

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
ALASKAN REGION**



DRAFT

**WRITTEN RE-EVALUATION OF
JULY 2016 ENVIRONMENTAL IMPACT STATEMENT
AND
RECORD OF DECISION**

**NEW ANGOON AIRPORT REALIGNMENT
ANGOON AIRPORT
ANGOON, ALASKA**

January ##, 2019

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1. INTRODUCTION/SUMMARY

The Federal Aviation Administration (FAA) completed an Environmental Impact Statement in September 2016 and issued a Record of Decision on October 21, 2016, which identified an airport layout for the new Angoon Airport at Angoon, Alaska. The scope of the new airport is:

- A 3,300-ft-long by 75-foot-wide paved runway
- A 150-foot-wide runway safety area centered on the runway centerline, extending 300 feet beyond each runway end
- A 75-foot-wide by roughly 150-foot-long paved taxiway
- A 70,000-square-foot paved apron area with future hangar, lease lots, passenger shelter space and vehicle parking space with space for future development.
- A paved airport access road comprising two 10-foot-wide travel lanes with 4-foot shoulders.

A notice of availability for the Environmental Impact Statement (EIS) was published in the Federal Register on September 06, 2016. The Record of Decision (ROD) was published in the Federal Register on October 28, 2016. The ROD is available at: www.faa.gov/airports/environmental/records_decision. The 2016 EIS surveyed, studied and analyzed several locations for a land-based airport within and around the Angoon community. The EIS Study narrowed its focus to three locations and airport layouts for more detail environmental investigation and analysis. In 2016, FAA determined the EIS Preferred Alternative, which was published in the final EIS and published ROD. Copies of both documents are available at the FAA Regional Office in Anchorage, Alaska (907-271-3813 or Venus.Larson@FAA.gov) and at the Alaska Department of Transportation and Public Facilities (DOT&PF) offices in Juneau, Alaska (907-465-4490).

Following the issuance of the ROD, as part of the engineering/design process, DOT&PF completed more detailed geotechnical and soils analysis for the construction project. This additional analysis identified that the 2016 airport layout (EIS Preferred Alternative) had areas with unexpected construction challenges due to previously unknown soil conditions. The more extensive geotechnical/soil sampling results showed an increased amount of excavation for the EIS Preferred Alternative and limited existing on-site material resources. The EIS Preferred Alternative location had unexpected deep layers of peat associated with the creek located in the same area. The creek presented soil instability concerns. Increased excavation/fill requirements, creek rerouting and negative impacts to surrounding wetlands increased construction costs. Therefore, DOT&PF investigated several realignments of the EIS Preferred Alternative and focused more detailed analysis on four different alignments (Bravo, Charlie, Delta and Echo) in addition to the EIS Preferred Alternative (Alpha on Figure 1). Realignments Bravo and Delta were eliminated. Bravo had poor soils, poor drainage, difficult topography and was not a significant improvement to Alpha. Delta had similarities to Charlie and required additional funds to relocate roads and supporting utilities. Alpha, Charlie and Echo alignments were further evaluated based on: safety, environmental impacts and quality of design. Based on that criteria, the proposed realignment Echo was presented to FAA on January 25, 2018 for further consideration.

