DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

For the
Nunam Iqua Airport Improvements Project
State Project No. 61444

PURPOSE AND NEED FOR THE PROJECT

Purpose: The purpose of the Proposed Action is to remedy deficiencies and upgrade the Nunam Iqua Airport to meet current Federal Aviation Administration (FAA) design standards and enhance and operational capabilities of the airport. The Airport Reference Code (ARC) for the Nunam Iqua Airport is currently B-II. The project will implement the standards established by the FAA which will enhance safety and operational capabilities of the airport.

Need: The Nunam Iqua Airport has several operation and design deficiencies that are in need of correcting. They are as follows:

- The existing runway length and width; runway safety area length and width; the taxiway length and safety area does not meet FAA standards.
- The existing 200 ft. x 300 ft. apron/aviation support area does not meet the standard for apron offset.
- Existing operational surfaces are in poor condition and show signs of wear and deterioration.
- The airport currently lacks Precision Approach Path Indicator (PAPI) pads and Automated Weather Observation System (AWOS).
- The current MIRL system is outdated and has exceeded its performance expectancy.
- The existing segmented circle and wind cone are not easily accessible.
- The existing snow removal equipment building (SREB) is located too close to the runway, causes turbulence that affects aircraft operations, and drifts shut with snow.
- The existing runway length and width; runway safety area length and width; the taxiway length and safety area does not meet FAA standards.

REQUESTED FEDERAL ACTION

The Alaska Department of Transportation and Public Facilities (DOT&PF) is requesting the following federal actions of the Federal Aviation Administration (FAA): approval of the revised Airport Layout Plan with unconditional approval of the near term project; and participation in funding of the proposed improvements using the Airport Improvement Program grant funds.

DESCRIPTION OF PROPOSED ACTION

The Nunam Iqua Airport Improvements project will:

- Widen and lengthen the runway to 100 ft. x 4,000 ft.
- Widen and lengthen the RSA to 150 ft. x 4,600 ft.
- Lengthen the culvert under the runway to meet the runway and safety area width.
- Lengthen the taxiway to 363 feet (existing width of 50 feet will remain the same).
- Widen existing TSA to 118 feet.
- Construct a 250 ft. x 400 ft. aircraft parking apron, and offset aviation support areas so that Part 77 surfaces are not penetrated.
- Re-use existing apron material and rehabilitate existing apron footprint.
- Resurface the existing operational surfaces and apply a dust palliative to the runway.
- Construct a new 20 ft. x 980 ft. airport access road (with culvert) and remove/reconstruct portions of the existing boardwalks.
- Relocate the segmented circle and construct new pads and access roads for the PAPI's, AWOS, segmented circle, and wind cone.
- Replace MIRL system.
- Acquire approximately 41.5 acres of adjacent property from Swan Lake Native Corporation and two Native allotments to accommodate construction of the larger runway safety area and expanded airport boundary.
- Remove existing SREB and construct a new 40 ft. x 50 ft. SREB in a new location that does not create turbulence. Extend overhead electrical lines to new SREB.

OTHER ALTERNATIVES CONSIDERED

The EA considered two alternatives: The Proposed Action, and the No Action alternative Were evaluated for the Nunam Iqua Airport Improvements Project. In the development phase of the project six other alternatives were considered. These alternatives were dismissed based on engineering, community, and environmental reasons.

No Action Alternative:

Under the No-Action alternative the deficiencies at the airport would not be addressed; the runway, taxiway, and apron would continue to not meet FAA safety requirements for wind coverage; the safety and efficiency of aircraft operations would not be improved; and the community would not have a connected road system to the airport.

ASSESSMENT

Based on the Environmental Assessment (EA) analysis, the Proposed Action would not have significant adverse impacts on any impact category (Chapter 4.0 AFFECTED ENVIRONMENTAl AND

ENVIRONMENTAL CONSEQUENCES). Below is a summary table of the environmental consequences discussed in the EA.

Environmental Element	Description of Impact	Applicable Page in EA
Air Quality	No long-term air impacts are anticipated. Possible short-term temporary localized air degradation during construction.	11
Coastal Zone	None.	12
Compatible Land Use	Consistent with community planning efforts.	12
Construction Impacts	Temporary minor impacts.	12
Fish and Aquatic Resources	Short-term impacts during construction.	13
Wildlife	Minor long-term permanent impacts associated with 26 acres of habitat loss.	13
Plants	Minor long-term permanent impacts to composition of local vegetation and terrestrial habitat.	13
Endangered and Threatened Species	None.	
Floodplains	Minor long-term impacts to the overall flood-storage capacity area of Kwemeluk Pass.	15
Hazardous Materials, Pollution Prevention, and Solid Waste	Increase in short-term probability of encountering petroleum contaminated soils during construction. Short-term increase in solid waste generated throughout construction. While the landfill is near or over capacity, the city of Nunam Iqua would allow minor solid waste generated through construction (cardboard, shipping pallets, etc.) to be burned and disposed of at the landfill.	15
Archaeological, and Cultural Resources	None.	16
Light Emissions and Visual Impacts	None.	16
Natural Resources and Energy Supply	No significant impacts.	16
Noise	Possible temporary short-term noise increases during construction.	17
Socioeconomic, Environmental Justice and Children's Health and Safety Risks	Short-term temporary economic benefits due to construction activities. Long-term benefit to airport operations and safety.	17
Water Quality	Short-term temporary impacts due to construction activities. Long-term improvements due to erosion control.	18
Wetlands	Net loss of 26 acres. Potential temporary impact of 74 acres.	19

COORDINATION

Agency

A scoping letter was sent to resource agencies on June 27, 2005. Follow-up telephone calls and e-mails were then made following that date to ensure project information had been received and clarify project scope as needed. A summary of scoping comments received from the agencies is provided below.

- United States Fish and Wildlife Service (USFWS) indicated that they agree with the initial decision to expand existing airport facilities, rather than create a new airport. Additionally, they stated that while threatened spectacled eiders may utilize the general vicinity, impacts to this species from this type of project are typically uncommon. USFWS concurred that no threatened and endangered species would be affected by the Proposed Action and no further Section 7 Consultation is needed.
- National Marine Fisheries Service (NMFS) clarified items regarding threatened and endangered species, and Essential Fish Habitat species, in the environmental research summary sent during scoping. NMFS indicated that, should more thorough research and analysis identify possible effects on Steller sea lions they should be contacted. NMFS concurred that no threatened and endangered species would be affected by the Proposed Action and no further consultation is needed. No further research has been identified. Steller sea lions are discussed in Section 4.5 of the EA.
- United States Army Corps of Engineers (USACE) indicated there are wetlands present, and that authorizations are required for jurisdictional wetlands. A Jurisdictional Determination was signed on June 15, 2005 and is included in Appendix B, page 25, of the EA. In addition, the USACE indicated that a Section 404 permit would be required for the project prior to placement of fill in wetlands or waters of the United States. The USACE also pointed out that since the Bering Sea and Yukon River are considered navigable waters, the USACE has Section 10 authority over Kwemeluk Pass. Draft permit applications are included in Appendix B of the EA.
- Bureau of Land Management (BLM) stated that they have no lands in, or adjacent to, the proposed project area. BLM did state that an easement exists in the vicinity, but that it appeared to be a "...safe distance..." away from the project area.
- Alaska Department of Natural Resources – Office of Project Management and Permitting indicated that the project falls within the Ceñaliulriit Coastal Resource Service Area and that a Coastal Project Questionnaire (CPQ) would need to be submitted for an Alaska Coastal Management Program review. A CPQ is included in Appendix B of the EA.
- The Alaska Department of Natural Resources – State Historic Preservation Office (SHPO) provided a finding of "No Historic Properties Affected".
- Alaska Department of Natural Resources – Division of Mining Land and Water indicated that a Temporary Water Use Permit would be required prior to construction of the proposed project. The contractor will be responsible for submitting and application for a Temporary Water Use Permit to control dust and for other construction activities.
- Ceñaliulriit Costal Resource Service Area indicated that the project appears to be consistent with district policies.

Public

The Nunam Iqua Advisory Planning Board and the Nunam Iqua City Council held a workshop on December 1, 2004, inviting the public to share ideas on whether or not the airport should be relocated. DOT&PF held a public meeting on March 24, 2005. Public comments are summarized in Section 6.2 of the EA, and meeting minutes are included in Appendix D beginning on page 2.

MINIMIZATION, MITIGATION, OR ENVIRONMENTAL MEASURES

As analyzed in the Environmental Assessment, the environmental consequences associated with the proposed action include improved air quality, improved drainage on the airport property, and improved airport safety operations.

The following summarizes mitigation measures and environmental commitments that are incorporated into the project:

	Mitigation Measure or Environmental Commitment
Air Quality	Minimize dust by watering with a water truck or by applying a dust palliative during dust-producing activities as needed. The Contractor will apply for a Temporary Water Use Permit once a water source and necessary amount is determined.
Construction	The construction Contractor will be required to document existing road conditions, control dust, develop and implement a traffic control plan, and provide a flagger where appropriate. The Contractor will be responsible for maintaining the road in current or better condition.
Fish, Wildlife, and Plants Fish, Wildlife, and Plants cont.	No vegetative clearing will occur from May 5 through July 25 to avoid a direct take of migratory birds. All work will comply with USFWS guidelines. Best Management Practices (BMPs) will be used during construction to minimize the introduction of suspended sediment to Kwemeluk Pass. The Contractor will develop and implement Storm Water Pollution Prevention and Erosion and Sediment Control Plans (SWPPP & ESCP) that utilizes appropriate BMPs to isolate potentially sediment laden runoff originating at project worksites from entering flowing waters. (see Water Quality section for details) No excess material of any kind will be disposed of in Kwemeluk Pass. All disturbed areas above the ordinary high water mark will be seeded and/or re-vegetated. The apron area is anticipated to eventually return to a wetlands state. The sequence of work would allow for the continuous flow of water and fish passage would not be blocked or impeded at any time throughout the project. If possible, in-water work will be conducted during winter months when the salmon are not present and the water levels are lowest. A 50 foot buffer with 2:1 slopes will be maintained between the edge of the bank and the material excavation pit.
Hazardous Materials, Pollution Prevention, and Solid Waste	Equipment fueling and servicing operations will not occur within 100 feet of water bodies. Sorbent materials will be kept on-site to contain or clean up any petroleum spill. The Contractor will be required to develop and follow a Hazardous Materials Control Plan. If contaminated soil, hazardous waste, or other contamination is encountered during construction, the Contractor will be required to report to the Resident Engineer, who would contact the Alaska Department of Environmental Conservation (DEC). Equipment servicing and fueling operation will not occur within 100 feet of Kwemeluk Pass, the stream at the south end of the runway, or any other drainage channels, wetland, or other water bodies.

	Mitigation Measure or Environmental Commitment
	While the landfill is near or over capacity, the City of Nunam Iqua will allow minor solid waste generated through construction (cardboard, shipping pallets, etc.) to be burned and disposed of at the landfill. The Contractor will handle solid waste in accordance with DEC requirements and if the local landfill does not accept project-generated waste, the Contractor will dispose of it at the nearest appropriate facility.
Historic, Architectural, Archeological, and Cultural Resources	The Contractor will cease operations in the area and notify the Engineer if prehistoric artifacts, burials, dwelling site remains, or paleontological remains are encountered. Work will not continue in the area until so directed by the Engineer. The Engineer will adhere to the requirements for notification of the Alaska SHPO as stipulated; and at the same time, notify FAA.
Natural Resources, and Sustainable Design	The Contractor will be required to develop a Material Site Reclamation Plan.
Water Quality	Use clean sand and gravel for all fills. DOT&PF will produce an Erosion and Sediment Control Plan (ESCP) during the design phase to describe appropriate BMPs The contractor will develop and implement a SWPPP that is consistent with the ESCP and subject to approval by DOT&PF. As required by the Construction General Permit, DOT&PF and the contractor will conduct joint routine inspections of all temporary and permanent erosion and sedimentation controls throughout the duration of construction. A Section 401 Water Quality Certification will also be obtained from DEC as part of the permitting for this project.
Wetlands	The DOT&PF will provide appropriate compensatory payment in lieu of mitigation for wetlands acreage and water bodies impacted by project activities in conformance with the Wetlands section of this FONSI. The runway and apron side slopes will be stabilized to minimize erosion and sedimentation into wetland areas

Wetlands

The proposed project has unavoidable wetland impacts. The new *Compensatory Mitigation for Losses of Aquatic Resources; Final Rule* emphasizes a "watershed approach" to include all aquatic resources (water bodies and wetlands) in proposed mitigation plans: "[T]his rule should apply to compensatory mitigation for all types of aquatic resources that can be impacted by activities authorized by DA permits, including streams and other open waters" (Federal Register, Rules and Regulations: Vol. 73, No. 70: April 10, 2008: 19596). Keeping the watershed approach in mind, the measures to minimize harm to the traditional, navigable waters and wetlands associated with this project will be compensated by in-lieu fee mitigation in compliance with federal rules and regulations.

Proposed wetland Avoidance and Minimization Procedures for this project are listed below and are documented in the Wetland Avoidance and Minimization Analysis (EA Appendix C).

1. Project design has minimized the fill footprint to the extent practicable. For example, in order to minimize impacts, the side slopes for the runway have been steepened.
2. Slopes subject to erosion, and all disturbed surfaces, will be re-vegetated to minimize storm water pollution.
3. Only clean sand and gravel will be used for fill.
4. The taxiway, apron and PAPI have been consolidated to the extent possible.

The Proposed Action would impact approximately 26 acres of wetlands with the potential for a temporary impact to 74 acres depending on the material source used.

REQUIRED PERMITS

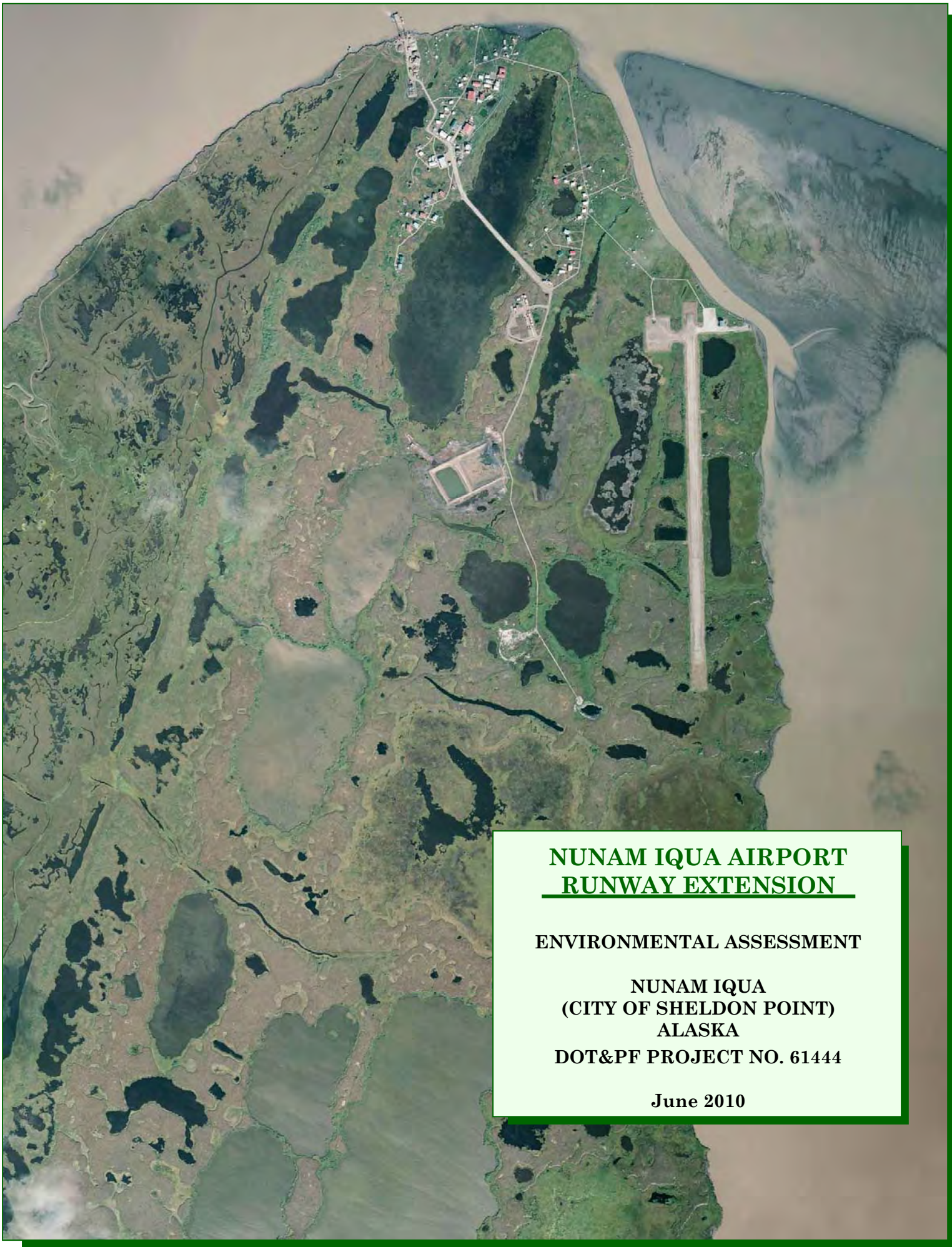
- U.S. Army Corps of Engineers Section 404 Permit;
- Alaska Coastal Management Program Coastal Consistency Review;
- Section 401 Water Quality Certification;
- Alaska Pollutant Discharge Elimination System General Permit for Construction Activities;
- SHPO Section 106 consultation under the National Historic Preservation Act;
- Title 16 Fish Habitat Permit;
- Temporary Water Use Permit (to be submitted by contractor)

FEDERAL FINDING

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives as set forth in Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. I also find the proposed Federal action will not significantly affect the quality of the human environment or include any condition requiring consultation pursuant to Section 102(2)(c) of NEPA. As a result, FAA will not prepare an EIS for this action.

Approved: _____ 9/2/10

FAA, Airports Division Date



NUNAM IQUA AIRPORT RUNWAY EXTENSION

ENVIRONMENTAL ASSESSMENT

NUNAM IQUA
(CITY OF SHELDON POINT)
ALASKA

DOT&PF PROJECT NO. 61444

June 2010

ENVIRONMENTAL ASSESSMENT

NUNAM IQUA AIRPORT RUNWAY EXTENSION

NUNAM IQUA
(CITY OF SHELDON POINT)
ALASKA

DOT&PF Project No. 61444

Prepared for:

United States Department of Transportation
Federal Aviation Administration
222 West 7th Avenue
Anchorage, Alaska 99513-7587

On behalf of the sponsor:

State of Alaska
Department of Transportation and Public Facilities, Northern Region
2301 Peger Road
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4041 B Street
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W.O. D58530S

June 2010

This Environmental Assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA Official.

B Greenwood
Responsible FAA Official

August 27, 2010
Date

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APPENDICES

LIST OF ACRONYMS

AAC ..... Alaska Administrative Code
ACMP ..... Alaska Coastal Management Program
ADCRA ..... Alaska Department of Community and Regional Affairs
ADF&G ..... Alaska Department of Fish and Game
ARC ..... Airport Reference Code
AWOS ..... Automated Weather Observation System
BLM ..... Bureau of Land Management
BMPs ..... best management practices
CRSA ..... Coastal Resource Service Area
DCCED ..... State of Alaska Department of Commerce, Community, and Economic Development
DEC ..... State of Alaska Department of Environmental Conservation
DMLW ..... Division of Mining, Land, and Water
DNR ..... State of Alaska Department of Natural Resources
DOT&PF ..... State of Alaska Department of Transportation and Public Facilities
DOWL HKM ..... previously doing business as DOWL Engineers
EA ..... Environmental Assessment
EFH ..... Essential Fish Habitat
ESA ..... Environmental Site Assessment
FAA ..... Federal Aviation Administration
ft. ..... feet/foot
MIRLs ..... medium-intensity runway lights
NAVAIDS ..... Navigational Aids
NMFS ..... National Marine Fisheries Service
OPMP ..... Office of Project Management and Permitting
PAPI ..... precision approach path indicator
PM ..... particulate matter
R/W ..... runway
RSA ..... runway safety area
SHPO ..... State Historic Preservation Office
SREB ..... snow removal equipment building
TSA ..... taxiway safety area
USACE ..... United States Army Corps of Engineers
USFEMA ..... United States Federal Emergency Management Agency
USFWS ..... United States Fish and Wildlife Service

DEFINITIONS

Airport Reference Code (ARC): A coding system used to relate airport design criteria to the operational and physical characteristics of the airplanes intended to operate at the airport. Example: Airports expected to accommodate single-engine airplanes normally fall into ARC A-I or B-I. Airports serving larger general aviation and small jet airplanes are usually ARC B-II or C-II.

Federal Aviation Agency ARC Groups

Approach Speed		Wingspan		Tail Height
Type	**Speed in Knots**	**Type**	**Wingspan in Feet**	**Tail Height in Feet**
A	Less than 91	I	< 49	< 20
B	92 - 120	II	49 - < 79	20 - < 30
C	121 - 140	III	79 - < 118	30 - < 45
D	141 - 165	IV	118 - < 171	45 - < 60
E	166 or more	V	171 - < 214	60 - < 66
		VI	214 - < 262	66 - < 68

Apron: A part of the airport where aircrafts unload or maintaining aircraft and may contain lease lots.

Automated Weather Observation System (AWOS): An AWOS is a computerized system that automatically collects data for one or more weather parameters, analyzed the data, then prepares and broadcasts weather observations to the pilot through an integral very-high-frequency radio or existing Navigational Aid System (NAVAIDS) that may provide long-line dissemination of observations.

Essential Fish Habitat (EFH): Defined in the Magnuson-Stevens Act as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." § 3(10), 16 U.S.C. 1802(10).

Medium Intensity Runway Lights (MIRLs): Runway edge lights that are used to outline the edges of runways during periods of darkness or restricted visibility conditions.

Precision Approach Path Indicator (PAPI): A system of colored lights a runway that provides visual guidance to the correct glide path.

Runway (R/W): A defined rectangular surface on an airport prepared or suitable for the landing or takeoff of airplanes.

Runway Length: The extent of a runway based on Advisory Circular 150/5325 and airplane flight manuals or computer program "Airport Design (for Microcomputers) Version 4.1."

Runway Safety Area (RSA): A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

Segmented Circle: A basic marking device used to aid pilots in locating airports and provides a central location for such indicators and signal devices as may be required.

Taxiway: A defined path established for the taxiing of aircraft from one part of an airport to another.

Taxiway Safety Area: A defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an airplane unintentionally departing the taxiway.

1.0 PURPOSE AND NEED

The purpose of the Proposed Action is to remedy deficiencies and upgrade the Nunam Iqua Airport to meet current Federal Aviation Administration (FAA) design standards and enhance the operational capabilities of the airport. The Airport Reference Code (ARC) for the Nunam Iqua Airport is currently B-II. Implementation of the standards established by the FAA is essential for safe operation of the airport facilities. The airport is important as it is the only year-round means of transportation for supplies and people to and from the community.

Nunam Iqua is located near a south fork of the Yukon River (Kwemeluk Pass), about 500 miles northwest of Anchorage, 13 miles south of Alakanuk, and 18 miles southwest of Emmonak in the Yukon-Kuskokwim Delta. It lies at 62.533610 North Latitude and -164.841110 West Longitude and in Section 10, Township 28 North, Range 84 West, Seward Meridian (Figure 1).

Table 1 lists the FAA's standards, the airports existing conditions, and the proposed corrective action. These actions are discussed further in Chapter 2.0 and shown in Figure 2.

Resolving deficiencies will result in an airport that meets FAA standards and provides reliable and safe transportation in and out of the community. Construction is expected to begin in 2012.

Table 1: Federal Aviation Administration Standards, Existing Conditions, and Corrective Action

Component	FAA Standard[1]	Existing Condition	Corrective Action
Automated Weather Observation System (AWOS)	Operational AWOS	No AWOS.	Install AWOS.
Segmented Circle and Wind Cone	Operational and accessible	Not easily accessible.	Relocate and provide new road access.
Airport Access	Safe, reliable access	No road, and existing boardwalks are in poor condition.	Provide new access to the airport by constructing a 950 ft. x 20 ft. road and replacing boardwalk sections.
Snow Removal Equipment Building (SREB)	NA	Too close to runway, causes turbulence, and drifts shut with snow.	Relocate the existing SREB and construct a new SREB in a new location so that it does not create turbulence.
Operational Surfaces	Clear and graded with no potentially hazardous ruts, humps, depressions, or other surface variations	Poor condition; showing signs of wear and deterioration.	Resurface the runway, apron, and taxiway.
Apron/Aviation Support Area Size	NA Proposed dimensions are 250 ft. x 400 ft.	200 ft. x 300 ft. and does not meet standard for apron offset.	Offset apron/aviation support area so that Part 77 surfaces are not penetrated.
Runway			
Length	4,000 feet	3,015 feet	Lengthen by 985 feet.
Width	100 feet	60 feet	Widen by 40 feet.
Runway Safety Area (RSA)	150 ft. x 4,600 ft.	120 ft. x 3,495 ft.	Lengthen by 1,105 feet, widen by 30 feet.

Component	FAA Standard[1]	Existing Condition	Corrective Action
Runway Lighting			
Precision Approach Path Indicators (PAPI)	Operational PAPI	No PAPI pads.	Install two new PAPI pads.
Medium-Intensity Runway Lights (MIRL)	Operational MIRL	Current system is outdated.	Replace runway lighting system.
Taxiway			
Length	NA	140 feet	Lengthen by 223 feet. Proposed taxiway will be 363 feet.
Width	50 feet	50 feet	Width will be the same.
Taxiway Safety Area (TSA) Width	118 feet	80 feet	Proposed TSA will be 118 feet wide.

[1] FAA Advisory Circular (AC) 150/5300-13, *Airport Design*. The design airport reference code is B-II, with the exception of the runway and taxi way widths. The proposed runway width was widened from 75 feet (B-II) to100 feet (B-III) to provide extra wind coverage; see Section 3.3, Alternatives Considered but Dismissed. The taxiway width meets B-III standards to accommodate occasional use from larger aircraft.

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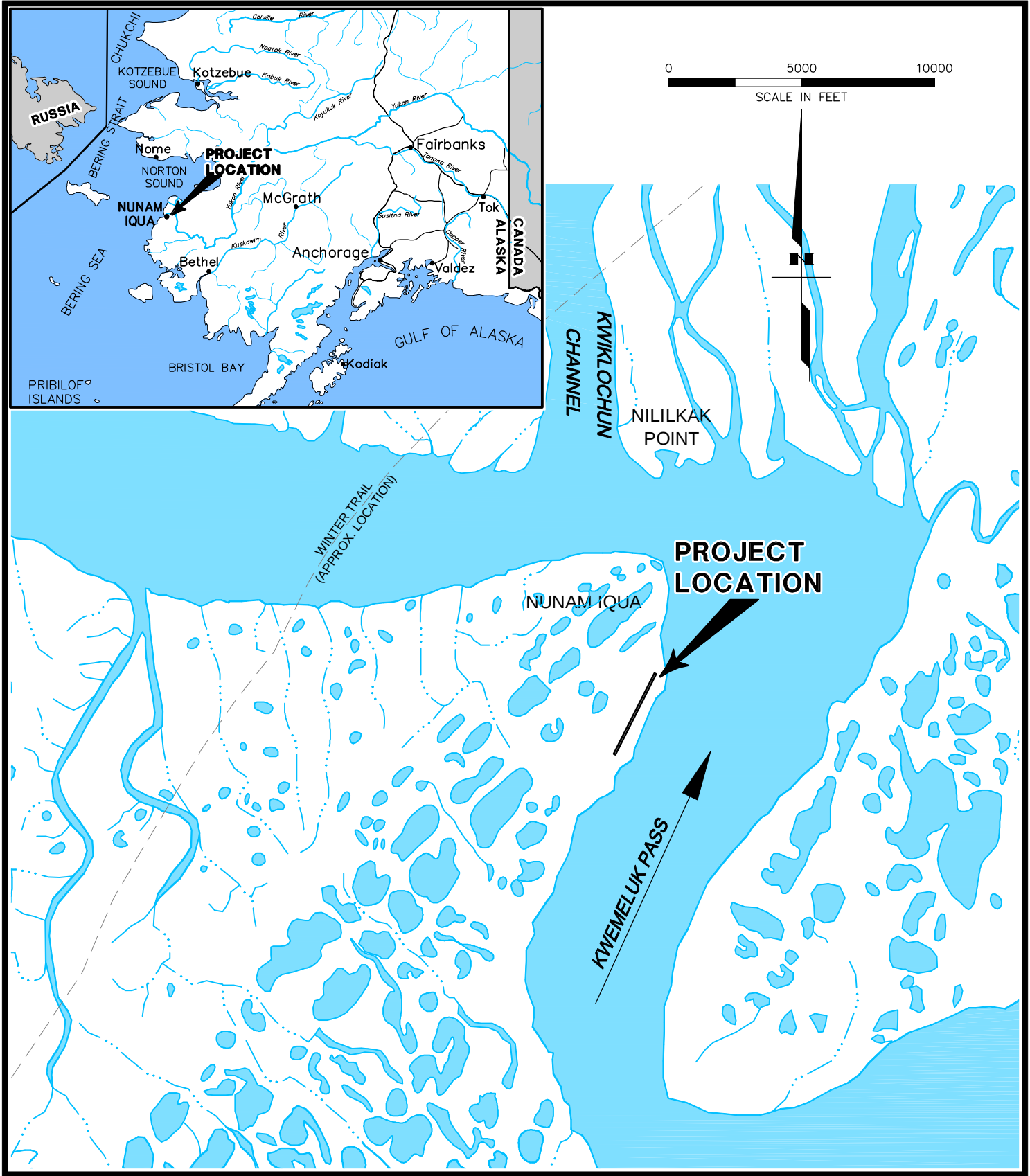

Vicinity Map

Section 9, 10, Township 28 North,
Range 84 West, Seward Meridian, Alaska.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT & PF PROJECT No. 61444
NUNAM IQUA AIRPORT IMPROVEMENTS

Nunam Iqua, Alaska

DATE: 09/12/2008 | FIGURE 1

0 600 1200

SCALE IN FEET

Existing Conditions

Section 9, 10, Township 28 North,

Range 84 West, Seward Meridian, Alaska.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT & PF PROJECT No. 61444
NUNAM IQUA AIRPORT IMPROVEMENTS

Nunam Iqua, Alaska

DATE: 09/12/2008 | FIGURE 2

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EXISITNG DUMPSITE LANDFILL

POWER EXTENSION TO NEW SREB PAD

PROPOSED CULVERT

PROPOSED LOCATION OF NEW SREB

EXISTING ROAD

EXISTING SEWAGE LAGOON

PROPOSED LEASE LOTS

PROPOSED ACCESS ROAD

NEW AWOS

ACCESS ROAD FOR PAPI AND WIND CONE PAD

PROPOSED APRON

REMOVE EXISTING BOARDWALK

PROPOSED PROPERTY ACQUISITION

PROPOSED AIRPORT BOUNDARY

PROPOSED PAPI PAD

PROPOSED TAXIWAY

PROPOSED RUNWAY 100' x 4000'

REMOVE AND REPLACE EXISTING BOARDWALK

PROPOSED CULVERT

PROPOSED ACCESS ROAD FOR SEGMENTED CIRCLE

PROPOSED PAPI PAD

PROPOSED RSA

EXTEND EXISTING CULVERT ENDS

REMOVAL OF EXISTING SREB REHABILITATION OF PAD

PROPOSED PROPERTY ACQUISITION

KWEMELUK PASS

0 500 1000

SCALE IN FEET

Proposed Airport Improvements

Section 9, 10, Township 28 North,

Range 84 West, Seward Meridian, Alaska.

TRANSPORTATION & PUBLIC FACILITIES • STATE OF ALASKA •

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT & PF PROJECT No. 61444
NUNAM IQUA AIRPORT
IMPROVEMENTS

Nunam Iqua, Alaska

DATE: 09/12/2008 | FIGURE 3

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2.0 PROPOSED ACTION

The State of Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the FAA, proposes to upgrade the Nunam Iqua Airport to meet FAA standards and identified needs.

The Proposed Action includes the following as shown in Figure 3:

- Widen and lengthen the runway to 100 ft. x 4,000 ft.
- Widen and lengthen the safety area to 150 ft. x 4,600 ft.
- Lengthen the culvert under the runway to meet the new runway and safety area width.
- Lengthen the taxiway to 363 feet (existing width of 50 feet will remain the same).
- Widen existing TSA to 118 feet.
- Construct a 250 ft. x 400 ft. aircraft parking apron and offset additional aviation support areas so that Part 77 surfaces are not penetrated.
- Re-use existing apron material and rehabilitate existing apron footprint.
- Resurface the existing operational surfaces and apply a dust palliative to the runway.
- Construct a new 20 ft. x 980 ft. airport access road (with culvert) and remove/reconstruct portions of the boardwalks.
- Install two new PAPI pads and an AWOS.
- Replace MIRL system.
- Relocate the segmented circle and wind cone and construct access roads.
- Acquire approximately 41.5 acres of adjacent property from Swan Lake Native Corporation and two Native allotments in order to accommodate the larger runway safety area and expanded airport boundary.
- Remove existing SREB and construct a new 40 ft. x 50 ft. SREB in a new location that does not create turbulence. Extend overhead electrical lines to new SREB.

The federal action requested by the DOT&PF is participation in the funding of this Proposed Action through the Airport Improvement Program and approval of the Airport Layout Plan. The project is proposed to begin in 2012 and end in 2013.

3.0 ALTERNATIVES

This section describes the alternatives considered for this project. This Environmental Assessment (EA) analyzes one Action Alternative and the No-Action Alternative. Other alternatives that were considered, but dismissed from further evaluation, are discussed below.

3.1 Proposed Action

3.1.1 Description of Action

Under the Proposed Action, the following improvements would be made:

Runway Area: The Proposed Action will expand the runway to 100 feet wide by 4,000 feet long to meet FAA wind requirements, and expand the safety area to 150 feet wide by 4,600 feet long. New pads and new access roads will be constructed to accommodate an AWOS, segmented circle and wind cone, and two new PAPIs. One existing culvert will be extended.

Apron: A new 250 ft. x 400 ft. apron will be constructed farther from the runway. The existing apron will be used for material for new construction, and the existing apron footprint will be rehabilitated. Aviation support areas and lease lots will also be added to the apron area. A new 40 ft. x 50 ft. SREB will be constructed on a new pad adjacent to the new apron location. The existing SREB will be dismantled and removed.

Access Road: A new 20 ft. x 950 ft. gravel access road will be constructed to connect the new apron to the existing road. A culvert to convey drainage will be constructed. Portions of the existing boardwalk system will be removed and/or reconstructed.

Taxiway: A new taxiway connecting the new apron and runway will be constructed. One new culvert will be constructed to convey drainage.

Material: For the EA and permitting purposes, the DOT&PF has identified Kwemeluk Pass as a potential material site, and an ice road would be used to access and transport material (Figure 4). However, the Contractor will furnish the material to meet the project needs and may choose a different material site. Due to a regional shortage of material, material may need to be barged in.

Property Acquisition: To accommodate the proposed improvements, which meet FAA safety standards for wind requirements and for offset from centerline, property acquisition will be required. Approximately 41.5 acres of property from the Swan Lake Native Corporation and two Native allotments would need to be acquired.

3.1.2 Summary of Environmental Consequences

Based on the EA analysis, the Proposed Action would not have significant impacts in any resource category (Chapter 4.0). Significant impacts were avoided by limiting land acquisition to undeveloped areas, minimizing and compensating for wetland impacts, choosing a self-replanishing material source, and implementing best management practices (BMPs) to protect air and water quality during construction. Table 2 summarizes the environmental consequences discussed in the EA.

3.2 No-Action Alternative

3.2.1 Description of Action

Under the No-Action Alternative, the airport deficiencies discussed in Chapter 1.0 would not be addressed. The runway, taxiway, and apron would not meet FAA safety requirements for wind coverage. The safety and efficiency of aircraft operations would not be improved, and the community would not have a connected road system to the airport.

3.2.2 Summary of Environmental Consequences

Based on the EA analysis, the No-Action Alternative would not have significant impacts (Chapter 4.0).

3.3 Alternatives Considered but Dismissed

Many factors are taken into consideration during development of alternatives, including engineering and design requirements, maintenance, accessibility and serviceability to the community, land ownership, cost, potential conflicts with existing land uses, and environmental concerns. The following alternatives were considered during the development process, but were eventually dismissed as they were determined "not reasonable." These alternatives are not analyzed in the remainder of the document.

3.3.1 Expand Runway Width to 75 feet

This alternative considered expanding the existing runway width (60 feet) to 75 feet wide instead of the proposed 100 feet. This alternative would have less wetland impacts than the proposed action, but was dismissed as it would not meet the 95% wind coverage in its existing location.

3.3.2 Re-construct a Crosswind Runway, Oriented West-Northwest to East-Southeast

This alternative was dismissed due to expense and environmental concerns. Realignment would result in placing a section of the runway within the waters of Kwemeluk Pass. As such, this alternative would not avoid or minimize impacts to Waters of the U.S.

3.3.3 Relocate the Airport

This alternative was considered as a means of addressing the crosswind concern; however, due to expense, potential property conflict, and environmental concerns, this option was dismissed. This alternative would not avoid or minimize impacts to wetlands.

3.3.4 Move Existing Snow Removal Equipment Building

The existing 16-year-old SREB is of wood-frame construction and not economical to relocate. The building may be disassembled and the materials salvaged for future community projects.

3.3.5 Barge Landing Area

In the past, it was possible to land a barge near the airport, but the river hydraulics have changed. Landing a barge near the airport was dismissed as a project alternative, as the landing area is now too shallow. (As a result, the proposed action would likely use the barge landing area to the north of town unless river hydraulics change.)

3.3.6 Individual Automated Weather Observation System Pad and Access Road

This alternative considered construction of an additional AWOS pad and access road. The alternative was dismissed as the proposed action, which consolidates the pads for the segmented circle and the AWOS reduces overall wetland impacts. While the pad reduces wetland impacts, its proposed location does not meet siting criteria of FAA Order 6560.20B (1,000 feet from threshold, 500 feet offset).

Material Source Site/Haul Routes/Contractor Staging Areas

Section 9, 10, Township 28 North,

Range 84 West, Seward Meridian, Alaska.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

DOT & PF PROJECT No. 61444
NUNAM IQUA AIRPORT
IMPROVEMENTS

Nunam Iqua, Alaska

DATE: 09/12/2008 | FIGURE 4

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Table 2: Comparison of Alternatives' Environmental Effects

Resource Category	Potential Environmental Effects	
	Proposed Action	**No-Action Alternative**
Air Quality	Temporary localized air degradation could occur from increased dust and exhaust emissions from construction activities, including operation of heavy equipment during the construction period. Contract specifications will require the Contractor to control dust. No long-term air impacts are anticipated (Section 4.1).	Under the No-Action Alternative, impacts to air quality may remain from the degraded surfaces of the runway, taxiway, and apron.
Coastal Zone	A Coastal Project Questionnaire has been completed and documents the project's compliance with the Statewide standards and relevant District Policies under the Alaska Coastal Zone Management Program (Section 4.2).	None
Compatible Land Use	Land acquisition would occur northwest of the existing apron and southwest of the existing runway. The parcels that would be acquired are currently undeveloped and are not being used by the public. Therefore, designating these lands for the airport use is not anticipated to be a substantial impact to the community. Both the landfill and sewage lagoon are located within the FAA 5,000-foot separation criteria and are considered incompatible with airport operations. There are no plans to move either the sewage lagoon or the landfill; they are existing and non-conforming (Section 4.3).	Existing incompatible land use will continue.
Construction	Impacts from construction activities to air quality and noise are expected to be minor and short term in duration. Water quality would be temporarily impacted during construction and these impacts are expected to be minor and would be mitigated through the use of BMPs. If Kwemeluk Pass is chosen as the material site, the extraction and transport of gravel could temporarily impact 74 acres of wetlands (Section 4.4). The construction contractor will be required to document existing road conditions, control dust, have a traffic control plan, and provide a flagger where appropriate. The Contractor will be responsible for maintaining the road in current or better condition.	None
Fish, Wildlife, and Plants	The Proposed Action permanently impacts approximately 26 acres of wetlands. If Kwemeluk Pass is used as a material source, an additional 74 acres of wetlands may be temporarily impacted due to gravel extraction and associated access road. These impacts will be relatively minor, given the vast amount of similar habitat that surrounds Nunam Iqua. Material Site excavation would additionally require work below ordinary high water of Kwemeluk Pass and may affect essential fish habitat (EFH). An EFH Assessment has been prepared and is attached in Appendix A. Both the United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) concurred that the Proposed Action would have no direct effects on any threatened species (Appendix D and Section 4.5).	None
Floodplains	The project area is within the 100 year floodplain of Kwemeluk Pass and although no permit is required, some slight floodplain impacts are likely. The project would increase the area above the floodplain and slightly reduces the overall flood-storage capacity area. Given the lack of area topography and the extent of the 100 year floodplain, these impacts are minor (Section 4.6).	None

Resource Category	Potential Environmental Effects	
	Proposed Action	**No-Action Alternative**
Hazardous Materials, Pollution Prevention, and Solid Waste	The Proposed Action will temporarily increase the solid waste stream within the community. While the landfill is near or over capacity, the City of Nunam Iqua will allow minor solid waste generated through construction (cardboard, shipping pallets, etc.) to be burned and disposed of at the landfill.	None
Historical, Architectural, Archaeological, and Cultural Resources	Implementation of the Proposed Action is not anticipated to affect cultural resources in the project area. The State Historic Preservation Office (SHPO) concurred with a finding of No Historic Properties Affected on September 11, 2008 (Section 4.8).	None
Light Emissions and Visual Effects	The Proposed Action would install additional medium-intensity runway lights (MIRLs) along the longer runway, but would not result in any substantive change in overall light emissions from the airport (Section 4.9).	None
Natural Resources and Energy Supply	Minor changes to the energy supply and availability of natural resources are anticipated. The Proposed Action would lead to a slightly higher electrical draw above present levels as minor upgrades to the lighting system are proposed. Due to the heavy sediment loads of Kwemeluk Pass, gravels removed will be replaced in a relatively short period of time and would not affect Nunam Iqua's supply of material for future use (Section 4.10).	None
Noise	Once construction activity is completed, noise associated with the airport is not expected to change substantively from noise generated by the existing airport operations (Section 4.11).	None
Socioeconomic, Environmental Justice, and Children's Health and Safety Risks	Although temporary, the Proposed Action would stimulate the local economy through direct and indirect construction expenditures. The Proposed Action would not result in any disproportionately high and/or adverse impacts to children, minority, or low-income populations. No environmental justice effects or changes to children's environmental health and safety risks are anticipated as a result of the project (Section 4.12).	None
Water Quality	No long-term impacts to Kwemeluk Pass, the community's water source, are anticipated. Potential minor short-term water quality impacts to Kwemeluk Pass may occur during material extraction due to sediments in runoff during construction. These impacts would be mitigated with BMPs and are unlikely to have any effects on the community water supply, due to their existing sediment removal system in their water treatment process (Section 4.13).	None
Wetlands	Approximately 26 acres of wetlands would be permanently impacted. Material extraction could temporarily impact an additional 74 acres of wetlands near and in Kwemeluk Pass (Section 4.14).	None
Required Permits, Approvals, and Consultations	U.S. Army Corps of Engineers Section 404 Permit; Alaska Coastal Management Program Coastal Consistency Review; Section 401 Water Quality Certification; Alaska Pollutant Discharge Elimination System General Permit for Construction Activities; SHPO Section 106 consultation under the National Historic Preservation Act; Title 16 Fish Habitat Permit; and Temporary Water Use Permit (to be submitted by contractor).	None

4.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter provides a description of the existing environmental, social, and economic setting of the area affected by the proposed Nunam Iqua Airport Improvements Project.

