us](#)



## Lara Bjork

---

**From:** Jamie C. M. Young  
**Sent:** Tuesday, July 17, 2012 11:06 AM  
**To:** Lara Bjork  
**Cc:** Greg Swenson  
**Subject:** Angoon Admin Record: HazMat email

DOCUMENT TYPE: Email

DATE: 5/18/2012

TITLE: RE: Existing hazmat--q for the mayor

AUTHOR: Jamie Young, SWCA

RECIPIENT: Greg Swenson, SWCA

SUMMARY: Clarifications from Jamie Young's 5/18/12 conversation with the Angoon Mayor, Albert Howard, regarding hazardous materials stockpiling in Angoon, and the status of the City's barge landing improvement plans.

FILE LOCATION: attached to this email

FOLDER FOR FILING: 6g, Notes and Correspondence

-----Original Message-----

**From:** Jamie C. M. Young  
**Sent:** Tuesday, May 22, 2012 12:35 PM  
**To:** Amanda Childs  
**Cc:** Greg Swenson  
**Subject:** RE: Existing hazmat--q for the mayor

Hey guys, I spoke with the mayor, here's what I found out:

1. Hazardous materials are stockpiled at the landfill and then periodically barged away from Angoon. I asked several times WHERE, but didn't get this answered. Contaminated fuel is gathered in a barrel and then barged away. (Car) Batteries are typically freighted away by Angoon Trading Co. (local grocery store), 'cuz there's some money to be made from their disposal? Main point = stockpiling at landfill and then barging away.
2. the barge landing improvements: the \$ that Angoon received is for the planning and design. They hope that having these will help them apply for \$ for permitting and they want to have the improvements completed within the next two years.

-----Original Message-----

**From:** Jamie C. M. Young  
**Sent:** Tuesday, May 15, 2012 1:41 PM  
**To:** Amanda Childs  
**Cc:** Greg Swenson  
**Subject:** RE: Existing hazmat--q for the mayor

FYI: I left a message for the mayor, he's supposed to call me back.

I'll ask him this Q and the status of the barge landing plans/construction.

-----Original Message-----

**From:** Amanda Childs  
**Sent:** Tue 5/15/2012 11:05 AM  
**To:** Jamie C. M. Young  
**Subject:** Fwd: Existing hazmat--q for the mayor

Amanda

Begin forwarded message:

> From: "Greg Swenson" <gswenson@swca.com>

> Date: May 15, 2012 10:37:46 AM PDT  
> To: "Amanda Childs" <achilds@swca.com>  
> Subject: Existing hazmat--q for the mayor  
>  
> What happens to hazmat disposal currently? For example, a large container of contaminated fuel-does that currently get barged off for disposal? It would be good if we could say something like "Consistent with current operating procedures.hazmat is barged off during ops"

<b>RECORD OF CONVERSATION</b>	<b>Time:</b>	<b>5/24/12</b>
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**TYPE**       In-person Conversation       Meeting/Conference       Telephone       E-mail Chain (summarized here due to length and to focus on relevant information; copy should accompany this ROC)

Incoming       Outgoing

**Location of In-person Conversation, Meeting, or Conference:**

<b>Name of Persons Contacted or in Contact with You</b> Larry Brinkerhoff	<b>Organization</b> UST Prevention Manager, Alaska Department of Environmental Conservation, Spill Prevention and Response	<b>Telephone No.</b> (907) 269-3055
--	--	--

**Subject:** Hazardous material/solid waste in Angoon

**Summary of Conversation**

Larry and I discussed the best source for regulated tank information. I also asked if he could clarify what type of tank was likely used by the Chatham School District given that the online database is incomplete. He theorized that the tank was probably a decommissioned heating oil tank that was replaced by an aboveground tank. Aboveground tanks are not regulated and aren't in the database.

**Action Required:** None

**Name of Person Documenting Conversation:** Greg Swenson, SWCA Environmental Consultants

## Lara Bjork

---

**From:** Jamie C. M. Young  
**Sent:** Wednesday, May 30, 2012 1:46 PM  
**To:** Ken Wallace; Sue Wilmot  
**Cc:** Amanda Childs  
**Subject:** RE: Whaler's Cove

Ken, here's the Whaler's Cove response re: Ward Air chartered flights. It seems like Ward Air typically brings in a beaver, but I probably should confirm w/ Kristine that it's not the otter, ie. approx. # of passengers per those two times/week. You have any other Qs for her, while I'm at it? I think that when she says 34 people, she means per week, but I will clarify this also.

