

APPENDIX A

Airport Background Information

AIRPORT BACKGROUND INFORMATION

Community and Airport Background

The St. Michael Airport is located approximately 2.2 miles west of the community of St. Michael, on the east coast of St. Michael Island in Norton Sound. The island is separated by a series of natural canals that are no more than 1,000 feet wide at their largest width. St. Michael lies 125 miles southeast of Nome at approximately 63.47° north latitude and 162.03° west longitude (U.S. Geological Survey Quad St. Michael C-1, Section 24, Township 23 South, Range 18 West, Kateel River Meridian).

St. Michael is only accessible by air and sea in the summertime, and additionally by snow machines in the wintertime. St. Michael is connected by road to the community of Stebbins, which has its own airport. Lighterage service is provided on a frequent basis from Nome, and St. Michael and receives at least one annual shipment of bulk cargo.

The St. Michael Airport is a Community Class Airport, which is defined by the AASP as the primary land and water access point to a small rural community of at least 25 permanent year-round residents, without other reliable year-round access. The current St. Michael ALP identifies St. Michael Airport as having a reference code of B-II.

The existing general aviation airport at St. Michael does not meet safety guidelines as outlined in the AASP and FAA Advisory Circular 150/5300-13, due to a number of existing deficiencies.

The DOT&PF, in cooperation with the FAA, is proposing a project to rehabilitate the runway, runway safety area, taxiway, taxiway safety area, apron, airport lighting, and access road at the St. Michael Airport in St. Michael, Alaska.

Fleet Mix

Each aircraft is divided into an aircraft approach category, which is a grouping of aircraft based on 1.3 times their stall speed in their landing configuration at their maximum certified landing weight. These categories range from Category A, speed less than 91 knots, to Category E, speed of 166 knots or more.

Current aircraft that use the St. Michael runway include B-II or larger aircraft, but several of these aircraft are not able to land or take off fully loaded with the runway at its current length.

The St. Michael Airport serves a combination of A-I, A-II, B-I, B-II, B-III, and C-IV Airplane Design Groups. Aircraft serving the area include the following:

Table A-1: Current Fleet Mix

Current Aircraft	ARC
Casa C-207A Azor	B-III
Cessna 208 Caravan	A-II
Piper 31-310 Navajo	B-I
Cessna 406	B-I
Beech King Air	B-II
Beech Airliner 1900-C	B-II
MDC DC-6 (on occasion)	B-III
Lockheed C-130 (on occasion)	C-IV
Casa 212 (on occasion)	A-II
Sherpa SD330 (on occasion)	B-II
Boeing 727 (on occasion)	C-III

The projected fleet mix is shown on Table A-2:

Table A-2: Projected Fleet Mix

Projected Aircraft	ARC
Beech Airliner 1900-C	B-II
MDC DC-6	B-III
Casa C-207A Azor	B-III
Beech King Air	B-II
Sherpa SD330	B-II
Piper 31-310 Navajo	B-I
Beech Airliner C99	B-I
Lockheed C-130	C-IV
Boeing 737/727	C-III

It should be noted that this projected fleet mix is based on aircraft serving a 5,000-foot runway. Since the runway will not be lengthened at this time, no significant changes in the fleet mix are expected.

According to the Northwest Alaska Transportation Plan (AKDOT&PF, 2004), a B-II runway and B-III taxiway should meet transportation needs until 2025.

Current Airport Deficiencies

The existing general aviation airport at St. Michael does not meet safety guidelines as outlined in the AASP and FAA Advisory Circular 150/5300-13. The purpose of this project is to rehabilitate the St. Michael Airport to address the following deficiencies:

- The existing runway surface is depleted and damaged due to differential settlement at the shoulder resulting from permafrost degradation beneath the embankment. This settlement has caused large longitudinal and transverse cracks in the runway. Although no scientific evidence demonstrates it, DOT&PF experience suggest that shallower slopes do reduce permafrost degradation. In addition, shallower slopes will improve stability of the slope and provide safer conditions for airport users.



**Photograph A-1:
Longitudinal Cracks on Runway Embankment caused by Permafrost Degradation**

- Both the RSA and TSA width does not meet current FAA safety guidelines for aircraft using the runway and has also been damaged due to differential settlement resulting from permafrost degradation beneath the embankment. (RSAs are defined as the areas 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.) The FAA AC 150/5300-13 recommends an RSA width of 150 feet and 300 feet beyond the length of the runway ends. Currently the RSA is only 120 feet wide.
- The taxiway at St. Michael Airport is 400 feet long and 35 feet wide, with a safety area width of 79 feet. The FAA recommends taxiways have a minimum width of 50 feet, with a minimum safety area width of 118 feet. This proposed design is to accommodate Design Group B-III (wingspan of 79 to 117 feet) aircraft.
- The existing runway safety area side slopes do not meet current FAA guidelines for maximum slope angle, and need to be flattened.
- The current St. Michael ALP identifies the St. Michael Airport as having an ARC of B-II (Appendix H). FAA safety guidelines recommend B-II airports to have 75-foot-wide runways and 150-foot-wide safety areas. RSAs are recommended to be 300 feet beyond the end of the runway.
- The MIRL needs to be replaced, as it has been damaged due to differential settlement within the embankment. The lighting at St. Michael was last replaced in 1996 with the St. Michael Airport Improvements Project/AIP 3-02-0276-02/64405. Longitudinal cracking in the runway and safety area embankment has exposed the lighting electrical system in places. The RSA needs to be widened, requiring replacement and relocation of the existing lights.
- The existing 150,000 square foot apron and aviation support area is congested, and needs to be expanded to meet the demands of increased aviation activity. Additionally, the apron has longitudinal and transverse cracks caused by differential settlement within the embankment.
- The airport access road is 20 feet wide and has sustained damage due to differential settlement, such as longitudinal and transverse cracks. Additionally, the inside

(SW section) of the sharp curve is eroding due to overly steep side slopes and possible groundwater infiltration. Widening the airport access road would protect the embankment from further thermal degradation.

- PAPI and REILs are needed, and pads need to be constructed. PAPI lights are a series of four lights placed on the left hand side of the runway to help pilots adjust their glide path to the airport. The PAPI lights are constructed of an optical apparatus that change colors (white to red) depending on the angle from which the lights are viewed. If the glide path is too low, the lights will be all red. Too low, and the lights will be all white. An ideal glide path will show two white and two read lights. REILs consist of flashing (strobe-like) lights placed laterally at each corner at the end of the runway. These lights help define the runway when visibility is poor or when the runway lacks contrast with the surrounding terrain.
- The aircraft operational services currently generate a high amount of dust during operating periods. A dust palliative is needed to reduce the loss of surfacing materials and to improve air quality.
- Currently, water is ponding around the edges of the runway embankment. Drainage improvements need to be constructed to drain the water away from the runway.

Proposed Action

The proposed action would involve widening the RSA, widening the taxiway and TSA, rehabilitating the airport operational surfaces, flattening the side slopes of the runway, expanding the apron and aviation support area, and improving drainage. Additionally, airport lighting will be replaced, PAPI and REIL pads would be constructed, and the airport access road would be realigned and widened.

In order to meet FAA safety guidelines, the runway will be upgraded to B-II Standards, and the taxiway will be upgraded to B-III Standards.

By upgrading the runway to B-II Standards, large aircraft can access the runway and the B-III taxiway will provide better access to the apron.

APPENDIX B

Public and Agency Coordination

Federal Aviation Administration Government-to-Government Consultation Initiation Letter dated October 2, 2006.....	B-1
Government-to-Government Tribal Response dated November 11, 2007	B-6
Agency Scoping Letter dated April 18, 2005	B-7
Saint Michael Scoping Mailing List for General Letters.....	B-20
Section 106 Initiation of Consultation Letter, April 18, 2005	B-24
Saint Michael Section 106 Mailing List	B-26
Section 106 Findings Letter, July 26, 2005	B-28
State Historic Preservation Office (SHPO) Section 106 Initiation of Consultation Letter, April 18, 2005.....	B-29
Section 106 Findings Letter to SHPO, July 26, 2005	B-31
Agency Comments	B-33
United States Fish and Wildlife Service Comments, Sarah Conn, April 25, 2005.....	B-34
United States Army Corps of Engineers Comments, Tracy Degering, May 19, 2005	B-35
Bureau of Land Management Comments, Michael Bennett, May 20, 2005.....	B-37
State of Alaska Department of Transportation and Public Facilities Comments, Becky Iles, April 26, 2005.....	B-38
State of Alaska Department of Natural Resources, Office of Habitat Management and Permitting, Comments, Nancy Inkenfeldt, May 5, 2005.....	B-39
State Historic Preservation Office Meeting Record, May 13, 2005	B-40
State Historic Preservation Office Findings Letter from Judith Bittner, June 3, 2005	B-42
State of Alaska Department of Environmental Conservation Comments, Mel Langdon, April 21, 2005.....	B-43
Albert Washington, Saint Michael Vice Mayor, Comments, April 26, 2005.....	B-44
Verbal Communication Record, Martin Andrews, May 24, 2005.....	B-45
Public Meeting Notices, 11-30-04 and 12-06-04.....	B-47
Public Meeting Sign-In Sheet, December 7, 2004.....	B-52
Public Meeting Notes, December 7, 2004	B-54
Record of Air Carrier Comments on the Runway at Saint Michael Airport.....	B-55
Notice of Availability	B-57
Notice of Availability Letter and Distribution Letter	B-58
Notice of Availability E-mail	B-61
Notice of Availability E-mail to State of Alaska Division of Air and Water	B-63
Notice of Availability E-mail to the Native Village of St. Michael	B-66
Online Public Notice (State of Alaska Website)	B-69
Notice of Availability posted in Anchorage Daily News	B-71



U.S. Department
of Transportation

Federal Aviation
Administration

AIRPORTS DIVISION

FAA Alaskan Region
222 W 7th Avenue, Box 14
Anchorage, Alaska
99513-7587

Susanna Horn, President
Native Village of St. Michael (IRA)
P.O. Box 59050
St. Michael, AK 99659

Dear Ms. Horn:

St. Michael Airport Improvements, DOT&PF Project No: 62652
St. Michael Alaska, Alaska, Government-to-Government Consultation Initiation

The Federal Aviation Administration (FAA) in cooperation with the owner and operator of St. Michael Airport, St. Michael, Alaska, the Alaska Department of Transportation and Public Facilities (DOT&PF), is proposing to address existing deficiencies as well as state and federal safety standards at the St. Michael Airport.