It also presents a discussion of the potential impacts of the Proposed Action and the No-Action Alternative. FAA Order 5050.4b, also outlined in the FAA *Environmental Desk Reference for Airport Actions* (2007), requires that impacts of a proposed federal airport project be evaluated for specific environmental impact categories. This is an issues-based EA; that is, only those environmental impact categories where the project impacts were identified as an issue of potential concern are evaluated in detail.

Environmental consequences are described in terms of direct, indirect (secondary), and cumulative impacts. Indirect impacts are those that are caused by the action and occur later in time or are further removed in distance, but are still reasonably foreseeable. Both direct and indirect impacts are discussed in this chapter. Cumulative impacts are those that result from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions. Cumulative impacts for the Proposed Action are discussed in Section 4.15.

The following resource categories were not identified within the proposed project's affected area and are not evaluated in this document. The No-Action and the Proposed Action would not affect:

- **Coastal Barriers.** A review of the United States Fish and Wildlife Service (USFWS) website indicated that there are no lands included in the Coastal Barriers Resources Act system located within Alaska *(www.fws.gov/habitatconservation/coastal_barrier.htm).*

- **Department of Transportation Act, Section 4(f).** There are no identified publicly owned lands, including public parks, recreation areas, wildlife, or waterfowl refuges of national, state, or local significance in the project area.

- **Farmland.** There is neither prime or unique farmland nor farmland of state or local importance in the project area (*www.ak.nrcs.usda.gov/technical/soils/soilslocal.html*).

- **Wild and Scenic Rivers.** There are no designated state or federal wild or scenic rivers in the project area. The closest wild and scenic river is the Andreafsky River that is approximately 70 miles east of Nunam Iqua.

4.1 Air Quality

According to Alaska Administrative Code (AAC), 18 AAC 50, the community of Nunam Iqua is considered a Class II area for air quality (State of Alaska Department of Environmental Conservation [DEC], 2006). As such, there are air quality standards and maximum allowable increases for regulated air pollutants: Particulate matter 10 micrometers or less in diameter like dust (PM-10), particulate matter 2.5 micrometers or less in diameter like smoke (PM-2.5), nitrogen dioxide, oxides of sulfur, carbon dioxide, ozone, and lead. Activities in these areas must operate in such a way that they do not exceed listed air quality standards and increments for these compounds.

Based on recent monitoring in rural Alaska, Nunam Iqua may have a summer dust problem and could be listed as a PM-10 community by the DEC. Summer dust levels, either observed or monitored may be exceeding the acceptable PM-10 level and necessitate special controls when performing construction projects in that community (DEC, 2008a). Dust control measures may include, but are not limited to: watering, application of dust palliatives, and vehicle speed controls.

Proposed Action: The Proposed Action would create a new road section and associated increased vehicle use, which could lead to incremental increases in PM-10 emissions. However, no increase in emissions

from aircraft is expected as the purpose of the project is to provide safety improvements, not to increase airport capacity. In addition, the use of a dust palliative would help control aircraft-generated dust.

No-Action Alternative: Under the No-Action Alternative, impacts to air quality may remain from the degraded surfaces of the runway, taxiway, and apron.

4.2 Coastal Zone

The Nunam Iqua Airport lies within the coastal zone and the Ceñaliulriit Coastal Resource Service Area (CRSA). The project would therefore be subject to a consistency review to ensure compliance with the Alaska Coastal Management Program (ACMP) Statewide Standards as well as the Ceñaliulriit District Enforceable Policies.

Proposed Action: Coastal resources, primarily wetlands, would be directly and indirectly impacted by the proposed work. Impacts to wetlands are discussed in more detail in Section 4.14 and as part of the consistency review in Appendix B. The Proposed Action is not expected to have a substantial impact to any resources listed under the District Enforceable Policies or the Statewide Standards.

No-Action Alternative: No coastal consistency review would be required for the No-Action Alternative. No direct or indirect impacts to coastal resources would be anticipated.

4.3 Compatible Land Use

The DOT&PF's current land holdings include the airport facilities and lands within the existing airport boundaries. Lands beyond the DOT&PF holdings are owned primarily by the Swan Lake Corporation, the local Native Corporation for Nunam Iqua. Additionally, privately-held lands abut the airport from the northwest, closest to the apron. The surrounding area is part of the Yukon Delta National Wildlife Refuge, which is managed by USFWS.

The community's landfill and sewage lagoon are located within the FAA's 5,000 foot separation criteria (FAA Advisory Circular 150/5200-33), and are considered an incompatible land use with airport operations.

Proposed Action: The Proposed Action would not change land use designation, however DOT&PF would acquire approximately 41.5 acres of land adjacent to the existing airport property. This land acquisition would occur in two locations; northwest of the existing apron, where the proposed apron would be constructed, and southwest of the existing runway for the proposed runway extension (Figure 3). These lands are currently undeveloped and not used by the public. Therefore, designating these lands for airport use is not anticipated to be a substantial impact to the community.

Both the landfill and sewage lagoon attract birds and bird strikes have been recorded. However, this is minimized by the airport manager through limited hazing prior to daily aircraft activities (Manumik, 2009). There are no plans to move either the landfill or sewage lagoon and although these facilities are incompatible, they are existing and non-conforming.

No-Action Alternative: Under the No-Action Alternative, no direct or indirect impacts to existing land uses are affected.

4.4 Construction Impacts

Proposed Action: Potential impacts during all phases of the construction period are anticipated to be temporary and include the following:

Throughout construction, the existing centerline elevation will remain the same. While there may be disruption to the airport surfaces during construction, a minimum runway length will be maintained to provide adequate level of services and allow for medivac flights.

Air Quality - The use of diesel-fueled construction equipment would result in localized air degradation from exhaust emissions during the construction period.

Construction activities would also minimally increase dust emissions from activities such as gravel hauling and placement.

The Contractor would follow BMPs during construction to mitigate fugitive dust emissions. These measures may include regularly spraying surfaces with water (from a water truck), applying dust palliative, or other such activities, as appropriate. The Contractor would apply for a Temporary Water Use Permit once a water source and necessary quantity is determined.

Fish, Wildlife, and Plants - Wildlife may be temporarily disturbed by the increased activity and noise, but could easily avoid the area. Plants within the construction area may be disturbed, flattened, or destroyed by the use of heavy machinery. If Kwemeluk Pass is used as a material site, fish habitat may be created and/or altered as a result of the material extraction. In addition, extraction activities may cause a temporary increase in sediment in the river. Impacts from construction activities on wildlife and fish would be minimized by mitigation measures outlined in Chapter 5.

Natural Resources and Energy Supply - Diesel fuel consumption at the airport is expected to increase slightly during construction.

Noise - Airport construction would minimally increase noise from heavy equipment operations.

Roads and Traffic - The construction contractor will be required to document existing road conditions, control dust, have a traffic control plan, and provide a flagger where appropriate. The Contractor will be responsible for maintaining the road in current or better condition.

Socioeconomic, Environmental Justice, and Children's Health and Safety Risk - Construction activities would stimulate the local economy through direct and indirect construction expenditures. While a school is present within 600 feet of the airport, no impacts to school operations or environment are anticipated. In addition, equipment and material haul past the school would likely occur during the summertime.

Water Quality - Construction activities may affect water quality by increasing runoff over disturbed areas and from direct fill. These effects are expected to be minor and would be mitigated through the use of BMPs and the implementation of an Erosion and Sediment Control Plan and a Stormwater Pollution Prevention Plan. Specific BMPs include, but are not limited to, the use of silt fences, and straw bale dikes, and cofferdams to isolate work from flowing waters.

Wetlands - If Kwemeluk Pass is used as a material site, up to 74 acres of wetlands could be impacted. A compensatory mitigation plan would be developed during the permitting phase of the proposed project to mitigate impacts.

No-Action Alternative: There would be no construction-related impacts under the No-Action Alternative.

4.5 Fish, Wildlife, and Plants

4.5.1 Avian Populations

The project area is located within the Yukon-Kuskokwim Delta, notable for its migratory avian populations. Large numbers of waterfowl and waders migrate to the delta area each spring, as it provides nesting and rearing habitat. Additional species migrate through the delta on their way to points further north or west, such as the North Slope of Alaska or the Bering Sea. Species occurring in or near the project area include a variety of ducks, geese, swans, loons, sandpipers, plovers, gulls, jaegers, and Arctic terns. In addition to waterfowl and sea birds, the project area may host Savannah sparrow, yellow wagtail, Lapland longspur, common and hoary redpolls, and possibly tree sparrow, willow ptarmigan, and possibly raven, harrier hawk, and gyrfalcon (McCaffery, 2005).

4.5.2 Mammal Populations

Land mammals in the area consist primarily of small rodents. Voles and shrews likely use meadow areas for forage and cover.

Carnivorous rodents such as mink, short-tailed weasel, and least weasel exist in the area (USFWS, 2005a). The Nunam Iqua area of the lower Yukon Delta may also support populations of arctic fox. Itinerant mammals may include moose, gray wolf, muskrat, and beaver (McCaffery, 2005). River otters may also use the area.

Given its proximity to open ocean, the area is occasionally visited by seals and whales. They have been sighted following the tide up Kwemeluk Pass. Seal species in the area include spotted seal, ringed seal, harbor seal, ribbon seal, bearded seal, and northern fur seal. Steller sea lions have been known to come up the waterway. Whale species using the waterway are probably limited to beluga whale (USFWS, 2005a).

4.5.3 Fish Populations and Essential Fish Habitat

Essential Fish Habitat (EFH), as established by the 1996 reauthorization of the Magnuson-Stevens Fishery Conservation and Management Act is defined as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity."

A search of the *Catalog of Waters Important for Spawning, Rearing or Migration of Anadromous Fishes* found that Kwemeluk Pass (Alaska Department of Fish and Game [ADF&G] Stream 334-10-11010) provides habitat for Chinook salmon, chum salmon, coho salmon, pink salmon, and sockeye salmon (Johnson and Weiss, 2007).

4.5.4 Vegetation and Terrestrial Habitats

Vegetation communities in the vicinity of Nunam Iqua consist primarily of wet meadow and moist tundra, with occasional sparse shrub vegetation in the margins between ponds and higher tundra. There were two different wet meadow communities noted during field surveys (DOWL HKM, 2005a).

4.5.5 Federally Listed Endangered and Threatened Species

According to the USFWS, the spectacled and Steller's eider are known to occur in the vicinity of the project area and are listed as threatened (USFWS, 2005b). In addition, community members indicated that Steller sea lions, also listed as threatened, occasionally follow fish up Kwemeluk Pass.

Proposed Action: The Proposed Action would permanently disturb approximately 26 acres of habitat and may displace birds present in the area. However, these impacts are expected to be relatively minor, given the vast amount of similar habitat that surrounds the project area.

If Kwemeluk Pass was used as a material source, the Proposed Action would require the removal of approximately 295,000 cubic yards of gravel from a sand/gravel bar in the Yukon River (further discussed in Section 4.4). This action may have a temporary adverse effect on fish populations and EFH. However, the effect is expected to be minimal due the proposed conservation measures designed to protect water quality. Following removal of the material, all disturbed areas above ordinary high water will be permanently re-vegetated. Because the Yukon River at that location actively moves sand/gravel constantly, the excavated material would be replaced naturally. A draft EFH assessment is included in Appendix A; the proposed project is not expected to have any long-term effects on fish populations or EFH.

The USFWS concurred that the Proposed Action would have no direct effects on the spectacled or Steller's eiders, and that additional Section 7.0 consultation under the Endangered Species Act is not required. National Marine Fisheries Service (NMFS) concurred that no threatened and endangered species would be affected by the Proposed Action, and no further consultation is needed (Appendix D).

No-Action Alternative: The No-Action Alternative would lead to no appreciable change to biotic communities in or near the project area and would not impact threatened and endangered species. The No-Action Alternative would have no effect on fish populations and EFH.

4.6 Floodplains

Nunam Iqua does not participate in the National Flood Insurance Program, so the United States Federal Emergency Management Agency (USFEMA) maps are not available. The area is a low-relief point on Kwemeluk Pass, approximately eight miles from the Bering Sea. Kwemeluk Pass and the community of Nunam Iqua are considered to be within the 100 year floodplain (USFEMA, 2008). However, due to the addition of fill, most of the existing airport is above the recommended flood elevation of 93.7 feet, as are most structures in the floodplain (United States Army Corps of Engineers [USACE], 2005). A flood in 1972 reportedly led to approximately 1.5 feet of standing water throughout much of the area; however, no buildings were reported as damaged.

Proposed Action: Since the community of Nunam Iqua does not participate in the National Flood Insurance Program, a permit would not be required to build in the floodplain.

Proximate to Nunam Iqua, fill placement associated with the Proposed Action would result in a 28 acre increase in land lying above the recommended USACE flood elevation of 93.7 feet. While this slightly reduces the overall flood-storage capacity area, this is a very minor impact given the lack of area topography and the extent of the 100 year floodplain.

The proposed improvement could provide additional "safe refuge" options for local residents who may need to escape rising waters in or around their homes.

No-Action Alternative: Under this alternative, no impacts are anticipated to floodplains within the Nunam Iqua area. No further development would occur at the Nunam Iqua Airport.

4.7 Hazardous Materials, Pollution Prevention, and Solid Waste

Solid waste is collected, transported to, and buried at the village landfill, located approximately 1,500 feet west of the runway. The existing sewage lagoon is approximately 800 feet west of the runway. Both the landfill and sewage lagoon are within the 5,000-foot criteria and are considered incompatible with airport operations.

A Phase I Environmental Site Assessment (ESA) was conducted by DOWL HKM in 2004 as part of the environmental documentation for this project (DOWL HKM, 2005b). The original ESA excluded the SREB from its study. In 2009, DOWL HKM perfomed an additional Phase I/limited Phase II ESA for the SREB to supplement the original ESA (DOWL HKM, 2009).

The results of these studies indicated that there is no known contamination of concern in or near the existing airport area.

Several stains were noted on the interior dirt floor of the SREB. Analytical testing results indicate that while petroleum contamination was detected in the samples taken from these areas, no concentrations exceeded cleanup levels set by the DEC. As a result, no further remedial action was recommended for the property.

Proposed Action: Implementing the Proposed Action may have minor effects on hazardous materials or solid waste in Nunam Iqua. Construction activities will increase the short-term probability or risk of a petroleum spill.

While the landfill is near or over capacity, the City of Nunam Iqua would allow any minor solid waste generated through construction (cardboard, shipping pallets, etc.) to be burned and disposed of at the landfill (Finch, 2010). However, the Contractor would be responsible for hauling out any large and/or unburnable construction waste, such as demolished material from the SREB building (estimated to be up to 1,000 cubic yards). The City of Nunam Iqua may be interested in reusing materials from the SREB building for storage of their newly purchased heavy machinery (Finch, 2010).

The Proposed Action would not result in the runway being appreciably closer to the landfill and sewage lagoon. The landfill and sewage lagoon are directly northwest and parallel to

the runway. Although adding length to the runway and runway safety area would not result in closer proximity, widening them both may lead to a minor but unsubstantial increase in proximity (Figure 3).

No-Action Alternative: Under this alternative, no changes are anticipated to existing contaminated sites in the area, and the quantity of hazardous materials and solid waste coming into or out of the community of Nunam Iqua is not expected to change.

4.8 Historical, Architectural, Archaeological, and Cultural Resources

Various historic reports and information in the Alaska Heritage Resources Survey files maintained by the Office of History and Archaeology were reviewed, and five sites in or near the proximity of Nunam Iqua were located. The sites include abandoned structures from early settlement in the village and a grave site located near the segmented circle. Other sites were located near the Kwemeluk Pass coastline near the airport, but are not within the project area.

Documentation of consultation per Section 106 of the National Historic Preservation Act is located in Appendix E.

Proposed Action: Implementation of the Proposed Action is not anticipated to affect cultural resources in the project area. An officer with the State Historic Preservation Office (SHPO) concurred with a finding of No Historic Properties Affected on September 11, 2008 (attached in Appendix E).

No-Action Alternative: Under the No-Action Alternative, no historic or cultural resources would be affected.

4.9 Light Emissions and Visual Effects

Lighting at the airport is minimal and includes the interior SREB lighting and medium-intensity runway lights (MIRLs). The MIRLs are activated during aircraft takeoff and landing. No complaints regarding light emissions have been documented for this facility.

Proposed Action: The Proposed Action would extend the MIRLs, but would not result in any substantive change in overall light emissions from the airport as the lights are designed to function as an 'on-demand' system; lights are pilot-activated and are only lit when the runway is in use. The Proposed Action would result in negligible changes to the visual appearance of the airport. No substantive direct or indirect impacts are anticipated.

No-Action Alternative: Light emissions under the No-Action Alternative are not anticipated to change. No changes would occur to runway or SREB lighting systems, and no additional lighting would be added to any other parts of the airport.

4.10 Natural Resources and Energy Supply

The Nunam Iqua Airport currently powers its regular operations through electricity supplied by the Nunam Iqua Electric Company. Regular operations involve runway lighting and SREB lighting. The SREB is heated by an oil burning furnace. Fuel is supplied from the aboveground storage tank directly adjacent to the west wall of the SREB.

Locally available gravel sources include material in Kwemeluk Pass and small borrow sites near the airport.

Proposed Action: Minor changes to the energy supply and availability of natural resources are anticipated. The Proposed Action would lead to a slightly higher electrical draw above existing levels as minor upgrades to the lighting system and SREB are proposed.

Heating requirements within the SREB are not expected to change. However, diesel fuel requirements for snow removal equipment operations are expected to increase slightly, as the equipment would presumably be used for a greater duration and/or at a greater frequency, in order to clear a larger area. These increases are anticipated to be minor.

Because of the increased use of electricity and diesel fuel, this project will slightly increase the airport's carbon footprint.

If Kwemeluk Pass is chosen as a material source, gravel removed from the proposed material site are expected to be replaced quickly, due to the heavy sediment loads of the waterway. As a result, any extraction of material from Kwemeluk Pass is not anticipated to affect Nunam Iqua's supply of material for future use.

Since Kwemeluk Pass enters the Bering Sea at the same location as the Yukon River, the Pass is both tidally-influenced and interconnected with the Bering Sea and Yukon River. It is therefore considered navigable, and the material site belongs to the State of Alaska. Any fill materials taken from Kwemeluk Pass would be mined in accordance with the DOT&PF Development Guidelines.

Proposed material sites, contractor staging areas, and haul routes will be detailed in permit applications and are shown on Figure 4.

No-Action Alternative: Under this alternative, no changes are anticipated to energy and natural resource use.

4.11 Noise

The Nunam Iqua Airport typically averages up to 2,000 propeller operations annually. These operations typically occur during daylight hours, limiting the potential noise nuisance to the community.

FAA regulations stipulate that a noise study is required if a facility meets or exceeds either 700 jet operations or 90,000 propeller operations annually. Nunam Iqua Airport does not meet these thresholds; therefore a noise study is not required.

Proposed Action: The nearest residence is approximately 0.25 miles from the project area, while the new school is located approximately 600 feet away. Both the residences and the school would likely be affected by some level of noise associated with the construction of the Proposed Action. Once the construction activity is completed, noise associated with the airport is not expected to change substantively from noise generated by the existing airport operations.

No-Action Alternative: Current noise levels from airport operations would remain the same.

4.12 Socioeconomic, Environmental Justice, and Children's Health and Safety Risks

Nunam Iqua is a Yup'ik Eskimo village with an economy based largely upon commercial fishing and subsistence activities. There are three subsistence fish camps near Nunam Iqua along Kwemeluk Pass downstream from the community. Fishing is done year-round; salmon during the summer, and sheefish and whitefish during the winter. Conversation with the Nunam Iqua Community Planner (O'Malley, 2010) revealed that subsistence and commercial fishing sites in Kwemeluk Pass are located approximately 1 mile downstream, (northwest) of the airport, just north of the town. No fishing sites are located immediately in or near the proposed material source site. It should be noted that because the channel shifts annually from active erosion and deposition, fishing sites may change from year to year.

Approximately 94% of the estimated 2008 population of 201 people is listed as belonging to a minority population, which is well above the state and national average. According to the 2006 census, 36% of the population is below the poverty level, and 44% of the population is below the age of 15 (State of Alaska Department of Commerce, Community, and Economic Development [DCCED], 2009).

Proposed Action: The majority of the project activities will have no effect on subsistence and commercial fishing because they do not involve any in-water work, would not prevent access to Kwemeluk Pass, and because BMPs will be used to protect water quality.

If Kwemeluk Pass is chosen as a material source, the material extraction would likely occur during the winter. As a result, summer

subsistence and commercial fishing would not be directly affected. Since winter subsistence fishing takes place north of town, it would also be affected.

The removal of material could have a minimal temporary adverse effect on essential fish habitat (see Appendix A), and could affect the configuration of the near-shore channel. This area is not traditionally used for subsistence fishing; however, fishing did occur in this area last fall when flooding made use of traditional sites difficult (O'Malley, 2010).

In addition, the material extraction may cause relatively short-term changes to the channel morphology. Due to the heavy sediment loads of the waterway, it is expected that the material that is removed would be quickly replaced. Long-term changes to fish habitat, and subsequently to subsistence fishing, in the immediate area would likely be insignificant due to (1)the unpredictable sediment loads deposited on a annual basis from upstream sources, and (2)the annual changes to the gravel bar and channel as a result of natural deposition/erosion of those materials.

Although temporary, the Proposed Action would stimulate the local economy through direct and indirect construction expenditures. Construction work at the airport is expected to last from three to six months. During this time, construction crews would need supplies, services, and food. It is assumed that some of these would be purchased in the community, thereby leading to an economic inflow. In addition, it is possible that the Contractor for this project may hire locally to fill positions on the construction crew. Maintenance activities are expected to require a slight increase in labor hours due to the greater overall size of the developed airport property, including the access road. No long-term monetary influx or increase in employment within the community is expected.

Although the new school is located approximately 600 feet from the airport, the Proposed Action would not substantially change airport operations from its current uses. As a result, no change to the environmental health and safety of children is anticipated.

The Proposed Action would not result in any disproportionately high and adverse impacts to children, minority, or low-income populations.

No-Action Alternative: Under the No-Action Alternative, no impacts are anticipated to issues related to environmental justice.

This alternative would not result in any disproportionately high and adverse impacts to minority or low-income populations, and it would not result in environmental health and safety risk to children.

The entire community would still have an airport that would continue to operate below FAA's recommended standards. Safety issues at the Nunam Iqua Airport may have a limiting effect on incoming and outgoing transport services. This is more likely to occur during the winter months when crosswinds are more frequent. Limitations on flight access would inhibit transport of needed goods and supplies as well as passengers.

4.13 Water Quality

At its closest point, the existing airport facility is within 50 feet of Kwemeluk Pass. Kwemeluk Pass carries a heavy sediment load, likely due to glacial till and natural erosive activity upstream and the slow moving water (United States Geological Survey, 2005).

Nunam Iqua residents retrieve their drinking water supply from Kwemeluk Pass, as shown on Figure 2. Water is taken from the river and stored in a settling tank. Once sediment is settled and filtered out, the water is treated with chlorine and stored in a tank for distribution.

No water bodies in the Yukon Delta are listed on the 301(d) list of impaired water bodies (DEC 2008b).

Proposed Action: No long-term impacts to the community's water source are anticipated.

While short term increases of suspended solids may result from construction activities, these increases are not anticipated to impact the community water source. No activities would substantially affect the quality or

quantity of water available to the community. While an increase in sediment would be possible during construction, it would be minimized through the use of BMPs. In addition, any additional sediment would be inconsequential in comparison to the existing heavy sediment load of Kwemeluk Pass.

No-Action Alternative: Under the No-Action Alternative, it is expected that water quality would remain in approximately the same condition.

4.14 Wetlands

A wetland delineation and functional assessment of the airport area was conducted by DOWL HKM in 2004 and 2005 (Figure 5) (DOWL HKM, 2005a). USACE concurred with the wetlands delineation on June 15, 2005 (Appendix B).

Wetlands and open water areas comprise approximately 100% of the report's study area, which included lands in and around the Nunam Iqua village and airport areas. A total of four National Wetlands Inventory wetland classifications were identified within the study area (Table 3).

Proposed Action: Under the Proposed Action, wetland loss is unavoidable due to the fact that the airport is surrounded by wetlands. There are no contiguous upland areas in the greater Nunam Iqua area. None of the alternatives considered during design, including relocating the airport, would completely avoid impacting wetlands.

Approximately 26 acres of wetlands would be permanently filled by the Proposed Action (Figure 5).

Some wetland rehabilitation may occur naturally at the current apron location; fill material from the site would be used for the project. After material removal, the area will be seeded and is expected to eventually return to a wetlands condition.

If Kwemeluk Pass is used as a material site, up to 74 acres of wetlands could be temporarily impacted through excavation of materials (73 acres) and a temporary access road (0.63 acres). Wetlands within the river would be affected by direct dredging and excavation of materials from the sandbar. The access road would traverse wetlands to access the airport area. While the access road would likely be constructed of ice, some temporary compaction of wetlands could occur.

Table 4 summarizes proposed improvements and associated direct impacts to wetlands. Table 5 summarizes temporary impacts to wetlands associated with the proposed material site.

Executive Order 11990, *Protection of Wetlands*, requires that there be no practicable alternative to the Proposed Action, and that the project includes all practicable measures to minimize harm to wetlands. DOT&PF has analyzed the project and determined that there are no practicable alternatives having less impact on the aquatic ecosystem. This was determined by overlaying the existing airport footprint, the proposed improvements footprint, the suggested cross-wind runway configuration, and the potential relocation sites on the wetlands delineation map. The impact of each alternative on wetlands was determined and compared (Appendix C, Wetlands Avoidance and Minimization Analysis).

The improvements were designed to avoid wetlands to the extent practical; however, due to the proximity of wetlands to the airport, it is not possible to avoid them. The preliminary jurisdictional wetlands delineation showed that wetlands or Waters of the U.S. comprise 100% of the project area. Therefore, minimization of impacts and compensatory mitigation are the primary mitigation measures available to this project. Impacts were minimized by steepening the side slopes of the non-runway areas and combining the AWOS and PAPI pads and access roads.

The new *Compensatory Mitigation for Losses of Aquatic Resources; Final Rule* emphasizes a "watershed approach" to include all aquatic resources (water bodies and wetlands) in proposed mitigation plans: "[T]his rule should apply to compensatory mitigation for all types of aquatic resources that can be

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Impacted Wetlands

Section 9, 10, Township 28 North,

Range 84 West, Seward Meridian, Alaska.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT & PF PROJECT No. 61444
NUNAM IQUA AIRPORT IMPROVEMENTS

Nunam Iqua, Alaska

DATE: 09/12/2008 | FIGURE 5

Table 3: Acreage of National Wetlands Inventory Wetland Types in the Wetlands Study Area

Habitat Type	Wetlands Type	Function Value	Area (acres)	Percent of Total Study Area
Moss-Lichen	PML1-2B	Medium to High	360	15.9
Brackish Sedge	PEM1-H3	Medium to Low	403	17.8
Wet Sedge Meadow/Dwarf Shrub Tundra	PSS1/EMB	Medium	35	1.6
Brackish Moss Marshes	PML1-H3	Low to Medium	746	33

PML1-2B: Palustrine moss-lichen persistent saturated
PEM1-H3: Palustrine emergent permanently flooded
PSS1/EMB: Palustrine scrub shrub emergent
PML: Palustrine moss lichen permanently flooded

Table 4: Proposed Action Permanent Wetland Impacts

Project Area	Approximate Wetland Fill Quantities (cubic yards)	Approximate Area of Wetland Impacts (square feet)	Approximate Area of Wetland Impacts (acres)
Runway and RSA	185,000	745,891	17.12
Apron/Aviation Support Area	68,000	264,078	6.06
Taxiway	5,000	64,379	1.48
Airport Access Road	28,000	51,248	1.18
Total	**295,000**	**1,125,596**	**25.84**

Table 5: Proposed Action Temporary Impacts to Waters of the United States

Project Activity	Approximate Area of Impact (acres)
Haul road – possible compaction or disturbance of wetlands through heavy machine operation	0.63
Up to 295,000 cubic yards of sand/gravel excavated from Kwemeluk Pass sand and gravel bar	73
TOTAL Temporary Impacts	**74**

impacted by activities authorized by Department of the Army permits, including streams and other open waters" (Federal Register, Rules and Regulations: Vol. 73, No. 70: April 10, 2008: 19596). Keeping the watershed approach in mind, the measures to minimize harm to the traditional navigable waters and wetlands associated with this project will be compensated by in-lieu fee mitigation in compliance with federal rules and regulations. The proposed mitigation measures are listed in Chapter 5.0, and the Wetlands Avoidance and Minimization Analysis is attached in Appendix C.

No-Action Alternative: Under this alternative, no impacts are anticipated to wetlands in the vicinity of Nunam Iqua. The wetlands surrounding the airport would remain in their current condition, and all functions and values would be retained.

4.15 Cumulative Impacts

Cumulative impacts are those that result from the incremental impact of the action when added to other past, present, and reasonable foreseeable future actions. Cumulative impacts are not discussed for the No-Action Alternative, since this alternative would not be expected to contribute to existing cumulative impacts in the project area.

The following information on other projects in the area was gathered from the Alaska Department of Community and Regional Affairs (ADCRA, 2008).

Past projects in the area include the construction of Sheldon Point School Improvements, Power Line/Plant Project, Wastewater Lagoon Expansion, and the causeway across Swan Lake. Current projects include sewer and water improvement, connecting water and sewer to thirteen homes and the school.

Future projects include replacement of the Bulk Fuel Storage Facility and electric upgrades to the community hydronics system. These projects, as well as proposed projects, involve maintenance of existing facilities and are not expected to substantially change the natural or build environment of the area.

The community of Nunam Iqua has outlined several development projects to improve the local water and sewage system, housing, and the school.

Air Quality

The low level of development in the area results in a low level of air emissions. There are no known plans to increase emission-related activities at Nunam Iqua. The cumulative air effects of this project with past and future projects would not be expected to be substantive.

Compatible Land Use

The Proposed Action does not change existing land uses and, when combined with past and future actions, would not be expected to result in any substantive cumulative impacts to land use.

Fish, Wildlife, and Plants

The Proposed Action would result in a loss of vegetation and wildlife habitat around the airport area. Considering the level of expected development relative to the availability of similar vegetation and wildlife habitat in the vicinity, cumulative impacts to vegetation and wildlife resulting from the Proposed Action would not be significant.

Floodplains

The low level of existing development, combined with current projects and development proposed under this project, would not result in any substantive cumulative impacts to the floodplains.

Hazardous Materials, Pollution Prevention, and Solid Waste

The ESA completed for this project indicated no significant potential environmental impairment on the property. While some petroleum impacted soils were

found in the SREB floor, analytical testing showed that these soils did not exceed DEC cleanup levels and do not require special handling.

General waste generated from the project would be disposed of in accordance with local, state, and federal requirements. As a result, the Proposed Action would not be expected to have any substantive cumulative impacts related to hazardous materials or solid waste.

Historical Architectural, Archaeological, and Cultural Resources

The proposed project would not affect the cultural resources. The proposed improvements, the existing level of development in the area, and the lack of proposed future projects result in a low potential for any substantial cumulative impacts to historical architectural, archaeological, and cultural resources.

Light Emissions and Visual Impacts

The Proposed Action, when added to past and reasonable foreseeable future actions, would not substantially increase light emissions or visual impacts.

Natural Resources and Energy Supply

It is anticipated that there are adequate natural resources and energy supply for the Proposed Action, currently proposed projects, and reasonably foreseeable future actions. The Proposed Action would not be expected to have any substantive cumulative impact on the availability of natural resources and energy supplies.

Noise

Construction of the proposed improvements would result in temporary construction noise in the immediate vicinity of construction activities. This temporary increase in noise, when combined with existing operations in the area and reasonably foreseeable future actions, would not substantively affect noise conditions in the area.

Water Quality

The development proposed under this project, combined with the existing development and the potential for future development, would not result in any substantial adverse cumulative impacts to water quality.

5.0 MITIGATION AND ENVIRONMENTAL COMMITMENTS

The following additional measures have been identified and incorporated into the project to reduce potential adverse environmental effects. The required permits and approvals identified in Table 2, page 8, will be obtained prior to project construction.

Table 6: Mitigation and Environmental Commitments

Resource Category	Mitigation Measure or Environmental Commitment
Air Quality	• Minimize dust by watering with a water truck or by applying a dust palliative during dust-producing activities as needed. The Contractor will apply for a Temporary Water Use Permit once a water source and necessary amount is determined.
Construction	• The construction contractor will be required to document existing road conditions, control dust, have a traffic control plan, and provide a flagger where appropriate. The contractor will be responsible for maintaining the road in current or better condition.
Fish, Wildlife and Plants	• No vegetative clearing will occur from May 5 through July 25 to avoid a direct take of migratory birds. • BMPs will be used during construction to minimize the introduction of suspended sediment to the Kwemeluk Pass. Specific BMPs include, but are not limited to, the use of silt fences, straw bales and straw bale dikes, and cofferdams to isolate work from flowing waters. • No excess material of any kind will be disposed of in Kwemeluk Pass. • All disturbed areas above the ordinary high water mark will be seeded and/or re-vegetated. The apron area is anticipated to eventually return to a wetlands state. • The sequence of work would allow for the continuous flow of water and fish passage would not be blocked or impeded at any time throughout the project. • If possible, in-water work will be conducted during winter months when the salmon are not present and the water levels are lowest. • A 50 foot buffer with 2:1 slopes will be maintained between the edge of the bank and the material excavation pit.
Hazardous Materials, Pollution Prevention, and Solid Waste	• Equipment fueling and servicing operations will not occur within 100 feet of water bodies. • Sorbent materials will be kept on-site to contain or clean up any petroleum spill. • The Contractor will be required to develop and follow a Hazardous Materials Control Plan. • If contaminated soil, hazardous waste, or other contamination is encountered during construction, the Contractor will be required to report to the Resident Engineer, who would contact the DEC. • Equipment servicing and fueling operation will not occur within 100 feet of Kwemeluk Pass, the stream at the south end of the runway, or any other drainage channels, wetland, or other water bodies. • While the landfill is near or over capacity, the City of Nunam Iqua will allow minor solid waste generated through construction (cardboard, shipping pallets, etc.) to be burned and disposed of at the landfill. The Contractor will handle solid waste in accordance with DEC requirements and if the local landfill does not accept project-generated waste, the Contractor will dispose of it at the nearest appropriate facility.
Historic, Architectural, Archeological, and Cultural Resources	• The Contractor will cease operations in the area and notify the Engineer if prehistoric artifacts, burials, dwelling site remains, or paleontological remains are encountered. Work will not continue in the area until so directed by the Engineer. • The Engineer will adhere to the requirements for notification of the Alaska SHPO as stipulated; and at the same time, notify FAA.

Resource Category	Mitigation Measure or Environmental Commitment
Natural Resources, and Sustainable Design	• The Contractor will be required to develop a Material Site Reclamation Plan.
Water Quality	• Use clean sand and gravel for all fills. • Develop and implement a Stormwater Pollution Prevention Plan. • Follow Erosion and Sediment Control Plan. • A Section 401 Water Quality Certification will also be obtained from DEC as part of the permitting for this project.
Wetlands	• The DOT&PF will negotiate and provide appropriate compensatory payment in lieu of mitigation for wetlands acreage and water bodies impacted by project activities. • The runway and apron side slopes will be stabilized to minimize erosion and sedimentation into wetland areas.

6.0 COMMENTS AND COORDINATION

Comments were received during the scoping period from federal and state agencies, local government and Native organization, and members of the community. All public and agency scoping materials and comments are attached in Appendix D. Public and agency scoping was open for 30 days beginning June 6, 2008.

Table 7: Agency Scoping

Agency Contacted	No Response	Comment
DEC	X	
ADF&G	X	
DCCED	X	
State of Alaska Department of Natural Resources (DNR), Office of Habitat Management and Permitting (OPMP)		X
SHPO		X
DNR, Mining, Land and Water		X
NMFS		X
USFWS		X
United States Environmental Protection Agency	X	
USACE		X

6.1 Agency Scoping

6.1.1 Federal Agencies

A scoping letter was sent to resource agencies on June 27, 2005 (refer to Appendix D).

USFWS

USFWS indicated that they agree with the initial decision to expand the existing airport facilities, rather than create a new airport. Additionally, they stated that the threatened spectacled eider may utilize the general vicinity; however, indicated that impacts to this species from this type of project are typically uncommon. USFWS concurred that no threatened and endangered species would be affected by the Proposed Action and no further Section 7 Consultation is needed. *This issue is further discussed in Section 4.5.*

NMFS

NMFS clarified a couple of items regarding threatened and endangered species, and EFH species, in the environmental research summary sent out during scoping. NMFS indicated that, should more thorough research and analysis identify possible effects on Steller sea lions, we should contact NMFS for consultation. *NMFS concurred that no threatened and endangered species would be affected by the Proposed Action and no further consultation is needed. No further research has been identified. Steller sea lions are discussed in Section 4.5*

USACE

USACE indicated that a Section 404 permit would be required for this project prior to placement of fill in wetlands or waters of the United States. The USACE also pointed out that since the Bering Sea and Yukon River are considered navigable waters, USACE has Section 10 authority over Kwemeluk Pass.

Bureau of Land Management (BLM)

BLM responded to state that the BLM has no lands in or adjacent to the proposed project area. BLM stated that an easement exists in the vicinity. However, this easement appears to be a "safe distance" away from the project area. No response was required.

6.1.2 State Agencies

State of Alaska Department of Natural Resources (DNR) Office of Project Management and Permitting (OPMP)

OPMP responded to indicate that the project falls within the Ceñaliulriit CRSA. Therefore, a Coastal Project Questionnaire has been completed and will be submitted for an Alaska Coastal Management Program review. *This issue is further discussed in Section 4.2.*

DNR-SHPO

SHPO discussed the project in person with DOWL HKM personnel on February 15, 2005. A SHPO representative indicated that provided the work is located far enough from known cultural resources that a survey would not be required for this project. A Finding of Historic Properties Affected was sent to SHPO June 27, 2008, for their concurrence. SPHO responded on July 29, 2008. SHPO concurred with a finding of No Historic Properties Affected on September 11, 2008.

Documentation of Section 106 consultation is included in Appendix E.

DNR-Division of Mining, Land, and Water (DMLW)

DMLW replied to scoping by providing an Application for Temporary Water Use Permit, indicating that this permit would probably be required prior to construction of the proposed project. DMLW also forwarded information on water rights in Alaska. The Contractor will apply for a Temporary Water Use Permit to control dust and for other construction activities.

Ceñaliulriit CRSA

Ceñaliulriit CRSA replied to scoping by indicating that the project does not initially appear to be inconsistent with district policies. They questioned whether the location of the proposed airport expansion would be safe from erosion over the long-term, as it is very close to Kwemeluk Pass.

Relocating the airport was considered as a means of addressing the crosswinds concerns; however, due to expense, potential property conflict, and environmental concerns, this option was dismissed. At the present time, the current Proposed Action seems to be the best alternative for addressing Nunam Iqua Airport FAA guideline deficiencies.

6.2 Public Scoping

The Nunam Iqua Advisory Planning Board and the Nunam Iqua City Council held a workshop on December 1, 2004, inviting the public to share ideas on whether or not the airport should be relocated. A public meeting was held in Nunam Iqua on March 24, 2005, from 5 p.m. to 7:30 p.m. A notice for this meeting was printed and affixed to public facilities and meeting points in the village. All comments from the public meeting are attached in Appendix D.

Questions regarding the proposed airport project, which at the time included the possibility of relocating the entire airport, included the following:

- Comments from the public included:
  - What will happen to the existing runway if a relocation option was pursued?
  - Will the runway need to be relocated someday anyway?

    Relocation of the runway was considered as an alternative, but dismissed due to expense, potential property conflict, and environmental concerns. A relocation option will not be pursued.
  - Recently, an airplane flipped over near the SREB because of strong crosswinds.
  - The SREB causes wind anomalies on approach for aircraft.

    Due to the frequent crosswinds, the runway will be widened 40 feet and lengthened 985 feet. Widening and lengthening the runway will provide pilots with more runway surface area to help make landing in strong crosswinds less risky.
  - Existing barge landing at the airport is not useable anymore - too shallow.
  - Borrow pits adjacent to runway affect the settlement of the runway and also are dangerous for planes.

    The barge landing area north of town would be used for the project. Kwemeluk Pass is the likely source of fill for the project area, although the Contractor may choose a different borrow source.
  - How is erosion affecting the current runway?

    The project hydrology report (DOT&PF, 2007) and historic imagery of the project area suggests the shoreline between Kwemeluk Pass and the existing runway is not eroding, but in fact accumulating and incorporating additional sediment. While local sources indicate the knoll between Swan Lake and the Yukon River has been slowly eroding, this does not threaten the existing runway area.
  - Will erosion be a factor in a relocated runway?

    Relocation of the existing runway was not considered due to prohibitive cost, property conflicts with existing development or ownerships, and environmental concerns. Were an alternative to the existing runway considered, its location, orientation, and proximity to Kwemeluk Pass and/or the Yukon River would be key factors in determining the potential effects of erosion.

7.0 LIST OF PREPARERS

Table 8: List of Preparers

Name	Affiliation/Expertise Applied Document	Profession
Project Development and Supervision		
Ryan Anderson	DOT&PF Project Manager	Project Manager
Bruce Campbell	DOT&PF Environmental Team Leader	Environmental Coordinator
Paul Karczmarczyk	DOT&PF Environmental Impact Analyst	Environmental Analyst
Bob Effinger	DOT&PF Environmental Impact Analyst	Engineer
Loren Haddix	DOT&PF Project Manager	Engineering Assistant
Scott Maybrier	DOT&PF Engineering	Engineering Assistant III
Text and Organization		
Kristen Hansen	DOWL HKM	Project Manager
Pat Whitesell	DOWL HKM	Environmental Specialist
Heather Campfield	DOWL HKM	Environmental Specialist
Emily Creely	DOWL HKM	Environmental Specialist
Brandie Hofmeister	DOWL HKM	Environmental Specialist
Lana Davis	DOWL HKM	Environmental Specialist

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APPENDIX A

Essential Fish Habitat Assessment

ESSENTIAL FISH HABITAT ASSESSMENT

PROJECT: Nunam Iqua Airport Improvement Project
Nunam Iqua, Alaska
DOT&PF Project No. 61444

I. PROJECT DESCRIPTION

A. Location

The proposed airport improvements will take place at the Nunam Iqua Airport. Nunam Iqua is located near a south fork of the Yukon River (Kwemeluk Pass), about 500 miles northwest of Anchorage, 13 miles south of Alakanuk, and 18 miles southwest of Emmonak in the Yukon-Kuskokwim Delta. It lies at 62.533610 North Latitude and -164. 841110 West Longitude, and in Section 10, Township 28 North, Range 84 West, Seward Meridian.