Sue, do you want to use any of this information for the Socio section?

Please let me know, if either of you have any other Qs that I should pose to Kristine in my response to her. Thanks!  
Jamie

---

**From:** Kristine Powers [<mailto:kristinewcl@gmail.com>]  
**Sent:** Wednesday, May 30, 2012 1:29 PM  
**To:** Jamie C. M. Young  
**Cc:** Sharon Powers; Mark Powers  
**Subject:** Whaler's Cove

Hi Jamie,  
My name is Kristine, I am Dick and Sharon's daughter-in-law. Sharon mentioned you were looking for numbers of travelers in/out of Whaler's Cove Lodge for the summer of 2011.

Although we cannot rely on the accuracy of the information of the data in our reservation system for last year, based upon historical occupancy, Whaler's Cove Lodge hosted over 500 guests last summer, 15 employees from outside the area, and 25 local employees.

This year, with reservations being added daily, we are at 515 guests, 18 employees from outside the area, and about 22 local employees.

We charter Ward Air flights for bringing guests, twice a week, beginning the first week of July and ending the 3rd week of September. Ward Air charter is only cost-effective if it's under 34 people. Over 34 people, we contract with Allen Marine catamaran service.

At least two employees fly into Juneau, twice a week from the beginning of May through the third week of September.

I hope this information helps!

Please let me know if you need any more information.

--  
Kristine Powers  
Whaler's Cove Lodge  
[907-788-3123](tel:907-788-3123) office  
[907-788-3104](tel:907-788-3104) efax

[406-871-8418](tel:406-871-8418) cell

Mailing Address:

37 5th Street East, Suite 205  
Kalispell, MT 59901

Lara Bjork

---

**From:** Angoon Airport EIS [maillist@angoonairporteis.com]  
**Sent:** Friday, June 08, 2012 10:28 AM  
**To:** Angoon Airport EIS  
**Subject:** Angoon Airport EIS News & Announcements

**Our apologies! Please disregard the previous announcement for the month of May. Below is our June announcement.**



### **Angoon Airport EIS News and Updates (6/08/12)**

FAA is pleased to announce that we have uploaded a new technical report to our website - [Cultural Resources](#). You can view this report and others by clicking on the link below:

[Angoon Airport EIS Technical Reports](#)

Don't forget to hit the "refresh" button on your browser if you regularly visit our page, so that you can make sure you are seeing our latest updates.

As always, you can find all of our project updates and other information at [www.angoonairporteis.com](http://www.angoonairporteis.com) as well. Visit our [Angoon Airport EIS Facebook Page](#) and "Like" us! If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely,  
Leslie

Angoon Airport EIS Project Manager





**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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Lara Bjork

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**From:** Angoon Airport EIS [maillist@angoonairporteis.com]  
**Sent:** Friday, June 08, 2012 10:15 AM  
**To:** Angoon Airport EIS  
**Subject:** Angoon Airport EIS News & Announcements



### Angoon Airport EIS News and Updates (5/14/12)

FAA is pleased to announce that we have posted the May Website Project Update our Angoon Airport project website. We invite you to visit the site at [www.angoonairporteis.com](http://www.angoonairporteis.com). You can view the update by clicking on the link below:

[May Monthly Update](#)

Please visit our web page at [www.angoonairporteis.com](http://www.angoonairporteis.com) and our [Angoon Airport EIS Facebook Page](#) for project information and updates. Remember to "like" the page.

If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov).

Sincerely,  
Leslie

Angoon Airport EIS Project Manager



**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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**Lara Bjork**

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**From:** Angoon Airport EIS [maillist@angoonairporteis.com]  
**Sent:** Thursday, June 14, 2012 1:50 PM  
**To:** Angoon Airport EIS  
**Subject:** Angoon Airport EIS News & Announcements



### **Angoon Airport EIS News and Updates (6/14/12)**

Hello Angoon Community,

The Angoon Airport EIS Team is pleased to announce a community visit by two team members. Amanda Childs will be making her first trip to Angoon, and Jamie Young will be returning to Angoon. They will be available as follows:

- Sunday 6/24, 5 PM to 8 PM, at the Angoon Community Association
- Monday 6/25, 9 AM to noon, at the Angoon Community Association
- Monday 6/25, noon to 1 PM, lunch at the Angoon Senior Center

Amanda and Jamie look forward to talking with you about the progress of the EIS and answering any questions you have. They will relay all your comments, concerns, and questions back to the Federal Aviation Administration (FAA) Project Manager Leslie Grey.