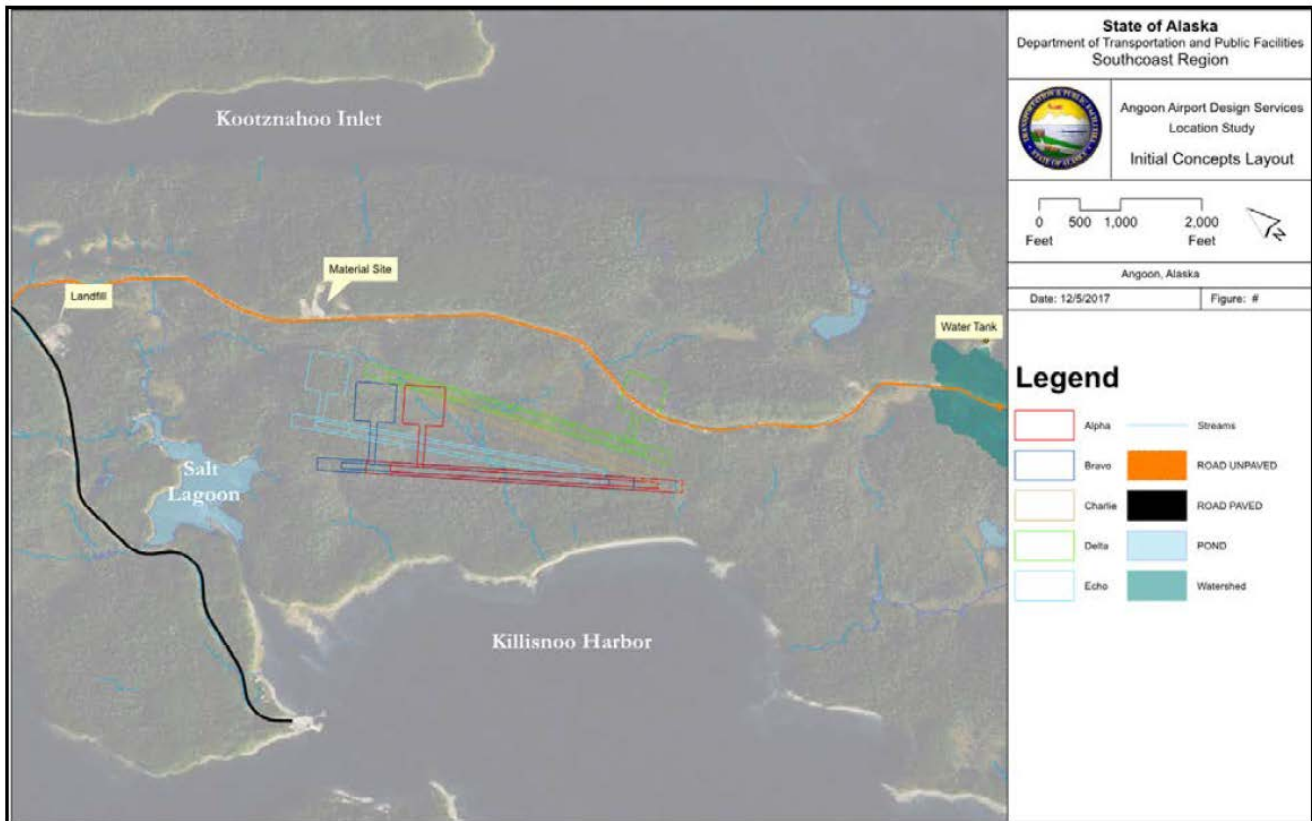


Figure 1: Map of Five Investigated Airport Realignments of EIS Preferred Alternative

After DOT&PF and FAA reviewed the realignment of the Preferred Alternative and the results of this re-evaluation, the parties agreed the new layout was reasonable, feasible and prudent.

The purpose and need remain the same and the realignment of the EIS Preferred Alternative does not change the project site location and therefore a new Supplemental EIS is not required.

1.1. FEDERAL ACTIONS

The requested actions under consideration are:

- The FAA has various approvals of the Airport Layout Plan (ALP).
- A determination that the environmental analysis prerequisites associated with any future Airport Improvement Program (AIP) funding applications have been fulfilled pursuant to 49 U.S.C.47101.
- Determination of effects upon safe and efficient utilization of air space (14 CFR Part 77)
- Approval for relocation, installation, and/or upgrade of various navigational aids (14 CFR Part 77, 170 and 171)

The proposed realignment was not specifically assessed in the 2016 Environmental Impact Statement (EIS) or approved in the 2016 ROD, although the realignment is within the same footprint of the EIS study area and has similar environmental impacts. To ensure full compliance with the National Environmental Policy Act (NEPA), the FAA is re-evaluating the alignment of the EIS Preferred Alternative. This Written Re-Evaluation follows guidance provided by FAA Environmental Orders 1050.1F, Section 9.2: *Written Re-Evaluations* and 5050.4B, Chapter 14: *Special Instructions on Re-evaluating, Supplementing, and Tiering NEPA documents and addressing emergencies*. Both Orders

reference the process and requirements for re-evaluating NEPA documents, when project design changes arise after the issuance of a ROD.

1.2. PROJECT CHANGES

The proposed realignment of the EIS Preferred Alternative is a 1000-foot northwest shift and 8-degree north tilt from the EIS Preferred Alternative runway alignment, as seen in Figure 2. There is no change to the planned navigational aids. Overall, the proposed realignment is on better drainage soils with better soil structure and reduces overall environmental impacts of the EIS Preferred Alternative. The revision is based on additional site information, primarily geo-technical data, which was not available during the EIS and provides more details of the impacts of the proposed airport layout.