B. Proposed Action

The Proposed Action consists of the following:

- Widen and lengthen the runway to 100 feet and 4,000 feet, respectively.
- Widen and lengthen the safety area to 150 feet and 4,600 feet, respectively.
- Lengthen the culvert under the runway.
- Construct a new taxiway and a 250-by-400-foot aircraft parking apron and aviation support area that meets Federal Aviation Administration (FAA) safety criteria for centerline offset.
- Reuse existing apron material and rehabilitate existing apron footprint.
- Construct a new airport access road (with culvert) and remove/reconstruct portions of the boardwalks.
- Remove existing SREB and construct a new 40-by-50-foot SREB in a new location that does not create turbulence.
- Acquire approximately 41.5 acres of adjacent property from Swan Lake Native Corporation and two Native allotments in order to accommodate the larger runway safety area and expanded airport boundary.
- Resurface the existing operational surfaces.
- Construct new pads for the PAPIs, AWOS, segmented circle, and wind cone, and construct their access roads.

Approximately 295,000 cubic yards of gravel is required for the proposed project. The proposed material site is a sand/gravel bar in Kwemeluk Pass (Yukon River).

II. ANALYSIS OF EFFECT TO ESSENTIAL FISH HABITAT (EFH)

If Kwemeluk Pass is used as the material site, it would require work below the ordinary high water in the Yukon River (ADF&G 334-10-11010). This river is listed by the ADF&G as an anadromous stream, and provides habitat for Chinook salmon, chum salmon, coho salmon, pink salmon, sockeye salmon, arctic char, sheefish, and whitefish.

Because material is actively moved within the Yukon River, extraction of material is not anticipated to deplete Nunam Iqua's supply of material for future use.

III. PROPOSED CONSERVATION MEASURES

The following proposed conservation measures will be incorporated into the project to mitigate adverse effects to EFH:

- Best management practices (BMPs) for erosion and sediment control will be used during construction to minimize the introduction of suspended sediment to the Yukon River. Specific BMPs include, but are not limited to, the use of silt fences, straw bales and straw bale dikes, and cofferdams to isolate work from flowing waters.

- The Contractor will be required to prepare a Stormwater Pollution Prevention Plan in accordance with the USEPA's NPDES General Permit for Construction Activities in Alaska. The Contractor would also be required to develop a Hazardous Materials Control Plan to address hazardous material that would be used during project construction and to detail measures to control discharges of such material into waters of the United States.

- No excess material of any kind will be disposed of in the Yukon River.

- All disturbed areas above ordinary high water will be permanently re-vegetated.

- The following permits will be obtained prior to construction: DNR Title 41 Fish Habitat Permit, USACE Section 404/10 Permit, and DEC 401 Water Quality Certification.

- The sequence of work would allow for the continuous flow of water and fish passage would not be blocked or impeded at any time throughout the project.

- If possible, in-water work would be conducted during the winter months when the salmon are not present and the water levels are lowest. If winter work is not possible, work would be conducted during the ADF&G recommended timing window of May 15 to July 15.

IV. AGENCY DETERMINATION

The State of Alaska Department of Transportation and Public Facilities on behalf of the FAA determined that there may be an adverse effect on EFH due to the excavation of a sandbar, below the ordinary high water of the Yukon River. The adverse effects would be temporary and minimal due to the proposed conservation measures to be incorporated into the project.

APPENDIX B

Draft Permit Applications

PROJECT DESCRIPTION
for the
Nunam Iqua Airport Runway Extension Project
DOT&PF Project No. 61444

PURPOSE AND NEED FOR THE PROJECT

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to rehabilitate and upgrade the existing Nunam Iqua Airport to meet current FAA design standards. The existing airport facility consists of a 60 ft. x 3,015 ft. gravel runway (Runway 2/20), with a 120 ft. x 3,495 ft. safety area, and a 50 ft. wide taxiway. The airport apron is a 200 ft. x 400 ft. gravel pad. The proposed work will address deficiencies at the Nunam Iqua Airport to enhance safety and reliability as:

- The existing runway length is 985 feet less than the FAA standard.
- The existing runway width is 40 feet less than the FAA standard.
- The existing Runway Safety Area (RSA) length is 1,105 feet less than the FAA standard.
- The existing RSA width is 30 feet less than the FAA standard.
- The existing taxiway length is 223 feet less than the FAA standard.
- The existing Taxiway Safety Area (TSA) width is 38 feet less than the FAA standard.
- The existing 200 ft. x 300 ft. apron/aviation support area does not meet the standard for apron offset.
- Existing operational surfaces are in poor condition and show signs of wear and deterioration.
- The airport currently lacks Precision Approach Path Indicator (PAPI) pads.
- The airport currently lacks an Automated Weather Observation System (AWOS).
- The current MIRL system is outdated and has exceeded its performance expectancy.
- The existing segmented circle and wind cone are not easily accessible.
- The existing snow removal equipment building (SREB) is located too close to the runway, causes turbulence that affects aircraft operations, and drifts shut with snow.

To remedy these deficiencies, the Proposed Action would:

- Widen and lengthen the runway to 100 ft. x 4,000 ft.
- Widen and lengthen the RSA to 150 ft. x 4,600 ft.
- Lengthen the culvert under the runway to meet the runway and safety area width.
- Lengthen the taxiway to 363 feet (existing width of 50 feet will remain the same).
- Widen existing TSA to 118 feet.
- Construct a 250 ft. x 400 ft. aircraft parking apron, and offset aviation support areas so that Part 77 surfaces are not penetrated.
- Re-use existing apron material and rehabilitate existing apron footprint.
- Resurface the existing operational surfaces and apply a dust palliative to the runway.
- Construct a new 20 ft. x 950 ft. airport access road (with culvert) and remove/reconstruct portions of the existing boardwalks.
- Construct new pads for the PAPI's and the AWOS.
- Replace MIRL system.
- Relocate the segmented circle and wind cone and construct access roads.
- Acquire approximately 41.5 acres of adjacent property from Swan Lake Native Corporation and two Native allotments to accommodate construction of the larger runway safety area and expanded airport boundary.
- Remove existing SREB and construct a new 40 ft. x 50 ft. SREB in a new location that does not create turbulence. Extend overhead electrical lines to new SREB.

The proposed work would require the extraction of approximately 295,000 cubic yards of material. While the material source will ultimately be selected by the construction contractor, the likely material source is a gravel and sand bar in Kwemeluk Pass (Yukon River).

Wildlife may be temporarily disturbed by the increased activity and noise, but could easily avoid the area. Plants within the construction area may be disturbed, flattened, or destroyed by the use of heavy machinery. If Kwemeluk Pass is used as a material site, up to 74 acres of wetlands could be impacted and fish habitat may be created and/or altered as a result of the material extraction. In addition, extraction activities may cause a temporary increase in sediment in the river.

Throughout construction, the existing centerline elevation will remain the same. While there may be disruption to the airport surfaces during construction, a minimum runway length will be maintained to provide adequate level of services and allow for medivac flights.

The proposed project is scheduled to begin in 2012 and end in 2013.

State of Alaska, Department of Natural Resources, Division of Coastal & Ocean Management

Coastal Project Questionnaire and Certification Statement

The Coastal Project Questionnaire (CPQ) is a diagnostic tool that will identify the state and federal permit requirements for your project that are subject to a consistency review. You must answer all questions. If you answer "Yes" to any of the questions, please call that specific department for further instructions to avoid delay in processing your application. You can find an agency contact list online at http://alaskacoast.state.ak.us/Contacts/PRCregcont.html.

A complete project packet includes accurate maps and plan drawings at scales large enough to show details, copies of your state and federal permit applications, your answers to this questionnaire, and a complete consistency evaluation. DCOM will notify you within 21 days of receipt if the packet is incomplete and what information is still required.

For additional information or assistance, you may call or email the Juneau Project Review at (907) 465-2142, or the Anchorage Project Review at (907) 269-7478. This CPQ document contains numerous hyperlinks (underlined text that has a connection to an internet web page) and is best viewed on-line. Additional instructions are available at http://www.alaskacoast.state.ak.us/Projects/pcpq.html

■ APPLICANT INFORMATION

1. DOT&PF – Ryan Anderson	2.
Name of Applicant	Agent (or responsible party if other than applicant)
2301 Peger Road	
Address	Address
Fairbanks, AK 99709-5316	
City/State/Zip	City/State/Zip
907-451-5129	
Daytime Phone	Daytime Phone
ryan.anderson@alaska.gov	
Fax Number E-mail Address	Fax Number E-mail Address

■ PROJECT INFORMATION

	Yes	No
1. This activity is a: ☒ new project ☐ modification or addition to an existing project		
2. If this is a modification or an addition, do you currently have any State, federal or local approvals for this activity? *NOTE: Approval means any form of authorization.* If "yes," please list below:	☐	☒

Approval Type	Approval #	Issuance Date	Expiration Date

3. If this is a modification, was this original project reviewed for consistency with the Alaska Coastal Management Program?	☐	☒

Previous ACMP I.D. Number: _____ (example: AK 0706-05AA or ID2004-0505JJ)
Previous Project Name: _____ Previous Project Applicant: _____

■ PROJECT DESCRIPTION

Attach a complete and detailed narrative description of your new project or of your modification/addition including ALL associated facilities and changes to the current land or water use (if not already attached as part of an agency application). Clearly delineate the project boundaries and all property owners, including owners of adjacent land, on the site plan. The scale of the maps and plan drawings must be large enough to show pertinent details. Identify your proposed footprint or disturbed area. If this project is a modification to an approved project, identify existing facilities and proposed changes on the site plan.

Proposed starting date for project: 2012 Proposed ending date for project: 2013

State of Alaska, Department of Natural Resources, Division of Coastal & Ocean Management

■ PROJECT LOCATION and LAND OWNERSHIP

	Yes	No

4. Describe/identify the project location on a map (Including nearest community, the name of the nearest land feature or body of water, and other legal description such as a survey or lot number.).
   Township 28N Range 84W Section 10,15,16 Meridian Seward
   Latitude/Longitude 62°31'25.76"N / 164°50'33.77"W (specify Decimal Degrees or Degrees, Minutes, Seconds)
   USGS Quad Map Kwiguk C-6
5. The project is located on: ☒ State land or water* ☐ Federal land ☒ Private land ☐ Municipal land
   (Check all that apply) ☐ Mental Health Trust land ☐ University of Alaska land
   Contact the applicable landowner(s) to obtain necessary authorization. State land ownership can be verified using Alaska Mapper. **State land can be uplands, tidelands or submerged lands to 3 miles offshore.*
6. Is the project within or associated with the Trans Alaska Pipeline corridor? ..... ☐ ☒

■ COASTAL DISTRICT

	Yes	No

7. Is the project located in a coastal district? ..... ☒ ☐
   If yes, identify the applicable coastal district(s) Cenaliulnit CRSA and contact them to ensure your project conforms with district policies and zoning requirements. *Coastal districts are a municipality or borough, home rule or first class city, second class municipality with planning powers, or coastal resource service area. A coastal district is a participant in the State's consistency review process. Early interaction with the district can benefit you significantly; please contact the district representative listed on the contact list at* ***http://www.alaskacoast.state.ak.us/Contacts/PRCregcont.html***

■ DEPARTMENT OF NATURAL RESOURCES (DNR) APPROVALS

DNR DIVISION OF MINING, LAND & WATER- LAND SECTION

	Yes	No

1. Is the proposed project on State-owned land or water or will you need to cross State-owned land for access? *(NOTE: State land includes the land below the ordinary high water line of navigable streams, rivers and lakes, and in marine waters, below the mean high tide line seaward for three miles. State land does not include Alaska Mental Health Trust Land or University of Alaska Land.)* ..... ☒ ☐
2. If you answered yes to the question above, indicate the person you contacted at the appropriate Division of Mining, Land and Water regional office for information.
   a) Name/date of Contact: DNR Roselynn Smith 1/10/09
   b) Is an application required for the proposed activity? ..... ☐ ☒
   c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: Without further detail of the project Ms. Smith could not specify if an application under this section was necessary.

DNR DIVISION OF MINING, LAND & WATER- MATERIALS SECTION

	Yes	No

3. Do you plan to dredge or otherwise excavate or remove materials such as rock, sand, gravel, peat, or overburden from any land regardless of ownership? ..... ☒ ☐
   a) Location of excavation site if different than the project site: Kwemeluk Pass
   Township 28N Range 84W Section 10,15 Meridian Seward
4. At any one site (regardless of land ownership), do you plan any of the following? ..... ☒ ☐
   ☐ Excavate five or more acres over a year's time
   ☒ Excavate 50,000 cubic yards or more of materials (rock, sand, gravel, soil, peat, overburden, etc.) over a year's time
   ☐ Have a cumulative, un-reclaimed, excavated area of five or more acres
5. Do you plan to place fill or excavated material on State-owned land? ..... ☒ ☐
   a) Location of fill or material disposal site if different than the project site:
   Township Range Section Meridian

6. If you answered yes to any question above, indicate the person you contacted at the appropriate Division of Mining, Land and Water regional office for information.
   a) Name/date of Contact: Roselynn Smith 1/10/09

b) Is an application required for the proposed activity? ..... ☒ ☐

c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: Ms. Smith stated that without further detail of the project, she doesn't know if only Material Sale contracts and Reclamation Plans are required from DMLW, and once the CPQ and anticipated applications are submitted, DMLW will provide further guidance.

DNR DIVISION OF MINING, LAND & WATER - MINING SECTION **Yes** **No**

7. Do you plan to mine for locatable minerals such as silver, gold, or copper? ..... ☐ ☒
8. Do you plan to explore for or extract coal? ..... ☐ ☒
9. If you answered yes to any question above, indicate the person you contacted at the appropriate Division of Mining, Land and Water regional office for information.
   a) Name/date of Contact: _____
   b) Is an application required for the proposed activity? ..... ☐ ☒
   c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: _____

DNR DIVISION OF MINING, LAND & WATER - WATER SECTION **Yes** **No**

10. Will this project or development divert, impound, withdraw, or use any fresh water (regardless of land ownership)? *(NOTE: If you know of other water users who withdraw from the same source or any potential conflicts affecting this use of water, contact the Water Section. If you are obtaining water exclusively from either an existing Public Water Supply or from a rainwater catchment system, you are not required to contact the DNR Water Section regional office.)* ..... ☒ ☐
    a) Check all points-of-withdrawal or water sources that apply:
    - ☐ Public Water system (name): _____
    - ☒ Stream or Lake (name): Unknown
    - ☐ Well
    - ☐ Rain catchment system
    - ☐ Other: _____

    b) Intended use(s) of water: Construction activities
    c) Amount (maximum daily, not average, in gallons per day): Unknown
    d) Is the point of water withdrawal on property you own? ..... ☐ ☒
11. Do you plan to build or alter a dam (regardless of land ownership)? ..... ☐ ☒
12. If you answered yes to any question above, indicate the person you contacted at the appropriate Division of Mining, Land and Water regional office for information.
    a) Name/date of Contact: Roselynn Smith 1/10/09
    b) Is an application required for the proposed activity? ..... ☒ ☐
    c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: Permit will be completed by contractor once source & quantity of water is identified.

DNR DIVISION OF FORESTRY **Yes** **No**

13. Does your operation meet **both** of the following criteria on any land, regardless of ownership?
    a) The project will commercially harvest timber on 10 or more acres, or commercially harvest timber that intersects, encompasses, or borders on surface waters, **and**
    b) The project involves one or more of the following: site preparation, thinning, slash treatment, construction and maintenance of roads associated with a commercial timber harvest, or any other activity leading to or connected to a commercial timber harvest operation..... ☐ ☒
14. If you answered yes to any question above, indicate the person you contacted at the appropriate Division of Forestry regional office for information.
    a) Name/date of Contact: _____
    b) Is an application required for the proposed activity? ..... ☐ ☒
    c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: _____

DNR DIVISION OF OIL & GAS **Yes** **No**

15. a) Will you be exploring for or producing oil and/or gas?..... ☐ ☒

b) Will you conduct surface use activities on/within an oil and gas lease or unit?……. ☐ ☒
If yes, please specify: _____

16. Do you plan to drill a geothermal well (regardless of land ownership)? ……. ☐ ☒
17. If you answered yes to any question above, indicate the person you contacted at the appropriate Division of Oil & Gas office for information.
a) Name/date of Contact: _____
b) Is an application required for the proposed activity? ……... ☐ ☒
c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: _____
Visit the Division of Oil & Gas website for application forms and additional information.

DNR OFFICE OF HISTORY & ARCHAEOLOGY

Yes No

18. Will you investigate, remove, or impact historical, archaeological or paleontological resources (anything over 50 years old) on State-owned land? …… ☐ ☒
19. If you answered yes to the question above, indicate the person you contacted at the State Historic Preservation Office for information.
a) Name/date of Contact: _____

DNR DIVISION OF GEOLOGICAL & GEOPHYSICAL SURVEYS

Yes No

20. Is the proposed project located within a natural hazard area designated by a coastal district in the approved district plan? (Refer to the district plan or contact the coastal district office.) ……. ☐ ☒
a) If "yes", describe the measures you will take in the siting, design, construction, and operation of the proposed activity to protect public safety, services, and the environment from potential damage caused by the designated natural hazard(s) in the Natural Hazards portion of the attached Coastal Consistency Evaluation (11 AAC 112.210).
21. If you have contacted someone, please indicate the person you contacted at the Coastal District or the State for information. The Division of Geological & Geophysical Survey **may have** additional information on hazards for the area.
a) Name/date of Contact: _____

DNR DIVISION OF PARKS & OUTDOOR RECREATION

Yes No

22. Is the proposed project located in a unit of the Alaska State Park System including navigable waters, tidelands or submerged lands to three miles offshore? ……. ☐ ☒
23. If you answered yes to any question above, indicate the person you contacted at the appropriate DNR Division of Parks & Recreation office for information.
a) Name/date of Contact: _____
b) Is an application required for the proposed activity? ……... ☐ ☒
c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: _____

DNR APPROVALS

List the Department of Natural Resources permits or authorizations required for your project below:

Types of project approvals or permits needed.	Date application submitted

■ DEPARTMENT OF FISH AND GAME (DFG) APPROVALS

Yes No

1. Is your project located in a designated State Game Refuge, Critical Habitat Area or State Game Sanctuary? ……... ☐ ☒
2. Does your project include construction/operation of a salmon hatchery? …… ☐ ☒
3. Does your project affect, or is it related to, a previously permitted salmon hatchery? …… ☐ ☒
4. Does your project include construction of an aquatic farm? …… ☐ ☒
5. Will you work in, remove water or material from, or place anything in, a stream, river or lake*? (NOTE: This includes*

work or activities below the ordinary high water mark or on ice, in the active flood plain, on islands, in or on the face of the banks, or, for streams entering or flowing through tidelands, above the level of mean lower low tide. If the proposed project is located within a special flood hazard area, a municipal floodplain development permit may be required. Contact the affected city or borough planning department for additional information and a floodplain determination.) …….. ☒ ☐

a) If yes, name of waterbody: Kwemeluk Pass

6. If you answered yes to any questions above, indicate the person you contacted at the appropriate Department of Fish and Game office for information. *(For projects involving Hatcheries or Aquatic Farms, please contact the Division of Commercial Fisheries. Other projects should contact the Division of Habitat.)*

a) Name/date of Contact: 11-9-09 Todd Nichols at the Division of Habitat, 907-459-7363

b) Is an application required for the proposed activity? …….. ☒ ☐

c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: Title 16 Fish Habitat Permit

DFG APPROVALS

List the Department of Fish and Game permits or authorizations required for your project below:

Types of project approvals or permits needed.	Date application submitted
Title 16 Fish Habitat Permit, Winter material removal from Kwemeluk Pass, Yukon River	Concurrent with CPQ

■ DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC) APPROVALS

DEC DIVISION OF WATER

	Yes	No
1 a) Will a discharge of non-domestic wastewater to lands, waters, or the subsurface of the state occur? *(NOTE: Non-domestic wastewater includes wastewater from commercial or industrial facilities, excavation projects, wastewater from man-made containers or containment areas, or any other non-domestic wastewater disposal activities see 18 AAC 72.990 for definitions.)* ……...	☐	☒
b) Will a discharge of domestic wastewater or septage to lands, waters or the subsurface of the state occur? *(see 18 AAC 72.990 for definitions.)* ……..	☐	☒
c) Will the wastewater disposal activity require a mixing zone or zone of deposit to meet Water Quality Standards (WQS)? (Many disposal activities require a mixing zone to meet WQS, contact DEC if unsure.) ……..	☐	☒
d) Will the project include a stormwater collection/discharge system? ……	☐	☒
e) Will the project include placing fill in wetlands? …….	☒	☐
f) Is the surrounding area inundated with water at any time of the year? …….	☒	☐
g) Do you intend to construct, install, modify or use any part of a domestic or non-domestic wastewater treatment or disposal system? ……	☐	☒
2. Does your project qualify for a general permit for wastewater?	☐	☒

3. If you answered yes to any questions above, indicate the person you contacted at the DEC-Division of Water for information.

a) Name/date of Contact: William Ashton 3/6/09

b) Is an application required for the proposed activity? ……... ☒ ☐

c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: When the USACE permit application is submitted, DEC will complete the 401 water quality certification process.

DEC DIVISION OF ENVIRONMENTAL HEALTH

	Yes	No
4 a) Will your project result in construction, modification, or operation of a facility for solid waste disposal? *(NOTE: Solid waste means drilling wastes, household garbage, refuse, sludge, construction or demolition wastes, industrial solid waste, asbestos, and other discarded, abandoned, or unwanted solid or semi-solid material, whether or not subject to decomposition, originating from any source. Disposal means placement of solid waste on land.)* …….	☐	☒
b) Will your project result in treatment of solid waste at the site? *(Examples of treatment methods include, but are not*		

limited to: incineration, open burning, baling, and composting.) …… ☐ ☒
c) Will your project result in storage or transfer of solid waste at the site? …… ☐ ☒
d) Will the project result in storage of more than 50 tons of materials for reuse, recycling, or resource recovery? …… ☐ ☒
e) Will any sewage solids or biosolids be disposed of or land-applied to the site? *(NOTE: Sewage solids include wastes that have been removed from a wastewater treatment plant system, such as a septic tank lagoon dredge, or wastewater treatment sludge that contain no free liquids. Biosolids are the solid, semi- solid or liquid residues produced during the treatment of domestic septage in a treatment works which are land applied for beneficial use.)* .. ☐ ☒

5. Will your project require application of oil, pesticides, and/or any other broadcast chemicals? …… ☐ ☒
6. Does your project qualify for a general permit for solid waste? ..... ☐ ☒
7. If you answered yes to any question above, indicate the person you contacted at the DEC- Division of Environmental Health for information.
   a) Name/date of Contact: _____
   b) Is an application required for the proposed activity? ……... ☐ ☒
   c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: _____

DEC DIVISION OF AIR QUALITY **Yes** **No**

8 a) Will you have an asphalt plant designed to process no less than *five tons per hour* of product? …… ☐ ☒
b) Will you have a thermal remediation unit with a rated capacity of at least five tons per hours of untreated material? .. ☐ ☒
c) Will you have a rock crusher with a rated capacity of at least five tons per hour? …….. ☐ ☒
d) Will you have one or more incinerators with a cumulative rated capacity of 1,000 pounds or more per hour? ……... ☐ ☒
e) Will you have a coal preparation plant? ……... ☐ ☒
f) Will you have a Port of Anchorage stationary source? …… ☐ ☒
g) Will you have a facility with the potential to emit no less than 100 tons per year of any regulated air contaminant?..... ☐ ☒
h) Will you have a facility with the potential to emit no less than 10 tons per year of any hazardous air contaminant or 25 tons per year of all hazardous air contaminants?..... ☐ ☒
i) Will you be constructing a new stationary source with a potential to emit greater than: …… ☐ ☒
   ☐ 15 tons per year (tpy) of PM-10
   ☐ 40 tpy of nitrogen oxides
   ☐ 40 tpy of sulfur dioxide
   ☐ 0.6 tpy of lead; or
   ☐ 100 tpy of CO within 10 km of a nonattainment area
j) Will you be commencing construction, or *(if not already authorized under* 18 AAC 50*)* relocating a portable oil and gas operation? *(answer "yes" unless you will comply with an existing operating permit developed for the portable oil and gas operation at the permitted location; or you will operate as allowed under AS 46.14.275 without an operating permit)* ……..... ☐ ☒
k) Will you be commencing construction or (if not already authorized under 18 AAC 50) relocating an emission unit with a rated capacity of 10 million Btu or more per hour in a sulfur dioxide special protection area established under 18 AAC 50.025? …… ☐ ☒
l) Will you be commencing a physical change to or a change in the method of construction of an existing stationary source with a potential to emit an air pollutant greater than an amount listed in g) that will cause for that pollutant an emission increase (calculated at your discretion) as either an increase in potential to emit that is greater than: ☐ ☒
   ☐ 10 tpy of PM-10
   ☐ 10 tpy of sulfur dioxide
   ☐ 10 tpy of nitrogen oxides; or
   ☐ 100 tpy of CO within 10 km of a nonattainment area; or
   actual emissions and a net emissions increase greater than:
      ☐ 10 tpy of PM-10
      ☐ 10 tpy of sulfur dioxide
      ☐ 10 tpy of nitrogen oxides; or
      ☐ 100 tpy of CO within 10 km of a nonattainment area
m) Will you be commencing construction or making a major modification of a Prevention of Significant Deterioration stationary source under 18 AAC 50.306? …….. ☐ ☒
n) Will you be commencing construction or making a major modification of a nonattainment area major stationary

source under 18 AAC 50.311? ……... ☐ ☒

o) Will you be commencing construction or reconstructing a major stationary source under 18 AAC 50.316, for hazardous air pollutants? Definition of Regulated Air Pollutants can be found at http://www.epa.gov/ttn/oarpg/t5/memoranda/rapdef.pdf ..... ☐ ☒

9. If you answered yes to any questions above, indicate the person you contacted at the DEC- Division of Air Quality for information.
   a) Name/date of Contact: _____
   b) Is an application required for the proposed activity? …… ☐ ☒
   c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: _____

DEC DIVISION OF SPILL PREVENTION AND RESPONSE **Yes** **No**

10 a) Will your project involve the operation of waterborne tank vessels or oil barges that carry crude or non crude oil as bulk cargo, or the transfer of oil or other petroleum products to or from such a vessel or a pipeline system? ……. ☐ ☒

b) Will your project require or include onshore or offshore oil facilities with an effective aggregate storage capacity of greater than 5,000 barrels of crude oil or greater than 10,000 barrels of non-crude oil? …….. ☐ ☒

c) Will you operate facilities on land or water for exploration or production of hydrocarbons? ……. ☐ ☒

11. If you answered yes to any questions above, indicate the person you contacted at the DEC-Division of Spill Prevention and Response office for information.
   a) Name/date of Contact: _____
   b) Is a plan required for the proposed activity? …… ☐ ☒
   c) If "YES" then submit a signed copy of the completed Oil Discharge Prevention & Contingency Plan to the DCOM. If "No", explain why an application isn't required. Explanation: _____

DEC APPROVALS

List the Department of Environmental Conservation permits or authorizations required for your project below:

Types of plan approvals or permits needed	Date application submitted
Section 401 Water Quality Certification	Concurrent with USACE Permit

■ **FEDERAL APPROVALS**

U.S. ARMY CORPS OF ENGINEERS (USACE) **Yes** **No**

1. Will you discharge dredged and/or fill material or perform dredging activities in waters of the U.S? Section 404 of the Clean Water Act requires that a Department of the Army permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including wetlands (33 U.S.C. 1344). *(Your application to the USACE would also serve as application for DEC Water Quality Certification.)* ……. ☒ ☐
2. Will you place fill or structures or perform work in waters of the U.S? Section 10 of the Rivers and Harbors Act of 1899 requires that a Department of the Army permit be obtained for structures or work in or affecting navigable waters of the U.S. (33 U.S.C. 403) *(Waters of the U.S. include marine waters subject to the ebb and flow of the tide, rivers, streams, lakes tributaries, and wetlands. If you are not certain whether your proposed project is located within a wetland, contact the USACE Regulatory Division to request a wetlands determination. For additional information about the Regulatory Program, visit www.poa.usace.army.mil/reg)* …….. ☒ ☐
3. If you answered yes to the question above, indicate the person you contacted at the US Army Corps of Engineers for information.
   a) Name/date of Contact: Kevin Morgan, Chief, North Section 1/10/09
   b) Is an application required for the proposed activity? …… ☒ ☐
   c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: Submitted concurrently with CPQ.

BUREAU OF LAND MANAGEMENT (BLM) **Yes** **No**

4. Is the proposed project located on BLM land, or will you need to cross BLM land for access? ……. ☐ ☒

5. If you answered yes to the question above, indicate the person you contacted at the Bureau of Land Management for information.
   a) Name/date of Contact: _____
   b) Is an application required for the proposed activity? …… ☐ ☒
   c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: _____

U.S. COAST GUARD (USCG)	**Yes**	**No**
6 a) Do you plan to construct a bridge or causeway over tidal (ocean) waters, or navigable rivers, streams or lakes? ……..	☐	☒
b) Does your project involve building an access to an island? ……	☐	☒
c) Do you plan to site, construct, or operate a deepwater port? ……	☐	☒

7. If you answered yes to any question above, indicate the person you contacted at the appropriate US Coast Guard office for information.
   a) Name/date of Contact: _____
   b) Is an application required for the proposed activity? …… ☐ ☒
   c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: _____

U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)	**Yes**	**No**
8 a) Will the proposed project have a discharge to any waters? ……..	☐	☒
b) Will you dispose of sewage sludge? ……	☐	☒
c) Will construction of your project expose 1 or more acres of soil? *(NOTE: This applies to the total amount of land disturbed, even if disturbance is distributed over more than one season, and also applies to areas that are part of a larger common plan of development or sale.)* ……..	☒	☐
d) Is your project an industrial facility that will have stormwater discharge directly related to manufacturing, processing, or raw materials storage areas at an industrial plant? If you answered yes to c) or d), your project may require an NPDES Stormwater permit ……	☐	☒

9. If you answered yes to any question above, indicate the person you contacted at the US Environmental Protection Agency for information.
   a) Name/date of Contact: Sandy Harbanuk at Alaska DEC 1/14/09
   b) Is an application required for the proposed activity? …… ☐ ☒
   c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: State of Alaska has assumed primacy for this program and a SWPP will be submitted.

FEDERAL AVIATION ADMINISTRATION (FAA)	**Yes**	**No**
10 a) Is your project located within five miles of any public airport? ……	☒	☐
b) Will you have a waste discharge that is likely to decay within 5,000 feet of any public airport? ……	☐	☒

11. If you answered yes to the question above, indicate the person you contacted at the Federal Aviation Administration for information.
    a) Name/date of Contact: N/A – FAA has been working closely with DOT to design and plan this project.

FEDERAL ENERGY REGULATORY COMMISSION (FERC)	**Yes**	**No**
12 a) Does the project include any of the following: ……	☐	☒
1) a non-federal hydroelectric project on any navigable body of water		
2) locating a hydro project on federal land (including transmission lines)		
3) using surplus water from any federal government dam for a hydro project		
b) Does the project include construction and operation, or abandonment of interstate natural gas pipeline facilities under sections 7 (b) and (c) of the Natural Gas Act (NGA)? …….	☐	☒
c) Does the project include construction and operation of natural gas or liquefied natural gas importation or exportation facilities under section 3 of the NGA? …….	☐	☒
d) Does the project include construction for physical interconnection of electric transmission facilities under section 202 (b) of the FPA? ……	☐	☒

13. If you answered yes to any question above, indicate the person you contacted at the appropriate Federal Energy

Regulatory Commission office for information.
a) Name/date of Contact: _____
b) Is an application required for the proposed activity? …… ☐ ☒
c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: _____

U.S. FOREST SERVICE (USFS) **Yes** **No**

14 a) Does the proposed project involve construction on USFS land? …….. ☐ ☒
b) Does the proposed project involve the crossing of USFS land with a water line? ……... ☐ ☒
c) The current list of Forest Service permits that require ACMP consistency review are online at http://alaskacoast.state.ak.us/Clawhome/handbook/pdf/11_AAC_110.pdf in Article 4, 11 AAC 110.400, pages 28-30. Does your proposed project include any of Forest Service authorizations found on pages 28-30 of the ACMP Handbook? …… ☐ ☒

15. If you answered yes to any question above, indicate the person you contacted at United States Forest Service for information.
a) Name/date of Contact: _____
b) Is an application required for the proposed activity? …… ☐ ☒
c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: _____

U.S. FISH AND WILDLIFE SERVICE (USFWS) **Yes** **No**

16 a) Is your proposed project on land managed by the USFWS? …… ☐ ☒
b) Does your project require a Right of Way from the USFWS under 50 C.F.R. 29 and 50 C.F.R 36? ..... ☐ ☒

17. If you answered yes to any question above, indicate the person you contacted at the US Fish and Wildlife Service for information.
a) Name/date of Contact: _____
b) Is an application required for the proposed activity? …… ☐ ☒
c) If "YES" then submit a signed copy of the completed application to the DCOM. If "No", explain why an application isn't required. Explanation: _____

OTHER FEDERAL AGENCY APPROVALS **Yes** **No**

18 a) Other Federal agencies with authorizations reviewable under the Alaska Coastal Management Program are posted online at http://alaskacoast.state.ak.us/Clawhome/handbook/pdf/11_AAC_110.pdf in Article 4, 11 AAC 110.400, pages 28-30. Does your proposed project include any of the Federal agency authorizations found on pages 28-30 of the ACMP Handbook? ……... ☐ ☒
b) If yes, which federal authorizations? _____

19. Have you applied for any other federal permits or authorizations? …….. ☐ ☒

Agency	Approval Type	Date Submitted

Note: The Coastal Project Questionnaire (CPQ) identifies state and federal permits subject to a consistency review. You may need additional permits from other agencies or the affected city and borough government to proceed with your activity. Attach the documentation requested under the Project Description.

ACMP Consistency Evaluation & Certification Statement

Pursuant to 11 AAC 110.215 (a)(1)(c), the applicant shall submit an evaluation of how the proposed project is consistent with the statewide standards at 11 AAC 112.200 - 11 AAC 112.990 and with the applicable district enforceable policies, sufficient to support the consistency certification. Evaluate your project against each section of the state standards and applicable district enforceable policies using the template below or by submitting a narrative description in letter or report form. District enforceable policies are

available on the ACMP website at http://www.alaskacoast.state.ak.us. Definitions of key terms can be found at: 11 AAC 110.990, 11 AAC 112.990 and 11 AAC 114.990.

If you need more space for an adequate explanation of any of the applicable standards, please attach additional pages to the end of this document. Be sure to include references to the specific sections and subsections that you are evaluating.

STATEWIDE STANDARDS

11 AAC 112.200. Coastal Development

Standard:

(a) In planning for and approving development in or adjacent to coastal waters, districts and state agencies shall manage coastal land and water uses in such a manner that those uses that are economically or physically dependent on a coastal location are given higher priority when compared to uses that do not economically or physically require a coastal location.

(b) Districts and state agencies shall give, in the following order, priority to

(1) water-dependent uses and activities;

(2) water-related uses and activities; and

(3) uses and activities that are neither water-dependent nor water-related for which there is no practicable inland alternative to meet the public need for the use or activity.

(c) The placement of structures and the discharge of dredged or fill material into coastal water must, at a minimum, comply with the standards contained in 33 CFR Parts 320 - 323, revised as of July 1, 2003.

Evaluation:

(a) How is your project economically or physically dependent on a coastal location? Why are you proposing to place the project at the selected location? The proposed project is not economically or physically dependant on a coastal location, but is dependent on the location of the village of Nunam Iqua and its existing airport, both of which are near the coast. Air travel is essential component of public safety, commerce, communication, for life in Nunam Iqua.

(b) Evaluation of development priority.

(1) How is the proposed project water-dependent? Not applicable.

(2) How is the proposed project water-related? Not applicable.

(3) If the proposed project is neither water-dependent nor water-related, please explain why there is not a practicable inland alternative that meets the public need for the use or activity. The proposed project is neither water dependant or water related. The project proposes improvements to the Nunam Iqua airport, an existing facility, located near Kwemeluk Pass, on eight the banks of the Yukon Delta.

(c) *DCOM defers to the United States Corps of Engineers (USACE) to interpret compliance with the referenced standards.* If you plan to discharge or fill waters of the US, have you applied to the Corps of Engineers for the appropriate authorization?

A Department of the Army permit application is being submitted concurrent with this CPQ.

11 AAC 112.210. Natural hazard areas.

Standard:

(a) In addition to those identified in 11 AAC 112.990, the department, or a district in a district plan, may designate other natural processes or adverse conditions that present a threat to life or property in the coastal area as natural hazards. Such designations must provide the scientific basis for designating the natural process or adverse condition as a natural hazard in the coastal area, along with supporting scientific evidence for the designation.

(b) Areas likely to be affected by the occurrence of a natural hazard may be designated as natural hazard areas by a state agency or, under 11 AAC 114.250(b), by a district.

(c) Development in a natural hazard area may not be found consistent unless the applicant has taken appropriate measures in the siting, design, construction, and operation of the proposed activity to protect public safety, services, and the environment from potential damage caused by known natural hazards.

(d) For purposes of (c) of this section, "appropriate measures in the siting, design, construction, and operation of the proposed activity" means those measures that, in the judgment of the coordinating agency, in consultation with the

department's division of geological and geophysical surveys, the Department of Community and Economic Development as state coordinating agency for the National Flood Insurance Program under 44 C.F.R. 60.25, and other local and state agencies with expertise,
(1) satisfy relevant codes and safety standards; or
(2) in the absence of such codes and standards;
(A) the project plans are approved by an engineer who is registered in the state and has engineering experience concerning the specific natural hazard; or
(B) the level of risk presented by the design of the project is low and appropriately addressed by the project plans.

Evaluation:
(a) Describe the natural hazards designated in the district plan as they affect this site.
(b) Describe how the proposed project is designed to accommodate the designated hazards. How will you use site design and operate the proposed activity to protect public safety, services and the environment from potential damaged caused by known natural hazards? The project is located in a floodplain, but will be built above the 100-year flood stage. The material site is located within an ice hazard area, Kwemeluk Pass. Work in the material site will likely be done in the winter months when the water level is the lowest.
(d)(1) Describe the measures you will take to meet relevant codes and safety standards in the siting, design, construction and operation of the proposed activity.
(d)(2)(A) If your project is located in an area without codes and safety standards, how is your project engineered for the specific natural hazard? Give the name of the appropriately qualified registered engineer who will approve the plans for protecting public safety, services, and the environment from damage caused by hazards OR
(d)(2)(B) If the level of risk presented by the design of the project is low, how do the project plans and project design address the potential natural hazard?
The airport facilities will be built above the 100-year flood elevations and will provide additional refuge for the residents of Nunam Iqua. Work in the material site will likely be done in the winter months when the water level is the lowest and ice hazard dangers are minimal.

11 AAC 112.220. Coastal access.

Standard:
Districts and state agencies shall ensure that projects maintain and, where appropriate, increase public access to, from, and along coastal water.

Evaluation:
Please explain how the proposed project will maintain and, where appropriate, increase public access to, from and along coastal water. Not applicable. This project will not change existing access patterns.

11 AAC 112.230. Energy facilities.

Standard:
(a) The siting and approval of major energy facilities by districts and state agencies must be based, to the extent practicable, on the following standards:
(1) site facilities so as to minimize adverse environmental and social effects while satisfying industrial requirements;
(2) site facilities so as to be compatible with existing and subsequent adjacent uses and projected community needs;
(3) consolidate facilities;
(4) consider the concurrent use of facilities for public or economic reasons;
(5) cooperate with landowners, developers, and federal agencies in the development of facilities;
(6) select sites with sufficient acreage to allow for reasonable expansion of facilities;
(7) site facilities where existing infrastructure, including roads, docks, and airstrips, is capable of satisfying industrial requirements;
(8) select harbors and shipping routes with least exposure to reefs, shoals, drift ice, and other obstructions;
(9) encourage the use of vessel traffic control and collision avoidance systems;
(10) select sites where development will require minimal site clearing, dredging, and construction;
(11) site facilities so as to minimize the probability, along shipping routes, of spills or other forms of contamination that would affect fishing grounds, spawning grounds, and other biologically productive or vulnerable habitats, including marine mammal rookeries and hauling out grounds and waterfowl nesting areas;
(12) site facilities so that design and construction of those facilities and support infrastructures in coastal areas will allow

for the free passage and movement of fish and wildlife with due consideration for historic migratory patterns;
(13) site facilities so that areas of particular scenic, recreational, environmental, or cultural value, identified in district plans, will be protected;
(14) site facilities in areas of least biological productivity, diversity, and vulnerability and where effluents and spills can be controlled or contained;
(15) site facilities where winds and air currents disperse airborne emissions that cannot be captured before escape into the atmosphere;
(16) site facilities so that associated vessel operations or activities will not result in overcrowded harbors or interfere with fishing operations and equipment.
(b) The uses authorized by the issuance of state and federal leases, easements, contracts, rights-of-way, or permits for mineral and petroleum resource extraction are uses of state concern.

Evaluation:
(a) If this standard applies to your project, please describe in detail how the proposed project is designed to meet each applicable section of this standard:
(1) Not Applicable (the project is not a "major energy facility").
(2)
(3)
(4)
(5)
(6)
(7)
(8)
(9)
(10)
(11)
(12)
(13)
(14)
(15)
(16)

(b) List the authorizations for state and federal leases, easements, contracts, rights-of-way, water rights, or permits for mineral and petroleum resource extraction you have applied for or received. Not Applicable (the project is not a "major energy facility").

11 AAC 112.240. Utility routes and facilities.

Standard:
(a) Utility routes and facilities must be sited inland from beaches and shorelines unless
(1) the route or facility is water-dependent or water related; or
(2) no practicable inland alternative exists to meet the public need for the route or facility.
(b) Utility routes and facilities along the coast must avoid, minimize, or mitigate
(1) alterations in surface and ground water drainage patterns;
(2) disruption in known or reasonably foreseeable wildlife transit;
(3) blockage of existing or traditional access.

Evaluation:
(a) If the proposed utility route or facility is sited adjacent to beaches or shorelines, explain how the route or facility is water dependent water related or why no practical inland alternative exits.
Not applicable.
(b) If the proposed utility route or facility is sited along the coast, explain how you will avoid, minimize or mitigate:
(1) alterations in surface and ground water drainage patterns; Not applicable.

(2) disruption in known or reasonably foreseeable wildlife transit;
Not applicable.

(3) blockage of existing or traditional access.
Not applicable.

11 AAC 112.250. Timber harvest and processing.

Standard:

AS 41.17 (Forest Resources and Practices Act) and the regulations adopted under that chapter with respect to the harvest and processing of timber are incorporated into the program and constitute the components of the program with respect to those purposes.

Evaluation:

Does your activity involve harvesting or processing of timber? Yes _____ NoX
If yes, please explain how your proposed project meets the standards of the State Forest Resources and Practices Act.

11 AAC 112.260. Sand and gravel extraction.

Standard:

Sand and gravel may be extracted from coastal waters, intertidal areas, barrier islands, and spits if there is no practicable alternative to coastal extraction that will meet the public need for the sand or gravel.

Evaluation:

If your proposed project includes extracting sand or gravel from coastal waters, intertidal areas, barrier islands or spits, please explain why there is no practicable alternative to coastal extraction that meets the public need for sand or gravel.
DOT has identified Kwemeluk Pass, of the Yukon River, as a potential material site for the project. A material site development plan will be developed and implemented by the contractor.