Purpose of Government-to-Government Consultation

The primary purpose of government-to-government consultation as described in Federal Executive Order 13175 "Consultation and Coordination with Indian Tribal Governments" and FAA's Order 1210.20 "American Indian and Alaska Native Tribal Consultation Policy and Procedures" is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect Tribes.

Consultation Initiation

With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to planned and proposed airport improvements. Early identification of Tribal concerns will allow the FAA and the airport owner and operator to consider ways to avoid and minimize potential impacts to Tribal resources and practices as project planning and alternatives are developed and refined. We would be pleased to discuss details of the proposed project with you.

Project Information

Alternatives currently under consideration by the DOT&PF include the proposed action and the no-build alternative.

The proposed action includes lengthening the runway, widening and lengthening the runway safety area, widening the taxiway and taxiway safety area, rehabilitating the airport operational surfaces, flattening the side slopes of the runway, expanding the apron and aviation support area, and improving drainage. Additionally, airport lighting will be replaced, precision approach path indicator and runway end identifier light pads will be constructed, and the airport access road would be realigned and widened. (see attached figure).

Confidentiality

We understand that you may have concerns regarding the confidentiality of information on areas or resources of religious, traditional and cultural importance to the Tribe. We would be happy to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

FAA Contact Information

If you wish to provide comments related to this proposed project, please contact Matt Freeman, FAA Project Manager at 907-271-5455, or by e-mail at matthew.freeman@faa.gov; or please feel free to contact me directly.

Airport Owner and Operator Contact Information

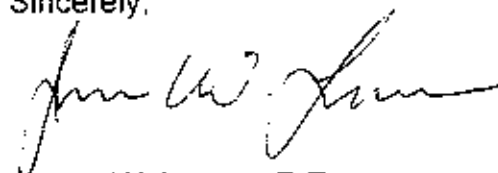
In addition, you may wish to include the airport owner and operator, DOT&PF, in your response so that they may be aware of your comments. The airport owner and operator's point of contact for this project is:

Ryan Anderson, Project Manager
Alaska Department of Transportation and Public Facilities
2301 Peger Road, Fairbanks, AK 99709-5399
(907) 451-5129; ryan.anderson@alaska.gov

Project Consultation Options Form

Your timely response will greatly assist us in incorporating your concerns into project planning. For that purpose, we respectfully request that you complete the enclosed Project Consultation Options form and forward it to the FAA within thirty days of your receipt of this correspondence.

Sincerely,



James W. Lomen, P.E.
Deputy Manager
Airports Division

Enclosures:

Vicinity and Location Map
Area of Potential Effect Map
Tribal Consultation Options form

cc: Ryan Anderson, Northern Region DOT&PF, Project Manager
Chuck Howe, Northern Region DOT&PF, Regional Environmental Coordinator
Kristen Hansen, DOWL Engineers Project Manager

Tribal Consultation Options

Susanna Horn, President
Native Village of St. Michael (IRA)
P.O. Box 59050
St. Michael, AK 99659

Project Name: St. Michael Airport Improvements
State Project Number: 62652

Please check the appropriate response:

- The Native Village of St. Michael (IRA) will continue coordination for this proposed project directly with Owner / Operator of the airport. *Please note that if the Tribe initially chooses to consult / coordinate with the airport owner/operator, the Tribe may later decide to consult directly with the FAA.*

- The Native Village of St. Michael (IRA) is a federally recognized tribe and would like to consult directly with the Federal Aviation Administration in a government-to-government relationship for this proposed project.

- The Native Village of St. Michael (IRA) has no interest associated with this proposed project and further consultation is not required.

Use the back of this form or additional sheets if you would like to make additional comments.

Tribal Leader (Please print)

Telephone

Tribal Leader (Signature)

Date

Mail:

Phone:

Fax:

e-mail:

Other: (please describe)

If you have chosen to proceed with consultation, please identify a Tribal Representative for the consultation.

Name of Formal Tribal Representative (Please print)

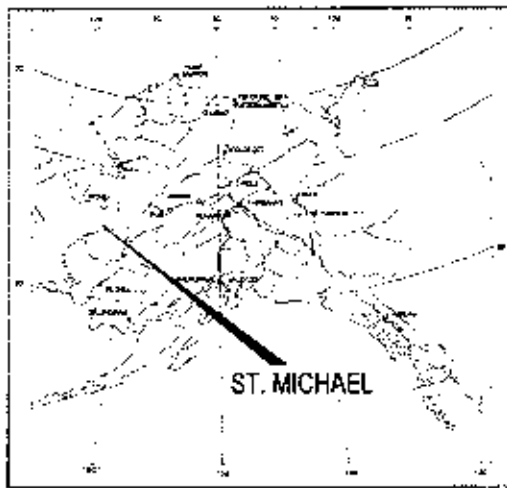
Telephone

Name of Formal Tribal Representative (Signature)

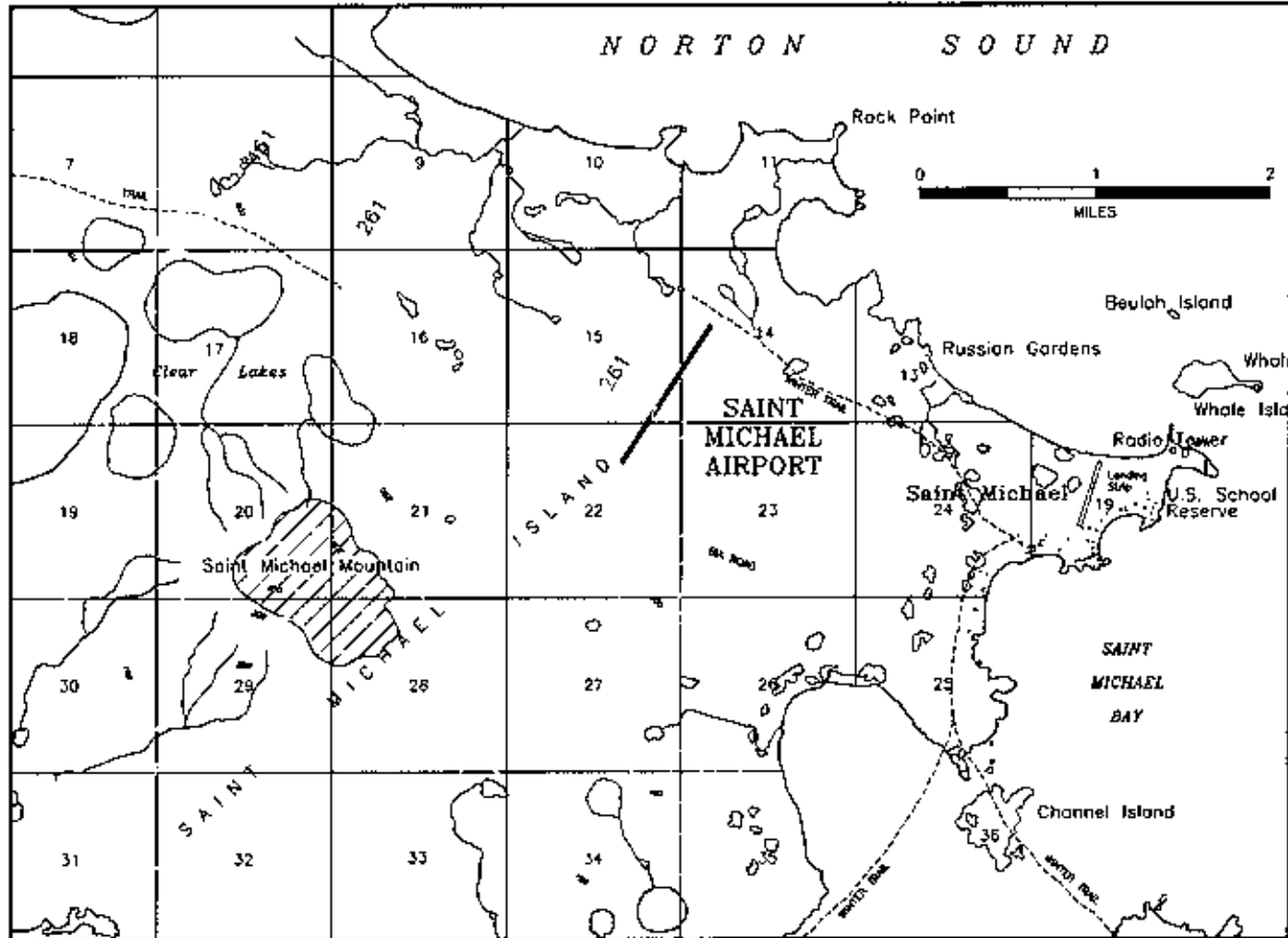
Date

Please mail to: Matt Freeman, FAA Project Manager
 FAA Alaskan Region, AAL-613
 222 W. 7th Avenue, Box 14
 Anchorage, Alaska 99513-7587