1.3. SUMMARY OF ENVIRONMENTAL IMPACT CHANGES

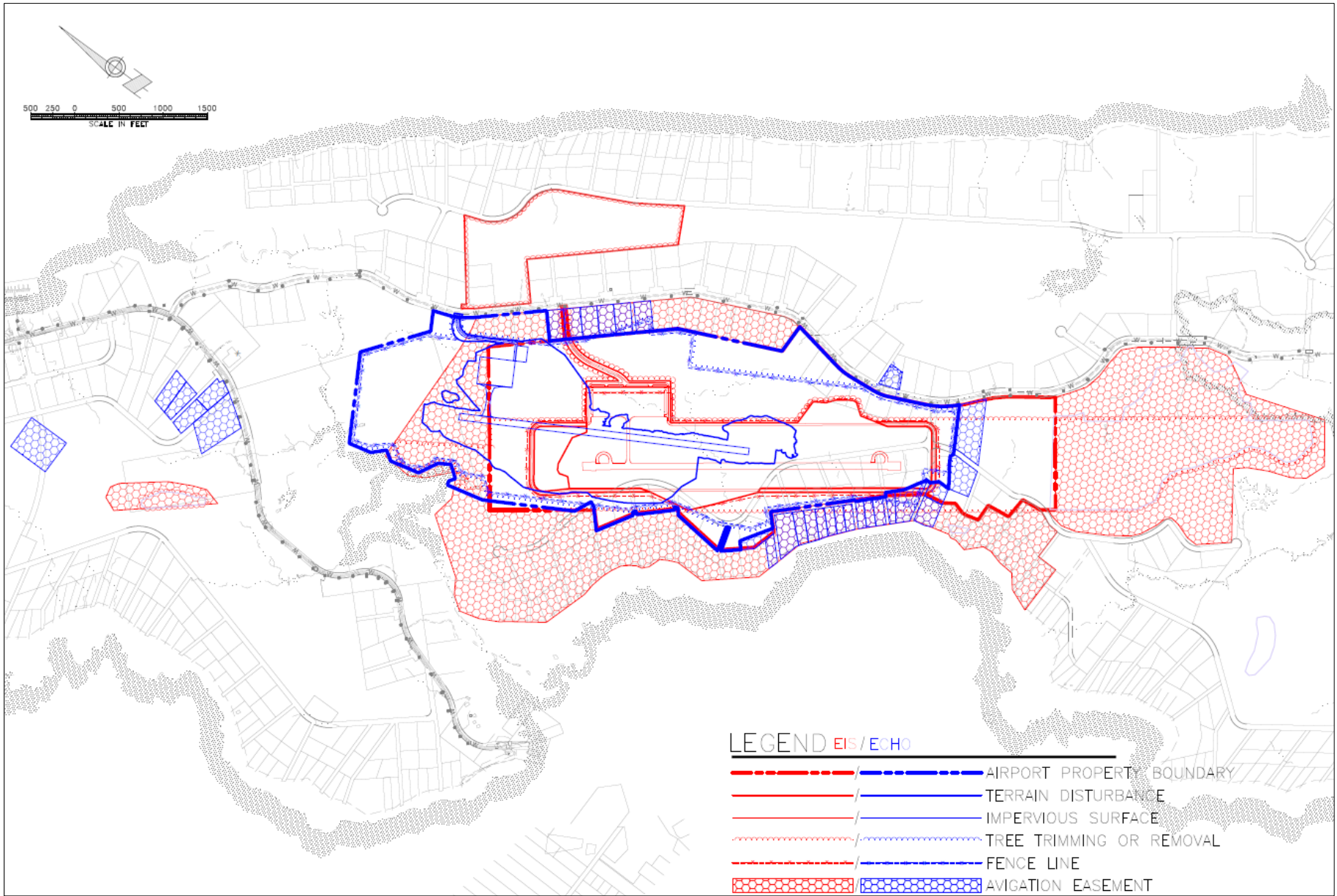
The proposed realignment of the EIS Preferred Alternative results in environmental impacts that are similar to the EIS Preferred Alternative. There are no changes in the following environmental resource categories: Air Quality, Department of Transportation Act Section 4(f), Light Emissions and Visual Resources, Water Quality, Climate Change and Greenhouse Gas Emissions, Environmental Justice, Children's Health and Safety and Farmlands.

Reductions in impacts were noted in the following environmental resources categories: Hazardous Materials, Pollution Prevention, and Solid Waste.

There are minor changes in the following environmental resource categories: Noise – Compatible Land Use, Biological Resources; Cultural Resources; Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater, Wild and Scenic Rivers); Energy Supply, Natural Resources, and Sustainable Design; Socioeconomic Conditions; Subsistence Resources and Uses; and Wetlands.

The changes in environmental impacts are described in detail in Section 3.

Figure 2: EIS Preferred Alternative and Proposed Realignment



2. LEGAL REQUIREMENTS

In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects*, proposed changes are analyzed to determine if they are substantial and whether the resultant environmental impacts present significant new circumstances or information relevant to environmental concerns that have a bearing on the proposed action or its environmental impacts.

Additionally, FAA Order 1050.1F, paragraph 515a, states "The preparation of a new EIS is not necessary when it can be documented that the:

- (1) Proposed action conforms to plans or projects for which a prior EIS has been filed and there are no substantial changes in the proposed action that are relevant to environmental concerns;
- (2) Data and analyses contained in the previous EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts; and
- (3) Pertinent conditions and requirements (all) of the prior approval have, or will be, met in the current action."

The Order defines significant information as "information that paints a dramatically different picture of impacts compared to the description of impacts in the EIS." Paragraph 516a.

If the proposed changes do not meet the criteria in paragraph 515a(1)-(3), then further analysis is necessary. (See FAA Order 1050.1F, Paragraph 516a.)