11 AAC 112.270. Subsistence.

Standard:

(a) A project within a subsistence use area designated by the department or under 11 AAC 114.250(g) must avoid or minimize impacts to subsistence uses of coastal resources.
(b) For a project within a subsistence use area designated under 11 AAC 114.250(g), the applicant shall submit an analysis or evaluation of reasonably foreseeable adverse impacts of the project on subsistence use as part of
(1) a consistency review packet submitted under 11 AAC 110.215; and
(2) a consistency evaluation under 15 C.F.R. 930.39, 15 C.F.R. 930.58, or 15 C.F.R. 930.76.
(c) Repealed 10/29//2004, Register 172.
(d) Except in nonsubsistence areas identified under AS 16.05.258, the department may, after consultation with the appropriate district, federally recognized Indian tribes, Native corporations, and other appropriate persons or groups, designate areas in which a subsistence use is an important use of coastal resources as demonstrated by local usage.
(e) For purposes of this section, "federally recognized Indian tribe," "local usage", and "Native corporation" have the meanings given in 11 AAC 114.990.

Evaluation:

(a) Is your proposed project located within a subsistence use area designated by a coastal district?
Yes __ No X
If yes, please describe how the proposed project is designed to “avoid or minimize impacts to subsistence uses of coastal resources:”
The project will not impact facilities related to commercial fishing and seafood processing facilities, fisheries habitat, migratory routes, and fish harvesting.
(b) If your project is located in a subsistence use area designated by the coastal district, provide an analysis or evaluation of its reasonably foreseeable adverse impacts to the subsistence uses.
Access to subsistence resources will not be affected.
(c) No response required.
(d) If your project is not located in a designated subsistence use area, please describe any subsistence uses of coastal

resources within the project area. Please be advised that subsistence use areas may be designated by the department during a review.

(e) No response required.

11 AAC 112.280. Transportation routes and facilities.

Standard:

Transportation routes and facilities must avoid, minimize, or mitigate
(1) alterations in surface and ground water drainage patterns;
(2) disruption in known or reasonably foreseeable wildlife transit; and
(3) blockage of existing or traditional access.

Evaluation:

If your proposed project includes transportation routes or facilities, describe how it avoids, minimizes, or mitigates

(1) alterations in surface and ground water drainage patterns;

The project involves improvements to the existing Nunam Iqua airport that include the building of a new road, a new taxiway and expanding the runway and RSA. Both the road and taxiway will have culverts to maintain drainage patterns and the expanded runway and RSA will have its culvert extended.

(2) disruption in known or reasonably foreseeable wildlife transit; and

Not applicable. This project will not disrupt reasonably foreseeable wildlife transit areas.

(3) blockage of existing or traditional access.

Access to subsistence resources will not be impacted.

11 AAC 112.300. Habitats.

Standard:

(a) Habitats in the coastal area that are subject to the program are
(1) offshore areas;
(2) estuaries;
(3) wetlands;
(4) tideflats;
(5) rocky islands and sea cliffs;
(6) barrier islands and lagoons;
(7) exposed high-energy coasts;
(8) rivers, streams, and lakes and the active floodplains and riparian management areas of those rivers, streams, and lakes; and

(9) important habitat.
(b) The following standards apply to the management of the habitats identified in (a) of this section:
(1) offshore areas must be managed to avoid, minimize, or mitigate significant adverse impacts to competing uses such as commercial, recreational, or subsistence fishing, to the extent that those uses are determined to be in competition with the proposed use;
(2) estuaries must be managed to avoid, minimize, or mitigate significant adverse impacts to
(A) adequate water flow and natural water circulation patterns; and
(B) competing uses such as commercial, recreational, or subsistence fishing, to the extent that those uses are determined to be in competition with the proposed use;
(3) wetlands must be managed to avoid, minimize, or mitigate significant adverse impacts to water flow and natural drainage patterns;
(4) tideflats must be managed to avoid, minimize, or mitigate significant adverse impacts to

(A) water flow and natural drainage patterns; and
(B) competing uses such as commercial, recreational, or subsistence uses, to the extent that those uses are determined to be in competition with the proposed use;
(5) rocky islands and sea cliffs must be managed to
(A) avoid, minimize, or mitigate significant adverse impacts to habitat used by coastal species; and
(B) avoid the introduction of competing or destructive species and predators;
(6) barrier islands and lagoons must be managed to avoid, minimize, or mitigate significant adverse impacts (A) to flows of sediments and water;
(B) from the alteration or redirection of wave energy or marine currents that would lead to the filling in of lagoons or the erosion of barrier islands; and
(C) from activities that would decrease the use of barrier islands by coastal species, including polar bears and nesting birds;
(7) exposed high-energy coasts must be managed to avoid, minimize, or mitigate significant adverse impacts
(A) to the mix and transport of sediments; and
(B) from redirection of transport processes and wave energy;
(8) rivers, streams, and lakes must be managed to avoid, minimize, or mitigate significant adverse impacts to
(A) natural water flow;
(B) active floodplains; and
(C) natural vegetation within riparian management areas; and
(9) important habitat
(A) designated under 11 AAC 114.250(h) must be managed for the special productivity of the habitat in accordance with district enforceable policies adopted under 11 AAC 114.270(g); or
(B) identified under (c)(1)(B) or
(C) of this section must be managed to avoid, minimize, or mitigate significant adverse impacts to the special productivity of the habitat.
(c) For purposes of this section,
(1) "important habitat" means habitats listed in (a)(1) – (8) of this section and other habitats in the coastal area that are
(A) designated under 11 AAC 114.250(h);
(B) identified by the department as a habitat
(i) the use of which has a direct and significant impact on coastal water; and
(ii) that is shown by written scientific evidence to be biologically and significantly productive; or
(C) identified as state game refuges, state game sanctuaries, state range areas, or fish and game critical habitat areas under AS 16.20;
(2) "riparian management area" means the area along or around a waterbody within the following distances, measured from the outermost extent of the ordinary high water mark of the waterbody:
(A) for the braided portions of a river or stream, 500 feet on either side of the waterbody;
(B) for split channel portions of a river or stream, 200 feet on either side of the waterbody;
(C) for single channel portions of a river or stream, 100 feet on either side of the waterbody;
(D) for a lake, 100 feet of the waterbody.

Evaluation:

(a) List the habitats from (a) above that are within your proposed project area or that could be affected by your proposed project.
1) offshore areas; (3) wetlands; (8) rivers, streams, and lakes and the active floodplains and riparian management areas of those rivers, streams, and lakes.
(b) Describe how the proposed project avoids, minimizes, or mitigates impacts to each of the identified habitat(s) in section (a) above. Impacts to wetlands will be minimized by steepening of the side slopes of non-runway areas. Additionally, the runway and apron side slopes will be stabilized to minimize erosion and sedimentation into wetland areas. DOT&PF will negotiate and provide appropriate compensatory payment in lieu of mitigation for wetlands acreage and water bodies impacted by project activities. If material is extracted from Kwemeluk Pass, it would likely be during the winter months when salmon are not present and the water levels are lowest.

(c) No response required.

11 AAC 112.310. Air, land and water quality

State of Alaska, Department of Natural Resources, Division of Coastal & Ocean Management

Standard:
Not withstanding any other provision of this chapter, the statutes and regulations of the Department of Environmental Conservation with respect to the protection of air, land, and water quality identified in AS 46.40.040(b) are incorporated into the program and, as administered by that department, constitute the exclusive components of the program with respect to those purposes.
Evaluation: No response required.

11 AAC 112.320. Historic, prehistoric, and archeological resources.
Standard:
(a) The department will designate areas of the coastal zone that are important to the study, understanding, or illustration of national, state, or local history or prehistory, including natural processes.
(b) A project within an area designated under (a) of this section shall comply with the applicable requirements of AS 41.35.010 – 41.35.240 and 11 AAC 16.010 – 11 AAC 16.900.
Evaluation:
(a) Have you contacted the State Historic Preservation Office (SHPO) to see if your project is in a designated area of the coastal zone that is important to the study, understanding, or illustration of national, state, or local history or prehistory, including natural processes?
Coordination with SHPO was initiated on August 9, 2005. A determination of Finding of No Historic Properties Affected was made by FAA. SHPO concurred with the determination on September 11, 2008.

(b) If your project is within an area designated under (a) of this section, how will you comply with the applicable requirements in the statutes and regulations listed in (b)?
If during construction activities associated with this project, any remains or artifacts are unearthed or discovered that are suspected to be potential historic and/or archeological items, the appropriate state and federal agencies will be contacted to determine whether the remains warrant recovery effort or if the site is eligible for listing on the National Register of Historic Places.

Affected Coastal District Enforceable Policies

Evaluate each applicable district enforceable policy using a format similar to the one you completed above for the State Standards. District enforceable policies are available at http://alaskacoast.state.ak.us/. If you need more space for an adequate explanation of any of the applicable district enforceable policies, please attach additional pages to the end of this document.

Applicable District Plan(s) Ceñaliulriit CRSA Coastal Management Plan

Enforceable Policy: Coastal Development

Evaluation: The proposed project is not a duplicative project it is the only airport within the area of Nunam Iqua and there are no plans for another airport in the area. The airport is not water dependent.

Enforceable Policy: Natural Hazards

Evaluation: The off shore material site is considered to be in an ice hazard area, but is consistent with approved uses by the district plan.

State of Alaska, Department of Natural Resources, Division of Coastal & Ocean Management

Enforceable Policy: Sand and Gravel Priority Siting

Evaluation: A proposed material site for this project is Kwemeluk Pass, an offshore gravel source. An offshore gravel source is the most preferred area for extraction but it is acceptable according to the district plan.

Certification Statement

The information contained herein is true and complete to the best of my knowledge. I certify that the proposed activity complies with, and will be conducted in a manner consistent with, the Alaska Coastal Management Program.

Signature of Applicant or Agent

Date

Note: Federal agencies conducting an activity that will affect the coastal zone are required to submit a federal consistency determination, per 15 CFR 930, Subpart C, rather than this certification statement. ACMP has developed a guide to assist federal agencies with this requirement. Contact ACMP to obtain a copy.

This certification statement will not be complete until all required State and federal authorization requests have been submitted to the appropriate agencies.

State of Alaska, Department of Natural Resources, Division of Coastal & Ocean Management

Project Description: Please provide or attach a brief description of your project including the planned work, any effects to coastal uses and resources and how your project is being designed to avoid, minimize and mitigate those effects.

See attached project description

.

Project Area: Please provide or attach a map of your project location and your proposed work. (Including nearest community, the name of the nearest land feature or body of water, and other legal description such as a survey or lot number.)

Nearest Community: Nunam Iqua, AK

Nearest Waterbody: Kwemeluk Pass

Legal Survey Description: Township 28 N, Range 84 W, Section 9 & 10, Seward Meridian, USGS Quad Kwiguk C-6.

See attached Figures.

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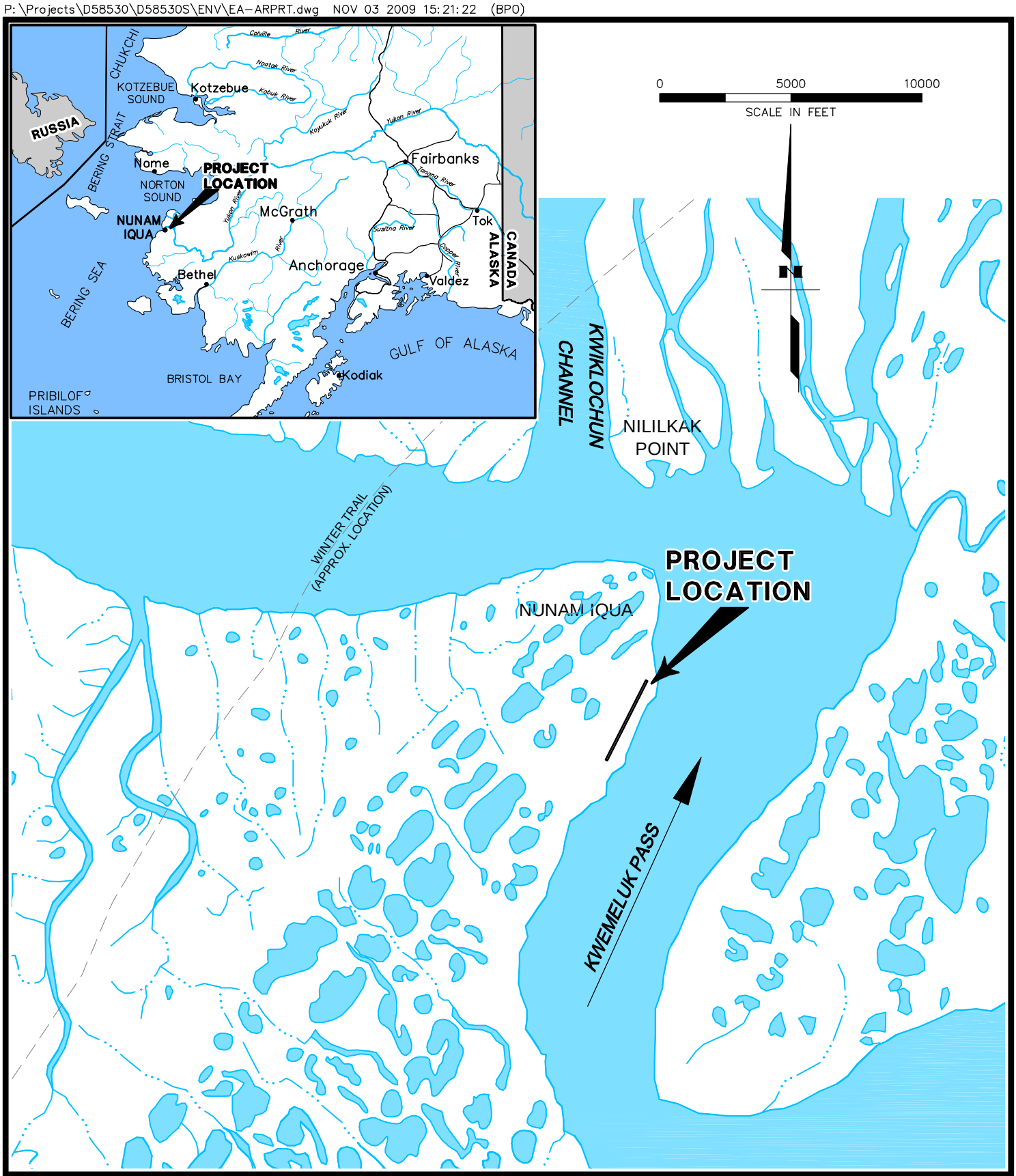


Vicinity Map

Section 9, 10, Township 28 North,
Range 84 West, Seward Meridian, Alaska.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT & PF PROJECT No. 61444
NUNAM IQUA AIRPORT IMPROVEMENTS

Nunam Iqua, Alaska

DATE: 09/12/2008 | FIGURE 1

0 600 1200
SCALE IN FEET

Existing Conditions

Section 9, 10, Township 28 North,

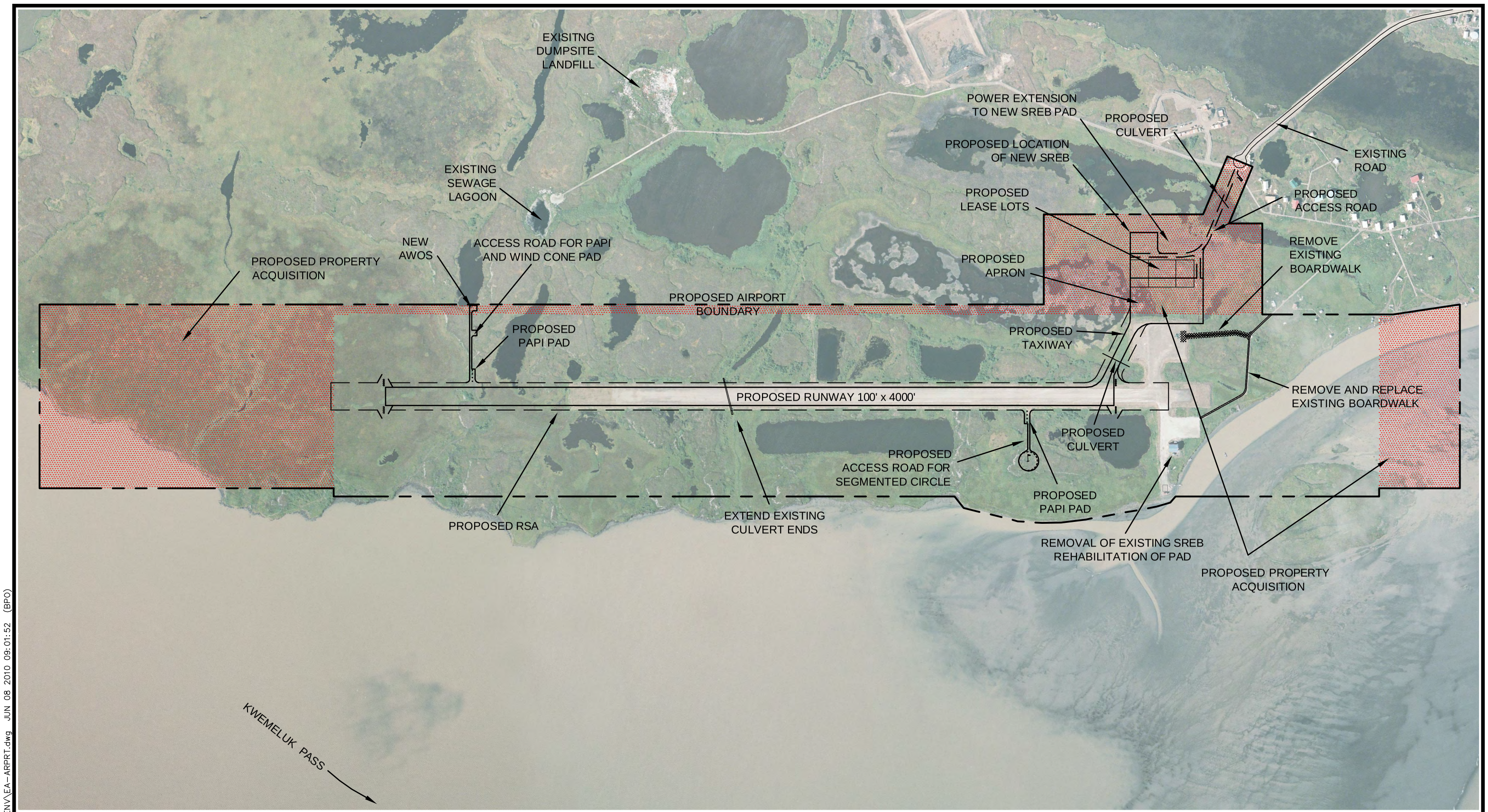
Range 84 West, Seward Meridian, Alaska.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT & PF PROJECT No. 61444
NUNAM IQUA AIRPORT IMPROVEMENTS

Nunam Iqua, Alaska

DATE: 09/12/2008 | FIGURE 2



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SCALE IN FEET

Proposed Airport Improvements

Section 9, 10, Township 28 North,

Range 84 West, Seward Meridian, Alaska.

TRANSPORTATION & PUBLIC FACILITIES · STATE OF ALASKA ·

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT & PF PROJECT No. 61444
NUNAM IQUA AIRPORT IMPROVEMENTS

Nunam Iqua, Alaska

DATE: 09/12/2008 | FIGURE 3

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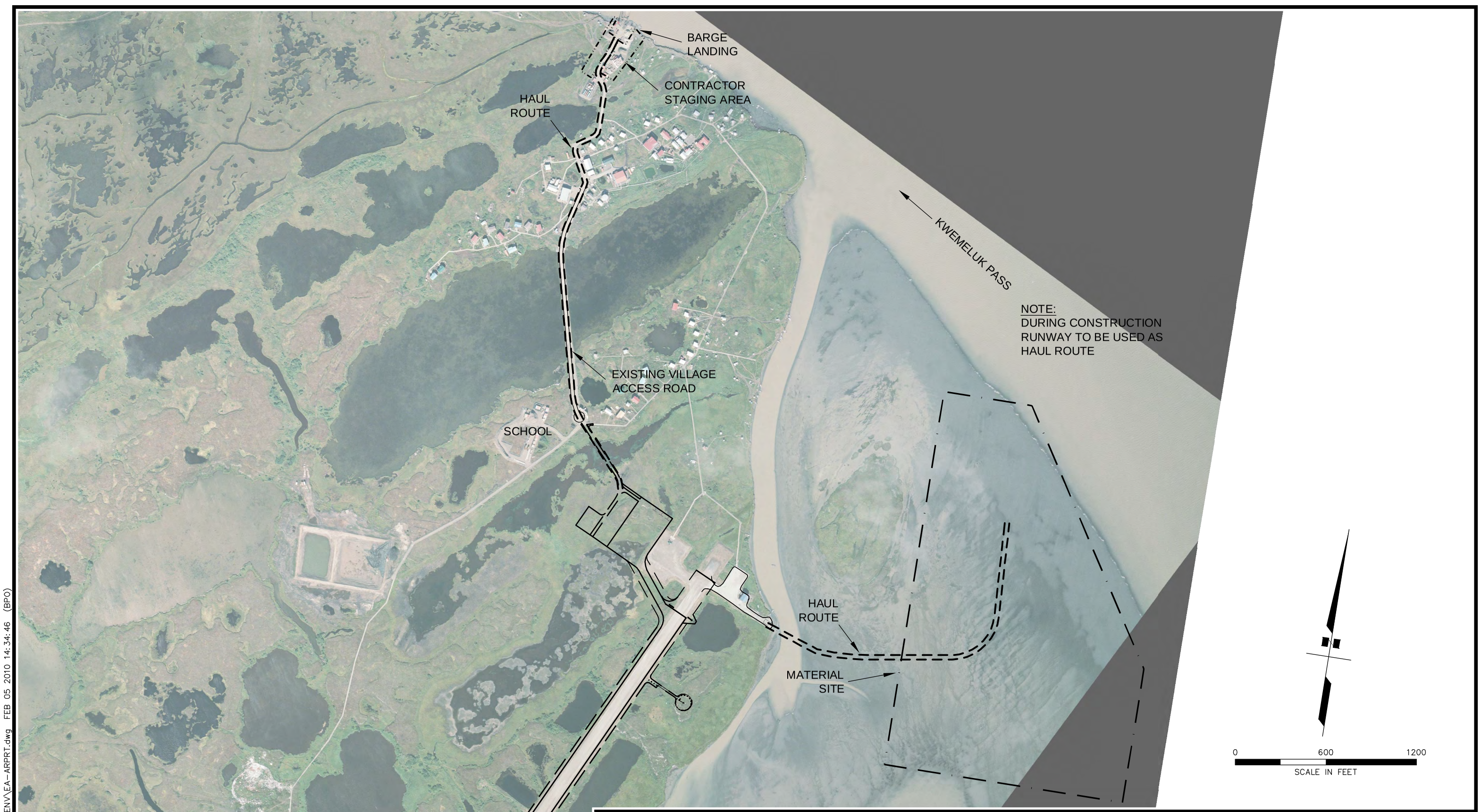

Material Source Site/Haul Routes/Contractor Staging Areas

Section 9, 10, Township 28 North,

Range 84 West, Seward Meridian, Alaska.

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DOT & PF PROJECT No. 61444
NUNAM IQUA AIRPORT IMPROVEMENTS

Nunam Iqua, Alaska

DATE: 09/12/2008 | FIGURE 4

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

REPLY TO
ATTENTION OF:

JUN 15 2005

Regulatory Branch
North Section
POA-2005-980

Mr. Chuck Howe
Alaska Department of Transportation
And Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709-5399

Dear Mr. Howe:

This is in response to your June 6, 2005, request for a Department of the Army (DA) jurisdictional determination concerning your proposed project located at Latitude 62.5245° N and Longitude 164.8751° W; within sections 8, 9, 10, 15, 16, and 17, T. 28 N., R. 84 W., Seward Meridian, near Nunam Iqua also known as Sheldon Point, Alaska. Potential projects would involve the airport property and potential airport relocation sites.

Based on our review of the information you furnished and information available to our office, we have determined that the above property contains wetlands under Corps regulatory jurisdiction (see enclosure titled, "JURISDICTIONAL DETERMINATION").

The wetland/upland boundary, which was staked during the aforementioned site inspection, is the definitive wetland delineation. The upland portions of the property may be developed without DA authorization. If development plans entail a discharge or placement of dredged and/or fill material into the wetlands, issuance of a DA permit would be required prior to initiating work.

Your proposed project was reviewed pursuant to Section 404 of the Clean Water Act. Section 404 of the Clean Water Act requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including wetlands, prior to conducting the work (33 U.S.C. 1344).

For regulatory purposes, the Corps of Engineers defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Please be advised that land clearing operations involving vegetation removal with mechanized equipment such as front-end loaders, backhoes, or bulldozers with sheer blades, rakes, or discs in wetlands; or windrowing of vegetation, land leveling, or other soil disturbances are considered placement of fill material under our jurisdiction.

This approved jurisdictional determination is valid for a period of five (5) years from the date of this letter, unless new information supporting a revision is provided to this office before the expiration date. Also, enclosed is a Notification of Administrative Appeals Options and Process and

Request for Appeal form regarding this DA Approved Jurisdictional Determination.

For informational purposes, a copy of this letter is being sent to the agencies and individuals on the enclosed list.

Nothing in this letter shall be construed as excusing you from compliance with other Federal, State, or local statutes, ordinances, or regulations that may affect any proposed work.

We appreciate your cooperation with the Corps of Engineers' Regulatory Program. Please refer to file number POA-2005-980 in future correspondence or if you have any questions concerning this determination. You may contact me by mail at the letterhead address, ATTN: Ms. Julie A. Woodke, CEPOA-CO-R-N, at (907) 753-2716, toll free from within Alaska at (800) 478-2712, or by FAX at (907) 753-5567. For additional information about our Regulatory Program, visit our web site at www.poa.usace.army.mil/reg.

Sincerely,

Julie A. Woodke

Julie A. Woodke
Regulatory Specialist

Enclosure(s)

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT (33 CFR 325)	OMB APPROVAL NO. 0710-0003 Expires December 31, 2004

The Public burden for this collection of information is estimated to average 10 hours per response, although the majority of applications should require 5 hours or less. This includes the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Service Directorate of Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302; and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003), Washington, DC 20503. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research and Sanctuaries Act, 33 USC 1413, Section 103. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETED

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE *(an agent is not required)*
State of Alaska Department of Transportation and Public Facilities, Northern Region	
6. APPLICANT'S ADDRESS	9. AGENT'S ADDRESS
2301 Peger Road, Fairbanks, Alaska 99708	
7. APPLICANT'S PHONE NOS. W/AREA CODE	10. AGENT'S PHONE NOS. W/AREA CODE
a. Residence b. Business: (907) 451-5129 Contact: Ryan Anderson	a. Residence b. Business Contact:

11. STATEMENT OF AUTHORIZATION

I hereby authorize _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

_____ _____

APPLICANT'S SIGNATURE DATE

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE *(see instructions)*

Nunam Iqua Airport Improvement Project

13. NAME OF WATERBODY, IF KNOWN *(if applicable)*	14. PROJECT STREET ADDRESS *(if applicable)*
Kwemeluk Pass	Nunam Iqua Airport
15. LOCATION OF PROJECT Nunam Iqua aka Sheldon Point (COUNTY) Alaska (STATE)	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)

The proposed project lies in Nunam Iqua (formerly known as Sheldon Point) located on the South Fork of the Yukon River (Kwemeluk Pass), appromimately 500 miles northwest of Anchorage, 13 miles south of Alakanuk, and 18 miles southwest of Emmonak in the Yukon-Kuskokwim Delta, in Sections 10, 15, and 16 of Township 28 North, Range 84 West, Seward Meridian (USGS Quad Kwiguk C-6), at latitute 62◦ 31'25.76N, longitude 164◦50'37.77W.

17. DIRECTIONS TO THE SITE: The Nunam Iqua airport is located south of the Village of Nunam Iqua. The proposed material site, Kwemeluk Pass, is located east and adjacent to the airport (see attached figures).

18. Nature of Activity *(Description of project, include all features)*

See attached project description.

19. Project Purpose *(Describe the reason or purpose of the project, see instructions)*

See attached project description.

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

Permanent discharge for construction of runway addition, runway safety area addition, apron and associated aviation support areas, taxiway, and access road.

Temporary discharge for temporary access to the material site, material site excavation.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards

Up to 295,000 cubic yards of gravel and material.

22. Surface Area in Acres of Wetlands or Other Waters Filled *(see instructions)*

26.1 acres of wetlands would be permanently impacted, as shown below:

PERMANENT IMPACTS

Project Area	Approximate Wetland Fill Quantities (cubic yards)	Approximate Area of Wetland Impacts (acres)
1. Runway	185,000	17.12
2. Apron/Aviation Support Area	68,000	6.06
3. Taxiway	5,000	1.48
4. Airport Access Road	28,000	1.18
TOTAL	***295,000***	***25.84***

Approximately 74 acres would be impacted temporarily due to material site excavation in Kwemeluk Pass (73 acres) and construction of an ice road for hauling material to the airport area (0.64 acres).

23. Is Any Portion of the Work Already Complete? Yes _____ No ___X___ IF YES, DESCRIBE THE COMPLETED WORK

24. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

25. List of Other Certifications or Approvals/Denials Received from other Federal, State, or Local Agencies for Work Described in This Application

Agency	Type Approval*	Identification Number	Date Applied	Date Approved	Date Denied
U.S. Army Corps of Engineers	Jurisdictional Determination	POA-2005-980	6/6/05	6/15/05	
State Historic Preservation Office	Finding of No Historic Properties Affected	3130-IR FAA 3130-2R DOT	6/27/08	9/11/08	
U.S. Fish & Wildlife Service	Section 7 Endangered Species Act-No Adverse Affect	0052462	9/14/05	9/23/05	
National Marine Fisheries Service	Section 7 Endangered Species Act-No Adverse Affect	None specified by agency	9/7/05	12/9/08	

*Would include but is not restricted to zoning, building and flood plain permits

26. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT _____ DATE _____ SIGNATURE OF AGENT _____ DATE _____

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

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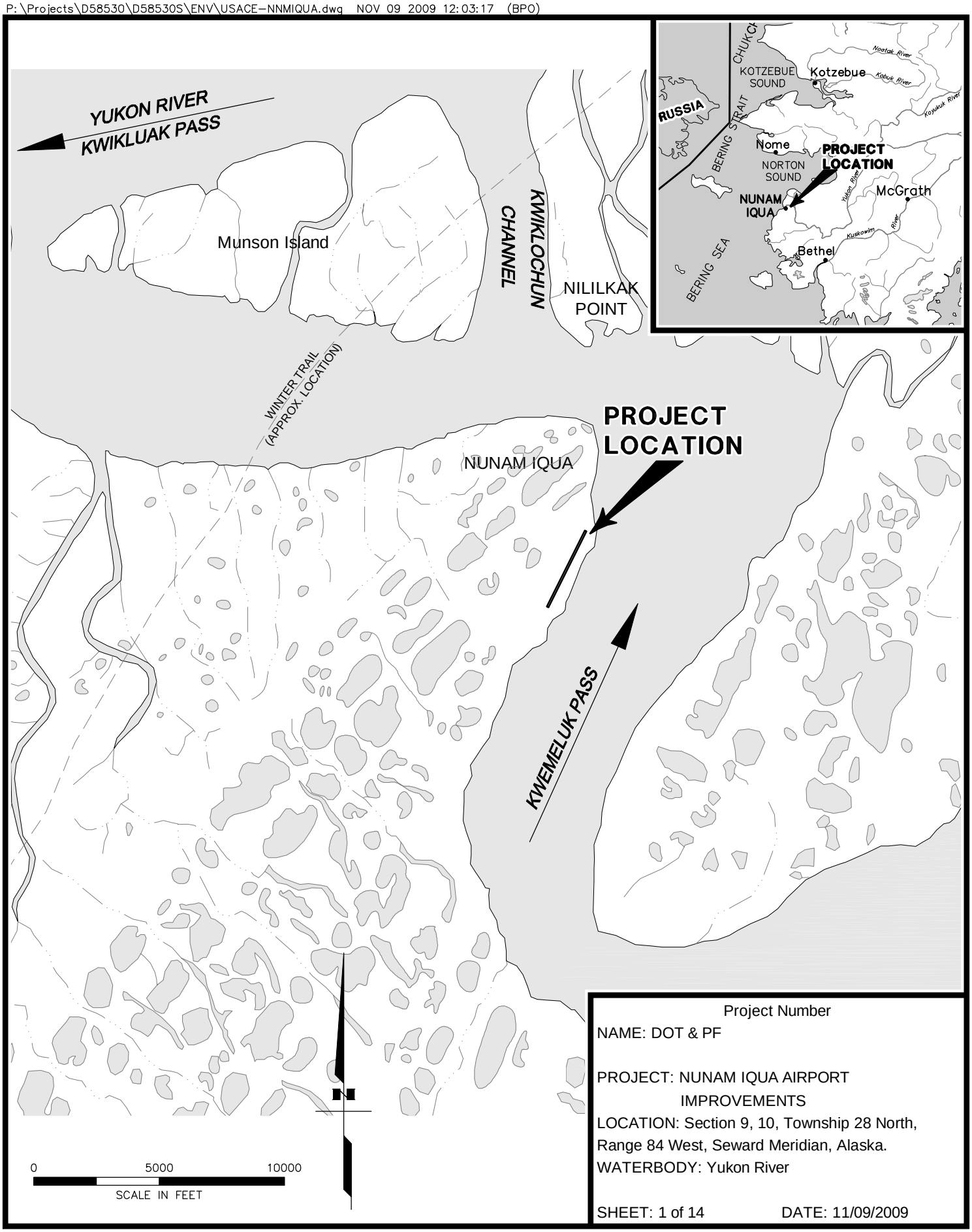

Project Number

NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

WATERBODY: Yukon River

SHEET: 1 of 14 DATE: 11/09/2009

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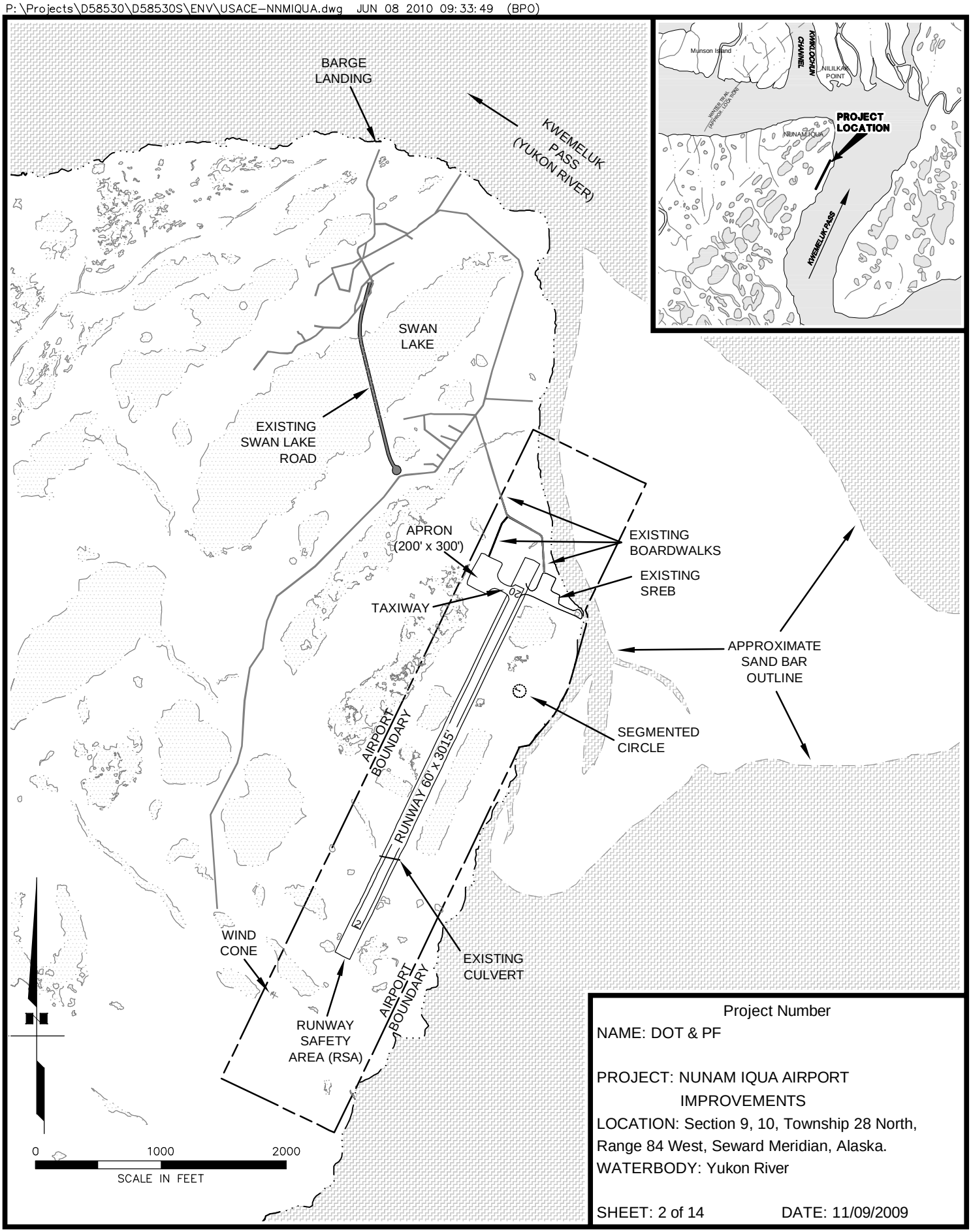

Project Number

NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

WATERBODY: Yukon River

SHEET: 2 of 14 DATE: 11/09/2009

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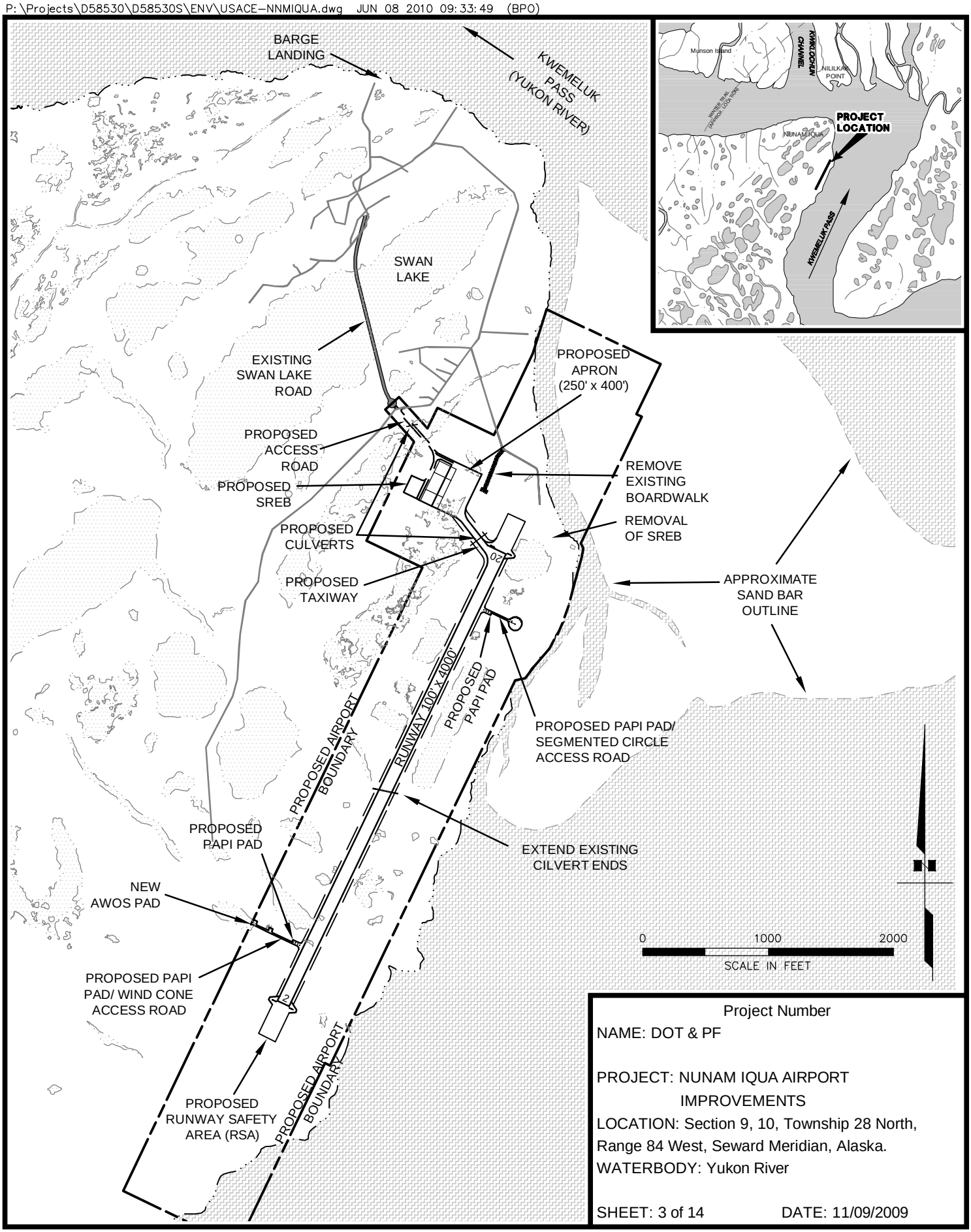

Project Number

NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

WATERBODY: Yukon River

SHEET: 3 of 14 DATE: 11/09/2009

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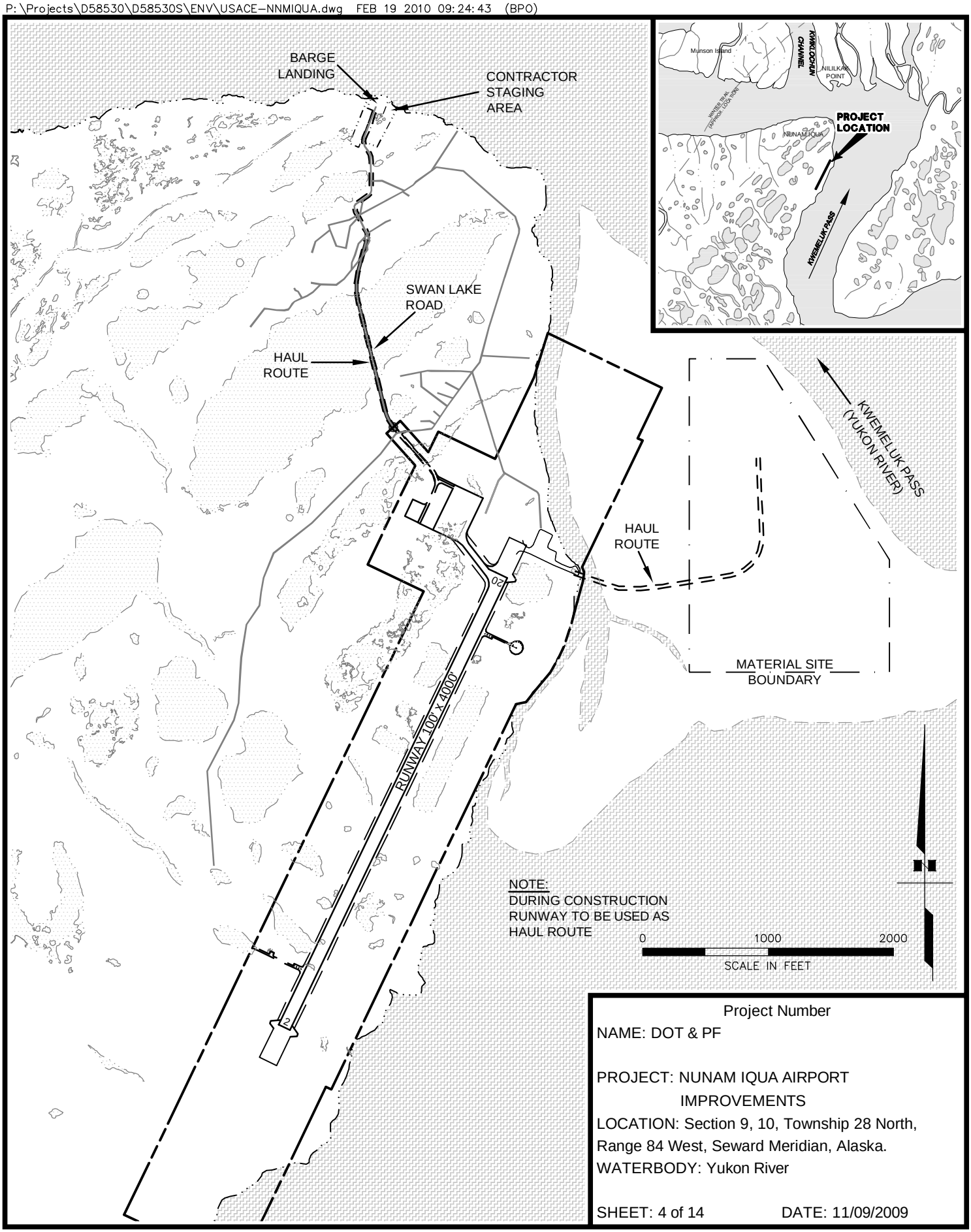