We hope you will stop by to share any comments or concerns you may have, or just say hi!

A flyer about the community visit is available on the project website by clicking [HERE](#).

If you have any questions or comments, please feel free to call me at (907) 271-5453 or e-mail me at [Leslie.Grey@faa.gov](mailto:Leslie.Grey@faa.gov)

Sincerely,  
Leslie

Angoon Airport EIS Project Manager



**Leslie Grey**, Federal Aviation Administration  
Alaskan Region Airports Division  
222 West 7th Avenue, Box #14  
Anchorage, Alaska 99513-7587  
**Phone.** 907-271-5453 **Fax.** 907-271-2851

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## Angoon Airport EIS Team Members Visiting Angoon on June 24–25, 2012

Hello Angoon Community,

The Angoon Airport EIS Team is pleased to announce a community visit by two team members. Amanda Childs (top photo) will be making her first trip to Angoon, and Jamie Young (bottom photo) will be returning to Angoon. They will be available as follows:

- Sunday 6/24, 5 PM to 8 PM, at the Angoon Community Association
- Monday 6/25, 9 AM to noon, at the Angoon Community Association
- Monday 6/25, noon to 1 PM, lunch at the Angoon Senior Center



Amanda and Jamie look forward to talking with you about the EIS's progress and answering any questions you have. They will relay all your comments, concerns, and questions back to the Federal Aviation Administration (FAA) Project Manager Leslie Grey.

We hope you will stop by to share any comments or concerns you may have, or just say hi!



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Comments may also be submitted using the "Contact Us" link at [www.angoonairporteis.com](http://www.angoonairporteis.com), by email to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), or by hardcopy to: **Leslie Grey** - AAL 614, FAA Project Manager; Angoon Airport EIS; 222 West 7th Avenue, Box #14; Anchorage, AK 99513-7587.

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**Angoon Airport EIS**  
**Angoon Community Visit – June 24–25, 2012**  
**Notes**

Amanda Childs (SWCA) and Jamie Young (SWCA) visited Angoon on June 24–25, 2012 as part of community outreach related to the Angoon Airport EIS. They were available at the Angoon Community Association (ACA) building to answer questions and gather comments from members of the Angoon community. These are notes from those discussions.

**General Comments/Questions:**

- If airport 12a is selected, would I get fair market value for my land? How would the land be acquired? (Does DOT have rights to condemn land?) Amanda and Jamie clarified that land acquisition will be done according to market values and this will be discussed in the land use and socioeconomics sections of the EIS.
- Community members asked for clarification on runway length. Kevin M. Frank, Sr. mentioned that he had been told by someone at FAA that “they don’t do 3,000’ airports anymore” and wondered why we are not proposing “5,000’ like up North”. Amanda and Jamie reiterated that the length of the runway is based on Angoon’s current and reasonably foreseeable needs.
- Community members asked if their “vote” for which alternative is chosen weighs the most in the decision process. Amanda and Jamie explained that the NEPA process is not a voting process but that the decision makers will weigh all input and impacts as they make a decision.
- The question was raised if the EIS would discuss the different costs in fuel to travel from town to the airport and if this would be part of the decision made. Amanda and Jamie clarified that this analysis will be included in the socioeconomics section of the EIS.
- Sheri Singson asked if there would be connecting flights from Angoon direct to Alaska Airlines (so that when flying from Angoon to another airport there would not be a need to through security and check bags at the connecting airport).
- Maxine Thompson suggested that we track down the research the community had completed regarding impacts from the airport being a “Hub”. This research was done by John Pearson.
- Community members voiced that the outer road to airport 3a would be preferable because they would want to use the road to connect to the new water source off of Mt. Hood.
- Community members asked if the Sitka SEARHC medevac jet would be able to land at the proposed airports, and Jamie answered, “Yes”.
- What is the projected date for the public EIS? Amanda answered Fall of 2013.
- Will there be more noise from land-based airplanes versus seaplane? Amanda and Jamie clarified this would be in the EIS analysis.