Per FAA Order 5050.4B, paragraph 1402 (b):

A supplement to the FEIS for this project is required if:

- (1) The airport sponsor or FAA makes substantial changes in the proposed action that could affect the action's environmental effects; or
- (2) Significant new changes, circumstances or information relevant to the proposed action, its affected environment, or its environmental impacts becomes available.

Order 5050.4B also discusses the format and circulation of a Written Re-Evaluation:

d. Format and circulation. The responsible FAA official should develop a format to prepare a written re-evaluation. The re-evaluation should be reviewed internally. The responsible FAA official should place a copy of the re-evaluation in the project's administrative file. The responsible FAA official need not make the written re-evaluation available to the public. However, that document may be made available to the public at the discretion of the responsible FAA official.

This document will be submitted for public review and comment for 30 days and the notice for public comment will be published in the Federal Register Notice, local publications and government offices.

3. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED REALIGNMENT

The FAA reviewed the resource categories in the EIS to determine if there were any significant new circumstances or information relevant to environmental concerns because of the modification to the selected alternative. The mitigations for the proposed realignment are the same as the EIS Preferred Alternative. The following resources were determined to have no changes in environmental impacts:

- Air Quality
- Department of Transportation Act Section 4(f)
- Light Emissions and Visual Resources
- Water Quality
- Climate Change and Greenhouse Gas Emissions
- Environmental Justice, Children’s Health and Safety
- Farmlands

The following resources were determined to have changes in environmental impacts:

3.1. Noise - Compatible Land Use

FAA Orders 1050.1F and 5050.4B require certain analyses related to compatible land use. These analyses fall into two overarching categories: 1) an analysis of effects from noise, and 2) a determination about compatible land use. The proposed realignment does not change the type or number of aircraft using the airport so there is no change to noise impacts. There are no noise sensitive areas impacted by noise. Due to the realignment, there are minor changes to areas planned for various land uses with an addition of land owned by the City of Angoon. All land involved were the same surveyed in the 2016 EIS and were identified as undeveloped and uninhabited. The lands affected by the airport construction are undeveloped corporate land, privately owned land, commercial land and potential recreational land. These lands will be acquired and converted to support the new airport. Refer to the Figure 2 and the Table A for more detail on the changes to land acquisitions.

| Table A | EIS Preferred Alternative | Proposed Realignment |
|---|-------------------------------|---|
| Noise-Compatible Land Use | | |
| Acres with above DNL 65 dBA | 3.7 acres | No Change |
| Acquisition of corporate land | 205 acres of Kootznoowoo, Inc | 182.8 acres of Kootznoowoo, Inc (Reduction of 22.2 acres) |
| Acquisition of private lands | 52 acres | 46.3 acres (Reduction of 5.7 acres) |
| Acquisition of City of Angoon lands | 0 acres | 27.9 acres of Kootznoowoo, Inc (Increase of 27.9 acres) |
| Conversions of commercial land uses | 192 acres | 170.5 acres (Reduction of 21.5 acres) |
| Conversions of potential recreational land uses | 12 acres | 34.8 acres (avoiding use of Section 4(f) protected resources) (Increase of 16.2 acres) |
| Conversions of land designated or planned for residential use | 52 acres | 48.2 acres (Reduction of 3.8 acres) |

The proposed realignment will reduce land acquisitions by 10% but it will increase the use of potential recreational land shown on plans by 16.2 acres owned by the City of Angoon. The EIS determined these areas are not DOT&PF Section (4)f properties. The extended study area contains lands owned by the City of Angoon that would need to be rezoned if acquired by DOT&PF.

3.2. Biological Resources

Table B shows the comparison of biological resources impacts between the EIS alignment and the proposed realignment. The construction and operation of the Angoon Airport in the proposed realignment will further reduce impacts to biological resources. As previously stated in the 2016 EIS, the affected habitats are a very small portion of the habitats available to the supported species and would not reduce the habitat needed to maintain self-sustaining populations. Maintenance of natural systems would not be adversely affected. The action would be consistent with applicable state natural resources management strategies.

| Table B | EIS Preferred Alternative | Proposed Realignment |
|-----------------------------|---|---|
| Biological Resources | | |
| Terrestrial Habitats | Remove 252 acres of terrestrial habitat: <ul style="list-style-type: none"> •76 acres Spruce-Hemlock; •83 acres Bog Forest; •90 acres Bog Woodland; •3 acres Fen •0 acres Salt Marsh | Remove 263.9 acres of terrestrial habitat: <ul style="list-style-type: none"> •70.5 acres Spruce-Hemlock (Reduction of 5.5 acres) •108.6 acres Bog Forest; •82.4 acres Bog Woodland (Reduction of 7.6 acres) •2.4 acres Fen (Reduction of 0.6 acres) •0 acres Salt Marsh |
| Aquatic Habitats | <ul style="list-style-type: none"> •1.2 acres of stream habitat removal; •Major alternation to one streams habitat •130 acres of riparian area removal | <ul style="list-style-type: none"> •0.38 acres of stream habitat removal •Minor alterations to stream habitat for two streams •100 acres of riparian area removal (Reduction of 30 acres) |
| Special Status | No anticipated affect | No Change |

For most habitats, the proposed realignment will have a reduced effect with exception a 26.6-acre increase of Bog forest. The bog forest is comprised of plants like shore pine, western hemlock, lady fern, skunk cabbage and animals like brown bear, varied thrush and the Western toad. These biological sources are the same as described in the EIS.