Project Number

NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

WATERBODY: Yukon River

SHEET: 4 of 14 DATE: 11/09/2009

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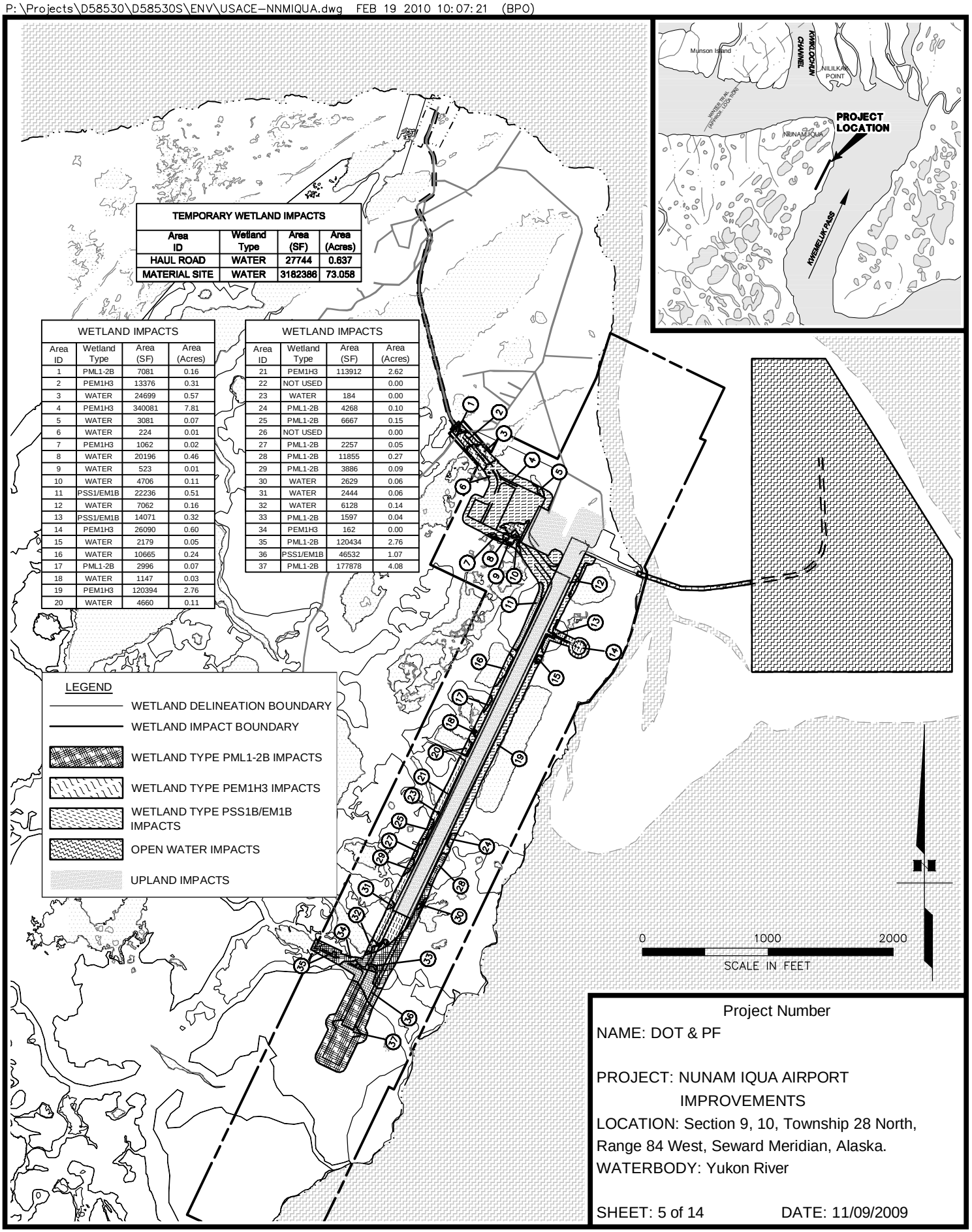

TEMPORARY WETLAND IMPACTS			
Area ID	Wetland Type	Area (SF)	Area (Acres)
HAUL ROAD	WATER	27744	0.637
MATERIAL SITE	WATER	3182386	73.058

WETLAND IMPACTS			
Area ID	Wetland Type	Area (SF)	Area (Acres)
1	PML1-2B	7081	0.16
2	PEM1H3	13376	0.31
3	WATER	24699	0.57
4	PEM1H3	340081	7.81
5	WATER	3081	0.07
6	WATER	224	0.01
7	PEM1H3	1062	0.02
8	WATER	20196	0.46
9	WATER	523	0.01
10	WATER	4706	0.11
11	PSS1/EM1B	22236	0.51
12	WATER	7062	0.16
13	PSS1/EM1B	14071	0.32
14	PEM1H3	26090	0.60
15	WATER	2179	0.05
16	WATER	10665	0.24
17	PML1-2B	2996	0.07
18	WATER	1147	0.03
19	PEM1H3	120394	2.76
20	WATER	4660	0.11

WETLAND IMPACTS			
Area ID	Wetland Type	Area (SF)	Area (Acres)
21	PEM1H3	113912	2.62
22	NOT USED		0.00
23	WATER	184	0.00
24	PML1-2B	4268	0.10
25	PML1-2B	6667	0.15
26	NOT USED		0.00
27	PML1-2B	2257	0.05
28	PML1-2B	11855	0.27
29	PML1-2B	3886	0.09
30	WATER	2629	0.06
31	WATER	2444	0.06
32	WATER	6128	0.14
33	PML1-2B	1597	0.04
34	PEM1H3	162	0.00
35	PML1-2B	120434	2.76
36	PSS1/EM1B	46532	1.07
37	PML1-2B	177878	4.08

LEGEND

- WETLAND DELINEATION BOUNDARY
- WETLAND IMPACT BOUNDARY
- WETLAND TYPE PML1-2B IMPACTS
- WETLAND TYPE PEM1H3 IMPACTS
- WETLAND TYPE PSS1B/EM1B IMPACTS
- OPEN WATER IMPACTS
- UPLAND IMPACTS

Project Number

NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

WATERBODY: Yukon River

SHEET: 5 of 14 DATE: 11/09/2009

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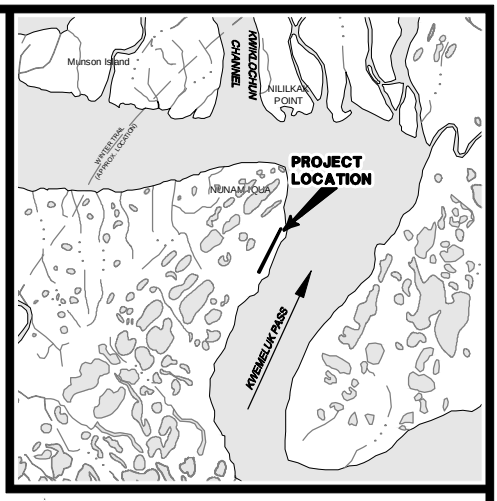

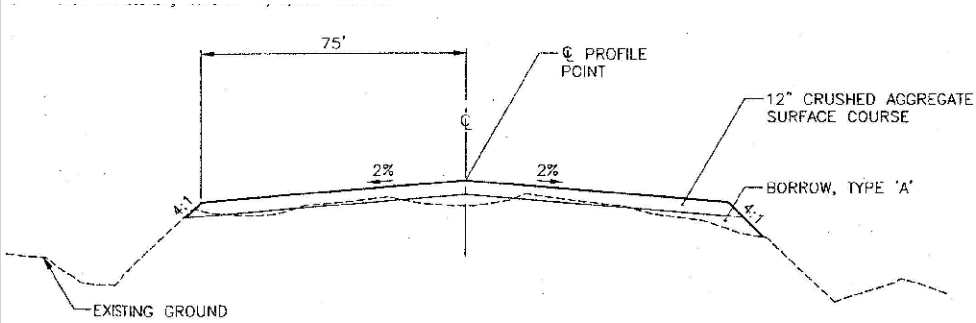

RUNWAY SAFETY AREA TYPICAL SECTION
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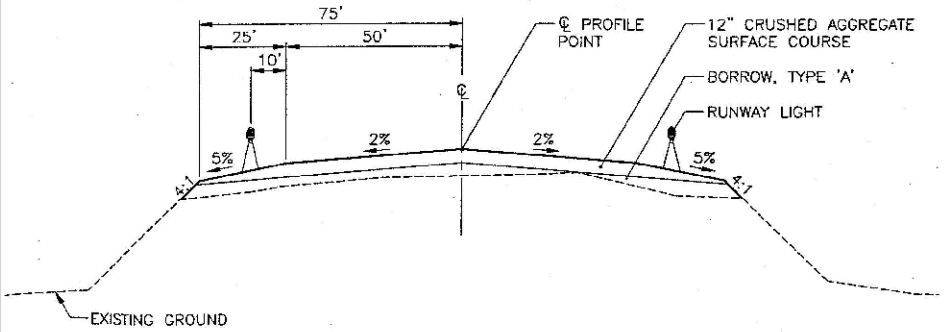
RW STA 147+61 TO 150+15



RUNWAY TYPICAL SECTION
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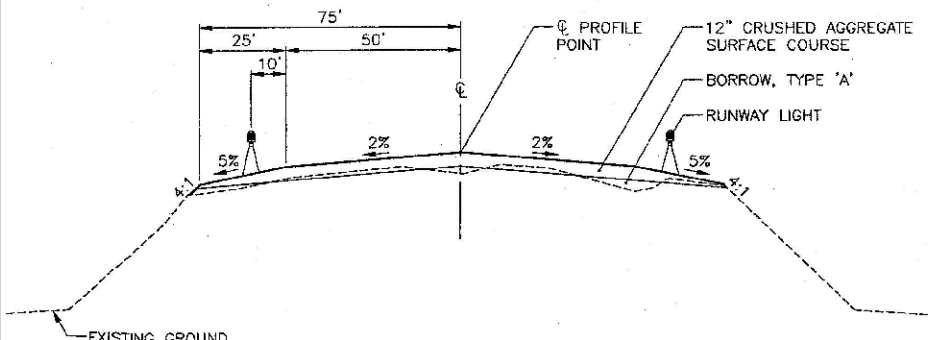
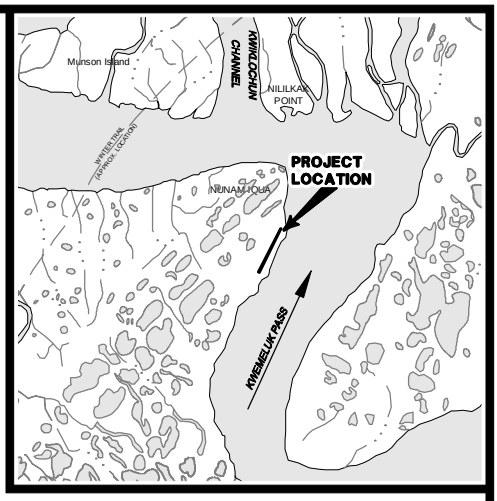


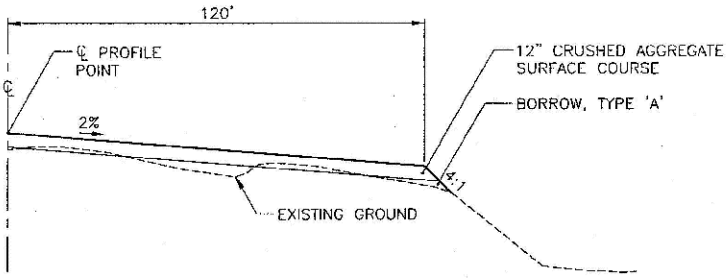
RUNWAY TYPICAL SECTION
RW STA 137+00 TO STA 146+75

Project Number
NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS
LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.
WATERBODY: Yukon River

SHEET: 6 of 14 DATE: 11/09/2009





RUNWAY THRESHOLD PAD TYPICAL SECTION
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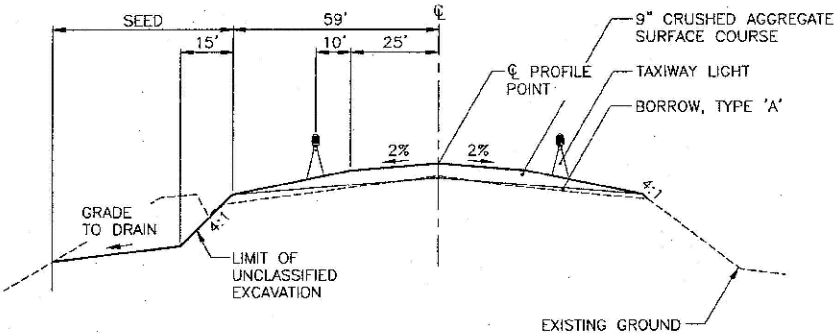
RW STA 147+15 TO 147+35



TAXIWAY TYPICAL SECTION

NOTES:

1. ALL DIMENSIONS ARE SYMMETRICAL ABOUT CENTERLINE, UNLESS OTHERWISE NOTED.
2. ON THIS SHEET, EXISTING GROUND DEPICTS THE SURFACE AFTER PHASE I CONSTRUCTION AND SETTLEMENT PERIOD.
3. THICKNESS OF BORROW, TYPE A, WILL VARY DEPENDING ON THE SETTLEMENT AND CONSOLIDATION OF PHASE I EMBANKMENT.

Project Number
NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS
LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.
WATERBODY: Yukon River

SHEET: 7 of 14 DATE: 11/09/2009

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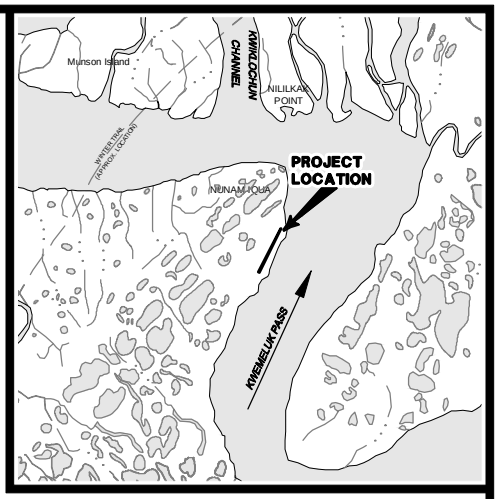

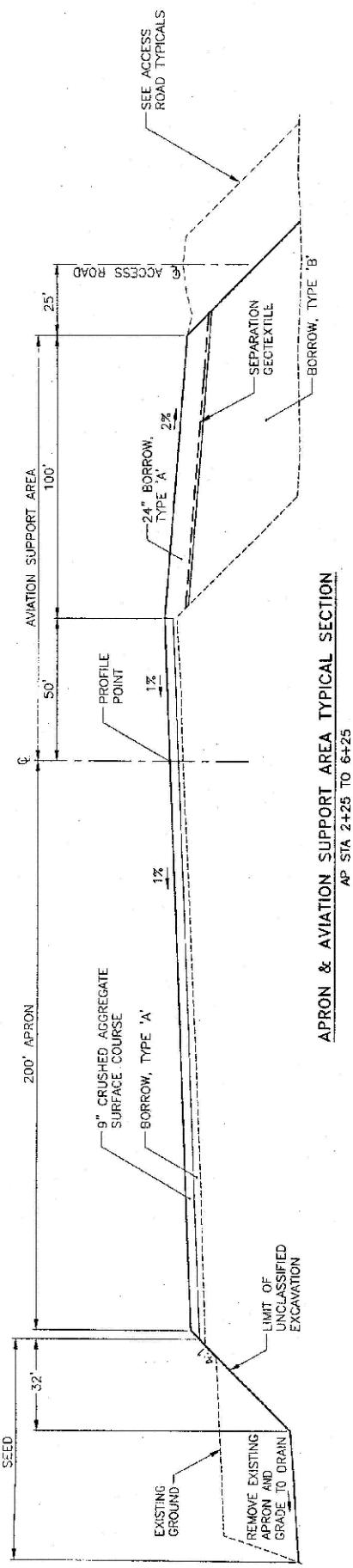

APRON & AVIATION SUPPORT AREA TYPICAL SECTION
AP STA 2+25 TO 6+25

Project Number

NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

WATERBODY: Yukon River

SHEET: 8 of 14 DATE: 11/09/2009

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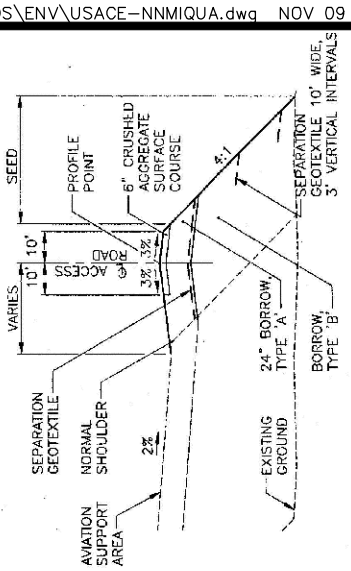
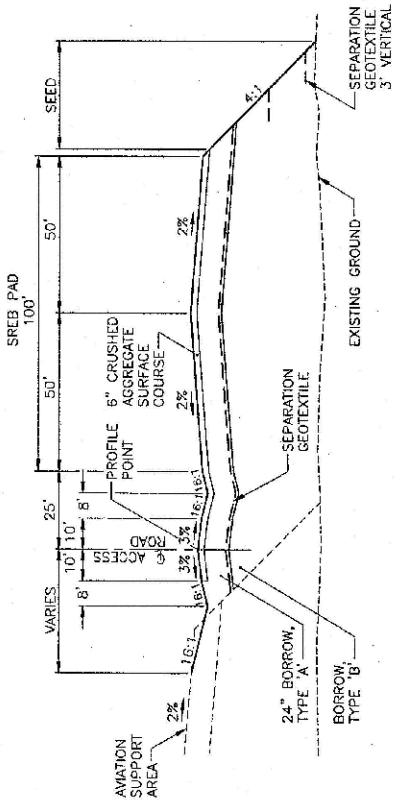
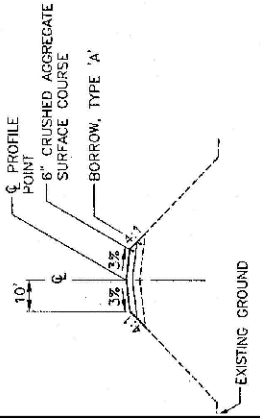


ACCESS ROAD TYPICAL SECTION
AR STA 202+25 TO 204+75



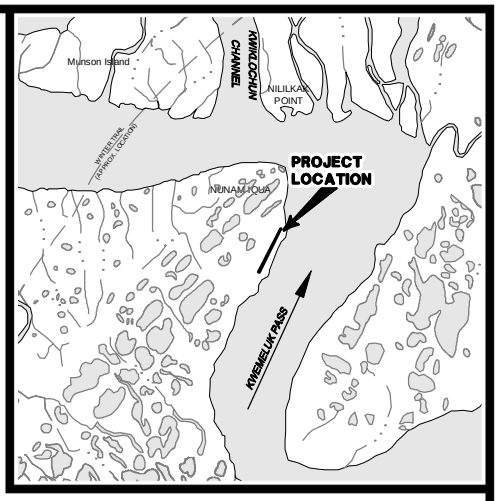
ACCESS ROAD TYPICAL SECTION
AR STA 204+75 TO 206+25



ACCESS ROAD TYPICAL SECTION
AR STA 197+40 TO 202+25

NOTES:

1. ALL DIMENSIONS ARE SYMMETRICAL ABOUT CENTERLINE, UNLESS OTHERWISE NOTED.
2. THICKNESS OF BORROW, TYPE A, OF PHASE I EMBANKMENT WILL VARY DEPENDING ON SETTLEMENT AND CONSOLIDATION.
3. ON THIS SHEET, EXISTING GROUND DEPICTS THE SURFACE AFTER PHASE I CONSTRUCTION AND SETTLEMENT PERIOD.



Project Number

NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

WATERBODY: Yukon River

SHEET: 9 of 14 DATE: 11/09/2009

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NOTES:

1. EXACT CULVERT LENGTHS, LOCATIONS, AND INVERTS TO BE STAKED BY THE CONTRACTOR AND VERIFIED OR ADJUSTED BY THE ENGINEER.
2. INVERTS SHALL BE SET AT ORIGINAL GROUND UNLESS OTHERWISE NOTED.
3. SEE STANDARD DRAWING D-09.00 FOR DETAILS OF CULVERT MARKER POST INSTALLATION.
4. CRUSHED AGGREGATE SURFACE COURSE AND BORROW TO MATCH TYPICAL SECTION.

TYPICAL CULVERT LONGITUDINAL SECTION

TYPICAL CULVERT CROSS SECTION

* MINIMUM BEDDING. SEE LONGITUDINAL SECTIONS.

TYPICAL PIPE-ARCH LONGITUDINAL SECTION

* TYPICAL BOTH ENDS

CULVERT SUMMARY

STATION	SIZE	THICKNESS (INCHES)	END SECTIONS	MARKER POSTS	REMARKS
AK 199+40	36"x86'	0.064	0	2	SKEW 30° LHF
RW 128+11 LEFT	73"x55"x22'	0.079	0	1	EXTEND EXISTING PIPE ARCH
RW 128+59 RIGHT	73"x55"x22'	0.079	0	1	EXTEND EXISTING PIPE ARCH
TW 4+50	36"x184'	0.079	0	2	

Project Number

NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

WATERBODY: Yukon River

SHEET: 10 of 14 DATE: 11/09/2009

TIE-DOWN LAYOUT

TIE-DOWN DETAILS

TIE-DOWN ANCHOR EMBEDMENT

SOIL TIE-DOWN ANCHOR (3 ANCHORS PER SET)

TIE-DOWN NOTES:

1. ALUMINUM SWAGE AND COIL CHAIN SHALL EXCEED IN STRENGTH THE 5/16" CABLE.

SECTION B-B
SERVICE ROAD

SECTION C-C
PAD

SECTION A-A
PAPI PAD

Project Number

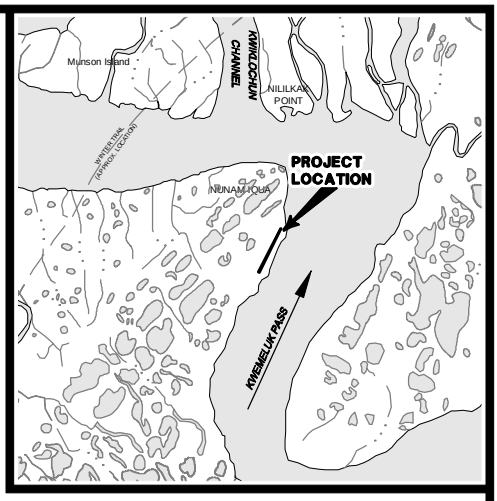
NAME: DOT & PF

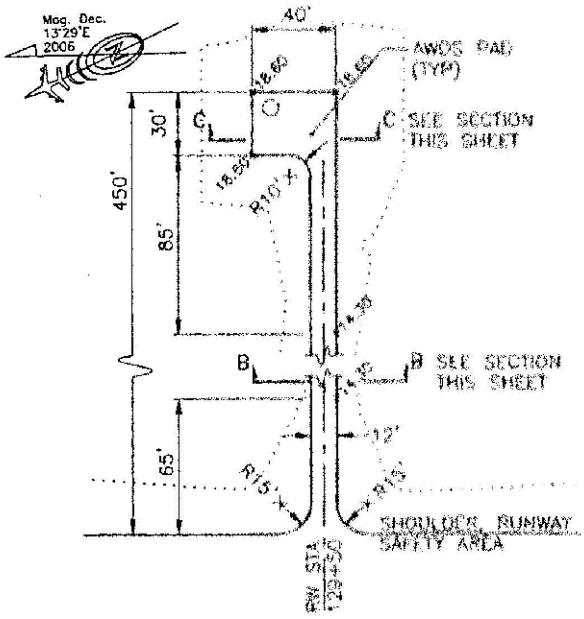
PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

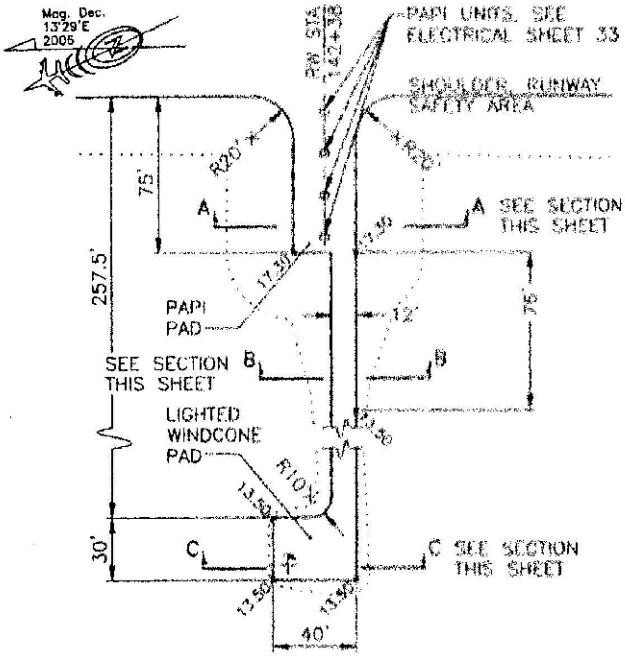
WATERBODY: Yukon River

SHEET: 11 of 14 DATE: 11/09/2009





AWOS PAD AND SERVICE ROAD



PAPI PAD, LIGHTED WIND-CONE PAD AND SERVICE ROAD

Project Number

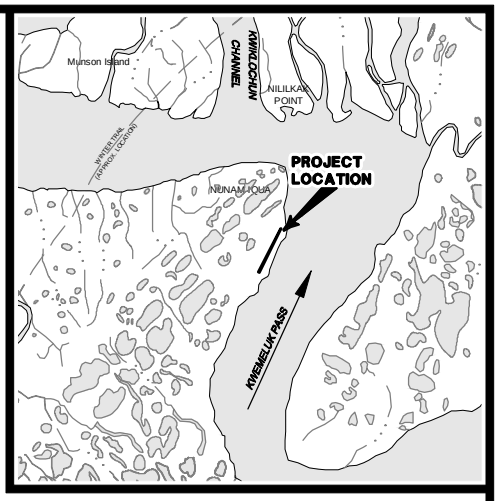
NAME: DOT & PF

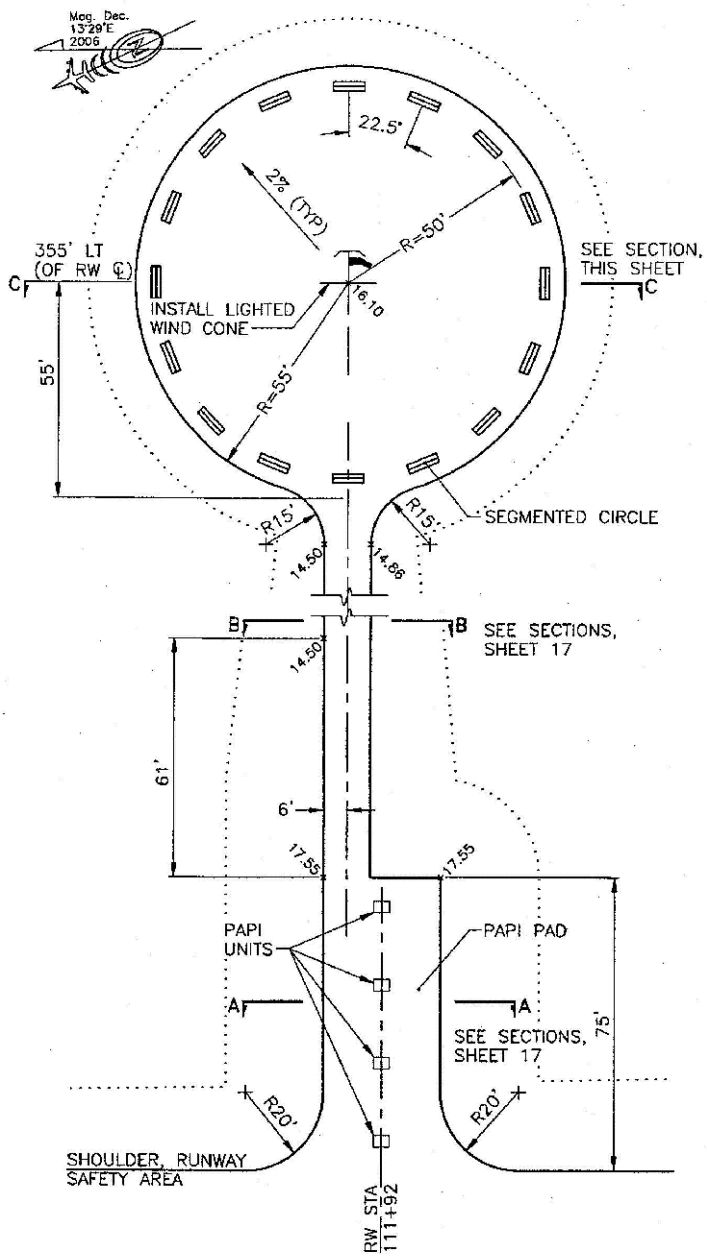
PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

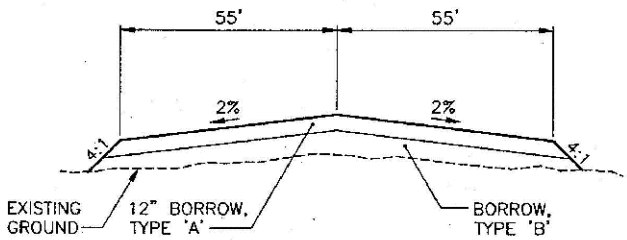
WATERBODY: Yukon River

SHEET: 12 of 14 DATE: 11/09/2009





SEGMENTED CIRCLE LAYOUT
(WITH PAPI PAD LAYOUT)
NO SCALE



SECTION C-C

Project Number

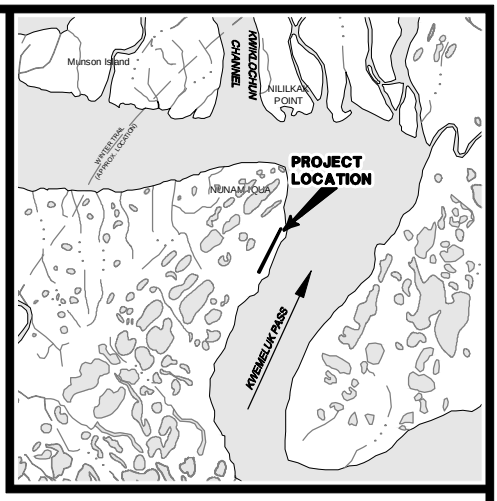
NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

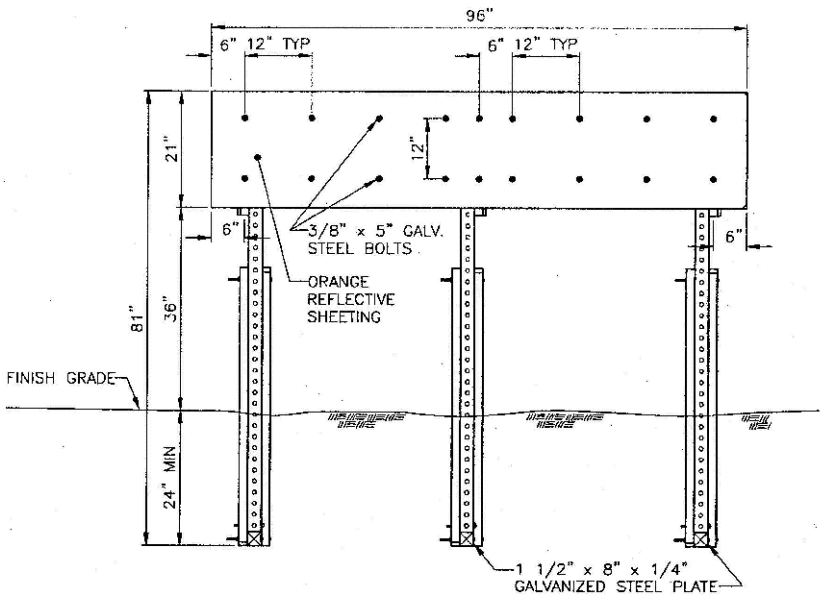
WATERBODY: Yukon River

SHEET: 13 of 14 DATE: 11/09/2009

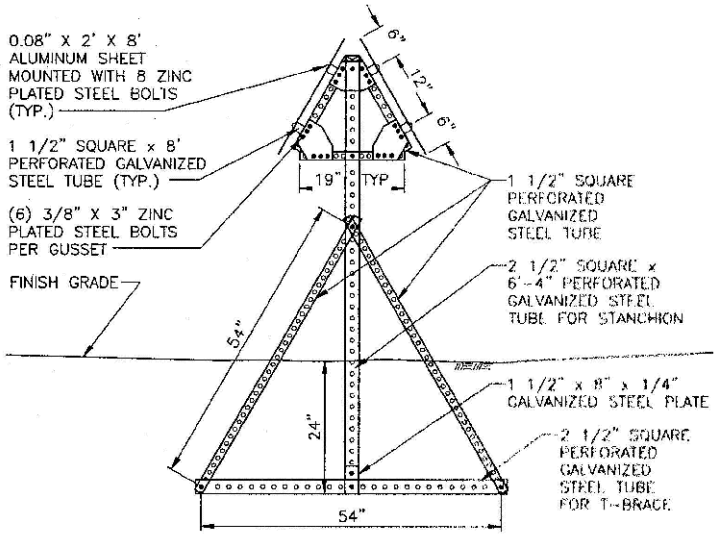


SEGMENTED CIRCLE NOTES:

1. ALL STRUCTURAL MEMBERS ARE SQUARE PERFORATED GALVANIZED STEEL TUBING. (SIZE AS INDICATED IN DRAWING).
2. 3/8" x 5" ZINC PLATED STEEL BOLTS SHALL BE USED TO FASTEN THE STRUCTURAL MEMBERS TOGETHER. GUSSETT PLATES SHALL BE FASTENED WITH SIX 3/8" x 3" ZINC PLATED STEEL BOLTS.
3. PRE-PUNCH ALUMINUM SHEETS 6" FROM TOP AND BOTTOM AS INDICATED IN DRAWING. FASTEN TO STRUCTURAL MEMBERS THROUGH LONGITUDINAL MEMBERS WITH 3/8" x 5" ZINC PLATED STEEL BOLTS AND 1" DIA. WASHERS.
4. THE GUSSETT PLATES SHALL BE FABRICATED FROM 1/4" GALVANIZED STEEL PLATE.

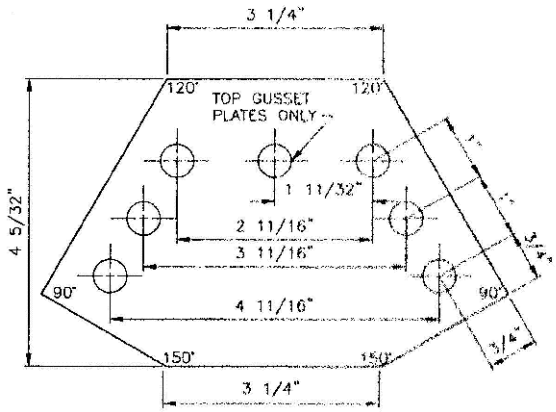


FRONT VIEW DETAIL



SIDE VIEW DETAIL

SEGMENTED CIRCLE PANELS
NO SCALE



GUSSET PLATE DETAIL
NO SCALE

Project Number

NAME: DOT & PF

PROJECT: NUNAM IQUA AIRPORT IMPROVEMENTS

LOCATION: Section 9, 10, Township 28 North, Range 84 West, Seward Meridian, Alaska.

WATERBODY: Yukon River

SHEET: 14 of 14 DATE: 11/09/2009

FH# _____
(Office Use Only)

GENERAL WATERWAY/WATERBODY APPLICATION
ALASKA DEPARTMENT OF FISH AND GAME
Division of Habitat
Office Locations

A. APPLICANT

1. Name: Alaska Department of Transportation DOT&PF - Ryan Anderson

2. Address (Mailing): 2301 Peger Road, Fairbanks AK 99709-5316

   Email Address: Ryan.Anderson@alaska.gov

   Telephone: 907-451-5129 Fax: _____

3. Project Coordinator/Contractor:

   Name: _____

   Address: _____

   Email Address: _____

   Telephone: _____ Fax: _____

B. TYPE AND PURPOSE OF PROJECT: See attached project description

C. LOCATION OF PROJECT SITE

1. Name of River, Stream, or Lake: Kwemeluk Pass

   or Anadromous Stream No: 334-10-11010

2. Legal Description: Township 28N Range 84W

   Meridian Seward Section 10,15,16 USGS Quad Map Kwiguk C-6

3. Plans, Specifications, and Aerial Photograph. See specific instructions

D. TIME FRAME FOR PROJECT: 2012 TO 2013 (mm/dd/yy)

E. CONSTRUCTION METHODS:

1. Will the stream be diverted? ☐ Yes ☒ No

   How will the stream be diverted? _____

   How long? _____

2. Will stream channelization occur? ☐ Yes ☒ No

3. Will the banks of the stream be altered or modified? ☐ Yes ☒ No

   Describe: _____

4. List all tracked or wheeled equipment (type and size) that will be used in the stream (in the water, on ice, or in the floodplain): Will be contractor dependent - will likely include excavators, dump trucks, and 4WD job trucks.

   How long will equipment be in the stream? Contractor dependent.

5. a. Will material be removed from the floodplain, bed, stream, or lake? ☒ Yes ☐ No

   Type: River gravels is from Kwemeluk Pass

   Amount: 295,000 cy likely to be taken during winter months to minimize impacts to fish habitat.

   b. Will material be removed from below the water table? ☒ Yes ☐ No

   If so, to what depth? Contractor dependent

   Is a pumping operation planned? ☐ Yes ☐ No Contractor dependent

6. Will material (including spoils, debris, or overburden) be deposited in the floodplain, stream, or lake? ☐ Yes ☒ No

   If so, what type? _____

   Amount: _____

   Disposal site location(s): _____

7. Will blasting be performed? ☐ Yes ☐ No Not likely, but contractor dependent

   Weight of charges: _____

   Type of substrate: _____

8. Will temporary fills in the stream or lake be required during construction (e.g., for construction traffic around construction site)? ☐ Yes ☒ No

9. Will ice bridges be required? ☒ Yes ☐ No Ice roads will likely be used to transport material to airport apron.

F. **SITE REHABILITATION/RESTORATION PLAN**: On a separate sheet present a site rehabilitation/restoration plan. See specific instructions Contractor responsibility

G. **WATERBODY CHARACTERISTICS**:

Width of stream: 1 to 2 miles wide Depth of stream or lake: varies

Type of stream or lake bottom (e.g., sand, gravel, mud): Silty gravels

Stream gradient: tidally influence - no substantial gradient

H. **HYDRAULIC EVALUATION**:

1. Will a structure (e.g., culvert, bridge support, dike) be placed below ordinary high water of the stream? ☐ Yes ☒ No

   If yes, attach engineering drawings or a field sketch, as described in Step B.

   For culverts, attach stream discharge data for a mean annual flood (Q=2.3), if available.

   If applicable, describe potential for channel changes and/or increased bank erosion:

   _____

2. Will more than 25,000 cubic yards of material be removed? ☒ Yes ☐ No

   If yes, attach a written hydraulic evaluation including, at a minimum, the following: potential for channel changes, assessment of increased aufeis (glaciering) potential, assessment of potential for increased bank erosion.

I HEREBY CERTIFY THAT ALL INFORMATION PROVIDED ON OR IN CONNECTION WITH THIS APPLICATION IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF.

_____ _____

Signature of Applicant Date

APPENDIX C

Wetlands Avoidance and Minimization Analysis

State of Alaska
Department of Transportation
& Public Facilities
Statewide Design &
Engineering Services

Wetland Avoidance and Minimization Analysis

Project Name: Nunam Iqua Airport Improvement
Project Number: 61444

I. Project Scope: Provide a brief description of and reason for the project.

See Attached Project Description

II. Avoidance Measures:

1. Can the proposed project or project components be located in a non-wetland area? If not, explain in detail why not? (Refer to preliminary jurisdictional wetland determination.)

No. All airport improvements are based on the location of an existing airport and no upland areas are available that meet the purpose and need.

1.a. If yes, does this non-wetland area provide unique habitat to the area or contain other protected resources (e.g., cultural resource, federally listed or candidate species, bald eagles or other raptors)? Consult with the agency with jurisdiction or expertise if appropriate (e.g., Corps, Service, NMFS, DNR/OHMP).

N/A

1.b. Are there other project related impacts to the non-wetland area that are considered substantial (e.g., subsistence use or other socio-economic factors)? Consult with the agency with jurisdiction or expertise if appropriate (e.g., Corps, Service, NMFS, DNR/OHMP).

No

1.c. Can impacts to active nests of migratory birds be avoided through adherence to construction timing windows (as identified in the USFWS guidelines "Advisory: Recommended Time Periods for Avoiding Vegetation Clearing in Alaska to Protect Migratory Birds")? If not, consult the Service.

No vegetative clearing will take place between May 5 and July 25.

2. In consideration of forecast changes in aircraft use, future airport projects, expected community growth and maintenance considerations, have facilities been sited to avoid wetland impacts? Has this been applied to all individual components of the airport (e.g., the runway, taxiways, aprons, lease lots, navigational aids)?

Development of the Proposed Action took into account projected aircraft use, related airport projects, community growth, and maintenance needs. Wetlands impacts are unavoidable.