Or, fax to: Matt Freeman (907) 271-2851



LOCATION MAP
NTS



Vicinity Map

T23S R18W SEC 14,15,22,23
KATEEL RIVER MERIDIAN, ALASKA
USGS QUAD ST. MICHAEL (B-1 & C-1)

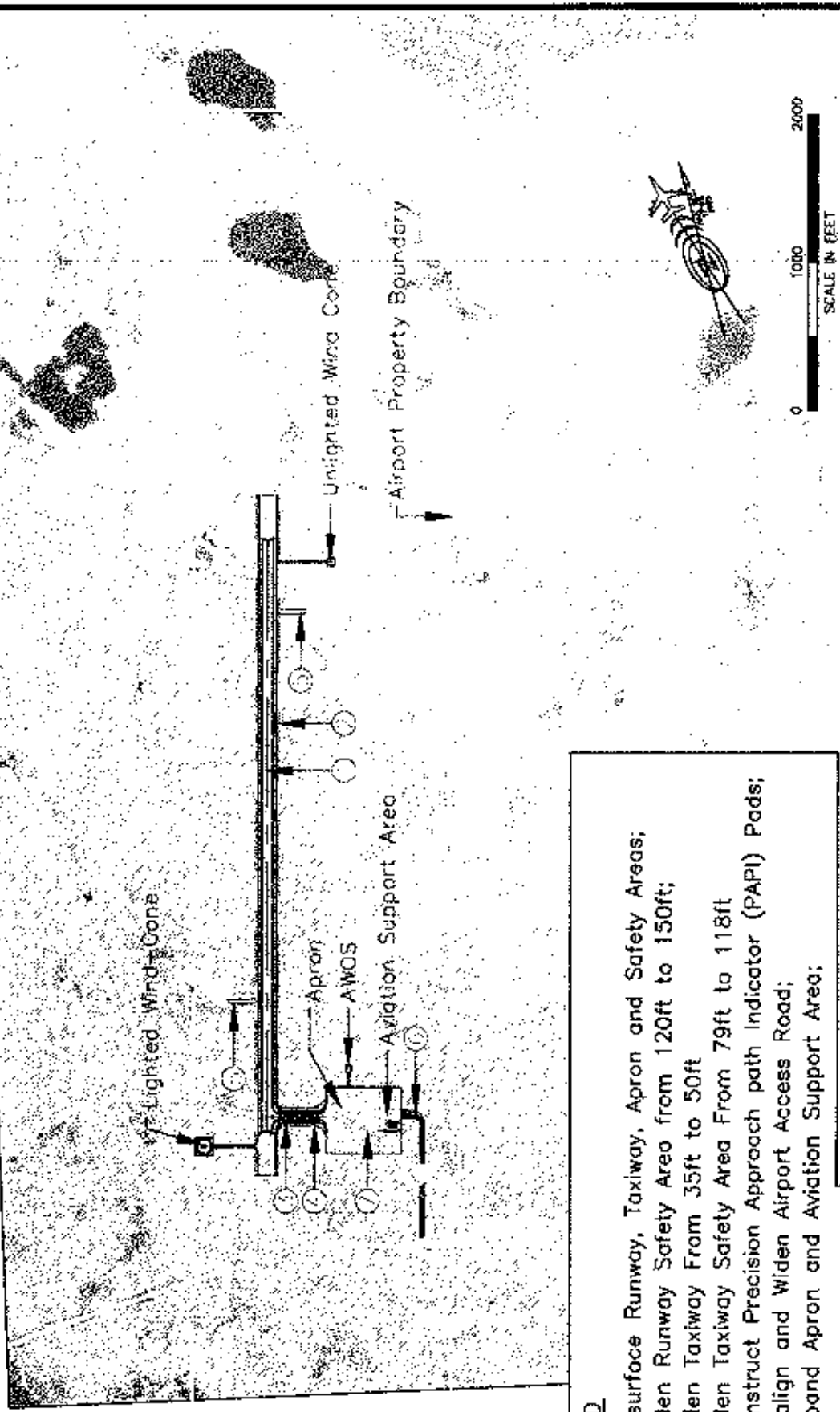


STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PROJ No. 62652
SAINT MICHAEL AIRPORT

St. Michael, Alaska

DATE: 08/16/2007 FIGURE 1



- LEGEND**
- ① Resurface Runway, Taxiway, Apron and Safety Areas;
 - ② Widen Runway Safety Area from 120ft to 150ft;
 - ③ Widen Taxiway From 35ft to 50ft
 - ④ Widen Taxiway Safety Area From 79ft to 118ft
 - ⑤ Construct Precision Approach path Indicator (PAPI) Pads;
 - ⑥ Realign and Widen Airport Access Road;
 - ⑦ Expand Apron and Aviation Support Area;

Existing
Proposed
Airport Property Boundary

Area of Potential Affect

T23S R18W SEC 14, 15, 22, 23
KATEEL RIVER MERIDIAN, ALASKA
USGS QUAD ST. MICHAEL (B-1 & C-1)



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

PROJ No. 62652
SAINT MICHAEL AIRPORT

St. Michael, Alaska

DATE: 08/16/2007 FIGURE 2

Tribal Consultation Options

~~Suzanna Horn, President~~ → Shirley Martin
Native Village of St. Michael (IRA)
P.O. Box 59050
St. Michael, AK 99659

Project Name: St. Michael Airport Improvements
State Project Number: 62652

Please check the appropriate response:

- The Native Village of St. Michael (IRA) will continue coordination for this proposed project directly with Owner / Operator of the airport. *Please note that if the Tribe initially chooses to consult / coordinate with the airport owner/operator, the Tribe may later decide to consult directly with the FAA.*
- The Native Village of St. Michael (IRA) is a federally recognized tribe and would like to consult directly with the Federal Aviation Administration in a government-to-government relationship for this proposed project.
- The Native Village of St. Michael (IRA) has no interest associated with this proposed project and further consultation is not required.

Use the back of this form or additional sheets if you would like to make additional comments.

Virginia Washington - Vice President (907) 923-2364
Tribal Leader (Please print) Telephone

Virginia Washington 11-01-2007
Tribal Leader (Signature) Date

Mail:

Phone:

Fax:

e-mail:

Other: (please describe)

If you have chosen to proceed with consultation, please identify a Tribal Representative for the consultation.

Emily Kobuk - Tribal Coordinator (907) 923-2364
Name of Formal Tribal Representative (Please print) Telephone

Emily Kobuk - TC 11-01-2007
Name of Formal Tribal Representative (Signature) Date

Please mail to:

Matt Freeman, FAA Project Manager
FAA Alaskan Region, AAL-613
222 W. 7th Avenue, Box 14
Anchorage, Alaska 99513-7587

Or, fax to:

Matt Freeman (907) 271-2851

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-2200
TDD: (907) 451-2363
FAX: (907) 451-5103

April 18, 2005

Re: Initiation of Consultation
St. Michael Airport Improvements
ADOT&PF Project No. 62652

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 a project to rehabilitate the runway, runway safety area, taxiway, taxiway safety area and Apron at the St. Michael Airport. St. Michael is located on the east coast of St. Michael Island in Norton Sound. It lies 125 miles southeast of Nome and 48 miles southwest of Unalakleet. It lies at approximately 63.478060° North Latitude and -162.03917° West Longitude. (Sec. 14, 15, 22, 23, T023S, R018W, Kateel River Meridian.) (USGS Quadrangle Saint Michael C-1) (Refer to Figure 1).

For the purposes of the National Historic Preservation Act, we are initiating this consultation with your organization to assist us in identifying properties that may be of traditional, religious, and cultural importance to your tribal party.

Existing Condition

St. Michael is accessible by air and sea only. The current airport at St. Michael has one runway that is 75 ft by 4000 ft within a 120' by 4600 ft safety area. The current taxiway is 400 ft long and 35 ft wide with a safety area width of 79 ft. The apron is approximately 510 ft by 300 ft.

Regular and charter flights are available from Nome and Unalakleet. St. Michael is near the Yukon River Delta and has a good natural harbor, but no dock. Lighterage service is provided on a frequent basis from Nome, and St. Michael receives at least one annual shipment of bulk cargo. A 10.5-mile road exists to Stebbins.