3.3. Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater, Wild and Scenic Rivers)

For all action alternatives, construction, operation, and maintenance of an airport and access road would affect floodplains, stream geomorphology, and hydrology. The realignment of the EIS Preferred Alternative will further reduce the impacts on water resources in the area surrounding the Angoon community. There are no changes to the number of streams impacted and changes in peak discharges would not change from the impacts in the EIS. However, there is a reduction in acres of stream channel area, from 1.2 acres to 0.38 acres, directly affected through culvert placement, rerouting, filling, or installation of bridge piers

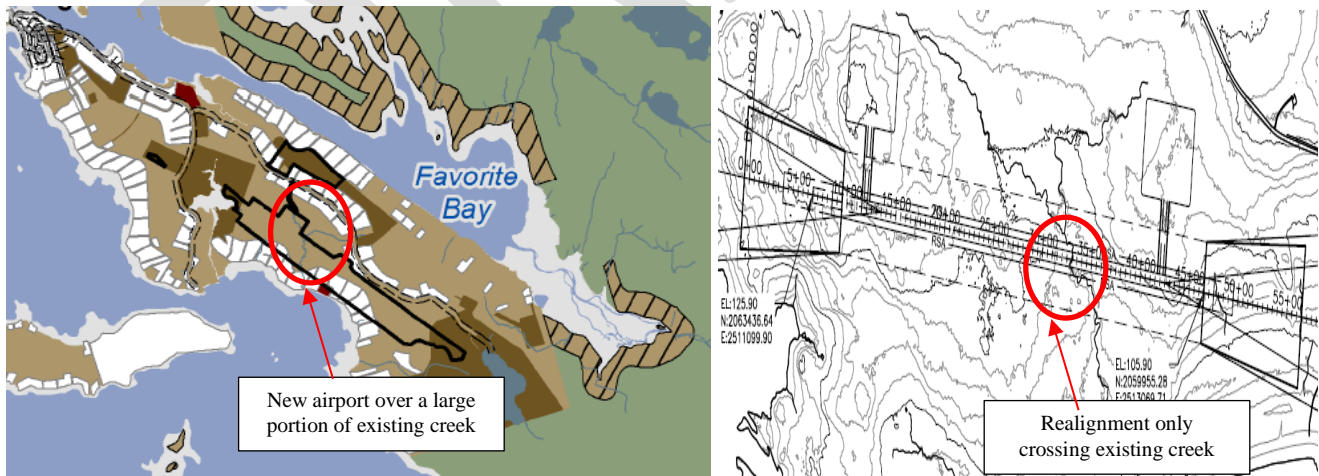


Figure 3: Change in water resources impacts from EIS Preferred Alternative and Realignment

3.4. Hazardous Materials, Pollution Prevention, and Solid Waste

The realignment will have the same impacts as the EIS Preferred Alternative with some reductions to impacts. Terrain disturbance will be reduced by 27.6 acres using the realignment as described in

Table C. In addition, the amount of impervious surfaces was reduced by 5.4 acres and the length of the road from the airport and the barge site was reduced by 0.4 miles. As stated in the 2016 EIS, no disturbance or alteration of any known hazardous material or solid-waste sites, nor would either layout disturb or alter any properties on the EPA's National Priority List.

| Table C | EIS Selected Alternative | Modified Alternative |
|---|---------------------------------|--|
| Hazardous Materials, Pollution Prevention, and Solid Waste | | |
| Source | Measured Unit | Measured Unit |
| Terrain disturbance | 119 acres | 91.4 acres (Reductions of 27.6 acres) |
| New impervious surface | 20 acres | 14.6 acres (Reductions of 5.4 acres) |
| Construction duration | up to 2 seasons | <i>No Change</i> |
| Length of road from airport site to barge terminal | 2.4 miles (2.2 miles) | 2 miles (Reductions of 0.4 miles) |

3.5. Cultural Resources

The term "cultural resources" is broadly applied to places and objects of cultural value, and therefore comprises historic, archaeological, and heritage resources. The realignment further reduced impacts to cultural resources.