Describe the alternatives addressing the project purpose and need that have been evaluated to avoid wetland impacts. (Describe below or reference the applicable section in the NEPA document). If alternatives that avoid wetland impacts are not practicable, explain technical, financial, maintenance or other environmental reasons, and address the following:

Alternatives are described in Chapter 3.0 of the EA; however, no action alternatives can completely avoid wetland impacts.

2.a. Can dimensions of facilities be traded off (i.e., length versus width of the apron) in order to lessen impacts?

No. The airport is surrounded by wetlands.

2.b. Can the footprint of specific project components be reduced to avoid wetlands (i.e., steeper side slopes on support facilities)?

Yes. The side slopes of the non-runways areas have been steepened to minimize impacts.

2.c. Can facilities be consolidated to avoid impacts?

No. There are no other facilities to consolidate. The AWOS and PAPI pads were consolidated to minimize wetland impacts. All aspects of the project are unique, both to the facilities and the area.

2.d. Have existing roads, pads, runways and other facilities been incorporated into the design of the proposed project to avoid wetland impacts?

Yes. Proposed improvements are for existing airport facilities.

2.e. Can the runway location or alignment be adjusted to avoid wetland impacts?

No. Proposed improvements are to the existing runway, therefore alignment and location cannot be adjusted. Relocation or shifting of the runway would cause additional wetland impacts.

3. Have crossings of fish streams been avoided? (Consult the Anadromous Fish Catalog for anadromous streams and contact DNR/OHMP for information on resident fish bearing waters.)

While the proposed project won't permanently cross fish streams, gravel needed for the runway could be extracted from a sandbar in Kwemeluk Pass. Material would like be extracted in the

winter months to minimize impacts to fish habitat. Kwemeluk Pass (of the Yukon River) is anadromous stream No 334-10-11010 that provides habitat for chum salmon, coho salmon, king salmon, pink salmon, sockeye salmon, arctic char, sheefish, and whitefish.

4. If the Regional Environmental Coordinator has determined that the project may adversely affect Essential Fish Habitat (EFH), list the preliminary EFH conservation measures.

Best management practices (BMPs) for erosion and sediment control will be utilized during constriction to minimize the introduction of suspended sediment to EFH. Sediment control measures will be utilized to the extent possible. All work will be conducted in accordance with permit stipulations (i.e., USACE 404 permit, Title 41, and State Consistency Determination).

5. Are bald eagle nest trees at least 330 feet from the project? If not, consult the Service.

During scoping, the USFWS did not identify any bald eagle nest in the project area.

6. Have abandoned pads, roads, runways, and other fills associated with the airport project been considered for gravel re-use, rehabilitation, and/or restoration?

Yes. Material from the existing apron will be incorporated into the project. Because the area under the existing apron was previously wetlands, the area will be allowed to eventually return wetlands.

III. Minimization Measures (If the impacts can't be avoided continue):

1. Can the proposed project or project components be located in a lower value wetland area? If not, explain in detail why not? (Refer to appropriate resource mapping or functional value assessment.)

No. None of the project components can be located in lower value wetlands. DOWL Engineers conducted a wetland function and value assessment for the Nunam Iqua Airport in 2004 and 2005. Wetlands and open water comprise approximately 100% of the project area and all wetland types have similar function and values.

1.a. If yes, would construction affect other protected resources (e.g., cultural resource, federally listed or candidate species, bald eagles or other migratory birds)? Consult with the agency with jurisdiction or expertise if appropriate (e.g., Corps, Service, NMFS, DNR/OHMP, and SHPO).

N/A

1.b. Are there other project related impacts to this lower value wetland considered substantial (e.g., cultural resource, subsistence use or other socio-economic factors)? Consult with the agency with jurisdiction or expertise if appropriate.

N/A

2. In consideration of forecast changes in aircraft use, future airport projects, expected community growth, and maintenance considerations, have facilities been sited to minimize wetland impacts? Has this been applied to all individual components of the airport (e.g., the runway, taxiways, aprons, lease lots, navigational aids)?

Impacts have been minimized to the extent possible, as explained in previous sections. Impacts to wetlands from airport projects over the next 20 years are minor and cannot be avoided.

Describe the alternatives addressing the project purpose and need that have been evaluated to minimize wetland impacts. (Describe below or reference the applicable section in the NEPA document). If alternatives that minimize wetland impacts are not practicable, explain technical, financial, maintenance, or other environmental reasons, and address the following:

2.a. Can dimensions of facilities be traded off (i.e., length versus width of the apron in order to lessen impacts)?

No. However; the taxiway, apron, and PAPI pads have been consolidated to the extent practical.

2.b. Can the footprint of specific project components be a reduced (i.e., steeper side slope on support facilities)?

Yes. The side slopes of the non-runway areas have been steepened to minimize impacts.

2.c. Can facilities be consolidated to minimize impacts?

The taxiway, apron, and PAPI pads have been consolidated to the extent practical.

2.d. Have existing roads, pads, runways and other facilities been incorporated into the design of the proposed project to minimize wetland impacts?

N/A (incorporating airport facilities into the design would not minimize wetland impacts).

2.e. Can obstruction removal for FAR Part 77 purposes be accomplished by methods that do not disturb the root mass or soil surface to minimize vegetation loss? [Note: Any associated chipping of stumps and limbs may result in a regulated discharge if the wood chips are "piled" in waters of the U.S. including jurisdictional wetlands.]

N/A. No obstruction removal is planned as part of this project.

3. Have crossings of fish streams been located to minimize adverse impacts to the extent practicable? (Contact agencies with jurisdiction or special expertise as appropriate.)

No stream crossings are associated with the proposed project. However, Kwemeluk Pass is a possible material site source site (Anadromous Stream 334-10-11010). Stream work would likely be done during the winter months to minimize fish habitat impacts.

3.a. Has adverse affects to fish spawning habitat been minimized?

Yes. In-stream work would be avoided during spawning periods and would comply with the Alaska Department Fish and Game Title 41 permit.

3.b. Have stream crossings been designed in accordance with the DOT&PF/ADF&G culvert design and construction memorandum of agreement?

No stream crossings are designed. However, several culverts will be used to continue open water habitat connections.

4. If the Regional Environmental Coordinator has determined that the project may adversely affect Essential Fish Habitat (EFH) list the preliminary EFH conservation measures.

N/A (The NMFS has determined that the described action will not result in any adverse effect to EFH and further EFH consultation is not necessary).

5. Have abandoned pads, roads, runways and other fills associated with the airport project been considered for gravel re-use, rehabilitation, and/or restoration?

Yes. Material from the existing apron would be incorporated into the existing project. Because the area under the existing apron was previously wetlands, it is assumed that once the fill is removed, the area will re-vegetate and eventually return to a wetland state.

IV. Material Site Considerations:

Contractor supplied and commercial material sites are not to an avoidance and minimization review.

1. Has a material site been identified for the project? If yes, continue; if no, go to V.

No. However, the Kwemeluk Pass has been identified as the most likely and reasonable material source. A material site development plan would be developed and implemented by the Contractor in compliance with the DOT&PF Material Site Mining and Reclamation Plan. Road access to the material site would likely be an ice road that in the spring will be reclaimed as wetlands and wildlife habitat.

1.a. If a new material site is required, have you considered locating and accessing material an adequate distance from the airport so that it can be reclaimed as wetlands or other wildlife habitat?

N/A

1.b. Would a new site, located a safe distance from the airport, require a new road, resulting in additional wetland resource or community use impacts? Are there means to avoid a new access road? Would development of this new site result in more or less wetland impacts than a new or existing material site located closer to the airport?

N/A

1.c. If a new or existing material site has been selected that would be located a safe distance from the airport and requires minimal additional road building, has a mine reclamation plan If located an appropriate distance from the airport, can the material site be reclaimed to provide open water habitat such as, shallows, islands, and irregular shorelines? (Consult agencies with jurisdiction or special expertise.)

As stated above, a mine site reclamation plan would be developed for the material site.

1.d. Has geotechnical and hydrological information been collected and used to maximize gravel exploitation while minimizing wetland impacts (e.g., mining deeper, adjusting material site boundaries, and using portions of the pit for temporary stockpiling of material)?

No.

1.e. Has a long-term material site been considered? If so, can a portion of the site be closed and reclaimed at the end of this project?

If Kwemeluk Pass is used as the material site, material extracted is anticipated to be replaced in a relatively short period of time due to the heavy sediment load of the river.

V. Additional Material Site Considerations:

1. Will project overburden be stockpiled (preferably in uplands) for use as "top soil" or in reclamation of material sites or previously disturbed areas?

N/A. No overburden exists in the material sites.

2. How will access roads and other fills associated with the material site be restored upon project completion?

Work will likely be done in winter months and an ice road would thaw leaving little trace of access. The river will thaw, and sediment load from river will replace extracted material.

3. Can development of the material site be timed to avoid or minimize affects during spawning, migration, and nesting periods? (Consult agencies with jurisdiction or special expertise.)

Yes. Work would likely be conducted in the winter months to avoid and minimize affects during spawning, migration, and nesting periods, using guidance from appropriate resource agencies.

APPENDIX D

Public and Agency Coordination

Page

Nunam Iqua Advisory Planning Board

and

Nunam Iqua City Council

will have a

WORKSHOP

Wednesday

December 1, 2004

6:00 PM at the Community Hall

Guests from the

Department of Transportation

Topic: The Nunam Iqua Airport:

Should the Airport be moved?

The Public is Welcome

Come share your ideas!

Nunam Iqua (Sheldon Point) Runway Extension
ADOT&PF Project No. 61444
Public Meeting
March 24, 2005
Community Center

MEETING MINUTES

Project representatives included the following:

Matt Freeman, Planner (FAA)

Ryan Anderson, P.E., Project Manager (ADOT&PF)

Scott Maybrier, P.E., Project Engineer (ADOT&PF)

Rose Martellgreenblatt, Right-of-Way Agent (ADOT&PF)

Kristen Hansen, Environmental Planner (DOWL Engineers)

Cecile Davis, Environmental Planner (DOWL Engineers)

The meeting began at 6:10 pm with brief introductions. The following discussions were translated to Yupik.

Ryan gave a brief presentation of the runway alternatives and the design progress to date. The area was surveyed last summer. The survey data and new aerial photography are being used for the design. DOWL Engineers (DOWL) is currently working on the Environmental Assessment and Michael Baker (Baker) will perform a Hydrology Study.

Ryan explained that based on two years of wind data at the airport, it appears that the crosswind problems can be solved by widening the existing runway instead of building a new crosswind runway. Under this alternative, some of the man-made lakes (previous material sites) would be filled. Land acquisition would be required for the lengthening and widening of the existing runway. The apron would be moved further from the runway to meet the clear area recommended by the Federal Aviation Administration (FAA), for larger aircraft. The SREB would be moved as well since it poses a potential obstruction problem, and also causes wind problems.

It was noted that 65% of the residents did not want the airport relocated, according to a local community survey. Based on this, DOT is not planning to pursue a relocation alternative any further. So the two alternatives being considered are: 1) runway widening to provide 95% wind coverage, or 2) construction of a new crosswind runway to provide 95% wind coverage. Both alternatives would also include extension of the existing runway. One potential issue with widening the runway is the deep ponds adjacent to the runway (previous borrow sites). DOT will have to investigate this issue further to determine whether filling in those ponds is a practicable alternative.

There was a question regarding the material source. DOT explained that some of the material would be obtained from the airport property, and some would be barged in, and hauled through town (across the new causeway).

A comment was made that the runway surface coarse is too soft and that there are areas in the runway that are sinking. DOT explained that they would look at that area this summer during their geotechnical survey, and they would check the specifications of the material that was used when the runway was constructed.

It was noted that the existing barge landing is usable. One resident asked how fuel would be obtained. DOT asked if there are any fuel tanks in Nunam Iqua. It was noted that the City does have fuel tanks, and that it is cheaper to fly fuel in rather than barge it in. However, the City needs their tanks, so that can be a potential problem.

Matt Freeman (FAA) gave a brief explanation about the importance of having a landfill at a radius 5,000 ft away from a rural airport, to avoid conflicts with wildlife. FAA recognizes that most villages have limitations with costs and feasibility, and that a radius of 5,000 ft might not be possible. FAA generally recommends coordination with a wildlife biologist as well as a wildlife hazard assessment to identify whether or not the proximity of the landfill to the airport is an issue. If potential impacts are anticipated, mitigation such as burn boxes to reduce the likelihood of wildlife using the landfill as a food source can be recommended.

Kristen Hansen (DOWL) gave a brief description of the scoping process and the Environmental Assessment that DOWL is preparing for DOT and FAA, and emphasized the importance of obtaining community input regarding issues such as subsistence areas, recreational areas, wildlife use in the area, etc. Residents noted that there are no subsistence or fishing areas of concern adjacent to the existing airport. Kristen asked whether birds tend to congregate near the landfill or airport. It was noted that some crows and ravens hang around the landfill, but no major congregations.

It was also asked whether or not the community knows of any Eider nesting areas near the airport or in the vicinity. Several residents indicated that Eiders are seen flying off the coastline, but there are no nesting areas in the Nunam Iqua area.

Also, adjacent to the runway a known gravesite exists. The question was raised whether there are any other gravesites, potentially unmarked, along the existing runway and residents confirmed that there are none known.

DOT informed the community that the proposed improvements would require acquisition of some Native and Corporation allotments. The question was asked whether there are any sensitive land issues regarding the native allotments; none were raised. It was noted that most of the owners do not reside in Nunam Iqua.

A community member noted that there are problems with the airport lighting and that when they were digging holes to install the lighting, water was seeping out. Ryan indicated that is good information, and they will take note of this.

It was noted that the October 2004 flood was the biggest they had seen, but that the airport remained above the floodwaters, while everything else was flooded.

Finally, the local community expressed interest in local hire. DOT explained that under the Federal law DOT couldn't mandate whom the contractor hires. The community was encouraged to create a resume for all local persons that might be interested in working on this project for submittal to the construction contractor.

Nunam Iqua Scoping Mailing List

Last Name	First Name	Title	Agency	Department	Address	City	Zip Code	E-mail *	Hard or Electronic Copy	Cmnt Rec'd?
Hanson	Jeanne	Field Office Supervisor	National Marine Fisheries Service	Habitat Conservation Division	222 West 7th Avenue, Room 517	Anchorage	99513-7577	jeanne.hanson@noaa.gov	E	N - l.m. 8/30 (voice mail)
Bright	Larry	Field Supervisor	U.S. Fish and Wildlife Service		101 12th Avenue, Box 19, Room 110	Fairbanks	99701-6267	larry_bright@fws.gov	E	Y (Maureen Dezeeuw)
Conn	Sarah	Threatened and Endangered Species	Northern Region U.S. Fish and Wildlife Service		101 12 th Ave., Rm 110, box 19	Fairbanks	99701-6267	sarah_conn@fws.gov	E	Y (Maureen Dezeeuw)
Morgan	Kevin	Chief	U.S. Army Corps of Engineers	Regulatory Branch	P.O. Box 6898	Elmendorf AFB	99506-6898	Kevin.D.Morgan@POA02.USACE.Army.Mil	E	N - l.m. 8/30 (voice mail)
			U.S. Army Corps of Engineers					regpagemaster@poa02.usace.army.mil	E	
McClean	Mac	Area Manager	Alaska Department of Natural Resources	Office Habitat Management and Permitting	1300 College Road	Fairbanks	99701	mac_mclean@dnr.state.ak.us	E	N - l.m. 8/30 (voice mail)

Dr. Ott	Alvin	Regional Supervisor	Alaska Department of Natural Resources	Office of Habitat Management and Permitting	1300 College Road	Fairbanks	99701-1599	al_ott@dnr.state.ak.us	E	N - referred to Mac McLean
Milles	Chris	Regional Land Manager	Alaska Department of Natural Resources	Divison of Mining, Land, and Water	3700 Airport Way	Fairbanks	99709-4699	chris_milles@dnr.state.ak.us	E	N - l.m. 8/30 (voice mail)
Burgh	Colleen		U.S. Environmental Protection Agency		222 West 7th Avenue, No. 19 Federal Building, Room 537	Anchorage	99513-7588	Burgh.Colleen@epamail.epa.gov	E	N - l.m. 8/30 (voice mail)
Langdon	Mel		Alaska Department of Environmental Conservation		555 Cordova Street	Anchorage	99501	mel_langdon@dec.state.ak.us	E	No comment
Ballard	Christine	Admin Clerk III (Temporary Contact)	Alaska Department of Natural Resources	Office of Project Management and Permitting - Alaska Coastal Management Program	550 West 7th Avenue, Suite 1660	Anchorage	99501	Christine_Ballard@dnr.state.ak.us	E	Y (Megan Marie)
Oscar	John	Program Director	Cenaliulriit Coastal District		P.O. Box 69	Mekoryuk	99630		H	
			Bureau of Land Management	Northern Field Office	1150 University Avenue	Fairbanks	99709		H	Y (BLM Realty Ofc.)

		Environmental Coordinator	Bureau of Land Management		222 West 7th Avenue	Anchorage	99503-5947		H	
The Honorable Brown	Charles	Mayor	City of Nunam Iqua		P.O. Box 26	Nunam Iqua	99666-0026		H	
Manumik, Sr.	Paul	Airport Maintenance	City of Nunam Iqua		P.O. Box 26	Nunam Iqua	99666-026		H	
Adams, Sr.	Edward	President	Native Village of Nunam Iqua		P.O. Box 27	Nunam Iqua	99666-027		H	
Afcan Francine			City of Nunam Iqua	Planning Board	P.O. Box 56	Nunam Iqua	99666-56		H	
Strongheart	Dominica		City of Nunam Iqua	City Council	P.O. Box 26	Nunam Iqua	99666-026		H	
Stanley	Charlie		City of Nunam Iqua	City Council	P.O. Box 26	Nunam Iqua	99666-026		H	
Camille	Frank		City of Nunam Iqua	City Council	P.O. Box 26	Nunam Iqua	99666-026		H	
Pete, Sr.	Stanley		City of Nunam Iqua	City Council	P.O. Box 26	Nunam Iqua	99666-026		H	
Ignatius	Matthew		City of Nunam Iqua	City Council	P.O. Box 26	Nunam Iqua	99666-026		H	
Pete, Sr.	Alphonsus	Vice Mayor	City of Nunam Iqua		P.O. Box 26	nunam Iqua	99666-026		H	
Finch	Carin		City of Nunam Iqua	Planning Board	P.O. Box 56	Nunam Iqua	99666-056		H	
Charlie	Stanley		City of Nunam Iqua	City Council	P.O. Box 26	Nunam Iqua	99666-026		H	
Peters	Allen		City of Nunam Iqua	Advisory School Board	P.O. Box 26	Nunam Iqua	99666-026		H	
Adams, Sr.	Edward		City of Nunam Iqua	Advisory School Board	P.O. Box 26	Nunam Iqua	99666-026		H	
Abraham	Edward		City of Nunam Iqua		P.O. Box 42	Nunam Iqua	99666-042		H	

Manomik	Paul		City of Nunam Iqua	ADOT&PF M&O	P.O.Box 44	Nunam Iqua	99666-044		H	
O'malley	James		City of Nunam Iqua	Planning Board	P.O. Box 50	Nunam Iqua	99666-050		H	
Stuart	Mary		City of Nunam Iqua	Advisory School Board, Chair	P.O. Box 26	Nunam Iqua	99666-026		H	
Owletuck	Alvin	Chair	City of Nunam Iqua	Advisory Planning Board	P.O. Box 37	Nunam Iqua	99666-037		H	
		President	Association of Village Council Presidents		P.O. Box 219	Bethel	99559		H	
		President	Yukon Delta Fisheries Development Association		301 Calista Court, Suite C	Anchorage	99518-3028		H	
Anderson	Ryan	Project Manager	Alaska Department of Transportation & Public Facilities		2301 Peger Road	Fairbanks	99709	ryan_anderson@dot.state.ak.us	E	
Niemiec	Andrew	Regional Director,	Alaska Department of		2301 Peger	Fairbanks	99709	andrew_niemiec@dot.st	E	
Thiese	Howard	Maintenance Director,	Alaska Department of		2301 Peger	Fairbanks	99709	howard_thies@dot.state.	E	
Kelliher	Patrick	Western District, Maintenance	Alaska Department of Transportation		2301 Peger Road	Fairbanks	99709	pat_kelliher@dot.state.ak.us	E	
O'Halloran	Bill	Maintenance & Operations	Alaska Department of		2301 Peger	Fairbanks	99709	bill_ohalloran@dot.state.a	E	
Howe	Chuck	Environmental Coordinator	Alaska Department of		2301 Peger	Fairbanks	99709	chuck_howe@dot.state.a	E	
Bennett	John	Right of Way	Alaska Department of		2301 Peger	Fairbanks	99709	johnf_bennett@dot.state.	E	

Lewis	Pamela	Leasing Officer	Alaska Department of Transportation & Public Facilities		2301 Peger Road	Fairbanks	99709	pamela_lewis@dot.state.ak.us	E	
Dalley-Miller	Patty	Engineer/Architect	Alaska Department of Transportation & Public Facilities		2301 Peger Road	Fairbanks	99709	patty_miller@dot.state.ak.us	E	
Hansen	Kristen	Senior Environmental Planner	DOWL Engineers		4040 B Street	Anchorage	99503	khansen@dowl.com	E	
		General Manager	Hageland Air		P.O. Box 220610	Anchorage	99522		H	
		General Manager	Frontier Flying Service		5245 Airport Industrial Rd.	Fairbanks	99709		H	
		General Manager	Era Aviation		6160 Carl Brady Drive	Anchorage	99502		H	
		General Manager	PenAir		6100 Boeing Ave.	Anchorage	99502		H	
Freeman	Matt	Project Manager	Federal Aviation Administration		222 West 7th Avenue, #14	Anchorage	99513	Matthew.Freeman@faa.gov	E	
Moss	Katrina	Airport Planner	Federal Aviation Administration		222 West 7th Avenue, #14	Anchorage	99513	Katrina.Moss@faa.gov	E	

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-5129
TDD: (907) 451-2363
FAX: (907) 451-5126

July 27, 2005

Re: Sheldon Point Runway
Extension Environmental Scoping
Project No. 61444

Project Review Assistant
Department of Natural Resources
Office of Project Management and Permitting
550 W. 7th Avenue, Suite 1660
Anchorage, AK 99501

To Whom it May Concern,

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA) is proposing to rehabilitate and upgrade the existing Nunam Iqua Airport to meet current FAA safety guidelines. Nunam Iqua (formerly known as Sheldon Point) is located on the southwest bank of Kwemeluk Pass on the Yukon River Delta, approximately 18 miles southwest of Emmonak and 500 miles west-northwest of Anchorage (Figure 1), in Sections 9 and 10 of Township 28 North, Range 84 West, Seward Meridian (USGS Quad Kwiguk C-6).

Existing Facility Description

The community of Nunam Iqua is accessible by water in the summer and by land during winter, however, it is accessible year-round only by air, and is therefore most dependent upon air travel. The Nunam Iqua Airport provides vital supply and commuter transport services to the community, particularly during the winter months when supplies cannot be barged in.

The existing airport facility consists of a 60 x 3,015-foot gravel runway (Runway 2-20), oriented south-southwest to north-northeast. The runway has a 120 X 3,495-foot safety area, and a 50-foot wide taxiway. The facility also has a 200 X 200-foot apron, as well as a 100 X 200-foot temporary apron adjacent to the 40 X 50-foot SRE building. The runway is equipped with a medium-intensity runway lighting (MIRL) system. The gravel surface is in fair condition, but doesn't perform well in spring months.

Purpose and Need

The purpose of the proposed work is to address several deficiencies at the Nunam Iqua Airport with regards to airport safety and maintenance of the runway and apron. The need for the proposed project is to upgrade the runway and airport to current FAA standards.

The following deficiencies will be addressed in the environmental document:

- The runway, taxiway, and apron surface are showing signs of erosion, and need rehabilitation.

- Runway orientation does not meet FAA criteria for wind coverage unless the runway is widened to 100 feet.

- The existing apron is too close to the runway centerline, and needs to be set back to meet FAA safety guidelines.

- The existing airport is only connected to the Community by a series of boardwalks. Road access is needed to allow the transportation of fuel to the airport.

Proposed Action

As shown in Figure 2, the proposed project would:

- Rehabilitate the existing runway, taxiway, and apron surfaces.

- Widen and lengthen the existing runway and runway safety area to final dimensions of 100 x 4,000 feet (runway) and 150 x 4,600 (runway safety area) to meet current FAA safety guidelines.

- Construct an airport access road to link the Airport to the community of Nunam Iqua.

- Set back the apron to meet FAA safety guidelines.

A specific material source has not yet been identified, although preliminary material site investigations have identified areas adjacent to the existing runway, and river bars as potential sources. All crushed material for surfacing will be furnished by the Contractor and barged in. The location of this material site is widely variable, however it will be from an approved, previously permitted source.

Preliminary Research Results

For preliminary research results of environmental resources in the project area, see Appendix A. A project website has been set up at www.dowl.com/projects/adotpfairport/index.htm.

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the links on the project website identify agency specific information that is requested. Please go to the website and click on the organization that you represent. This will take you to a list of questions specific to your purview and a link that allows you to provide comments directly to our environmental consultant, via e-mail.

To ensure that all factors are considered in the environmental document, your comments are requested by Friday, August 26, 2005. If you have any questions regarding the project please contact Patrick Whitesell, Environmental Consultant with DOWL Engineers, at 562-2000, or by e-mail at pwhitesell@dowl.com or contact me at (907) 451-5129 or by e-mail at ryan_anderson@dot.state.ak.us.

Sincerely,

Ryan Anderson, P.E.
Engineering Manager

Links: Figure 1 – Vicinity/Location Map
Figure 2 – Proposed Improvements
Figure 3 – Wetlands and Habitat Map
Appendix A

Cc: Ryan Anderson, P.E., ADOT&PF, Project Manager
Chuck Howe, ADOT&PF, Northern Region Environmental Coordinator
Kerri Martin, ADOT&PF, Environmental Analyst
Katrina Moss, FAA, Northern Region Planner
Matthew Freeman, FAA, Northern Region Engineer
Kristen Hansen, Senior Environmental Planner, DOWL Engineers

APPENDIX A

Preliminary Research Results

Contaminated Sites, Spills and Underground Storage Tanks: A search at the Alaska Department of Environmental Conservation (ADEC) databases found there are no currently active contaminated sites within the project vicinity. There are no listed underground storage tanks in the area. A Phase I Environmental Site Assessment conducted in September 2004, as part of the environmental documentation for this project indicated no issues warranting further investigation.

Anadromous Fish Streams and Essential Fish Habitat: NOAA has designated all anadromous fish streams as Essential Fish Habitat, as defined by the Magnuson Stevens Act. The existing airport property is adjacent to Kwemeluk Pass (ADF&G Stream # 334-10-11010), which is catalogued as an anadromous fish stream per the ADF&G Anadromous Fish Stream Catalogue. The waterway is listed as habitat for all five Pacific species of salmon (*Oncorhynchus nerka, O. gorbuscha, O. keta, O. tshawytscha, O. kisutch*), as well as other anadromous fish such as arctic char (*Salvelinus alpinus*), sheefish (*Stenodus leucicthys*), and whitefish (*Coregonus nasus, C. oidschian*). If the river bar adjacent to the airport is selected as a material site, an Essential Fish Habitat assessment and consultation with NMFS will be required. A Title 41 permit would also be necessary.

Historical, Archeological and Cultural Properties: A cemetery exists northwest of the airport, in town. The State Historic Preservation Office records identified two sites in proximity to Nunam Iqua, KWI-014 and KWI-020. The proposed airport improvements would not impact the cemetery, or either of these two historic sites. A gravesite has also been identified adjacent to the airport on the east. Based on discussions with SHPO on February 15, 2005, no cultural resources survey would be required for this project, however ADOT&PF will be initiating formal Section 106 consultation with SHPO and other interested parties to confirm that no historic properties will be affected by this project.

Coastal Zone Management: The proposed project would occur within the Nunam Iqua village corporate boundary, which falls within the Cenaliulriit Coastal Resource Service Area. All proposed work must comply with the enforceable policies of the service area, and a coastal zone review will be required.

Navigability, Floodplain Management, and Wetlands: The proposed project is adjacent to the Kwemeluk Pass of the Yukon River, which is designated as a navigable water body by the U.S. Army Corps of Engineers (USACE) and the U.S. Coast Guard (USCG). The project may affect the waterway if a riverbar is identified as a feasible material source. Hydrology studies will be conducted to evaluate the affect mining potential material sources may have on the waterway.

Nunam Iqua does not participate in the National Flood Insurance Program, therefore floodplain maps are not available for this location.

A wetland delineation was completed within the proposed project vicinity (September 7 - 9, 2004). This report found that the surrounding area consists of a variety of wetlands (Figure 3). Ground-disturbing work would be subject to a Section 404 permit, and proposed work would be coordinated with the resource agencies.

Threatened and Endangered Species: There are several species designated as either endangered, threatened, candidate, or delisted species that may potentially utilize areas near the project vicinity. Species include the spectacled and Steller's eiders, both listed as 'threatened'. The spectacled eider may breed in the area, and probably uses the immediate vicinity as a staging area (McCaffery, USFWS, personal communication). The Steller's eider probably migrates through the vicinity without heavy use. In addition, the Steller's sea lion (endangered) may use the area. The U.S Fish and Wildlife Service would be consulted early in the project development process to ensure that threatened and endangered species are adequately protected, and to determine whether Section 7 consultation will be necessary for this project.

Material Sites/Disposal Sites/Haul Routes: No specific material or disposal sites have been designated for this project. Material sources adjacent to the runway, as well as river bar sources, will be studied. Gravel surface course would come from a Contractor-furnished source, and would be barged in. Existing barge landings would be used. The material site, disposal sites, and potential haul routes have not yet been identified, but they will be designated and included in the EA and permit applications for this project.

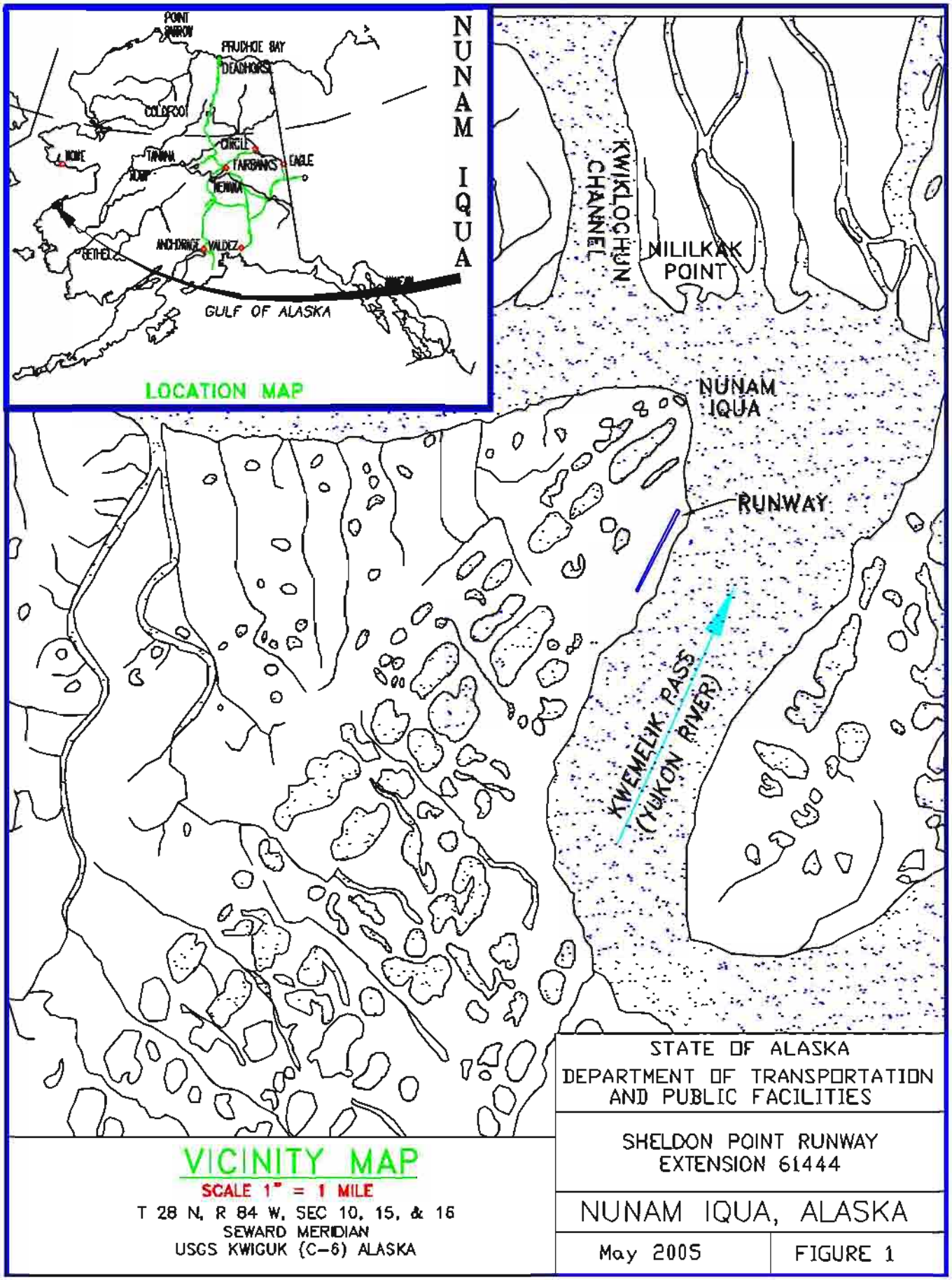
National Wildlife Refuges: The village and corporation area of Nunam Iqua is an 'inholding' within the Yukon Delta National Wildlife Refuge.

National Parks, Preserves, Monuments and Wild Scenic Rivers: The Nunam Iqua Airport is not located within any National Parks, Preserves, or Monuments. Kwemeluk Pass is not listed as a Wild and Scenic River.

Federal Recreational Area: The proposed project will not take place within a Federal Recreational Area.

State Refuges, Critical Habitat Areas and Sanctuaries: The proposed project is not located within a State Refuge, Critical Habitat Area or a Sanctuary.

State Land Use Plans, State Parks: There are no State Land Use Plans for the area, and no State Parks in the vicinity of Nunam Iqua.



VICINITY MAP

SCALE 1" = 1 MILE

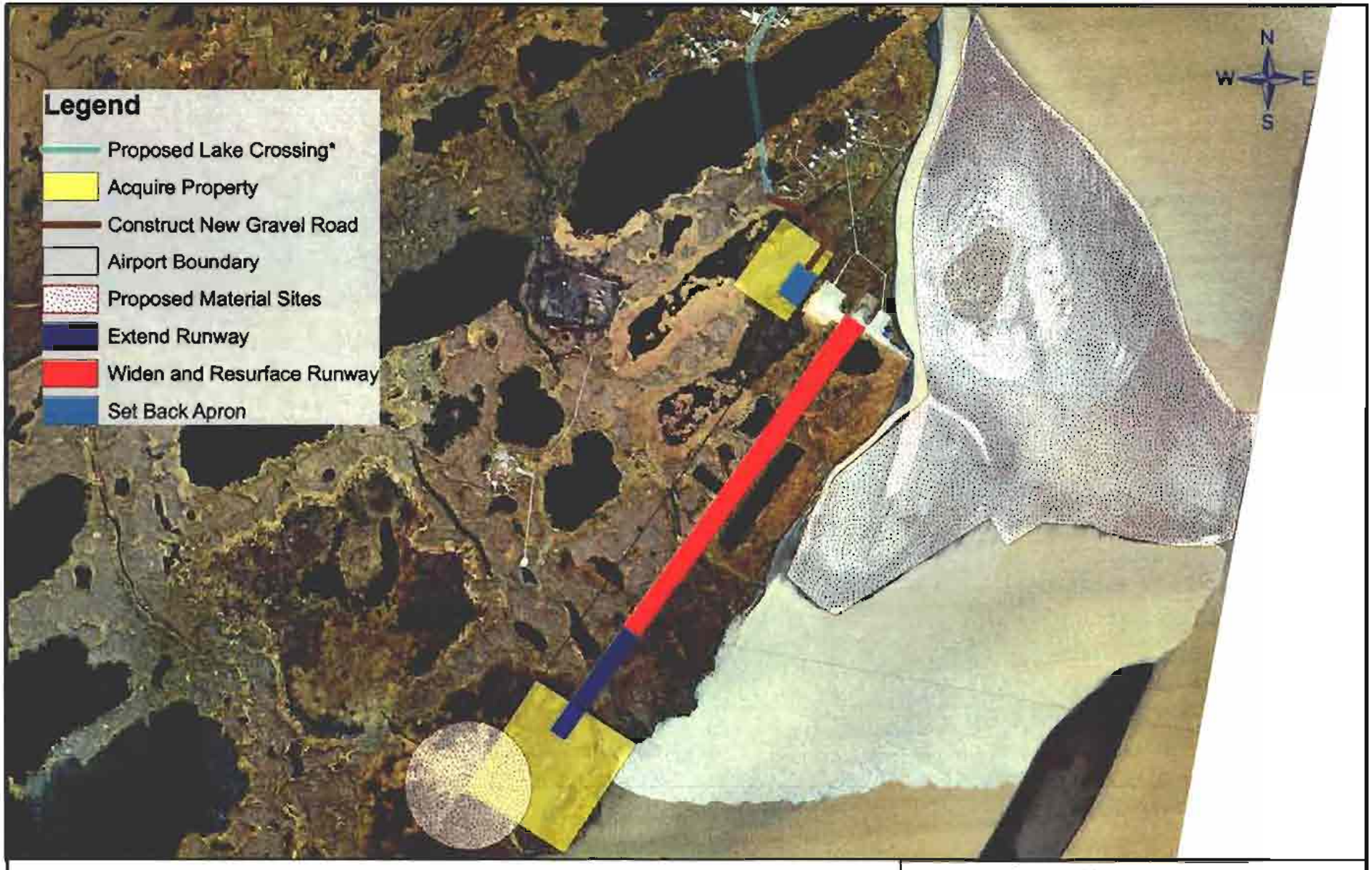
T 28 N, R 84 W, SEC 10, 15, & 16
SEWARD MERIDIAN
USGS KWIGUK (C-6) ALASKA

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SHELDON POINT RUNWAY EXTENSION 61444

NUNAM IQUA, ALASKA

May 2005 | FIGURE 1



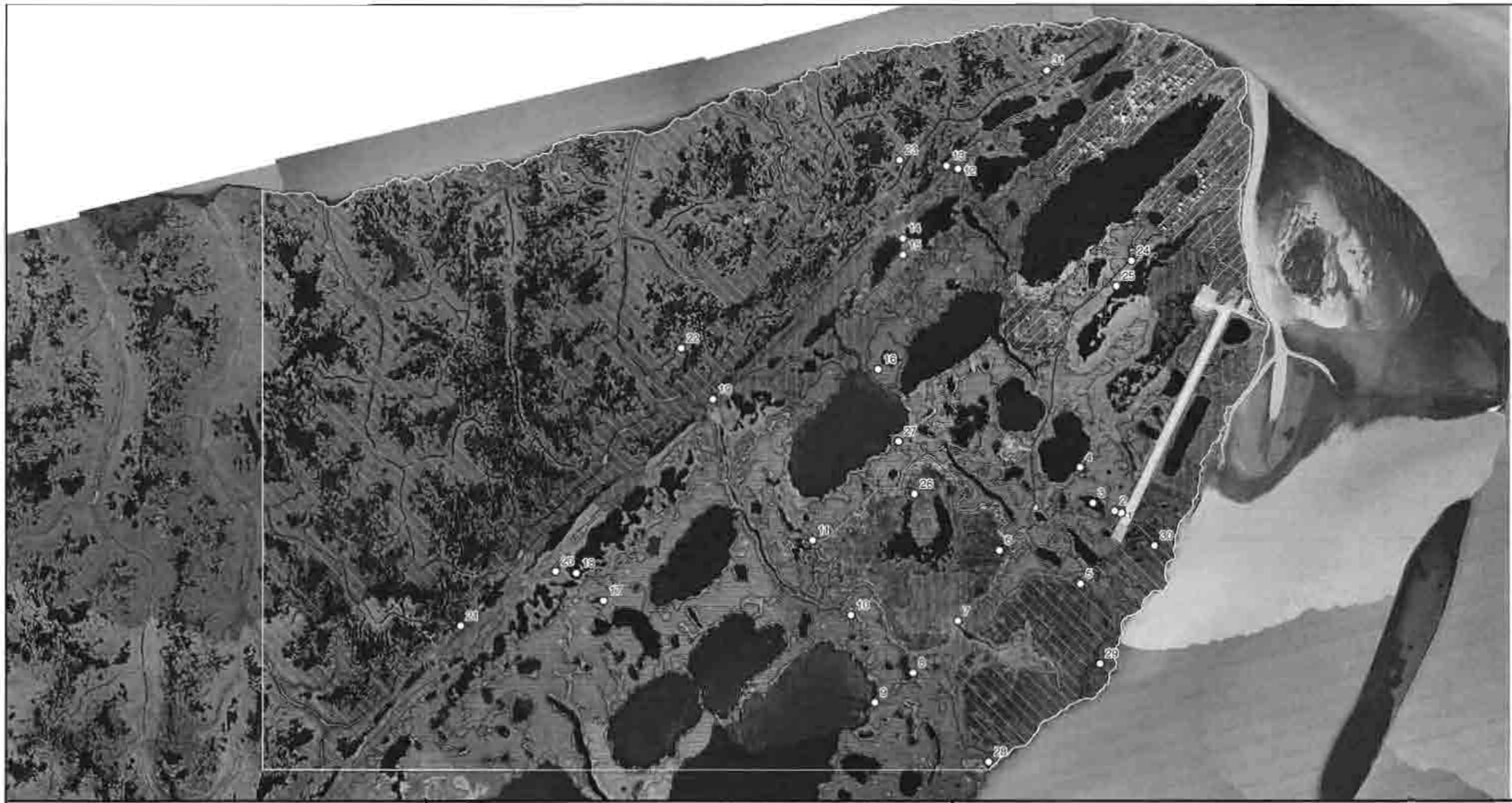
*Proposed Lake Crossing to be completed under the Nunam Iqua Sanitation Road Project.

Nunam Iqua Airport Improvements

Alaska Department of Transportation and Public Facilities
Northern Region

Proposed Improvements

July 2005 | Figure 2



Description	Wetland	Habitat
Brackish Sedge Marsh	PEM1H3	Hgw
Ericaceous Moss-Lichen Tundra	PML1-2B	Hbb / Hbl / Sde
Brackish Moss Marsh	PML1H3	Hbb
Wet Sedge / Dwarf Shrub Tundra	PSS1 / EM1B	Hgm / Sde
Urban / Developed		Bbu
Water		W
Sample Points		

Wetlands and Habitats

Sheldon Point Airport Wetland Delineation — **Figure 3**

March 2005

CDH

DOWL ENGINEERS

File : Wetland_Fig_2.mxd

Patrick A. Whitesell

From: Megan Marie [megan_marie@dnr.state.ak.us]
Sent: Monday, August 15, 2005 1:57 PM
To: Patrick A. Whitesell
Cc: John Oscar
Subject: [PROJECT NAME] Scoping

August 15, 2005

Patrick Whitesell
DOWL Engineers
4040 B Street
Anchorage, AK 99503

RE: Nunam Iqua (Sheldon Point) Airport Agency Scoping Letter

Dear Mr. Whitesell,

Thank you for the opportunity to comment on the above referenced project. The location of the proposed airport rehabilitation and expansion lies within the coastal zone boundaries of the State of Alaska and the Cenaliulriit Coastal Resource Service Area (CRSA). The Department of Natural Resources, Office of Project Management and Permitting requests the submission of a completed Coastal Project Questionnaire and Certification Statement when project design work has progressed to the point where ADOT & PF is ready to submit applications for appropriate state and/or federal permits. A determination as to the status of the project with regard to potential requirements for a coordinated ACMP review through this office will be made at that time.