The following issues will be addressed in this project:

- The existing runway safety area width of 120 ft does not meet current FAA safety guidelines for the aircraft using the runway.
- The current taxiway width is 35 ft within a 50 ft safety area, and does not meet current FAA safety guidelines.
- The runway has sustained permafrost damage including differential settlement, base cracking, and longitudinal cracking. Runway side slopes are eroding.
- The access road has sustained permafrost damage.
- A dust palliative is needed to reduce loss of surfacing materials, and to improve air quality.

"Providing for the movement of people and goods and the delivery of state services."

Proposed Action

The proposed project will flatten the slopes of the runway, runway safety area, taxiway, taxiway safety area and apron to a 4:1 slope to address the slope rehabilitation issues. Furthermore, the runway safety area will be widened from 120 ft to 150 ft. The taxiway will also be widened from 35 ft to 50 ft., and the taxiway safety area width will be extended from 50 ft. to 118 ft. The taxiway length will be extended from 400 ft to 450 ft resulting in the apron getting pushed back 50 ft. The runway will also be extended from 4000 to 5000 ft. Airport lighting will be replaced. Two Precision Approach Path Indicator (PAPI) pads will be constructed. The airport access road will be realigned and widened. See figure 2.

Material for the airport rehabilitation project will be obtained from local material sites (Refer to Figure 3).

DOWL Engineers conducted wetland delineations and a Phase I Site Assessment in October of 2004 and wetlands were identified within the project area. Consultation with the USACE will be initiated and a Section 404 Permit will be obtained prior to any work within wetlands.

Preliminary Research Results

For preliminary research results of natural resources in the project area, see Appendix A.

At present ADOT&PF does not anticipate any significant environmental impacts or unusual circumstances associated with the proposed project. The links below contain preliminary research collected through a review of federal and state documents. To ensure that all factors are considered in the environmental document, your comments are requested by May 2, 2005. In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following specific information is requested:

We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and any findings are identified in the scoping letter and/or Appendix A. 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.

If you have any questions regarding the project feel free to call our Environmental Consultant, Kristen Hansen, at DOWL Engineers, at 562-2000, or by e-mail at khansen@dowl.com. Should you have any questions on the design of the proposed project, contact Cindie Little, Project Manager, at 451-2284, or by e-mail at cindie_little@dot.state.ak.us.

Sincerely,



Cindie Little, P.E., Project Manager
Northern Region ADOT&PF Design

Links: Appendix A
Figure 1 - Location/Vicinity Map
Figure 2 - Plan View
Figure 3 - Proposed Material Site

cc: Matthew Freeman, Northern Region Project Manager, FAA, 222 West 7th Ave., # 14, Anchorage, AK 99513-7587
Katrina Moss, Northern Region Planner, FAA, 222 West 7th Ave., #14, Anchorage, AK 99513-7587
Cindie Little, Project Manager, ADOT&PF, 2301 Peger Road, Fairbanks, AK 99709

"Providing for the movement of people and goods and the delivery of state services."

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 have not been significant contamination releases, spills or underground storage tank leakage within the proposed development area.

A Phase 1 Environmental Site Assessment was conducted in October 2004 by DOWL Engineers as part of the environmental documentation for this project. Minor oil staining was identified on the Snow Removal Equipment Building's floor. No other contamination was found.

Anadromous Fish Streams: No anadromous fish streams will be impacted; St Michael is divided into an Island by the St. Michael and Little St. Michael Canal (Anadromous Stream # 333-70-10820 and 333-70-10820-2011), but both streams are outside the project area.

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

State Land Use Plans, State Parks: The proposed project will not impact any State Land Use Plans or State Parks.

Historical, Archeological and Cultural Properties: Multiple locations have been identified in the records of the Sate Historic Preservation Office (SHPO). The proposed Airport improvements are not anticipated to impact historic properties. However, one of the Archeological Sites' (SMI-058; associated with the tramline) exact location is not certain therefore further research and consultation with SHPO will be conducted to determine if the proposed project will have an impact on this site. Site SMI-015 (Fort St. Michael Quadrangle) lies south of the existing runway behind the project area.

Coastal Zone management: St. Michael (Map #38) falls within the Seaward Coastal Zone Boundary.

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

Bureau of Land Management (BLM): The proposed project will take place within DOT right-of-way, therefore no BLM land will be affected.

Navigability, Flood Plain Management, and Wetlands: There will be no impacts on any navigable waters. The project area is not adjacent to any navigable Waterbodies.

St. Michael is not participating in the National Flood Insurance Program, therefore floodplain maps could not be obtained for this location. However, the airport is approximately 100 ft above Norton Sound on a bluff well above flood levels.

DOWL Engineers performed wetland delineations at the proposed project vicinity (October 28, 2004) and it was determined that the areas adjacent to the runway and apron are wetlands. Some wetlands were also identified in potential material sites identified by ADOT&PF. A Section 404 permit will be acquired prior to any disturbance work on the adjacent wetlands.

The National Wetland Inventory (USFWS) indicated wetland data is available for the region of St. Michael.

Threatened and Endangered Species: There are no threatened or endangered species within the proposed project vicinity. There are however Peregrine Falcon nests in the area. Peregrine Falcons were delisted from the Endangered, Threatened and Candidate Species in Alaska list on August 25, 1999, but are still protected under the Migratory Bird Treaty Act of 1918. Based on the coordinates obtained from USFWS, the nearest nest is 3 miles away from the project area.

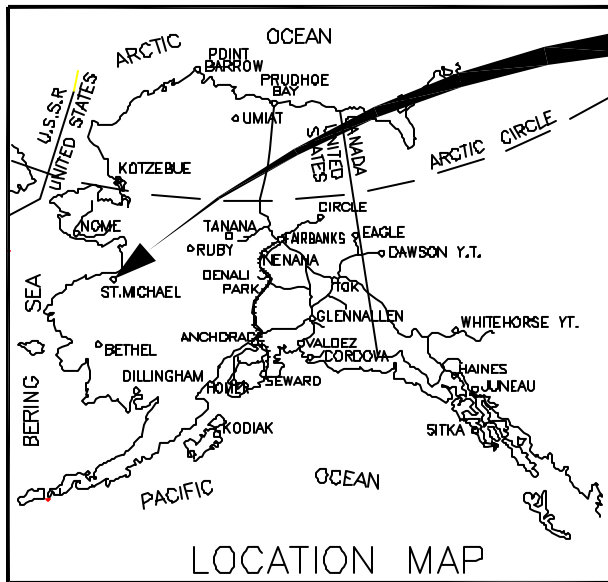
Essential Fish Habitat: There will be no impacts on anadromous fish streams, therefore an essential fish habitat consultation is not required.

National Wildlife Refuges: St. Michael is not located within a National Wildlife Refuge.

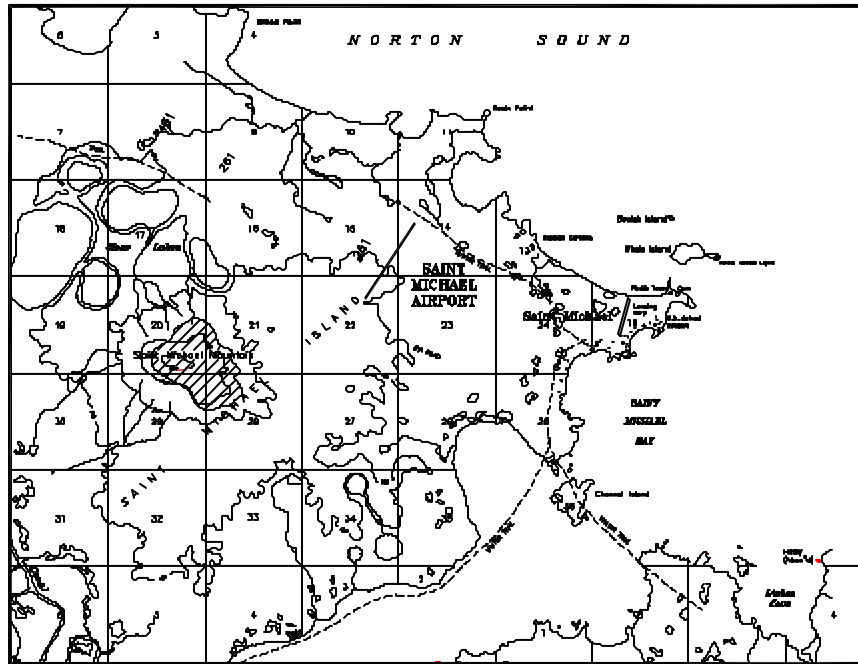
National Parks, Preserves, Monuments and Wild Scenic Rivers: St. Michael is not located within any National Parks, Preserves, or Monuments therefore there will be no impacts to these resources. Further more, St. Michael is not located adjacent to a Wild Scenic River.

Material and Disposal Sites: Proposed material sites for the proposed project are shown on Figure 3. No disposal sites have been identified at this point in time. Should a disposal site be required it will be the responsibility of the Contractor to obtain the appropriate permits.

*Public Involvement: A public meeting was conducted in St. Michael on December 7, 2004. Members of the St. Michael Village Corporation Board, Tribal Council and City Council, as well as the general public were present. Issues were raised such as runway lengthening, safety area widening and apron expansion due to the high volume of air cargo the airport supports. Also the road between the apron and the intersection with the Stebbins-St. Michael Road is in need of widening, curve flattening, surface repair and guardrail due to the icy conditions, embankment height and its use by the ambulance for medivacs. The culvert under the road also needs attention, as it no longer drains. ADOT&PF Maintenance and Operations requested that the beacon be moved on top of the Snow Removal Equipment Building since the beacon pole is leaning and the electrical equipment enclosure is tilting. Finally the runway needs to be resurfaced since rocks are starting to surface due to inadequate surface course. Fencing or other means of control around the airport was also recommended to keep resident reindeer away from the runway.