No significant effects to cultural resources were identified during the 2016 EIS. The State Historic Preservation Officer (SHPO) concurred with FAA's original finding of no adverse effects to historic properties. The SHPO was consulted again regarding the proposed realignment. SHPO concurred that the realignment was within the 2016 EIS study and the original finding of no historic properties adversely affected is still valid. High-probability lands (lands with an estimated potential for indirect effects on hidden or buried cultural resources from airport operations or increased human activity) in regards to landscape disturbance is reduced from 128 acres to 100 acres and the potential vibration effect on one historical site (Killisnoo Harbor Village) is no longer impacted. Overall, the proposed realignment decreased visual effects on visual area of potential effects (APEs).

3.6. Energy Supply, Natural Resources, and Sustainable Design

Federal policy requires a good faith effort to explore ways to minimize use of energy and natural resources and to incorporate sustainable practices wherever possible when federal funds, permits, or authorizations are involved in a project.

The proposed realignment is based on more geotechnical and soils data than the EIS Selected Alternative. The EIS was a broad and estimated assumption of what will be required for airport construct. With the increased amount of soils data and design details, the proposed realignment has refined resource and energy amounts closer to the actual requirements for construction. Therefore, the proposed realignment has increased the amount of land disturbance, construction materials, water and fuel based on the additional information.

3.7. Socioeconomic Conditions

The term "socioeconomic" refers to the field of social economics, which examines the relationship between social life and economic activity, and assesses social or economic change on human populations. The proposed realignment is largely the same as the EIS Preferred Alternative. The change is the reduction of number of designated residential parcels from 37 to 15.

The realignment of the EIS Preferred Alternative will have less impact to undeveloped parcels zoned as residential with 22 fewer parcels and a reduction of commercial land use for the airport by 21.5 acres. The affected parcels are zoned residential but are currently not developed. No buildings will be affected by the realignment.

3.8. Subsistence Resources and Uses

The EIS determined that the Preferred Alternative had no significant impacts to Subsistence Resources such as land mammals, upland birds and vegetation. The realignment of the EIS Preferred Alternative has a slight increase in area of land affected by construction (7.8 acres) but still results in no significant impacts.

3.9. Wetlands

Development of any airport and access alternative would convert wetlands to uplands and result in the loss of all wetland functions in areas where wetlands would be filled. Reductions in wetland functions and values would result from wetland alteration due to vegetation clearing and tree felling.

| Table D | EIS Preferred Alternative | 2017 Updated EIS Preferred Alternative | Proposed Realignment |
|---------------------------|---------------------------|--|-----------------------------------|
| Wetlands | | | |
| <u>Type</u> | <u>Acres</u> | <u>Acres</u> | <u>Acres</u> |
| Bog Forest | 39 | 52.1 | 28 (Reduction of 24.1 acres)* |
| Bog Woodland | 37 | 24.3 | 15.7 (Reduction of 8.6 acres)* |
| Fen | 2 | 0 | No Change |
| Salt Marsh | 0 | 0 | No Change |
| Wetland Fill | 78 | 76.4 | 43.6 (Reduction of 32.8 acres)* |
| Wetland Alteration | 99 | 143.8 | 119.98 (Reduction of 23.8 acres)* |

*Reductions are based on the comparison of 2017 Updated EIS Preferred Alternative and the Proposed Realignment.

DOT&PF completed an additional wetlands survey in 2017 based on a 35% Design level. The EIS Preferred Alternative was updated with the additional data as seen in Table D. The data shows reduced impacts using the realignment of the EIS Preferred Alternative (see Figure 4). As the design progresses, the wetland amount will be refined further. Wetland mitigations are largely the same as the EIS Preferred Alternative and are subject to the permit process with the United States Army Corps of Engineers (USACE). The mitigation plan will include replacement of affected wetlands, design to maintain water resources habitats and other mitigations in the Angoon community. Mitigation will be further detailed in the following section, 3.10.



Figure 4: 2017 Wetlands Survey

3.10 Mitigations

Some actions supporting the Angoon airport construction will require mitigation measures to avoid, minimize, or remedy adverse effects to the social and natural environment that in compliance to FAA orders and policies. The mitigation measures would be implemented by the DOT&PF. These include the measures identified in Section 6.1 of the ROD.

In the original ROD, there were three compensatory mitigations:

1. Providing the U.S. Forest Service (USFS) with adequate funding to acquire an equal number of acres of wetlands and/or waters of the U.S. and associated buffer that will be impacted by the project to be incorporated into the Tongass National Forest
2. Designing the stream at Airport 12a (Stream 10) to maintain fish passage and minimize and avoid additional impacts to the surrounding wetlands and upland habitat in the vicinity of the airport footprint
3. Providing \$60,000 toward the removal of abandoned boats in Favorite Bay

Compensatory mitigations 1 and 3 are no longer available and have been covered by other programs. USFS input is still in coordination regarding the replacement compensatory mitigation. Their response will be added to the final written re-evaluation. DOT&PF is still working with USACE and the Angoon community to determine the appropriate replacement compensatory mitigation for the same amount of wetlands occupying the proposed new airport realignment. . The mitigation plan will be added to the final written re-evaluation and record of decision.