Please note that John Oscar is the ACMP District Coordinator for the Cenaliulriit CRSA. Mr. Oscar is the appropriate person to contact for scoping comments pertaining to the Cenaliulriit CRSA Coastal Management Plan. Because I did not see Mr. Oscar's name on the distribution list for the scoping letter received by this office, I am including it as an attachment to this message and forwarding a copy to him for any consideration and submision of additional ACMP related comments.

Please feel free to contact me at (907) 269-7478 with any questions.

Sincerely,
Megan Marie

--
Megan Marie
Project Review Assistant
Alaska Department of Natural Resources
Office of Project Management and Permitting
phone: (907) 269-7478
fax: (907) 269-3981
megan_marie@dnr.state.ak.us

Patrick A. Whitesell

From: Jeff_D_Johnson@ak.blm.gov
Sent: Tuesday, August 16, 2005 8:21 AM
To: Patrick A. Whitesell
Subject: BLM's Response to Project No. 61444


j05johns_20050816_0003.JPG


j05johns_20050816_0002.JPG

Dear Whitesell,

This letter is in response to your proposed action to rehabilitate Sheldon Point Runway Extension, Project No. 61444. After researching our records, I have determined that BLM has no lands that will be affected by your runway improvements. Therefore, BLM has no interest that will be involved , see BLM Master Title Plat.

For your information only, there is a public easement northwest of the runway which looks to be a safe distance from your runway project. This easement cannot be disturbed, see attached BLM Easement Quad map.

The easement in concern is what the BLM refers to as a 17b easement. The easement derives its authority form the Alaska Native Claims Settlement Act (ANCSA). Generally, section 17b of ANCSA reserves lands across native lands for access to public lands and major waterways by the public and/or government.

Therefore, BLM will not be responding with any further information other than that provided by this correspondence. If you have any question regarding the findings, please contact me, Jeff Johnson, Realty Specialist, at (907) 267-1278 or by my e-mail address above.

(See attached file: j05johns_20050816_0003.JPG)(See attached file: j05johns_20050816_0002.JPG)

Jeff D. Johnson, Realty Specialist
DOI BLM - Anchorage Field Office
Phone: (907) 267-1278
Fax: (907) 267-1267

UNSURVEYED TOWNSHIP 28 NORTH, RANGE 84 WEST OF THE SEWARD MERIDIAN, ALASKA

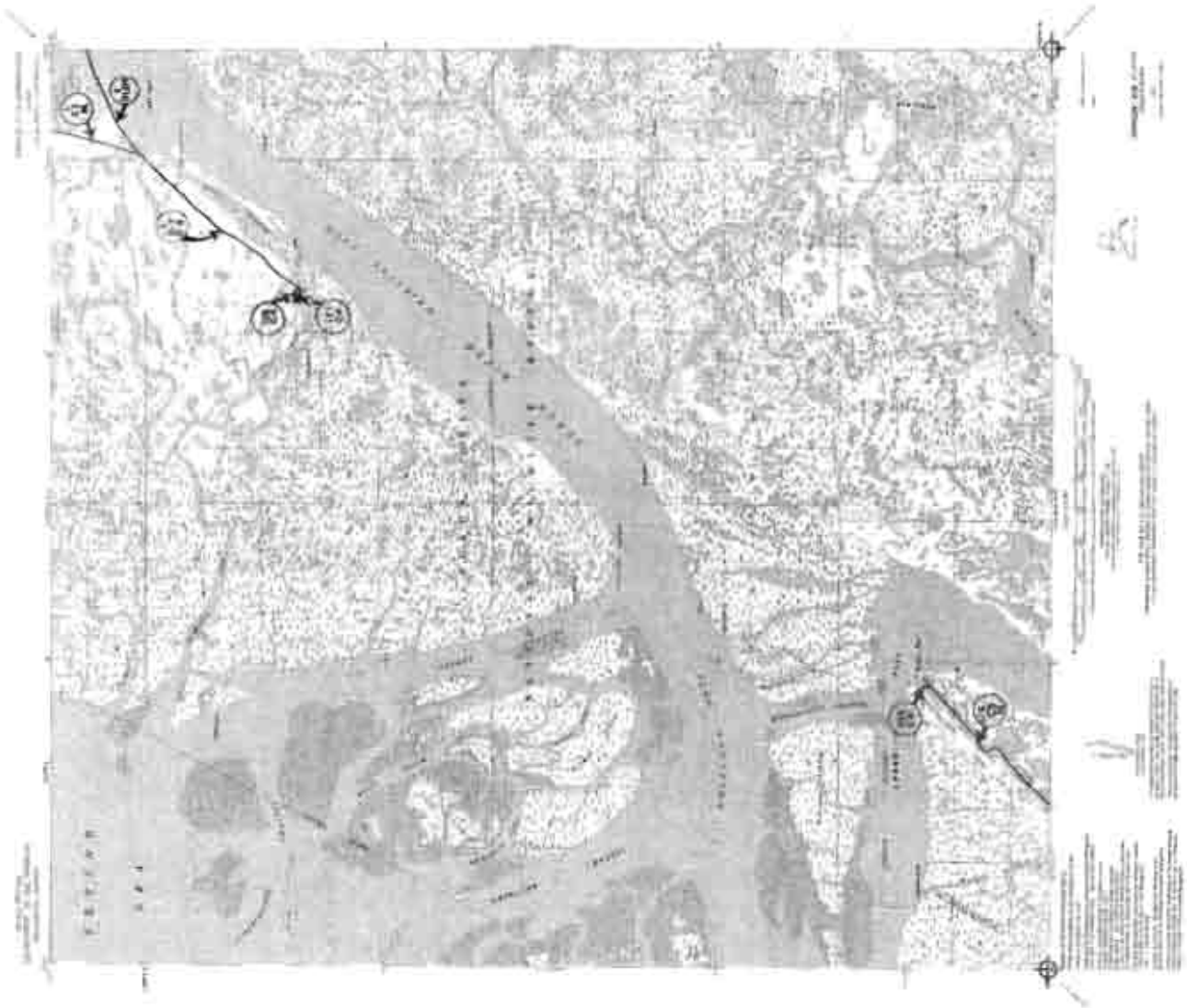
STATUS OF PUBLIC DOMAIN LAND AND MINERAL TITLES

MTP

Lands Managed by:

I.C. 524 - Calista Corp

I.C. 523 Swan Lake Corp.



Patrick A. Whitesell

Subject: FW: Sheldon Point/Nunam Iqua runway expansion scoping

-----Original Message-----
From: Maureen_deZeeuw@fws.gov [mailto:Maureen_deZeeuw@fws.gov]
Sent: Thursday, August 25, 2005 3:23 PM
To: Kristen Hansen; ryan_anderson@dot.state.ak.us
Subject: Sheldon Point/Nunam Iqua runway expansion scoping

Dear Kristen,

I am responding to your July 25, 2005, letter requesting U.S. Fish and Wildlife Service scoping comments on the referenced Sheldon Point Airport runway expansion. The current project includes an approximate 2.74-acre addition to the existing runway's footprint, along the width and at one end of the runway. The project also includes the construction of an access road of unspecified length, a lake crossing, and the proposed use of a materials site adjacent to the newly expanded runway safety area. No design plans are included for the lake crossing, and the amount of impacted wetland acreage is not specified, but the maps included with your letter indicate that wetlands will be impacted.

At this time, given the non-specific project information that is available to us, our comments regarding mitigation of wetland or waterbody impacts are limited to general recommendations. As your project plans develop and more information becomes available, we will be happy to provide further assistance. In particular, we would be interested in seeing more detailed plans for the proposed lake crossing, and the wetland acreages involved in the access road, runway expansion, and borrow site(s).

I am assuming that this airport project is being developed under the guidance of the 2003 FAA MOA with the Corps of Engineers and resource agencies. Therefore it is important that acreage of wetland impact be determined for calculation of appropriate fee-in-lieu mitigation. Also, we understand that all applicable Avoidance and Minimization Procedures (AMPs), as defined in the appendix of the 2003 MOA, will be incorporated into project design and construction. Finally, we are pleased with your proposal of a design that expands upon existing facilities in and adjacent to the town of Nunam Iqua, rather than a new, off-site alternative. A plan such as this, which minimizes the runway expansion footprint, and limits impacts primarily to already developed areas or the adjacent vicinity, helps to minimize impacts to fish, wildlife, and habitat resources.

Spectacled eiders, which are listed as Threatened under the Endangered Species Act (ESA), may occur in the project vicinity; however projects of this type in this area typically have no effect. If you would like more information regarding listed species or the ESA, please contact our Endangered Species branch chief, Greg Balogh, at 271-2778, or by email at greg_balogh@fws.gov.

Thank you for the opportunity to comment on the project. If you have additional questions about these comments or other non-ESA project aspects, please do not hesitate to contact me via email or the phone number noted below.

Sincerely,

Maureen de Zeeuw
Fish and Wildlife Biologist

U.S. Fish & Wildlife Service
605 West 4th Ave, Rm G-61
Anchorage, AK 99501
ph: 907-271-2777
fax: 907-271-2786

Patrick A. Whitesell

From: Cen aliulriit2 [cenaliulriit2@starband.net]
Sent: Friday, September 02, 2005 3:31 PM
To: Patrick A. Whitesell; ryan_anderson@dot.state.ak.us
Subject: Sheldon Point Runway Extension

Dear DOT,
Cenaliulriit had the opportunity to review the project: Project No. 61444, Sheldon Point Runway Extension, Environmental Scoping.

We did not find any inconsistencies regarding the plan as proposed, but were wondering if the location is safe for long-term safety of the location from erosion.

John Oscar
Program Director
Cenaliulriit CRSA
PO Box 69
Mekoryuk, AK 99630
(907) 827-8748 Phone
(907) 827-8749 Fax
Toll Free: 1-877-827-8747

VISIT Cenaliulriit WEB: www.cenaliulriit.org
State Web: http://www.alaskacoast.state.ak.us//Explore/nwccrsa.htm
Email: cenaliulriit2@starband.net

Subject: FW: Sheldon Point Airpot

>-----Original Message-----
>From: Matthew Eagleton [mailto:matthew.eagleton@noaa.gov]
>Sent: Wednesday, September 07, 2005 9:03 AM
>To: Kristen Hansen
>Cc: Patrick A. Whitesell; Brad Smith
>Subject: Sheldon Point Airpot
>
>
>NMFS reviewed Appendix A specifically for compliance with the ESA
>Threatened and Endangered (T&E) marine mammals and Magnuson-Stevens Act
>Essential Fish Habitat (EFH) provisions.
>
>_T&E Marine Mammals _
>App A notes Steller sea lions may be present and then references a USFWS
>contact. For our purposes, the USFWS does not have jurisdiction over
>pinnipeds (seals, Steller sea lion, etc) and whales, other than the
>walrus, sea otter, and polar bear. Please note further consultation
>with NMFS (Brad Smith, NMFS, Protected Resources Division) may be
>required should you determine T&E marine mammal species would be
>affected by the proposed action. (see
>http://www.fakr.noaa.gov/protectedresources/default.htm)
>
>_EFH_
>App A lists anadromous fish resources identified as ADFG cataloged
>streams in or near the project site. EFH has be described for only
>Pacific salmon stocks within cataloged streams; not for all anadromous
>fish. Please remove sheefish and Arctic char from the EFH section.
>Further, EFH consultation is only needed should you determine the
>proposed action would adversely effect EFH.
>
>Please call or respond should you have any questions.
>
>IMPORTANT INFORMATION ABOUT THIS COMMUNICATION
>This electronic communication (including any appended material)
>is intended solely for the use of the person or entity to which it is
>addressed. Because the communication may contain information
>that is confidential, privileged, or legally exempt from disclosure,
>you are prohibited from reading, disclosing, reproducing, distributing,
>disseminating, or otherwise using the communication if you are not its
>intended recipient. Accordingly, if you have received this communication
>because of error or inadvertence on our part or on the part of one of the
>recipients, we ask that you please, for your own protection, immediately
>notify the sender by electronic communication immediately delete this
>message from your system.
>
>Please note that electronic communication has been used to expedite delivery
>of information and, as a consequence, the communication may have not been
>subjected to our customary internal review. DO NOT RELY on professional
>recommendations professional opinions, plans, specifications, or other
>instruments of professional service that are delivered electronically.
>Any such material may have been corrupted by electronic delivery bugs.
>RELY ONLY on the hard copy that we will issue to you by mail or
>delivery service.
>
>
>

-----Original Message-----
From: Kristen Hansen
Sent: Wednesday, September 14, 2005 5:15 PM
To: Ellen Lance (E-mail)
Cc: Patrick A. Whitesell; Ryan Anderson (E-mail)
Subject: Sheldon Pt. (Nunam Iqua) Follow-up re: Section 7 Consultation

Ellen,

This message is intended to follow up on ADOT&PF's July 25, 2005 scoping letter and the subsequent conversation you and I had on August 2, 2005 to discuss the Sheldon Point Airport Improvements Project in terms of potential impacts to listed threatened or endangered species.

As indicated in the ADOT&PF scoping letter, two listed threatened species under the jurisdiction of the U.S. Fish & Wildlife Service (USFWS) may occur in the project area: the spectacled eider and the Steller's eider. According to a conversation with Brian McCaffery of the Yukon Delta NWR on 1-18-05, the spectacled eider may breed in the area, and probably uses the immediate vicinity as a staging area. Mr. McCaffery also indicated that the Steller's eider probably migrates through the vicinity, but does not heavily use the habitat in and around the community of Sheldon Point.

According to the most recent version of the "Alaska's Threatened and Endangered Species" (USFWS, May 2005), the project area is over 50 miles from the nearest designated nesting critical habitat for both species (the Yukon-Kuskokwim Delta Unit), and approximately 80 miles from the nearest spectacled eider molting and wintering critical habitat (the Eastern Norton Sound Unit).

Based upon the information above, the proposed project is not anticipated to adversely affect federally listed or proposed species and/or designated or proposed critical habitat. Your written concurrence with this determination is requested.

Please let me know if you need additional information.

Thank you,

Kristen Hansen

Kristen J. Hansen
Sr. Environmental Planner
DOWL Engineers
4040 B Street
Anchorage, AK 99503
(907) 562-2000 (phone)
(907) 563-3953 (fax)

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

REPLY TO
ATTENTION OF:

SEP 16 2005

Regulatory Branch
North Section
POA-2005-1314-9

Ms. Kristen Hansen
DOWL Engineers
4040 B Street
Anchorage, Alaska 99503

Dear Ms. Hansen:

This is a revised response letter regarding your scoping letter, sent via email on July 26, 2005, on behalf of the Alaska Department of Transportation & Public Facilities (ADOT&PF), for the proposed rehabilitation of the existing runway, taxiway, and apron surface of the Nunam Iqua (Sheldon Point) Airport (ADOT&PF Project No. 61444). Both the runway and runway safety area would be widened and lengthened, and the apron set back, in order to meet current FAA safety guidelines. In addition, an airport access road would be constructed, linking the community to the airport. The proposed project would be located at approximately 62.5212 N. Latitude and -164.8463 W. Longitude within sections 10 and 15, T. 28 N., R. 84 W., Seward Meridian, USGS Quad Kwiguk C-6; in Nunam Iqua, Alaska. It has been assigned number POA-2005-1314-9, which should be referred to in all future correspondence with this office.

Based on our review of the information you furnished and information available to our office, we have determined that your proposed project may involve a discharge or placement of dredged and/or fill material into waters of the United States (U.S.) under our regulatory jurisdiction.

Our responses to the three (3) questions raised in the scoping letter, specific to our office, are as follows:

1. Our office does not have any further information and/or data with respect to the base floodplains, regulatory floodways, and/or special flood hazard areas of drainages that may be affected by the proposed project. For more information regarding these concerns, please contact Mr. Ken Eisses, Chief of the Hydraulics & Hydrology Section, by mail at the letterhead address, ATTN: CEPOA-EN-CW-HH, or by phone at (907) 753-2742.

2. Navigable waters of the U.S. in the project vicinity, over which our office has Section 10 authority, include the Yukon River (Kwemeluk Pass) and the Bering Sea.

3. A Section 404 Permit would be required for work in and/or placement of dredged and/or fill material into waters of the U.S., under regulatory jurisdiction, including wetlands.

To assist us in the permit evaluation process, please provide the following:

a. A copy of the wetland delineation, performed by DOWL Engineers September 7-9, 2004, as referenced in the scoping letter.

b. A complete Department of the Army (DA) permit application with detailed plans, to include the locations and calculations of both temporary and permanently impacted wetlands; location of material sources, disposal sites, and potential haul routes; and a mitigation plan.

Your proposed project was reviewed pursuant to Section 404 of the Clean Water Act, which requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including wetlands, prior to conducting the work (33 U.S.C. 1344).

For regulatory purposes, the Corps of Engineers defines wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Please be advised that land clearing operations involving vegetation removal with mechanized equipment such as front-end loaders, backhoes, or bulldozers with sheer blades, rakes, or discs; windrowing vegetation; land leveling; or other soil disturbance in areas subject to Corps jurisdiction are considered placement of dredged material under our jurisdiction.

We appreciate your cooperation with the Corps of Engineers' Regulatory Program. We are furnishing copies of this letter to the agencies on the enclosed list. Please contact me at (907) 753-2716, by mail at the letterhead address, ATTN: CEPOA-CO-R-N, by FAX at (907) 753-5567, or by email at Tracy.T.DeGering@poa02.usace.army.mil, if you have questions. For additional information about our Regulatory Program, please visit our web site at www.poa.usace.army.mil/reg.

Sincerely,

Tracy DeGering

Tracy DeGering
Regulatory Specialist

Anchorage
Copies Furnished:

Ms. Mel Langdon
Alaska Department of Environmental
Conservation
555 Cordova Street
Anchorage, Alaska 99501-2617

Project Coordinator
Department of Natural Resources
Office of Project Management
and Permitting
Alaska Coastal Zone Management
550 West 7th Avenue, Suite 1660
Anchorage, Alaska 99501-3568

Ms. Ann Rappoport
Field Supervisor
U.S. Fish and Wildlife Service
Ecological Service Anchorage
605 West 4th Avenue, Room 62
Anchorage, Alaska 99501-2249

Supervisor
Western Alaska Ecological
National Marine Fisheries Service
222 West Seventh Avenue, # 43
Anchorage, Alaska 99513-7577

Ms. Judith Bittner
Department of Natural Resources
State Historic Preservation Office
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Mr. Richard B. Thompson
State of Alaska
Department of Natural Resources
Division of Land
550 W. 7th Avenue, Suite 900C
Anchorage, Alaska 99501-3577

Mr. Gary Prokosch
State of Alaska
Department of Natural Resources
Division of Water
550 W. 7th Avenue, Suite 900A
Anchorage, Alaska 99501-3577

Ms. Robin Willis
Statewide Services
Alaska Department of Fish and Game
333 Raspberry Road
Anchorage, Alaska 99518-1599

Alaska Operations Office
Environmental Protection Agency
222 West Seventh Avenue, # 19
Anchorage, Alaska 99513-7588

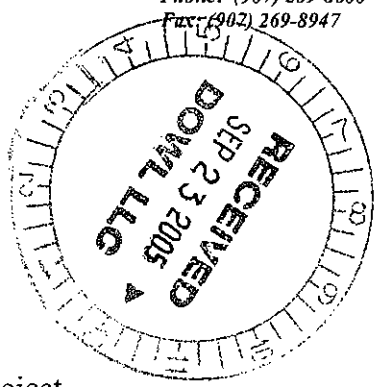
Office of Habitat Management & Permitting
Alaska Department of Natural Resources
555 W 7th Avenue, Suite 1430
Anchorage, AK 99501-3513

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF MINING, LAND AND WATER

FRANK H. MURKOWSKI, GOVERNOR

550 West 7th Avenue, Suite 1020
Anchorage, Alaska 99501-3562
Phone: (907) 269-8600
Fax: (907) 269-8947



September 21, 2005

Kristen Hansen
DOWL Engineers
4040 B Street
Anchorage, AK 99503

Re: Department of the Army, POA-2005-1314-9
Nunam Iqua (Sheldon Point) Airport Rehabilitation Project
ADOT&PF Project No. 61444

Dear Ms. Hansen:

For use, if necessary, in connection with the above referenced project, I have enclosed an Application for Temporary Water Use Permit. I have also enclosed a Fact Sheet on Water Rights in Alaska (see page two for information on temporary water use permits) and Section 11 AAC 93.035 from the Alaska Administrative Code. I can be reached at telephone number (907) 269-8609 if you have questions.

Sincerely,

Michael Walton
Natural Resource Specialist
Water Resources Section

Enclosures

DIVISION OF MINING, LAND & WATER
WATER RESOURCES SECTION

Alaska Department of NATURAL RESOURCES

550 West 7th Avenue, Suite 1020
Anchorage, AK 99501-3562
907-269-8600
Fax: 269-8947

400 Willoughby, 4th Floor
Juneau, AK 99801
907-465-3400
Fax: 586-2954

3700 Airport Way
Fairbanks, AK 99709
907-451-2790
Fax: 451-2703

Office Use Only Date/Time Stamp

Office Use Only TWUP/LAS #	*Office Use Only* CID #	*Office Use Only* Receipt Type WR

APPLICATION FOR TEMPORARY WATER USE PERMIT

Instructions

- *Complete one application for each project – **Incomplete applications will not be accepted***
- *Attach map indicating water withdrawal point(s), location(s) of water use, and point(s) of return flow – **Map must identify meridian, township, range, and section***
- *Attach sketch, photos, and/or plans of water system, and driller's well log, if applicable*
- *Attach completed Coastal Project Questionnaire, if applicable (see page 3)*
- *Submit filing fee – **Non-refundable** (see page 3)*

Project Name

Business Name | Contact Person

Mailing Address | City | State | Zip Code

Phone Number | Fax Number | E-mail Address

Legal Descriptions

Location of Water Use – ***It is applicant's responsibility to obtain and maintain legal occupancy***

Identifiable Landmarks (e.g. milepost, subdivision)	Meridian	Township	Range	Section	Quarter Sections	
					¼	¼
					¼	¼

Location of Water Source – ***It is applicant's responsibility to obtain and maintain legal access***

Geographic Name of Water Body or Well Depth	Meridian	Township	Range	Section	Quarter Sections	
					¼	¼
					¼	¼

Location of Water Return Flow or Discharge, *if applicable*

Geographic Name of Water Body or Well Depth	Meridian	Township	Range	Section	Quarter Sections	
					¼	¼
					¼	¼

Attach extra page if needed

Water Quantity and Use

Purpose of Water Use	Quantity of Water		Season *Permit not to exceed 5 years (may be renewed)*		Calculations *Show how quantity was determined*
	Maximum Withdrawal Rate	Total Daily Amount	Date Work Will Start	*Date All Work Will be Completed	Hours/day _____ Days/week _____
Total Amount			***You may want to use the end of the construction season for your ending date***		

Method of Taking Water

Pump	Pump intake _____ inches	Hours working _____ hours/day
	Pump output _____ GPM	Length of pipe _____ feet (from pump to point of use)
Gravity	Pipe diameter _____ inches	Length of pipe _____ feet (take point to use point)
	Head _____ feet	
Ditch	L _____ H _____ W _____ feet	Diversion _____ GPM or CFS
Reservoir	L _____ H _____ W _____ feet	Water storage _____ AF
Dam	L _____ H _____ W _____ feet	Water storage _____ AF

Project Description

What alternative water sources are available to your project should a portion of your requested diversion be excluded because of water shortage or public interest concerns?

Are there any surface water bodies or water wells at or near your site(s) that could be affected by the proposed activity? If yes, list any ground water monitoring programs going on at or near the sites, any water shortages or water quality problems in the area, and any information about the water table, if known.

Briefly describe the type and size of equipment used to withdraw and transport water, including the amount of water the equipment uses or holds.

Briefly describe what changes at the project site and surrounding area will occur or are likely to occur because of construction or operation of your project (e.g. public access, streambed alteration, trenching, grading, excavation).

Briefly describe land use around the water take, use, and return flow points (e.g. national park, recreational site, residential)

Will project be worked in phases? State reason for completion date.

Briefly summarize your entire project.

Attach extra page if needed

References

Coastal Zone

If this appropriation is within the Coastal Zone, and you are using more than 1,000 GPD from a surface source or 5,000 GPD from a subsurface source, you need to submit a completed Coastal Project Questionnaire. ***For more information on the Coastal Zone, contact the Division of Governmental Coordination; Anchorage 269-7470, Juneau 465-3562.***

Fee Schedule – ***Make checks payable to "Department of Revenue"***

$ 50.00 For use of 5,000 GPD or less.
$ 100.00 For use of more than 5,000 GPD but less than 30,000 GPD.
$ 200.00 For use of 30,000 GPD or more but less than 100,000 GPD.
$ 300.00 For use of 100,000 GPD or more but less than 500,000 GPD.
$ 500.00 For use of 500,000 GPD or more but less than 1,000,000 GPD.
$ 1,000.00 For use of 1,000,000 GPD or more except...(see next line)
$ 1,500.00 For use of 1,000,000 GPD or more, outside of the hydrologic unit from which it was removed (based on current USGS Hydrologic Unit Map of Alaska).
$ 500.00 For use of any quantity of glacier ice.

Definitions

GPD = Gallons per day
CFS = Cubic feet per second
GPM = Gallons per minute
AFY = Acre-feet per year (325,851 gallons/year)
AFD = Acre-feet per day (325,851 gallons/day)
MGD = Million gallons per day

Conversion Table

5,000 GPD=	30,000 GPD=	100,000 GPD=	500,000 GPD=	1,000,000 GPD=
0.01 CFS	0.05 CFS	0.2 CFS	0.8 CFS	1.5 CFS
3.47 GPM	20.83 GPM	69.4 GPM	347. 2 GPM	694.4 GPM
5.60 AFY	33.60 AFY	112.0 AFY	560.1 AFY	1120.1 AFY
0.2 AFD	0.09 AFD	0.3 AFD	1.5 AFD	3.1 AFD
0.01 MGD	0.03 MGD	0.1 MGD	0.5 MGD	1.0 MGD

The information presented in this application is true and correct to the best of my knowledge. I understand that no water right or priority is established per 11 AAC 93.210-220, that water use remains subject to appropriation by others, and that a temporary water use permit may be revoked if necessary to protect the water rights of other persons or the public interest.

Signature _____ Date _____

Name (please print) _____ Title _____

Patrick A. Whitesell

From: Kris ten Hansen
Sent: Thursday, September 22, 2005 10:33 AM
To: 'Ellen Lance (E-mail)'
Cc: Patrick A. Whitesell; 'Ryan Anderson (E-mail)'
Subject: RE: Sheldon Pt. (Nunam Iqua) Follow-up re: Section 7 Consultation

Hi Ellen,

As a follow-up to our discussion earlier this week, I asked ADOT&PF whether they were planning any work on the existing power lines out at Nunam Iqua. Ryan Anderson (ADOT&PF P.M.) indicated that the only work associated with the power lines is that they might have to move a pole or two as a result of the apron expansion. There will not be a major power line extension, or relocation, as was the case out at Alakanuk. Let me know if you have any further questions regarding this project.

Thanks,
Kristen

~~~~~~~~~~~~~~~~~~~~~~~~

Kristen J. Hansen
Sr. Environmental Planner
DOWL Engineers
4040 B Street
Anchorage, AK 99503
(907) 562-2000 (phone)
(907) 563-3953 (fax)
~~~~~~~~~~~~~~~~~~~~~~~~

2005246

United States Department of the Interior

FILE COPY

FISH AND WILDLIFE SERVICE
Anchorage Fish & Wildlife Field Office
605 West 4th Avenue, Room G-61
Anchorage, Alaska 99501-2249

in reply refer to
AFWFO

September 23, 2005

Kristen Hansen
DOWL Engineers
4040 B Street
Anchorage, AK 99503

Re: Sheldon Point (Nunam Iqua) Airport Improvements Project (*consultation number 2005246*)

Dear Ms. Hansen,

This letter is in response to your scoping letter, which we received on July 27, 2005, and your subsequent letter of determination, received by email on September 14, 2005. This Alaska Department of Transportation and Public Facilities (ADOT&PF) proposes the rehabilitation of existing runway, taxiway, and apron surfaces, expansion of the runway and apron, and construction of an airport access road to link the airport to the community of Nunam Iqua. In your September 14, 2005, email, you determined that this proposed ADOT&PF project in Nunam Iqua is not likely to adversely affect threatened or endangered species and/or critical habitat. In your September 22, 2005, email, you confirmed that no new power lines will be constructed in association with this project.

Nunam Iqua is located along the coast, on the Yukon-Kuskokwim Delta. Spectacled eiders (*Somateria fischeri*), and Steller's eiders (*Polysticta stelleri*) listed as threatened in 1993 and 1997 (respectively) under the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq: 87 stat 884, as amended) are known to occur in the vicinity of Nunam Iqua. According to more specific Service data, however, the probability of a Steller's or spectacled eider occurring in this area is extremely low (Robert Platte, Service, pers. comm., 2005; Brian McCaffery, Service, pers. comm., 2005). Therefore, the Service concurs with your determination that the Nunam Iqua Airport Improvement Project is not likely to adversely affect spectacled eiders. Preparation of a biological assessment or further consultation under section 7 of the Act regarding this project is not necessary at this time. If project plans change, additional information on listed or proposed species becomes available, or new species are listed that may be affected by the project, consultation should be reinitiated.

This letter relates only to federally listed or proposed species and/or designated or proposed critical habitat under our jurisdiction. It does not address species under the jurisdiction of National Marine Fisheries Service, or other legislation or responsibilities under the Fish and Wildlife Coordination Act, Clean Water Act, National Environmental Policy Act, Migratory Bird Treaty Act, or Bald and Golden Eagle Protection Act.

This concludes section 7 consultation on the Nunam Iqua Airport Improvement Project. If you have any questions, please contact me at (907) 271-1467. In future correspondences regarding this project please refer to consultation number 2005246.

Sincerely,

Ellen Lance
Endangered Species Biologist

T:\s7\2005 sec 7\Ellen\ADOT\Nunamiqua_airport_NLTAA.doc

TAKE PRIDE IN AMERICA

Marsha A. Swafford

From: Lana L. Davis
Sent: Tuesday, December 09, 2008 2:23 PM
To: Marsha A. Swafford
Subject: FW: Sheldon Point (Nunam Iqua) Airport Improvements

-----Original Message-----
From: Brad Smith [mailto:Brad.Smith@noaa.gov]
Sent: Thursday, October 02, 2008 4:19 PM
To: Lana L. Davis
Subject: Re: Sheldon Point (Nunam Iqua) Airport Improvements

Lana; a Federal action agency is not required to have the concurrence of NMFS in determining an action would not effect listed species.
Nonetheless, we concur with your determination.

Lana L. Davis wrote:
>
> Hello Brad,
>
>
>
> This message is intended to follow up on ADOT&PF's July 25, 2005
> scoping letter and the subsequent e-mail on September 7, 2005 to
> discuss the Sheldon Point Airport Improvements Project in terms of
> potential impacts to listed threatened or endangered species.
>
>
>
> As indicated in the ADOT&PF scoping letter, marine mammals listed as
> threatened species under the jurisdiction of the U.S. Marine Fisheries
> Service (USMFS) may occur in the project area. Community members
> indicated that Steller sea lions (endangered) may occasionally follow
> fish up Kwemeluk Pass. Work within the Kwemelik Pass will be done
> during winter months to minimize habitat and wildlife disturbances.
> Steller sea lions, whales or seals should not be affected in the
> Kwemelik Pass during the winter construction months due to the lack of
> fish migrating through the pass.
>
>
>
> Based upon the information above, the proposed project is not
> anticipated to adversely affect federally listed species. Your
> written concurrence with this determination is requested.
>
> Please let me know if you need additional information.
>
> Thank you,
>
> Lana L.Davis
>
> Environmental Planner
>

DOWL HKM

TELEPHONE RECORD

Date:	2-20-2009	
With:	Mr. Paul Manumik	
Noted by:	Lana Davis, DOWLHKM	
Project:	Nunam Iqua Airport Improvement	
Subject:	Sewage Lagoon and Landfill wildlife	
Project No.:	D58530S	
Time:	10:20am	Phone No.: 907-498-4845

I contacted Mr. Manumik to ask him about the sewage lagoon and landfill and if they seem to attract birds. Mr. Manumik indicated birds are rarely seen at the sewage lagoon, but raven and crows are regularly seen migrating to and from the landfill and the airport. The ravens and crows will overnight at the airport and in the mornings migrate back to the landfill where they stay until dusk when they return to the airport. He further stated that in the fall he regularly chases Canadian and emperor geese from the runway. He has observed that the geese like to be on the runway at night so in the mornings he chases them off prior to any air traffic. He also stated that about two years ago there was a bird aircraft encounter. He also stated, that as far as he can remember there has not been a wrecks or crashes as a result of an aircraft bird encounter. He noted the entire area around the airport is wet / ponds where bird like to hang out.

DOWL HKM

TELEPHONE RECORD

Date:	March 10, 2010	
With:	James O'Malley, Nunam Iqua Community Land Planner	
Noted by:	Maria Shepherd	
Project:	Numan Iqua Airport EA	
Subject:	project effects on subsistence and commercial fishing	
Project No.:	1133.58530.20	
Time:	3:30pm	Phone No.: (907) 498-4135

Carin Finch, City of Nunam Iqua Advisor, recommended I talk to James regarding subsistence fishing in the area. She had provided me with a map James put together titled "Area Use Map - Nunam Iqua" that shows locations of subsistence uses. The map shows all identified fishing locations are downstream of the airport, north of the village.

I called James to ask his opinion about the effects of material extraction on subsistence and commercial fishing. He said they fish for salmon in the summer and sheefish and whitefish in the winter. The commercial fishing is done on the other side of the village, further downstream toward the coast. They don't use fishwheels.

I asked if he thought the material removal would affect the near-shore habitat. He said it depends on a lot of things, it may change the river flows or the movement of the tides. He doesn't know how it will affect the fishing. He told me that last summer a boy found swan or goose eggs on the sandbar. I asked him if there has traditionally been any fishing in the sandbar area, or in the channel between the village and the sandbar. He said no, but that last fall there was a flood that made it rough to fish in the traditional locations, so some people tried fishing there with under ice fish nets, mainly near the main channel.

Legend & Notes
City Boundary
Specified Land Use Areas
AREA USE MAP
NUNAM IQUA
Approximate Elevation: 0'
SEE SHEET 1 FOR DETAILED COMMUNITY MAP
0 500 1000 1500
SCALE IN FEET
Date of Photography: September 1, 2006
Seal Hunting
Set Nets
Entire Shoreline Prone To Erosion
Winter Jigging
Under Ice Fish Net
KWEMELUK PASS
NUNAM IQUA CITY BOUNDARY
Bird Hunting Area
SEC. 19
SEC. 17
SEC. 9
SEC. 16
SEC. 21
SEC. 10
FOURTH LAKE
3rd LAKE
2nd LAKE
Salmon Berries
Black Berries & Salmon Berries
Black Berries
APPROXIMATE LOCATION
USS 10303
Lot 8
Lot 9
Lot 1
Lot 10
HONEY BUCKET DUMP SITE
TRACT I
TRACT II
1982 Meander Line
NA Cert.
KWEMELUK PASS
Entire Shoreline Prone To Erosion

APPENDIX E

Section 106 and Government-to-Government Consultation

Nunam Iqua Section 106 Mailing List

Last Name	First Name	Title	Agency	Department	Address	City	State	Zip Code
Bittner	Judith	State Historic Preservation Officer	Alaska Department of Natural Resources	Office of History and Archaeology	550 West 7th Avenue, Suite 1310	Anchorage	Alaska	99503-5921
Nicolai	Matthew	President	Calista Corporation		301 Calista Court, Suite A	Anchorage	Alaska	99518-3028
Adams, Sr.	Edward	President	Native Village Corporation		P.O. Box 27	Sheldon Point	Alaska	99666-027
The Honorable Brown	Rurelia	President/General Manager	Swan Lake Corporation		P.O. Box 25	Sheldon Point	Alaska	99666-025

August 1, 2005

Nunam Iqua Government-Government Consultation Mailing List

Last Name	First Name	Title	Agency	Address	City	State	Zip Code
Nicolai	Matthew	President	Calista Corporation	301 Calista Court, Suite A	Anchorage	Alaska	99518-3028
Adams, Sr.	Edward	President	Native Village Corporation	P.O. Box 27	Sheldon Point	Alaska	99666-027
The Honorable Brown	Rurelia	President/ General Manager	Swan Lake Corporation	P.O. Box 25	Sheldon Point	Alaska	99666-025

MEETING RECORD

DATE:	February 15, 2005
WITH:	Stefanie Ludwig (OH&A), Rachel Crittenden (DOWL) and Cecile Davis (DOWL)
NOTED BY:	Rachel Crittenden
PROJECT:	Northern Region DOT Airport Projects
SUBJECT:	Cultural Resource Reconnaissance Surveys
WORK ORDER:	D58530

Time: 2:00 **Place: OH&A**

Nulato: graves SE of the runway
Areas of concern – location of geotechnical holes
North of runway – survey needed
Material site – Stefanie requested a better aerial photograph to determine is all geotech holes are below ordinary high water. If above, a survey is needed.

Sheldon Point: As long as the work is far enough away from site 20 (graves, houses), no survey is needed. Site 20 is located near Yukon River, a good distance southwest of the existing runway. However, a survey was done in 2002 near site 20 that was negative. A survey was also done on the existing airport.

Ruby: Airport okay. Need aerial of material site to determine if survey is needed.

Selawik: Stefanie needs aerials. Lack of surveys in the area – don't know much about the area.

FRANK H. MURKOWSKI, GOVERNOR

STATE OF ALASKA

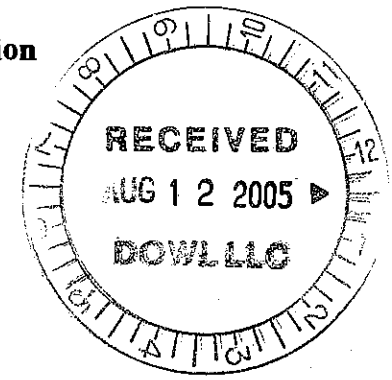
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-5129
TDD: (907) 451-2363
FAX: (907) 451-5103
EMAIL: *ryan_anderson@dot.state.ak.us*

August 9, 2005

Re: Nunam Iqua Airport Expansion
Project No. 61444
Initiation of Consultation



Judith Bittner
State Historic Preservation Officer
Department of Natural Resources
Office of History and Archaeology
550 West 7th Avenue, Suite 1310
Anchorage, AK 99503

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA) is proposing to rehabilitate and upgrade the existing Nunam Iqua Airport to meet current FAA safety guidelines. Nunam Iqua (formerly known as Sheldon Point) is located on the southwest bank of Kwemeluk Pass on the Yukon River Delta, approximately 18 miles southwest of Emmonak and 500 miles west-northwest of Anchorage (Figure 1), in Sections 9 and 10 of Township 28 North, Range 84 West, Seward Meridian (USGS Quad Kwiguk C-6).

ADOT&PF has entered into a contract with DOWL Engineers to perform scoping, permitting, and environmental documentation services for this project. For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying properties that may be affected by the proposed project.

The community of Nunam Iqua is accessible by water in the summer and by land during winter however, it is accessible only by air year-round and is, therefore, most dependent upon air travel. The existing airport facility consists of a 60' x 3,015' gravel runway (Runway 2-20), oriented south-southwest to north-northeast. The runway has a 120' x 3,495' safety area, and a 50-foot wide taxiway. The facility also has a 200' x 200' apron, as well as a 100' x 200' temporary apron adjacent to the 40' x 50' snow removal equipment building. The runway is equipped with a medium-intensity runway lighting (MIRL) system.

A specific material source has not yet been identified, although preliminary material site investigations have identified areas adjacent to the existing runway and river bars as potential sources. All crushed material for surfacing will be barged in from a contractor-furnished material site.

A search of the Alaska Heritage Resources Survey (AHRS) for the project area listed a cemetery northwest of the airport, in town, and 2 sites in proximity to Nunam Iqua (KWI-014 and KWI-020), but not located within the project footprint. In addition, a gravesite also exists to the southwest of the runway. DOWL personnel met with the SHPO on February 15, 2005 with this information to determine whether a cultural resources survey would be required. SHPO indicated that, based on the proposed scope of work, a survey would not be required. The proposed airport improvements would not impact the cemetery, historic sites, or gravesite.

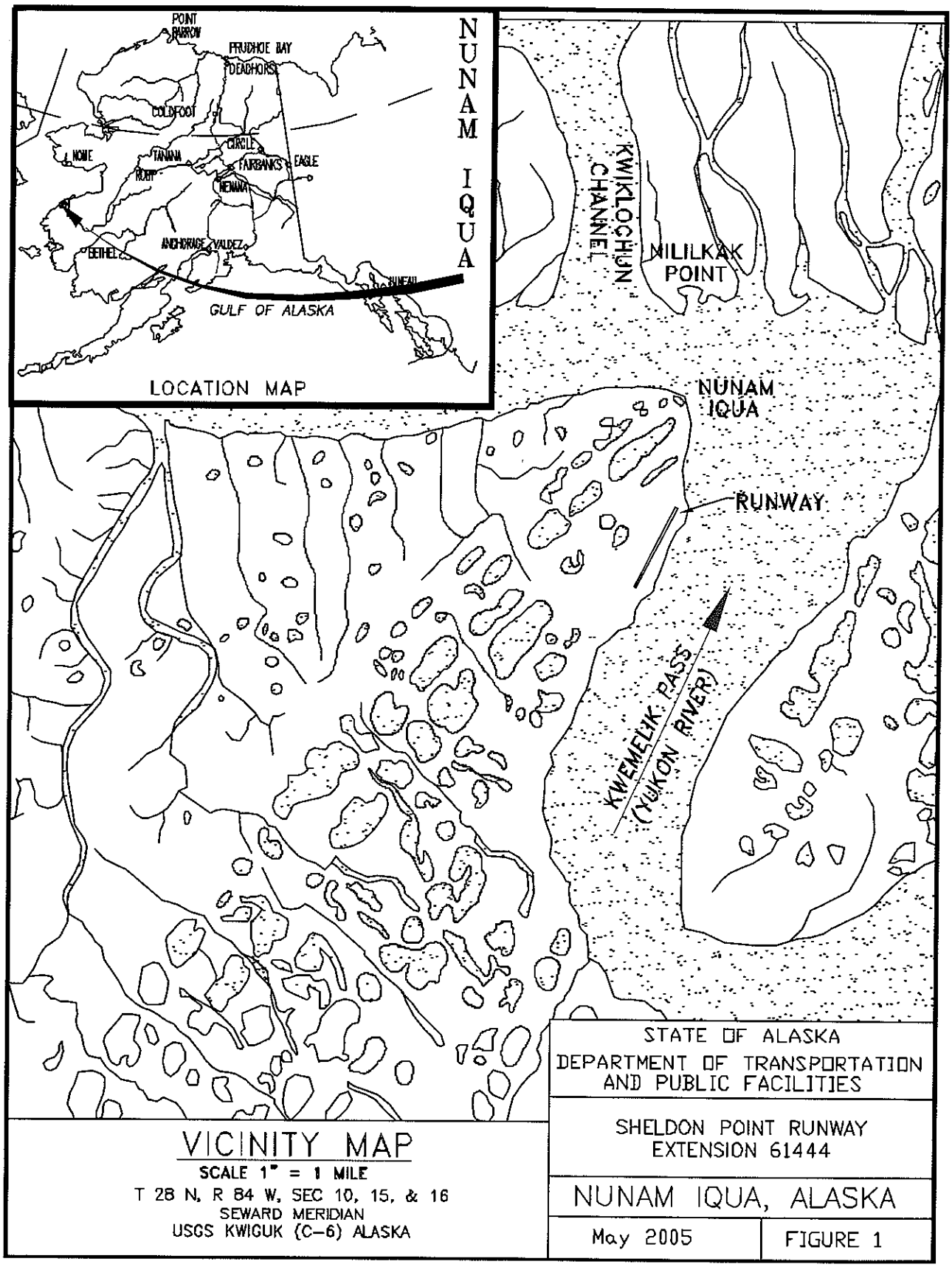
Therefore, ADOT&PF has determined that no historic properties would be affected by the proposed project, and requests your concurrence. Should you have any questions, please call our Environmental Consultant, Kristen Hansen, DOWL Engineers, at (907) 562-2000, or send e-mail to *khansen@dowl.com*. Please direct your response or comments, no later than **September 8, 2005** to me at the address above, by telephone at (907) 451-2238, or by e-mail to *chuck_howe@dot.state.ak.us.*.