**S
T
M
I
C
H
A
E
L**



VICINITY MAP SCALE 1" = 2 MILES

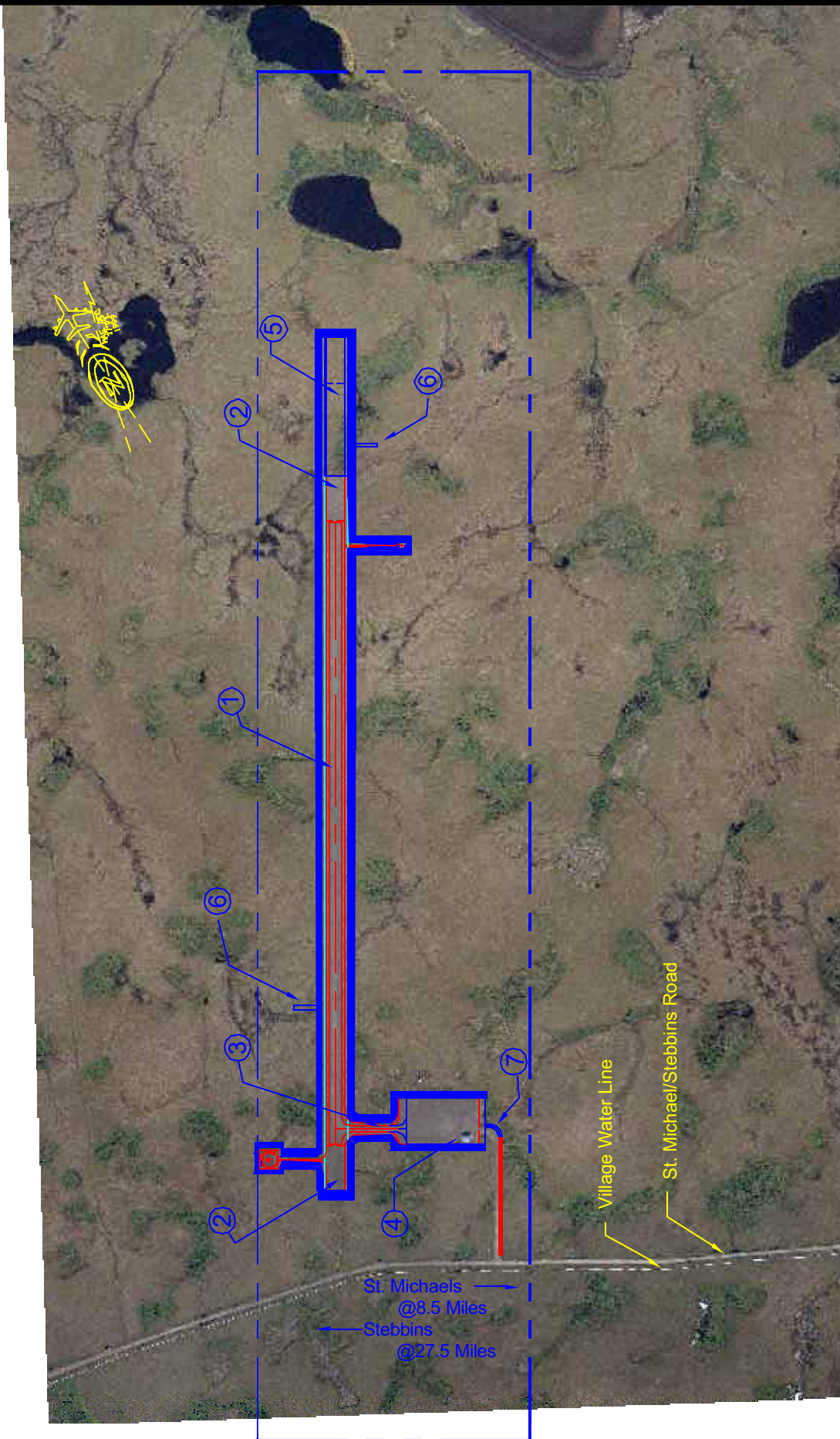
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

ST. MICHAEL
AIRPORT
REHABILITATION/62652

LOCATION/VICINITY

DATE: 4/12/05

FIGURE 1



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 AND PUBLIC FACILITIES

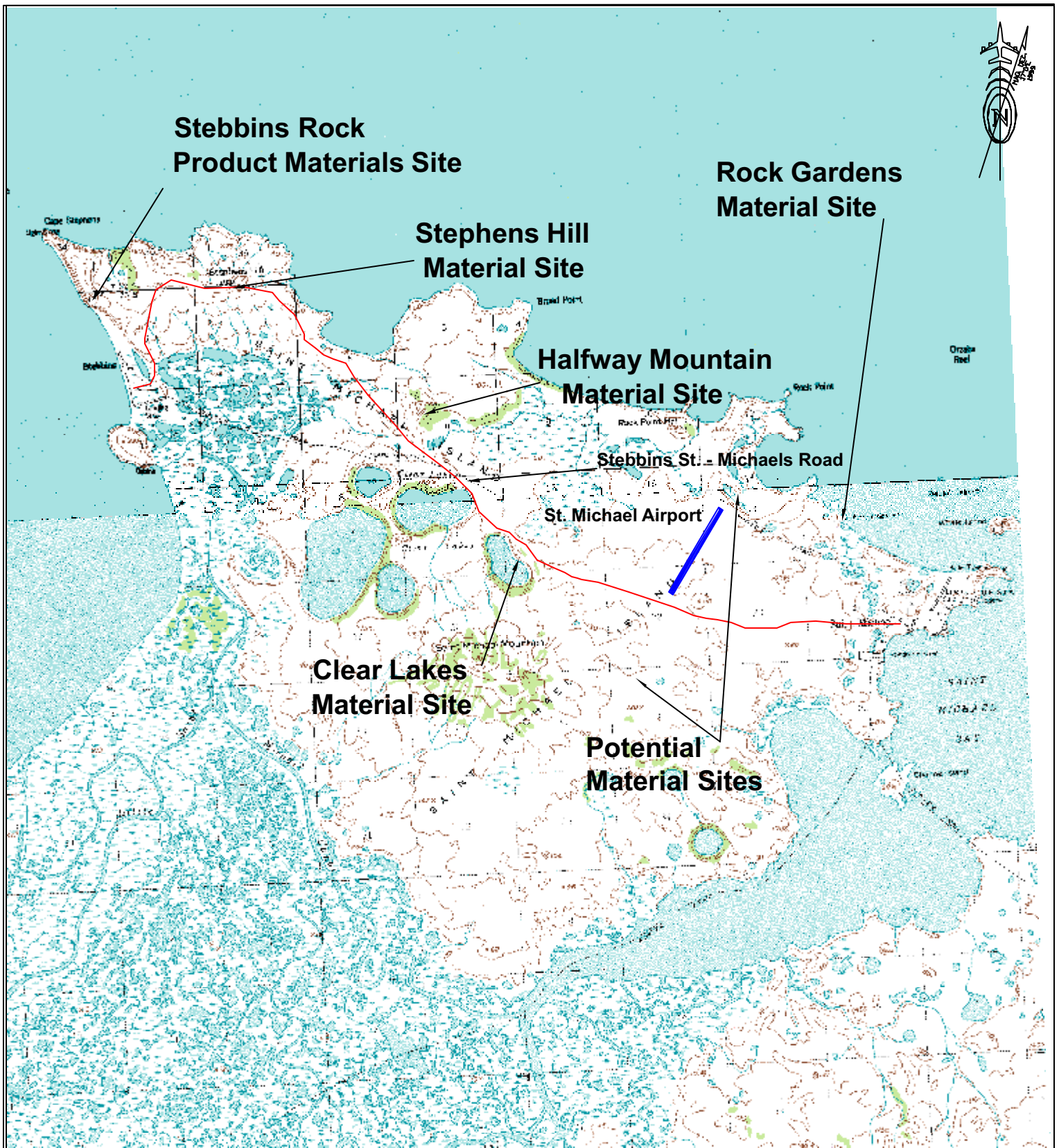
ST. MICHAEL
 AIRPORT
 REHABILITATION/62652

PLAN VIEW

DATE: 4/15/05

FIGURE 2

- Legend:**
- ① Resurface Runway, Taxiway, and Apron and Safety Areas;
 - ② Widen Runway Safety Area from 120ft to 150ft;
 - ③ Lengthen Taxiway and Widen from 35ft to 50ft, Widen Taxiway Safety Area from 50ft to 118ft;
 - ④ Offset Apron 50ft Away from Runway;
 - ⑤ Extend Runway from 4000ft to 5000ft;
 - ⑥ Construct Precision Approach Path Indicator (PAPI) Pads;
 - ⑦ Realign and widen Airport Access Road.
 - ▨ Flatten Slopes to 4:1



STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES	
ST. MICHAEL AIRPORT REHABILITATION/62652	
PROPOSED MATERIAL SITES	
DATE: 4/12/05	FIGURE 3

Scoping Questions

Alaska Department of Environmental Conservation

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the ADEC Contaminated Sites, Spills and LUST program databases and any findings are identified in the scoping letter and/or Appendix A. If you know of any other confirmed or suspected contaminated sites, spills and any registered underground or above-ground fuel storage tanks that may affect or be affected by the proposed project please provide that information.
2. Identify any water quality concerns.
3. Provide information and/or data on existing (permitted or unpermitted) solid waste landfills, dumps, discharges, or sewage lagoons in the project area.
4. Provide information and/or data on existing drinking water supplies in the project area.
5. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

Alaska Department of Fish and Game

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the ADF&G's *An Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors please provide us that information.
2. Identify any fish species within the project boundaries that may be used for subsistence.
3. We have researched the ADF&G *State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and any findings are identified in the scoping letter and/or Appendix A. If these special areas exist in the project vicinity, would the normal activities of these areas be affected by the proposed project?
4. Provide information on wildlife other than fish in the vicinity of the proposed project.
5. Would the project affect wildlife migration corridors or bisect/segment wildlife habitat?
6. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

ADNR, Division of Parks and Outdoor Recreation

1. State Parks - We have researched the ADNR DPOR *Catalog of the Alaska State Park System* for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other existing or proposed State Parks in the vicinity of the project, and can identify any Park objectives or activities that may conflict with the proposed project please provide that information.

ADNR, Division of Mining, Land, and Water, Resource Assessment and Development Unit

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. Land Use Plans - We have researched the ADNR Land Use Plan for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other existing and/or proposed land use plans and can identify any land use objectives that may conflict with the proposed project please provide that information.

ADNR, Division of Mining, Land, and Water, Northern Region Office

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. Land Use - Are there any state lands in the project area and if so have any authorizations such as Land Use Permits, Leases, Right-of-ways, Material Site Contracts or ILMA's been issued which would conflict with the project?
2. Permits - Identify any permits or clearances to be obtained from your agency for the proposed project.

ADNR, Office of Habitat Management and Permitting

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the ADF&G's *An Atlas to the Catalog of Waters Important to the Spawning, Rearing or Migration of Anadromous Fishes* and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on anadromous or resident fish streams in the vicinity of the proposed project, including spawning/rearing habitat and migration corridors please provide us that information.
2. Identify any fish species within the project boundaries that may be used for subsistence.
3. We have researched the ADF&G *State of Alaska Refuges, Critical Habitat Areas and Sanctuaries* and any findings are identified in the scoping letter and/or

Appendix A. If these special areas exist in the project vicinity, would the normal activities of these areas be affected by the proposed project?

4. Provide information on wildlife other than fish in the vicinity of the proposed project.
5. Would the project affect wildlife migration corridors or bisect/segment wildlife habitat?
6. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

Air Carriers

In addition to identifying any concerns and/or issues your company might have, please provide any information and/or data with respect to airport use, access problems, land use concerns, bird strike problems or conflicts with other animals, subsistence use on or accessed through airport property, accidents, and/or any other special conditions that may be affected by the proposed project.

Bureau of Land Management

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the BLM website with respect to BLM Recreation Areas for the project area and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on Recreation Areas or Native Allotments in the project area that might potentially be affected by the proposal, please provide that information.

Regional Corporations, IRAs and Traditional Councils

We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and any findings are identified in the scoping letter and/or Appendix A. 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.

City, Village, or Borough

In addition to identifying any concerns and/or issues the city might have with the proposed project, the following information is requested:

1. Identify any existing and/or proposed zoning requirements and/or land use controls in the project area. If permits are required, please identify which ones.
2. Identify any other local improvement project(s) under construction or proposed in the vicinity of the project within the foreseeable future.

U.S. Army Corps of Engineers

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the Federal Emergency Management Agency Flood Maps for the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other 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, please provide that information.
2. Are there any navigable waters of the U.S. in the project vicinity over which the COE has Section 10 authority?
3. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

U.S. Environmental Protection Agency

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. Identify any sole source or principal drinking water sources that may be affected by the proposed project.
2. We have researched the Alaska Department of Environmental Conservation Contaminated Sites, Spills and LUST program databases and any findings are identified in the scoping letter and/or Appendix A. If you know of any other confirmed or suspected contaminated sites, spills and any registered underground or above ground fuel storage tanks that may affect or be affected by the proposed project please provide that information.
3. Identify any permits and/or clearances to be obtained from your agency for the proposed project.

U.S. Fish and Wildlife Service

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the USF&WS website with respect to known threatened and/or endangered species and their habitat for the project area and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on threatened and/or endangered species in the project area that might potentially be affected by the proposal please provide that information.
2. We have researched the USF&WS website with respect to identifying National Wildlife Refuge lands in or adjacent to the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other

- existing or proposed refuge lands in the vicinity of the project, and can identify any refuge objectives or activities that may conflict with the proposed project please provide that information.
3. We have researched the USF&WS National Wetland Inventory Maps with respect to identifying wetlands in or adjacent to the project area and any findings are identified in the scoping letter and/or Appendix A. If you know of any other wetlands that may be impacted by the project, please provide that information.
 4. Provide information or data on important fish and wildlife habitats or migration corridors potentially affected by the proposal.
 5. Provide information on known active or inactive eagle nests in the project area.
 6. Identify any permits and or clearances to be obtained from your agency for the project.

U.S. Department of Commerce (National Marine Fisheries Service)

In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following information is requested:

1. We have researched the NMFS website with respect to known threatened and/or endangered species and their habitat for the project area and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on threatened and/or endangered species in the project area that might potentially be affected by the proposal please provide that information.
2. We have researched the NMFS website to determine if essential fish habitat (EFH) pursuant to the Magnuson Act will be impacted by the proposed project and any findings are identified in the scoping letter and/or Appendix A. If you have any other information and/or data on EFH species or habitat please provide that information.

St. Michael Scoping Mailing List for General Letters

<u>Last Name</u>	<u>First Name</u>	<u>Title</u>	<u>Agency</u>	<u>Department</u>	<u>Address</u>	<u>City</u>	<u>State</u>	<u>Zip Code</u>	<u>e-mail</u>	<u>Hard or Electronic Copy</u>
Hansen	Jeanne	Field Office Supervisor	National Marine Fisheries Service		222 West 7th Avenue, Room 517	Anchorage	Alaska	99513-7577	jeanne.hanson@noaa.gov	E
Bright	Larry	Field Supervisor	U.S. Fish and Wildlife Service		101 12th Avenue, Box 19, Room 110	Fairbanks	Alaska	99701-6267	larry_bright@fws.gov	E
Morgan	Kevin	Chief	U.S. Army Corps of Engineers	Regulatory Branch	P. O. Box 6898	Elmendorf AFB	Alaska	99506-6898	Kevin.D.Morgan@POA02.USACE.Army.Mil	E
Ott	Alvin	Regional Supervisor	Alaska Department of Natural Resources	Office of Habitat Management and Permitting	1300 College Road	Fairbanks	Alaska	99701-1599	alott@dnr.state.ak.us	E
Bader	Harry	Regional Land Manager	Alaska Department of Natural Resources	Division of Mining, Land, and Water	3700 Airport Way	Fairbanks	Alaska	99709-4699	harry_bader@dnr.state.ak.us	E
Burgh	Colleen		U.S. Environmental Protection Agency		222 West 7th Avenue, No. 19 Federal Building, Room 537	Anchorage	Alaska	99513-7588	Burgh.Colleen@epa.gov	E
Klein	Ron		Alaska Department of Environmental Conservation		555 Cordova Street	Anchorage	Alaska	99501	ron_klein@dec.state.ak.us	E

St. Michael Scoping Mailing List for General Letters

<u>Last Name</u>	<u>First Name</u>	<u>Title</u>	<u>Agency</u>	<u>Department</u>	<u>Address</u>	<u>City</u>	<u>State</u>	<u>Zip Code</u>	<u>e-mail</u>	<u>Hard or Electronic Copy</u>
Marie	Megan		Alaska Department of Natural Resources	Office of Project Management and Permitting - Alaska Coastal Management Program	550 West 7th Avenue, Suite 1660	Anchorage	Alaska	99501	megan_marie@dnr.state.ak.us	E
Conn	Sarah	Threatened and Endangered Species	Northern Region U.S. Fish and Wildlife Service		101 12th Ave., Rm 110, Box 19	Fairbanks	Alaska	99701-6267	sarah_conn@fws.gov	E
Little	Cindie	Senior Environmental Planner	Alaska Department of Transportation & Public Facilities		2301 Peger Road	Fairbanks	Alaska	99709	cindie_little@dot.state.ak.us	E
Hansen	Kristen		DOWL Engineers		4040 B Street	Anchorage	Alaska	99503	khansen@dowl.com	E
City of Saint Michael					P.O. Box 59070	St. Michael	Alaska	99659		H
			Bering Strait Dev. Council		P.O. Box 948	Nome	Alaska	99762		H
			Kawerak, Incorporated		P.O. Box 948	Nome	Alaska	99762		H
			Norton Sound Econ. Dev. Corp		420 L Str., Suite 310	Anchorage	Alaska	99501-1971		H