4. PUBLIC REVIEW AND COORDINATION

The proposed realignment was presented to the public in local/governmental publications and discussed in meetings with the city council of Angoon, Angoon Community Association, Kootznoowoo, Inc and Sealaska Corporation in May-Jun 2018. A public meeting was held 1 Jun 2018 and the changes in the project, as detailed in this written re-evaluation, were explained and discussed with the Angoon community. Quarterly updates are sent to these communities.

The EIS Coordination Group, made up of local, state and federal agencies with jurisdiction over protected resources, and the Indian Tribal Historic Preservation Office, were informed of this Re-Evaluation effort on January ##, 2019. The letter sent to these agencies is shown in Attachment A. These agencies include:

- o Angoon Community Association, the village tribal government
- o Kootznoowoo, Inc., the village-level Alaska Native corporation
- o Sealaska Corporation, the regional Alaska Native corporation
- o AK Central Council of the Tlingit and Haida Indian Tribes of Alaska, the Southeast Alaska regional tribal government
- o Mayor of Angoon
- o State Office of Project Mgmt. and Permitting
- o AK Department of Natural Resources
- o AK Department of Fish and Game
- o AK Department of Environmental Conservation
- o National Marine Fisheries Service
- o US Fish and Wildlife Service
- o US Army Corps of Engineers
- o US Forest Service
- o US Environmental Protection Agency

-----PLACE HOLDER-----

This document – “DRAFT WRITTEN RE-EVALUATION OF JANUARY 2019 ENVIRONMENTAL IMPACT STATEMENT AND JANUARY ##, 2019 RECORD OF DECISION” – was available for a 30 day comment period beginning January ##, 2019. Notice of availability was published in the Federal Register and emailed to approximately ### individuals who had provided emails during the development of the EIS. what about publishing in local papers etc. Less than # copies of the document were requested by the public. Copies of the draft document were available for public review at all public libraries in Angoon. The document could also be viewed or downloaded at the FAA website: www.faa.gov/airports/environmental/records_decision.

As a result of the public comment period # comments were received, and are included in the Appendix.

–SUMMARY OF COMMENTS–

–SUMMARY OF RESPONSES–

5. CONCLUSION

Based on the above analysis, the proposed realignment to the EIS Preferred Alternative results in minor changes to the airport layout. These changes reduce some impacts, but do not result in substantial changes in the action that are relevant to environmental concerns. The data and analyses contained in the 2016 FEIS are substantially valid. The revisions to the EIS Preferred Alternative continue to meet the project's Purpose and Need, as described in the 2016 EIS and ROD. **Finally, the requirements of the prior approval have, or will be met in the current action.**

Therefore, as discussed above and in accordance with FAA Order 1050.1F, Policies and Procedures for Assessing Environmental Impacts, and FAA Order 5050.4B, NEPA Implementing Instructions for Airport Actions, the preparation of a new or supplemental EIS is not required.

Responsible Federal Official: _____ Date: _____

Venus Rivera Larson
Environmental Program Manager
FAA Alaska Region, Airports Division
222 West 7th Avenue, #14
Anchorage, AK 99513

DRAFT

6. DECISION AND ORDER

This document is prepared pursuant to FAA Orders 1050.1F, Environmental Impacts: Policies and Procedures, Paragraphs 515 and 516, and 5050.4B, National Environmental Policy Act Implementing Instructions for Airport Actions, Paragraph 1401.

After careful and thorough consideration of the facts contained in this Written Re-Evaluation, the 2016 Final Environmental Impact Statement and Final Section 4(f) Evaluation, and the 2016 Record of Decision for the Final EIS and Section 4(f) Evaluation the undersigned makes the following findings:

(1) According to the written re-evaluation for the proposed realignment of the EIS Preferred Alternative, the proposed action conforms to plans or projects for which a prior EIS has been filed and there are no substantial changes in the proposed action that are relevant to environmental concerns.

The requested actions under consideration are:

- The FAA has various approvals of the Airport Layout Plan (ALP).
- A determination that the environmental analysis prerequisites associated with any future Airport Improvement Program (AIP) funding applications have been fulfilled pursuant to 49 U.S.C.47101.
- Determination of effects upon safe and efficient utilization of air space (14 CFR Part 77)
- Approval for relocation, installation, and/or upgrade of various navigational aids (14 CFR Part 77, 170 and 171).

The impacts have been sufficiently analyzed in this Written Re-evaluation, and because the impacts are not significant, there are no significant environmental concerns.

(2) Data and analyses contained in the previous EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impact.