Sincerely,

Chuck Howe
Environmental Coordinator

Enclosure: Figure 1 – Location & Vicinity Map
Figure 2 – Proposed Development

cc: Ryan Anderson, P.E., Engineering Manager, DOT&PF, Northern Region
Matthew Freeman, Northern Region Engineer, FAA, Anchorage
Kristen Hansen, Senior Environmental Planner, DOWL Engineers
Kerri Martin, Environmental Analyst, ADOT&PF, Northern Region
Katrina Moss, Northern Region Planner, FAA, Anchorage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NOME
TANANA
CIRCLE
FAIRBANKS
EAGLE
RUBY
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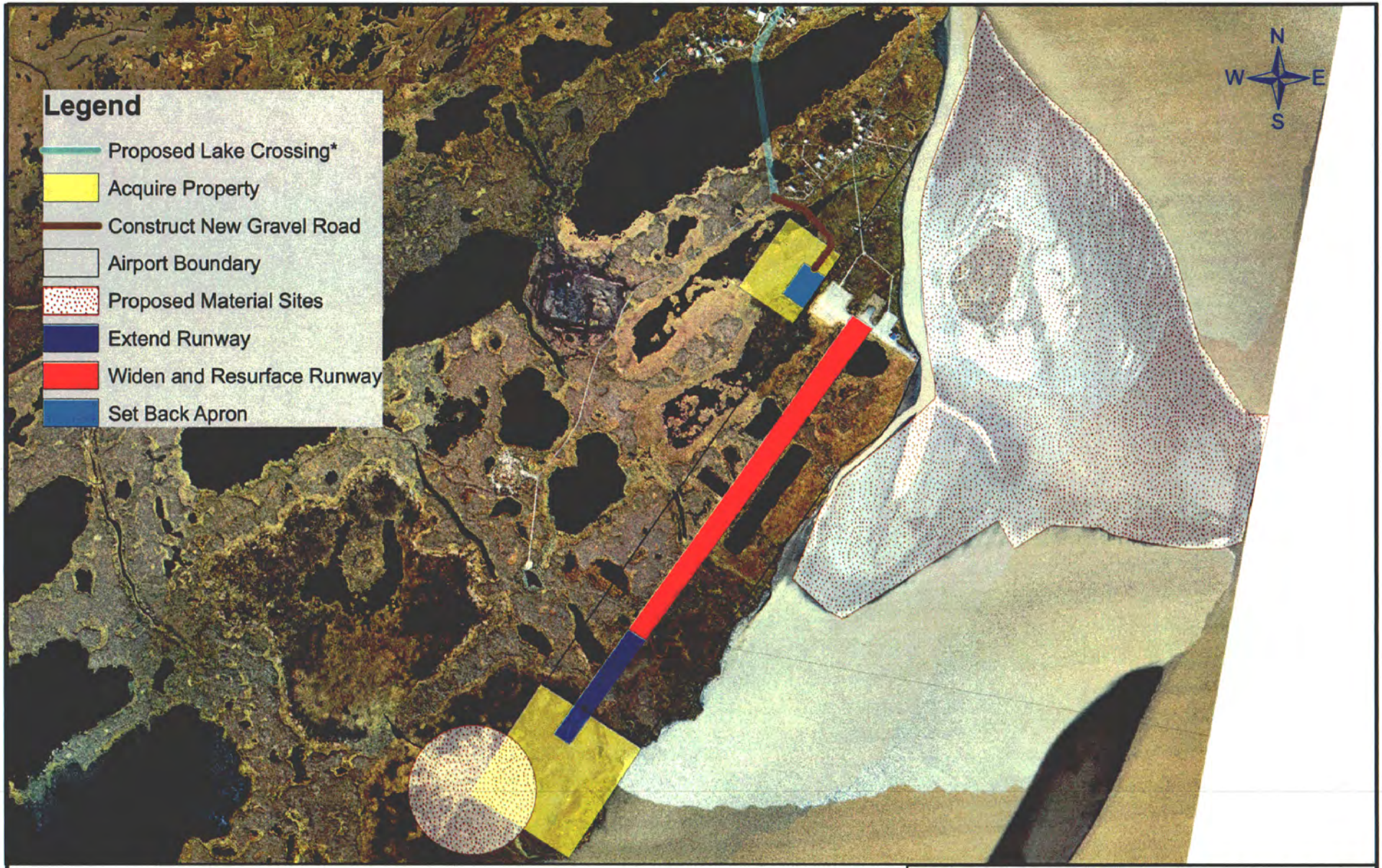
ANCHORAGE
VALDEZ
BETHEL
JUNEAU
GULF OF ALASKA
NUNAM IQUA
LOCATION MAP
KWIKLOCHUN CHANNEL
NILILKAK POINT
NUNAM IQUA
RUNWAY
KWEMELIK PASS
(YUKON RIVER)
VICINITY MAP
SCALE 1" = 1 MILE
T 28 N, R 84 W, SEC 10, 15, & 16
SEWARD MERIDIAN
USGS KWIGUK (C-6) ALASKA
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SHELDON POINT RUNWAY EXTENSION 61444
NUNAM IQUA, ALASKA
May 2005
FIGURE 1



*Proposed Lake Crossing to be completed under the Nunam Iqua Sanitation Road Project.

Nunam Iqua Airport Improvements

Alaska Department of Transportation and Public Facilities
Northern Region

Proposed Improvements

July 2005 | Figure 2

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-5129
TDD: (907) 451-2363
FAX: (907) 451-5126

August 18, 2005

Re: Initiation of Consultation
Nunam Iqua Airport Expansion
Project No. 61444

Edward Adams, Sr., President
Native Village of Nunam Iqua
P.O. Box 27
Nunam Iqua, AK 99666

Dear Mr. Adams:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA) is proposing to rehabilitate and upgrade the existing Nunam Iqua Airport to meet current FAA safety guidelines.

For purposes of the National Historic Preservation Act, and in satisfying the DOT&PF policy on Government to Government Relations, we are requesting consultation with your organization to assist us in identifying properties that may be of traditional, religious, and cultural importance to your tribal party, with the goal of achieving more informed decisions through mutual consultation.

The community of Nunam Iqua is accessible by water in the summer and by land during winter, however, it is accessible only by air year-round and is therefore most dependent upon air travel. The existing airport facility consists of a 60 x 3,015-foot gravel runway (Runway 2-20), oriented south-southwest to north-northeast. The runway has a 120 x 3,495-foot safety area, and a 50-foot wide taxiway. The facility also has a 200 x 200-foot apron, as well as a 100 x 200-foot temporary apron adjacent to the 40 x 50-foot SRE building. The runway is equipped with a medium-intensity runway lighting (MIRL) system.

The purpose of the proposed work is to address several deficiencies at the Nunam Iqua Airport with regards to airport safety and maintenance of the runway and apron. The need for the proposed project is to upgrade the runway and airport to current FAA standards.

The following deficiencies will be addressed in the environmental document:

- The runway, taxiway, and apron surface are showing signs of erosion, and need rehabilitation.
- Runway orientation does not meet FAA criteria for wind coverage unless the runway is widened to 100 feet.
- The existing apron is too close to the runway centerline, and needs to be set back to meet FAA safety guidelines.
- The existing airport is only connected to the community by a series of boardwalks. Road access is needed to allow the transportation of fuel to the airport.

Proposed Action

The proposed project would:

- Rehabilitate the existing runway, taxiway, and apron surfaces.
- Widen and lengthen the existing runway and runway safety area to final dimensions of 75 x 4,000 feet (runway) and 150 x 4,600 (runway safety area) to meet current FAA safety guidelines.
- Construct an airport access road to link the airport to the community of Nunam Iqua.
- Set back the apron to meet FAA safety guidelines.

A specific material source has not yet been identified, although preliminary material site investigations have identified areas adjacent to the existing runway, and river bars as potential sources. All crushed material for surfacing will be furnished by the Contractor and barged in. The location of this material site is widely variable; however, it will be from an approved, previously permitted source.

We have researched the Alaska Heritage Resources Survey (AHRS) for the project area, which listed a cemetery northwest of the airport, in town, and 2 sites in proximity to Nunam Iqua (KWI-014 and KWI-020), but not within close proximity to the proposed project. In addition, a gravesite also exists to the southwest of the runway. DOWL personnel met with the State Historic Preservation Office (SHPO) on February 15, 2005 to determine whether a cultural resources survey would be required. SHPO indicated that, based on the proposed scope of work, a survey would not be required. The proposed airport improvements would not impact the

cemetery, or either of these two historic sites. If you know of any other confirmed or potential archaeological, historical, cultural and/or religious sites that may be affected by the proposed project, please provide that information.

To ensure that all factors are considered in the development of the environmental document, please provide your written comments and/or recommendations and the additional requested information to our office no later than September 23, 2005. Should you have any questions, please feel free to contact me at 907-451-5129, or by email at ryan_anderson@dot.state.ak.us.

Sincerely,

Ryan F. Anderson, P.E.
Engineering Manager

RFA/djd

Enclosures: Figure 1 – Location & Vicinity Map
Figure 2 – Proposed Development

cc: Kristen Hansen, Senior Environmental Planner, DOWL Engineers

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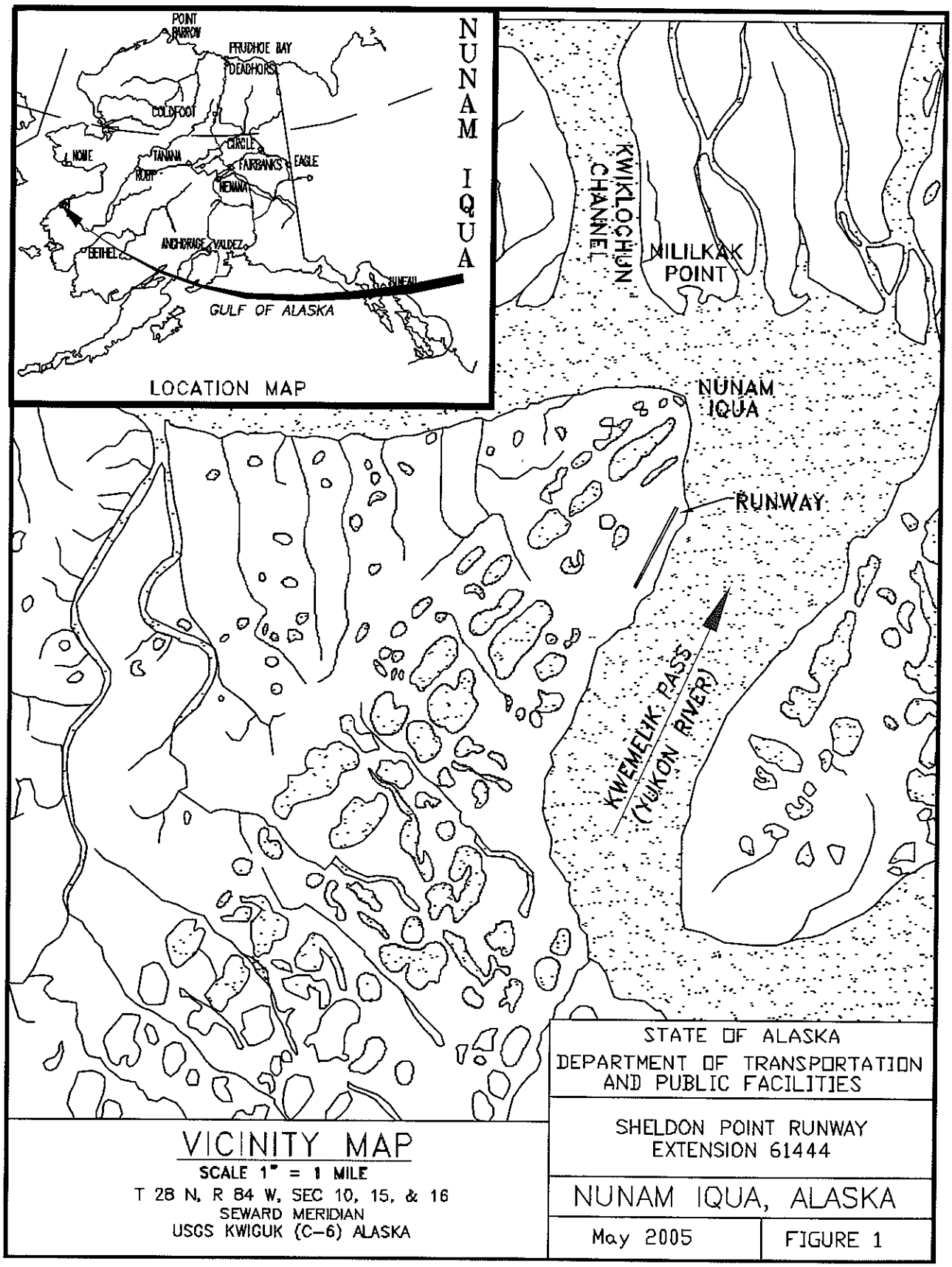
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EAGLE
RUBY
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BETHEL
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SEWARD MERIDIAN
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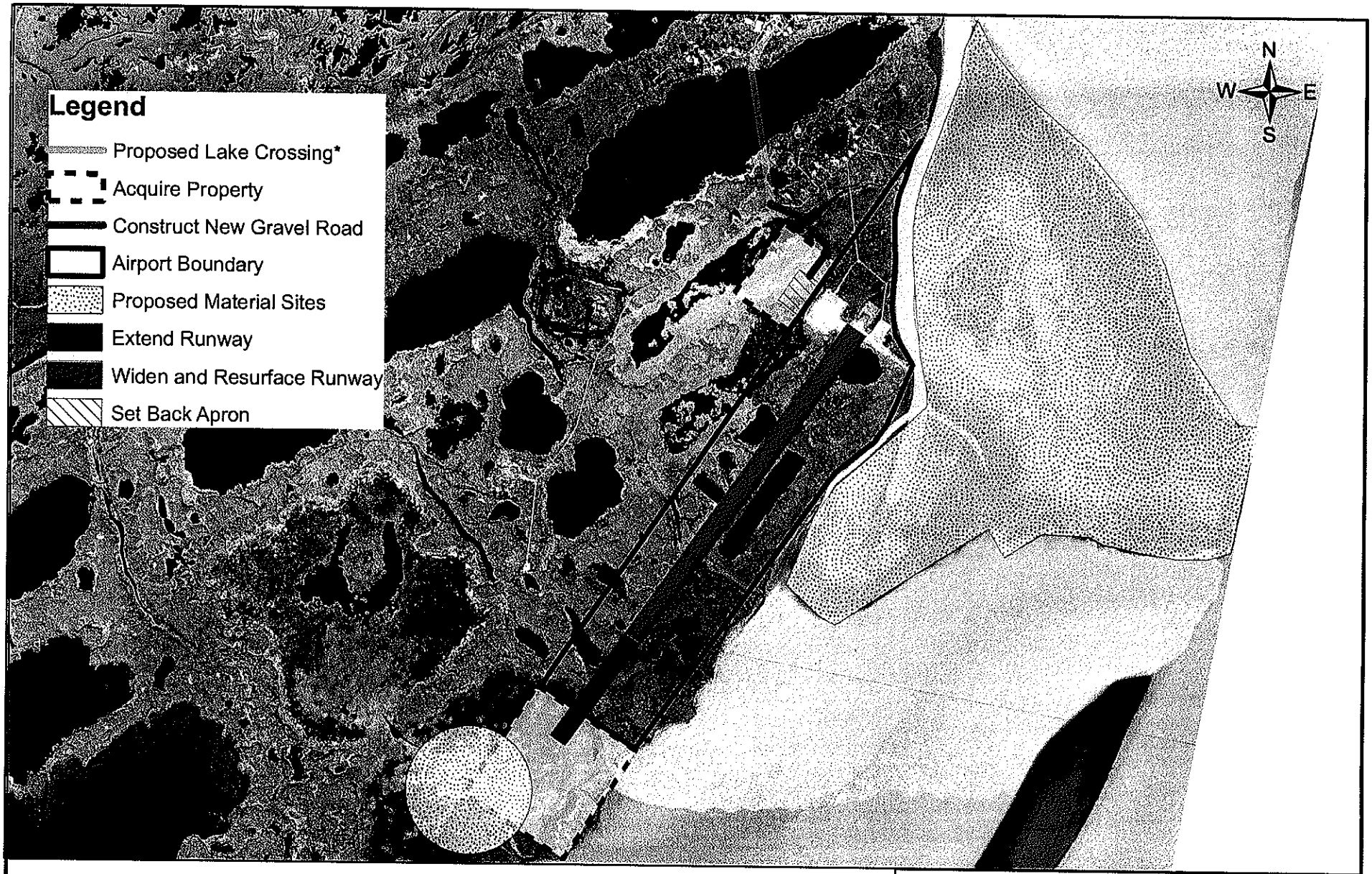
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SHELDON POINT RUNWAY EXTENSION 61444
NUNAM IQUA, ALASKA
May 2005
FIGURE 1



*Proposed Lake Crossing to be completed under the Nunam Iqua Sanitation Road Project.

Nunam Iqua Airport Improvements

Alaska Department of Transportation and Public Facilities
Northern Region

Proposed Improvements

July 2005 | **Figure 2**

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-5129
TDD: (907) 451-2363
FAX: (907) 451-5126

August 18, 2005

Re: Initiation of Consultation
Nunam Iqua Airport Expansion
Project No. 61444

Rurelia Brown, President/General Manager
Swan Lake Corporation
P.O. Box 25
Nunam Iqua, AK 99666

Dear Ms. Brown:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA) is proposing to rehabilitate and upgrade the existing Nunam Iqua Airport to meet current FAA safety guidelines.

For purposes of the National Historic Preservation Act, and in satisfying the DOT&PF policy on Government to Government Relations, we are requesting consultation with your organization to assist us in identifying properties that may be of traditional, religious, and cultural importance to your tribal party, with the goal of achieving more informed decisions through mutual consultation.

The community of Nunam Iqua is accessible by water in the summer and by land during winter, however, it is accessible only by air year-round and is therefore most dependent upon air travel. The existing airport facility consists of a 60 x 3,015-foot gravel runway (Runway 2-20), oriented south-southwest to north-northeast. The runway has a 120 x 3,495-foot safety area, and a 50-foot wide taxiway. The facility also has a 200 x 200-foot apron, as well as a 100 x 200-foot temporary apron adjacent to the 40 x 50-foot SRE building. The runway is equipped with a medium-intensity runway lighting (MIRL) system.

The purpose of the proposed work is to address several deficiencies at the Nunam Iqua Airport with regards to airport safety and maintenance of the runway and apron. The need for the proposed project is to upgrade the runway and airport to current FAA standards.

The following deficiencies will be addressed in the environmental document:

- The runway, taxiway, and apron surface are showing signs of erosion, and need rehabilitation.
- Runway orientation does not meet FAA criteria for wind coverage unless the runway is widened to 100 feet.
- The existing apron is too close to the runway centerline, and needs to be set back to meet FAA safety guidelines.
- The existing airport is only connected to the community by a series of boardwalks. Road access is needed to allow the transportation of fuel to the airport.

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The proposed project would:

- Rehabilitate the existing runway, taxiway, and apron surfaces.
- Widen and lengthen the existing runway and runway safety area to final dimensions of 75 x 4,000 feet (runway) and 150 x 4,600 (runway safety area) to meet current FAA safety guidelines.
- Construct an airport access road to link the airport to the community of Nunam Iqua.
- Set back the apron to meet FAA safety guidelines.

A specific material source has not yet been identified, although preliminary material site investigations have identified areas adjacent to the existing runway, and river bars as potential sources. All crushed material for surfacing will be furnished by the Contractor and barged in. The location of this material site is widely variable; however, it will be from an approved, previously permitted source.

We have researched the Alaska Heritage Resources Survey (AHRS) for the project area, which listed a cemetery northwest of the airport, in town, and 2 sites in proximity to Nunam Iqua (KWI-014 and KWI-020), but not within close proximity to the proposed project. In addition, a gravesite also exists to the southwest of the runway. DOWL personnel met with the State Historic Preservation Office (SHPO) on February 15, 2005 to determine whether a cultural resources survey would be required. SHPO indicated that, based on the proposed scope of work,

a survey would not be required. The proposed airport improvements would not impact the cemetery, or either of these two historic sites. If you know of any other confirmed or potential archaeological, historical, cultural and/or religious sites that may be affected by the proposed project, please provide that information.

To ensure that all factors are considered in the development of the environmental document, please provide your written comments and/or recommendations and the additional requested information to our office no later than September 23, 2005. Should you have any questions, please feel free to contact me at 907-451-5129, or by email at ryan_anderson@dot.state.ak.us.

Sincerely,

Ryan F. Anderson, P.E.
Engineering Manager

RFA/djd

Enclosures: Figure 1 – Location & Vicinity Map
Figure 2 – Proposed Development

cc: Kristen Hansen, Senior Environmental Planner, DOWL Engineers

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION

FRANK H. MURKOWSKI, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-5129
TDD: (907) 451-2363
FAX: (907) 451-5126

August 18, 2005

Re: Initiation of Consultation
Nunam Iqua Airport Expansion
Project No. 61444

Matthew Nicolai, President
Calista Corporation
301 Calista Court, Suite A
Anchorage, AK 99666

Dear Mr. Nicolai:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA) is proposing to rehabilitate and upgrade the existing Nunam Iqua Airport to meet current FAA safety guidelines.

For purposes of the National Historic Preservation Act, and in satisfying the DOT&PF policy on Government to Government Relations, we are requesting consultation with your organization to assist us in identifying properties that may be of traditional, religious, and cultural importance to your tribal party, with the goal of achieving more informed decisions through mutual consultation.

The community of Nunam Iqua is accessible by water in the summer and by land during winter, however, it is accessible only by air year-round and is therefore most dependent upon air travel. The existing airport facility consists of a 60 x 3,015-foot gravel runway (Runway 2-20), oriented south-southwest to north-northeast. The runway has a 120 x 3,495-foot safety area, and a 50-foot wide taxiway. The facility also has a 200 x 200-foot apron, as well as a 100 x 200-foot temporary apron adjacent to the 40 x 50-foot SRE building. The runway is equipped with a medium-intensity runway lighting (MIRL) system.

The purpose of the proposed work is to address several deficiencies at the Nunam Iqua Airport with regards to airport safety and maintenance of the runway and apron. The need for the proposed project is to upgrade the runway and airport to current FAA standards.

"Providing for the movement of people and goods and the delivery of State services."

The following deficiencies will be addressed in the environmental document:

- The runway, taxiway, and apron surface are showing signs of erosion, and need rehabilitation.
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We have researched the Alaska Heritage Resources Survey (AHRS) for the project area, which listed a cemetery northwest of the airport, in town, and 2 sites in proximity to Nunam Iqua (KWI-014 and KWI-020), but not within close proximity to the proposed project. In addition, a gravesite also exists to the southwest of the runway. DOWL personnel met with the State Historic Preservation Office (SHPO) on February 15, 2005 to determine whether a cultural resources survey would be required. SHPO indicated that, based on the proposed scope of work,

a survey would not be required. The proposed airport improvements would not impact the cemetery, or either of these two historic sites. If you know of any other confirmed or potential archaeological, historical, cultural and/or religious sites that may be affected by the proposed project, please provide that information.

To ensure that all factors are considered in the development of the environmental document, please provide your written comments and/or recommendations and the additional requested information to our office no later than September 23, 2005. Should you have any questions, please feel free to contact me at 907-451-5129, or by email at ryan_anderson@dot.state.ak.us.

Sincerely,

Ryan F. Anderson, P.E.
Engineering Manager

RFA/djd

Enclosures: Figure 1 – Location & Vicinity Map
Figure 2 – Proposed Development

cc: Kristen Hansen, Senior Environmental Planner, DOWL Engineers

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STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION PRECONSTRUCTION

SARAH PALIN, GOVERNOR

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5316
TELEPHONE: (907) 451-2238
TDD: (907) 451-2363
FAX: (907) 451-5103
EMAIL: *bruce.campbell@alaska.gov*

June 27, 2008

Re: Nunam Iqua aka Sheldon Point Airport Improvements
DOT&PF Project #61444
Finding of No Historic Properties
Affected pursuant to 36 CFR 800.4(d)(1)

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA) is proposing a project to: rehabilitate the existing runway, taxiway, and apron surfaces; widen and lengthen the existing runway and runway safety areas; construct an airport access road; and set back the existing apron to meet FAA safety guidelines. Nunam Iqua (formerly known as Sheldon Point) is located on a south fork of the Yukon River, about 9 miles south of Alakanuk and 18 miles southwest of Emmonak on the Yukon-Kuskokwim Delta. It lies 500 miles northwest of Anchorage. It lies at approximately 62.533610° North Latitude and -164.84111° West Longitude (Section 10, T028N, R084W, Seward Meridian, USGS Quadrangle Kwiguk C-6; Figure 1). Pursuant to 36 CFR 8090.4(d)(1) implementing regulations of Section 106 of the National Historic Preservation Act, the FAA finds that no historic properties would be affected by the proposed project.

The primary purpose of the project is to improve existing safety deficiencies at the Nunam Iqua Airport. The following improvements are being proposed:

- Rehabilitate the existing runway, taxiway, and apron surfaces.
- Widen and lengthen the existing runway and runway safety area to final dimensions of 100 x 4,000 feet (runway) and 150 x 4,600 (runway safety area) to meet current FAA safety guidelines.
- Construct an airport access road to link the Airport to the community of Nunam Iqua.
- Set back the apron to meet FAA safety guidelines.

A search of the Alaska Heritage Resources Survey (AHRS) for the project area listed a cemetery northwest of the airport, in town, and 2 sites in proximity to Nunam Iqua (KWI-014 and KWI-020), but not located within the project footprint. In addition, a gravesite also exists to the southwest of the runway. DOWL personnel met with the SHPO on February 15, 2005 to determine whether a cultural resources survey would be required. SHPO indicated that, based on the proposed scope of work, a survey would not be required. The proposed airport improvements would not impact the cemetery, historic sites, or gravesite.

Therefore, DOT&PF has determined that no historic properties would be affected by the proposed project, and requests your concurrence.

Please direct your concurrence or comments to Bob Effinger, Environmental Impact Analyst, at the address above, by telephone at (907) 451-5294, or by email to *bob.effinger@alaska.gov*.

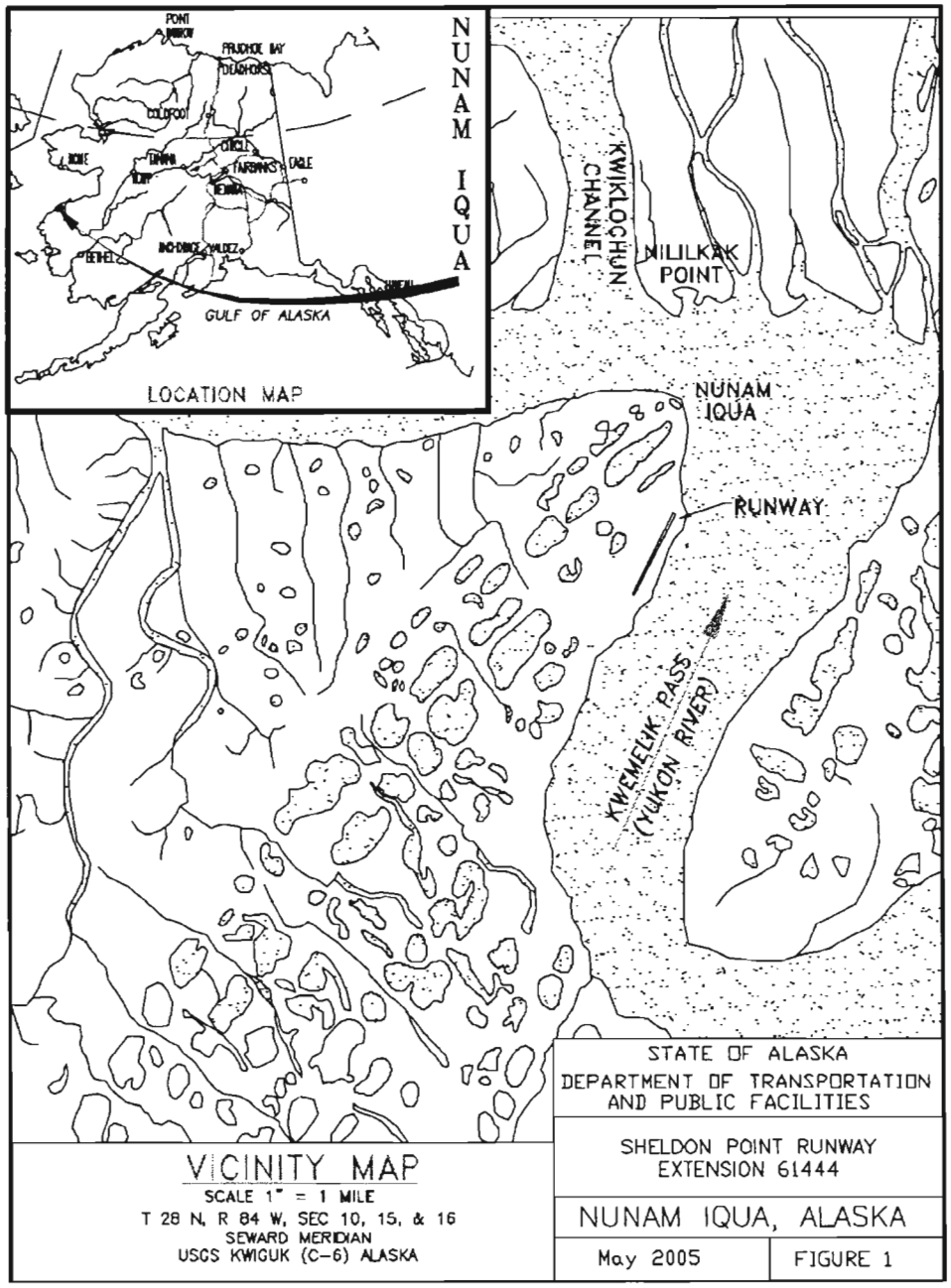
Sincerely,

for Bruce W. Campbell
Environmental Coordinator

Enclosures: Appendix A
Figure 1–Location/Vicinity Map
Figure 2–Plan View

cc w/ enclosures: Matt Freeman, Project Manager, Airports Division, FAA

cc w/o enclosures: Bruce Campbell, Environmental Coordinator, DOT&PF, Northern Region
Bob Effinger, Environmental Impact Analyst, DOT&PF, Northern Region


NUNAM IQUA
LOCATION MAP
GULF OF ALASKA
KWIKLOCHUN CHANNEL
NILILKAK POINT
NUNAM IQUA
RUNWAY
KWEMELIK PASS (YUKON RIVER)
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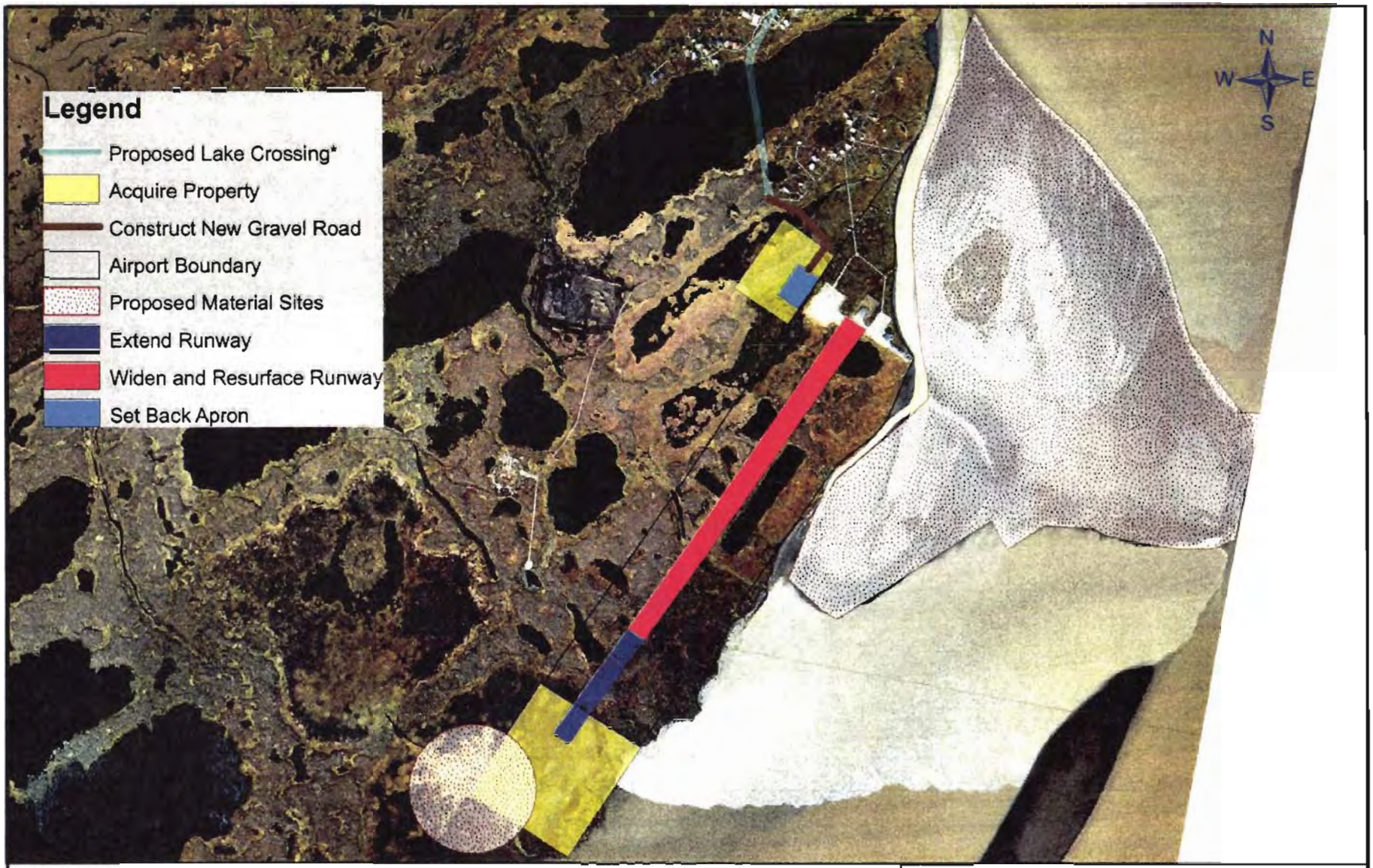
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
SHELDON POINT RUNWAY EXTENSION 61444
NUNAM IQUA, ALASKA
May 2005
FIGURE 1



*Proposed Lake Crossing to be completed under the Nunam Iqua Sanitation Road Project.

Nunam Iqua Airport Improvements

Alaska Department of Transportation and Public Facilities
Northern Region

Proposed Improvements

July 2005 | Figure 2

STATE OF ALASKA
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS AND OUTDOOR RECREATION
OFFICE OF HISTORY AND ARCHAEOLOGY

SARAH PALIN, GOVERNOR

550 W. 7TH AVENUE, SUITE 1310
ANCHORAGE, ALASKA 99501-3565
PHONE: (907) 269-8721
FAX: (907) 269-8908

July 29, 2008

File No.: 3130-1R FAA
3130-2R DOT

SUBJECT: Nunam Iqua, a.k.a. Sheldon Point Airport Improvements
Project No. 61444

Bruce W. Campbell
Environmental Coordinator
Department of Transportation and Public Facilities
Northern Region, Preconstruction
2301 Peger Road
Fairbanks, AK 99709-5399

Dear Mr. Campbell,

The State Historic Preservation Office has reviewed your correspondence (received July 1, 2008) regarding the referenced undertaking under Section 106 of the National Historic Preservation Act. Your letter addressed some of the reported Alaska Heritage Resources Survey (AHRS) sites in the project area but not all of them. Based on our records, the following AHRS sites are located within a ¼ mile of the airport and the town of Nunam Iqua: KWI-020, KWI-047, KWI-048, KWI-51, KWI-052, KWI-053, KWI-054 and KWI-055.

We will need the following information before we can determine our concurrence with your finding:

- Provide a map (preferably a USGS topographic map) showing the geographic relationship between the airport improvements and the AHRS sites listed above.
- Illustrate the whole route of the proposed road between the airport and the town; Figure 2 appears to show only part of it.
- Provide information on when the airport was constructed in its current location; USGS maps show it further inland. Has it been moved?

The meeting between DOWL personnel and a member of my staff on February 15, 2005 constituted informal consultation. The scope of work presented at that meeting may not be identical to the scope of work under current review.

Please contact Stefanie Ludwig at 269-8720 if you have any questions or if we can be of further assistance.

Sincerely,

Joan M. Antonson

Judith E. Bittner
State Historic Preservation Officer

JEB:sll

Cc: Laurie Mulcahy, DOT/ Environmental Program Manager

From: Effinger, Robert A (DOT) [bob.effinger@alaska.gov]
Sent: Thursday, August 14, 2008 11:07 AM
To: Ludwig, Stefanie L (DNR)
Cc: Lana L. Davis; Anderson, Ryan (DOT); Kristen J. Hansen
Subject: Additional Information- Nunam Iqua Airport Findings Submittal (61444)
Attachments: Nunam Iqua Airport-SHPO-Figure 1.pdf; Nunam Iqua Airport -SHPO Figure 2.pdf; SHPOFindingsReply.PDF

Stephanie,

In a 7-1-2008 letter we requested SHPO concurrence that no historic properties would be affected by the Nunam Iqua (Sheldon Point) Airport Improvement Project. In your attached 7-29-2008 letter you replied requesting additional information.

Project maps with the requested information are attached. The following are replies to your questions.

1) AHRS sites locations are shown on Figure 2. AHRS sites KWI-047 and KWI-048 appear to be outside the project area. These sites are located near the town of Nunam Iqua. Site KWI-47 is located approximately 1,069 ft from the project area and site KWI-048 is approximately 1,900 ft from the project area. AHRS site KWI-20 represents 5 sites (KWI-51 through KWI 55). The APE reflects a 300 ft radius from the center line.

2) The whole proposed access road is shown on Figure 2. The proposed road is approximately 950 feet long by 20 feet wide. The proposed access road will connect up to the existing causeway across Swan Lake. The causeway has been completed, No Historic Properties Affected Concurrence for the Causeway project was signed on 4/1/03; file number 3130-312-ANTHO.

3) The Nunam Iqua airport has not been relocated. The airport was originally constructed in 1976, and the runway was extended to its present length in 1999. One explanation for the appeared location discrepancy on the USGS map is that Nunam Iqua is located on the banks of Kwemeluk Pass, erosion could have taken place.

If you have any questions regarding the project please contact me or our Environmental Consultant, Kristen Hansen, at DOWL Engineers, at 562-2000, or by e-mail at khansen@dowl.com.

Attachments:
Figure 1- Project Location and Vicinity Map
Figure 2 – AHRS Site Location/APE Map
SHPO 7-29-08 Letter – Request for Additional Information

Bob Effinger
Environmental Analyst
Alaska Department of Transportation &PF
Northern Region – Fairbanks
bob.effinger@alaska.gov
(907)451-5294

Figures 1 and 2 were left out intentionally due to sensitive nature.

KWI C6

Ludwig, Stefanie L (DNR)

From: Effinger, Robert A (DOT)
Sent: Friday, August 22, 2008 9:41 AM
To: Ludwig, Stefanie L (DNR)
Cc: Lana L. Davis; khansen@dowl.com; Maybrier, Scott L (DOT); Anderson, Ryan (DOT)
Subject: Additional Information- Nunam Iqua Airport Findings Submittal (61444)
Attachments: Nunam Iqua Airport-SHPO-Figure 1.pdf; Nunam Iqua Airport -SHPO Figure 2.pdf; SHPOFindingsReply.PDF; EA-ARPRT-SHPOAmended map(2).pdf

Stephanie,
I received some additional information to amend our earlier findings submittal below. The final figure in the attachments above is intended to replace the earlier Figure #2 above. It expands the APE to include a staging area that was not on the earlier figure. Please add this information to our request for concurrence on a findings of no historic properties affected.

Thank you,
Bob.

No Historic Properties Affected
Alaska State Historic Preservation Officer
Date: 9-11-2008
File No.: 3130-1R FAA

From: Effinger, Robert A (DOT)
Sent: Thursday, August 14, 2008 11:07 AM
To: Ludwig, Stefanie L (DNR)
Cc: 'Lana L. Davis'; Anderson, Ryan (DOT); khansen@dowl.com
Subject: Additional Information- Nunam Iqua Airport Findings Submittal (61444)

Stephanie,

In a 7-1-2008 letter we requested SHPO concurrence that no historic properties would be affected by the Nunam Iqua (Sheldon Point) Airport Improvement Project. In your attached 7-29-2008 letter you replied requesting additional information.

Project maps with the requested information are attached. The following are replies to your questions.

1) AHRS sites locations are shown on Figure 2. AHRS sites KWI-047 and KWI-048 appear to be outside the project area. These sites are located near the town of Nunam Iqua. Site KWI-47 is located approximately 1,069 ft from the project area and site KWI-048 is approximately 1,900 ft from the project area. AHRS site KWI-20 represents 5 sites (KWI-51 through KWI 55). The APE reflects a 300 ft radius from the center line.

2) The whole proposed access road is shown on Figure 2. The proposed road is approximately 950 feet long by 20 feet wide. The proposed access road will connect up to the existing causeway across Swan Lake. The causeway has been completed, No Historic Properties Affected Concurrence for the Causeway project was signed on 4/1/03; file number 3130-312-ANTHO.

3) The Nunam Iqua airport has not been relocated. The airport was originally constructed in 1976, and the runway was extended to its present length in 1999. One explanation for the appeared location discrepancy on the USGS map is that Nunam Iqua is located on the banks of Kwemeluk Pass, erosion could have taken place.

If you have any questions regarding the project please contact me or our Environmental Consultant, Kristen Hansen, at DOWL Engineers, at 562-2000, or by e-mail at khansen@dowl.com.

Attachments:

8/29/2008