St. Michael Scoping Mailing List for General Letters

<u>Last Name</u>	<u>First Name</u>	<u>Title</u>	<u>Agency</u>	<u>Department</u>	<u>Address</u>	<u>City</u>	<u>State</u>	<u>Zip Code</u>	<u>e-mail</u>	<u>Hard or Electronic Copy</u>
Joe	Bernadette				P.O. Box 95	St. Michael	Alaska	99659		H
Elachik	Richard & Shirley				P.O.Box 77	St. Michael	Alaska	99659		H
Andrews	Esther				P.O. Box 32	St. Michael	Alaska	99659		H
Kobuk	Arlene				P.O. Box 76	St. Michael	Alaska	99659		H
Alberta	Steve				P.O.Box 13	St. Michael	Alaska	99659		H
Lockwood	Andrew	Sr.			P.O. Box 10	St. Michael	Alaska	99659		H
Lockwood	John	Sr.			P.O. Box 111	St. Michael	Alaska	99659		H
Kobuk	Leonard				P.O.Box 08	St. Michael	Alaska	99659		H
Washington	Albert				P.O. Box 54021	St. Michael	Alaska	99659		H
Washington	Princilla				P.O. Box 103	St. Michael	Alaska	99659		H
Carl	Ottem	Mayor			P.O. Box 54	St. Michael	Alaska	99659		H
Thompson	Diane				P.O. Box 01	St. Michael	Alaska	99659		H
Niksik	Vera				P.O. Box 59017	St. Michael	Alaska	99659		H
Cheemuk	Miton				P.O. Box 76	St. Michael	Alaska	99659		H
Cheemuk	Elmer				P.O. Box 59007	St. Michael	Alaska	99659		H
Andrews	Martin	ADOT&PF M&O			P.O. Box 59015	St. Michael	Alaska	99659		H

St. Michael Scoping Mailing List for General Letters

<u>Last Name</u>	<u>First Name</u>	<u>Title</u>	<u>Agency</u>	<u>Department</u>	<u>Address</u>	<u>City</u>	<u>State</u>	<u>Zip Code</u>	<u>e-mail</u>	<u>Hard or Electronic Copy</u>
		General Manager	Bering Air		P.O. Box 1650	Nome	Alaska	99762		H
		General Manager	Hageland Air		P.O. Box 220610	Anchorage	Alaska	99522		H
		General Manager	Servant Air Inc.		P.O. Box 91186	Fairbanks	Alaska	99709		H
		General Manager	Tanana Air Service		3730 University Ave South	Fairbanks	Alaska	99709		H
			Bureau of Land Management	Northern Field Office	1150 University Avenue	Fairbanks	Alaska	99709		H
		Environmental Coordinator	Bureau of Land Management	Northern Field Office	1150 University Avenue	Fairbanks	Alaska	99709		H
Dalley-Miller	Patty	Engineer/Architect	Alaska Department of Transportation & Public Facilities		2301 Peger Road	Fairbanks	AK	99709	patty_miller@dot.state.ak.us	E
Freeman	Matt	Project Manager	Federal Aviation Administration		222 West 7th Avenue, #14	Anchorage	AK	99513	Matthew.Freeman@faa.gov	E
Lewis	Pamela	Leasing Officer	Alaska Department of Transportation & Public Facilities		2301 Peger Road	Fairbanks	AK	99709	pamela_lewis@dot.state.ak.us	E
Moss	Katrina	Airport Planner	Federal Aviation Administration		222 West 7th Avenue, #14	Anchorage	AK	99513	Katrina.Moss@faa.gov	E

St. Michael Scoping Mailing List for General Letters

<u>Last Name</u>	<u>First Name</u>	<u>Title</u>	<u>Agency</u>	<u>Department</u>	<u>Address</u>	<u>City</u>	<u>State</u>	<u>Zip Code</u>	<u>e-mail</u>	<u>Hard or Electronic Copy</u>
									regpagema ster@poa0 2.usace.ar my.mil	E

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-2200
TDD: (907) 451-2363
FAX: (907) 451-5103

April 18, 2005

Re: Initiation of Consultation
St. Michael Airport Improvements
ADOT&PF Project No. 62652

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 a project to rehabilitate the runway, runway safety area, taxiway, taxiway safety area and Apron at the St. Michael Airport. St. Michael is located on the east coast of St. Michael Island in Norton Sound. It lies 125 miles southeast of Nome and 48 miles southwest of Unalakleet. It lies at approximately 63.478060° North Latitude and -162.03917° West Longitude. (Sec. 14, 15, 22, 23, T023S, R018W, Kateel River Meridian.) (USGS Quadrangle Saint Michael C-1) (Refer to Figure 1).

For the purposes of the National Historic Preservation Act, we are initiating this consultation with your organization to assist us in identifying properties that may be of traditional, religious, and cultural importance to your tribal party.

Existing Condition

St. Michael is accessible by air and sea only. The current airport at St. Michael has one runway that is 75 ft by 4000 ft within a 120' by 4600 ft safety area. The current taxiway is 400 ft long and 35 ft wide with a safety area width of 79 ft. The apron is approximately 510 ft by 300 ft.

Regular and charter flights are available from Nome and Unalakleet. St. Michael is near the Yukon River Delta and has a good natural harbor, but no dock. Lighterage service is provided on a frequent basis from Nome, and St. Michael receives at least one annual shipment of bulk cargo. A 10.5-mile road exists to Stebbins.

The following issues will be addressed in this project:

- The existing runway safety area width of 120 ft does not meet current FAA safety guidelines for the aircraft using the runway.
- The current taxiway width is 35 ft within a 50 ft safety area, and does not meet current FAA safety guidelines.
- The runway has sustained permafrost damage including differential settlement, base cracking, and longitudinal cracking. Runway side slopes are eroding.
- The access road has sustained permafrost damage.
- A dust palliative is needed to reduce loss of surfacing materials, and to improve air quality.

"Providing for the movement of people and goods and the delivery of state services."

Proposed Action

The proposed project will flatten the slopes of the runway, runway safety area, taxiway, taxiway safety area and apron to a 4:1 slope to address the slope rehabilitation issues. Furthermore, the runway safety area will be widened from 120 ft to 150 ft. The taxiway will also be widened from 35 ft to 50 ft., and the taxiway safety area width will be extended from 50 ft. to 118 ft. The apron (300 by 500 feet) will get pushed back 50 feet, to meet the required setback from the runway. This will require extending the taxiway from 400 to 450 feet. The runway will also be extended from 4000 to 5000 ft. Airport lighting will be replaced. Two Precision Approach Path Indicator (PAPI) pads will be constructed. The airport access road will be realigned and widened. See figure 2.

Material for the airport rehabilitation project will be obtained from local material sites (Refer to Figure 3).

DOWL Engineers conducted wetland delineations and a Phase I Site Assessment in October of 2004 and wetlands were identified within the project area. Consultation with the USACE will be initiated and a Section 404 Permit will be obtained prior to any work within wetlands.

Preliminary Research Results

For preliminary research results of natural resources in the project area, see Appendix A.

At present ADOT&PF does not anticipate any significant environmental impacts or unusual circumstances associated with the proposed project. The links below contain preliminary research collected through a review of federal and state documents. To ensure that all factors are considered in the environmental document, your comments are requested by May 2, 2005. In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following specific information is requested:

We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and any findings are identified in the scoping letter and/or Appendix A. 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.

If you have any questions regarding the project feel free to call our Environmental Consultant, Kristen Hansen, at DOWL Engineers, at 562-2000, or by e-mail at khansen@dowl.com. Should you have any questions on the design of the proposed project, contact Cindie Little, Project Manager, at 451-2284, or by e-mail at cindie_little@dot.state.ak.us.

Sincerely,



Cindie Little, P.E., Project Manager
Northern Region ADOT&PF Design

Links: Appendix A
Figure 1 - Location/Vicinity Map
Figure 2 - Plan View
Figure 3 - Proposed Material Site

cc: Matthew Freeman, Northern Region Project Manager, FAA
Katrina Moss, Northern Region Planner, FAA
Cindie Little, Project Manager, ADOT&PF

"Providing for the movement of people and goods and the delivery of state services."

St. Michael Scoping Section 106 Mailing List

<u>Last Name</u>	<u>First Name</u>	<u>Title</u>	<u>Agency</u>	<u>Department</u>	<u>Address</u>	<u>City</u>	<u>State</u>	<u>Zip Code</u>	<u>e-mail</u>	<u>Hard or Electronic Copy</u>
Often	Carl	President	St. Michael IRA Council		P.O. Box 59059	St. Michael	Alaska	99659		H
Bernadette	Joe	President	St. Michael Native Corporation		P.O. Box 59049	St. Michael	Alaska	99659		H
			Bering Straits Native Corporation		P.O. Box 1008	Nome	Alaska	99762		H

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-2200
TDD: (907) 451-2363
FAX: (907) 451-5103

July 26, 2005

Project No: 62652

Subject: St Michael Airport Improvements, Finding of No Historic Properties Affected pursuant to 36 CFR 800.4(d)(1)

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 a project to rehabilitate the airport at St. Michael. The proposed action includes extending the runway from 4000 to 5000 ft., and widening the runway safety area from 120 ft to 150 ft. The taxiway will also be widened from 35 ft to 50 ft, and the taxiway safety area width will be widened from 50 ft. to 118 ft. The apron (300-feet by 510-feet) will get pushed back 50 ft, to meet the required setback from the runway. This will require extending the taxiway from 400 to 450 ft. Furthermore, the airport access road will be realigned and widened. The proposed project will also flatten the slopes of the runway, runway safety area, taxiway, taxiway safety area and apron to a 4:1 slope to address the slope rehabilitation issues, such as eroding slopes. Additionally, airport lighting will be replaced and two Precision Approach Path Indicator (PAPI) pads will be constructed.