The FAA determined in its 2016 Record of Decision that the 2016 FEIS contained adequate evidence that the FAA had discharged its obligations under NEPA. The FAA has examined the realignment's proposed changes to the new Angoon Airport runway and the information available at the time of the FEIS and 2016 Record of Decision. Based on that review, as documented in this Written Re-Evaluation, data and analyses contained in the FEIS and conclusions and determinations contained in the 2016 Record of Decision remain substantially valid. The realignment changes create circumstances essentially equivalent to the action selected in the FEIS, or they result in minor changes in environmental impacts. Thus, realignment does not create substantial changes in the action that are relevant to environmental concerns. The FEIS, together with this Written Re-Evaluation, provides adequate, accurate, and valid information and analyses to support the proposed agency actions.

(3) All requirements of the prior approval have, or will be, met in the current action.

The new Angoon Airport that was the subject of the FAA's 2016 Record of Decision was approved with certain requisite findings, and conditions, including implementation of mitigation measures outlined in the Record of Decision to address unavoidable environmental consequences of the FAA's decision. The FAA has reviewed the status of the findings it made in the 2016 Record of Decision and has determined that these findings remain valid with minor changes. Additionally, the FAA has reviewed the status of the Airport Sponsor's compliance with the conditions of approval associated with the project and finds that the Airport Sponsor is in compliance with them and/or will comply with them in the future.

Based on the foregoing information, the undersigned finds that the proposed changes to the new Angoon Airport that make up the realignment do not represent significant new information that is relevant to environmental concerns. Furthermore, the undersigned finds that the data and analyses contained in the FEIS remain substantially valid, applicable, and accurate. Accordingly, under the authority delegated to me by the Administrator of the FAA, I conclude that there is no requirement to complete a new or supplemental EIS to support this ROD.

Date _____

Kristi A. Warden
Acting Airports Division Director, FAA Alaskan Region

This ROD presents the Federal Aviation Administration's final decision and approvals for the actions identified, including those taken under the provisions of Title 49 of the United States Code, Subtitle VII, Parts A and B. This decision constitutes a final order of the Administrator subject to review by the Courts of Appeal of the United States in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay the implementation of this ROD must file an application with FAA prior to seeking judicial relief, as provided in Rule 18(a), Federal Rules of Appellate Procedure.

ATTACHMENTS

- A. Letter to EIS Coordination Group
- B. Public Comments

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DRAFT



U.S. Department
of Transportation

**Federal Aviation
Administration**

Federal Aviation Administration
Alaska Region

222 West 7th Avenue, #14
Anchorage, AK 99513

January ##, 2019

Dear Angoon EIS Coordination Group Member:

The Federal Aviation Administration issued a Record of Decision (ROD) on October 21, 2016, which identified and approved an airport layout for the new Angoon airport at Angoon, Alaska. The ROD followed an Environmental Impact Statement (EIS), which was completed on June 21, 2016.

Following the issuance of the ROD, as part of the engineering/design process, Alaska Department of Transportation (DOT&PF) completed more detailed geotechnical and soils analysis for the construction project. The additional geotechnical surveys, as part of the design process, soil and engineering challenges. The 2016 EIS only accomplished preliminary geotechnical investigation to support the EIS and a more extensive investigation is required for design and construction. DOT&PF investigated several modified alternatives to the EIS Selected Alternative layout and proposed the proposed realignment of the EIS Preferred Alternative to FAA January 25, 2018.

After DOT&PF and FAA reviewed the Modified Alternative, the parties agreed the new layout was reasonable, acceptable and prudent.

To ensure full compliance with the National Environmental Policy Act (NEPA), the FAA is currently evaluating the Realignment of the EIS Preferred Alternative. This Re-Evaluation follows guidance provided by FAA Environmental Orders 1050.1F and 5050.4B. Both Orders reference re-evaluating NEPA documents, when project design changes arise after the issuance of a ROD.

Draft Written Re-evaluation (DWR) of the ROD and FEIS for the proposed airport in Angoon has been prepared and is available for review and comment. The comments must be received on or before 30 days after the letter's issuance. The comment period will commence on date of the letter and will close calendar 30-days after that date. Copies of the DWR are available at the following locations:

1. Online at http://dot.alaska.gov/sereg/projects/angoon_airport_new/index.shtml
2. Juneau Public Library
 - Downtown Branch, 292 Marine Way, Juneau, AK 99801
 - Douglas Branch, 1016 3rd Street, Douglas, AK 99824
 - Mendenhall Mall Branch, 9109 Mendenhall Mall Rd, Juneau, AK 99801
3. Angoon Community Association Building, 315 Heendae Rd, Angoon, AK 99820
4. Angoon City Government Office, 700 Aan Deina Aat Street, Angoon, AK 99820
5. The FAA, Airports Division. Please contact Venus Larson at (907) 271-3813 for a copy

As members of the EIS Coordination Group, we wanted to inform you of this recent development. Please do not hesitate to contact me if you have any questions or comments.

Sincerely,

Venus Rivera Larson
Environmental Program Specialist, FAA Alaskan Region

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(ADD SUBMITTED COMMENTS)

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