An initiation of consultation letter dated April 18, 2005 was sent to you describing the deficiencies of the current airport and outlining the proposed action. Consultation with the State Historic Preservation Office (SHPO) was also initiated during that time and on June 3, 2005 SHPO indicated that based on previous surveys of the area, no impacts to historic properties are anticipated (see attached letter).

Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 the National Historic Preservation Act, DOT&PF, on behalf of FAA, finds that no historic properties would be affected by the proposed project.

If you wish to comment on this finding, I can be reached at 907-451-5129 or via e-mail at ryan_anderson@dot.state.ak.us.

Sincerely,



Ryan Anderson, P.E., Project Manager
Northern Region ADOT&PF Design

"Providing for the movement of people and goods and the delivery of state services."

Enclosures:

SHPO letter dated June 3, 2005
Figure 1 - Location/Vicinity Map
Figure 2 - Plan View
Figure 3 - Proposed Material Site

cc w/o enclosures:

Ryan Anderson, Project Manager, Northern Region ADOT&PF
Cindie Little, Project Manager, Northern Region ADOT&PF
Chuck Howe, Regional Environmental Coordinator, ADOT&PF
Katrina Moss, Northern Region Planner, FAA

Distribution List:

Carl Otten, President, St. Michael IRA Council, P.O. Box 59059, St. Michael, Alaska 99659
Bering Straits Native Corporation, P.O. Box 1008, Nome, Alaska 99762

“Providing for the movement of people and goods and the delivery of state services.”

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-2200
TDD: (907) 451-2363
FAX: (907) 451-5103

April 18, 2005

Re: Initiation of Consultation
St. Michael Airport Improvements
ADOT&PF Project No. 62652

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

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA) is proposing a project to rehabilitate the runway, runway safety area, taxiway, taxiway safety area and Apron at the St. Michael Airport. St. Michael is located on the east coast of St. Michael Island in Norton Sound. It lies 125 miles southeast of Nome and 48 miles southwest of Unalakleet. It lies at approximately 63.478060° North Latitude and -162.03917° West Longitude. (Sec. 14, 15, 22, 23, T023S, R018W, Kateel River Meridian.) (USGS Quadrangle Saint Michael C-1) (Refer to Figure 1).

For purposes of the National Historic Preservation Act, we are initiating this consultation with you to assist us in identifying historic properties that may be affected by the proposed project.

Existing Condition

St. Michael is accessible by air and sea only. The current airport at St. Michael has one runway that is 75 ft by 4000 ft within a 120' by 4600 ft safety area. The current taxiway is 400 ft long and 35 ft wide with a safety area width of 79 ft. The apron is approximately 510 ft by 300 ft.

Regular and charter flights are available from Nome and Unalakleet. It is near the Yukon River Delta and has a good natural harbor, but no dock. Lighterage service is provided on a frequent basis from Nome, and St. Michael receives at least one annual shipment of bulk cargo. A 10.5-mile road exists to Stebbins.

The following issues will be addressed in this project:

- The existing runway safety area width of 120' does not meet current FAA safety guidelines for the aircraft using the runway.
- The current taxiway width is 35' within a 50' safety area, and does not meet current FAA safety guidelines.
- The runway has sustained permafrost damage including differential settlement, base cracking, and longitudinal cracking. Runway side slopes are eroding.
- The access road has sustained permafrost damage.

"Providing for the movement of people and goods and the delivery of state services."

- A dust palliative is needed to reduce loss of surfacing materials, and to improve air quality.

Proposed Action

The proposed project will flatten the slopes of the runway, runway safety area, taxiway, taxiway safety area and apron to a 4:1 slope to address the slope rehabilitation issues. Furthermore, the runway safety area will be widened from 120 ft to 150 ft. The taxiway will also be widened from 35 ft to 50 ft., and the taxiway safety area width will be extended from 50 ft. to 118 ft. The taxiway length will be extended from 400 ft to 450 ft resulting in the apron getting pushed back 50 ft. The runway will also be extended from 4000 to 5000 ft. Airport lighting will be replaced. Two PAPI pads will be constructed. The airport access road will be realigned and widened. See figure 2.

Material for the airport rehabilitation project will be obtained from local material sites (Refer to Figure 3).

DOWL Engineers conducted wetland delineations and a Phase I Site Assessment in October of 2004 and wetlands were identified within the project area. Consultation with the USCOE will be initiated and a Section 404 Permit will be obtained prior to any work within wetlands.

Preliminary Research Results

For preliminary research results of natural resources in the project area, see Appendix A.

At present ADOT&PF does not anticipate any significant environmental impacts or unusual circumstances associated with the proposed project. The links below contain preliminary research collected through a review of federal and state documents. To ensure that all factors are considered in the Environmental document, your comments are requested by May 2, 2005. In addition to identifying any concerns and/or issues your agency might have with the proposed project, the following specific information is requested:

We have researched the Alaska Heritage Resources Survey (AHRS) for the project area and any findings are identified in the scoping letter and/or Appendix A. 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.

If you have any questions regarding the project feel free to call our Environmental Consultant, Kristen Hansen, at DOWL Engineers, at 562-2000, or by e-mail at khansen@dowl.com. Should you have any questions on the design of the proposed project, contact Cindie Little, Project Manager, at 451-2284, or by e-mail at cindie_little@dot.state.ak.us.

Sincerely,



Cindie Little, P.E., Project Manager
Northern Region ADOT&PF Design

Links: Appendix A
Figure 1 - Location/Vicinity Map
Figure 2 – Plan View
Figure 3 – Proposed Material Site

cc: Matthew Freeman, Northern Region Project Manager, FAA, 222 West 7th Ave., # 14, Anchorage, AK 99513-7587
Katrina Moss, Northern Region Planner, FAA, 222 West 7th Ave., #14, Anchorage, AK 99513-7587
Cindie Little, Project Manager, ADOT&PF, 2301 Peger Road, Fairbanks, AK 99709

“Providing for the movement of people and goods and the delivery of state services.”

STATE OF ALASKA

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

NORTHERN REGION, PRECONSTRUCTION

2301 PEGER ROAD
FAIRBANKS, ALASKA 99709-5399
TELEPHONE: (907) 451-2200
TDD: (907) 451-2363
FAX: (907) 451-5103

July 26, 2005

State Project No. 62652

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

Subject: St. Michael Airport Improvements, Finding of No Historic Properties Affected pursuant to 36 CFR 800.4(d)(1)

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA) is proposing a project to rehabilitate the airport at St. Michael. The proposed action includes extending the runway from 4000 to 5000 ft., and widening the runway safety area from 120 ft to 150 ft. The taxiway will also be widened from 35 ft to 50 ft, and the taxiway safety area width will be widened from 50 ft. to 118 ft. The apron (300-feet by 510-feet) will get pushed back 50 ft, to meet the required setback from the runway. This will require extending the taxiway from 400 to 450 ft. Furthermore, the airport access road will be realigned and widened. The proposed project will also flatten the slopes of the runway, runway safety area, taxiway, taxiway safety area and apron to a 4:1 slope to address the slope rehabilitation issues, such as eroding slopes. Additionally, airport lighting will be replaced and two Precision Approach Path Indicator (PAPI) pads will be constructed.

An initiation of consultation letter dated April 18, 2005 was sent to you describing the deficiencies of the current airport and outlining the proposed action. An Initiation of Section 106 consultation letter, dated June 3, 2005 from your office, concluded that based on previous surveys of the area, no impacts to historic properties are anticipated (see attached letter).

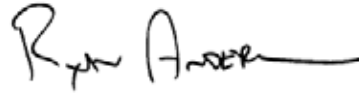
Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, ADOT&PF, on behalf of FAA, finds that no historic properties would be affected by the proposed project.

Please direct your concurrence or comments to Ryan Anderson, P.E., Project Manager, at 907-451-5129 or via e-mail at ryan_anderson@dot.state.ak.us.

"Providing for the movement of people and goods and the delivery of state services."

St. Michael Airport Improvements
Project No. 62652

Sincerely,

A handwritten signature in black ink that reads "Ryan Anderson". The signature is written in a cursive style with a long horizontal flourish at the end.

Ryan Anderson, P.E., Project Manager
Northern Region ADOT&PF Design

Enclosures:

- SHPO Initiation of Section 106 consultation letter
- Figure 1 – Location/Vicinity Map
- Figure 2 – Plan View
- Figure 3 – Proposed Material Site

cc w/o enclosures:

- Ryan Anderson, Project Manager, Northern Region ADOT&PF
- Cindie Little, Project Manager, Northern Region ADOT&PF
- Chuck Howe, Regional Environmental Coordinator, ADOT&PF
- Laurie Mulcahy, AKDOT&PF HQ, Environmental Program Manager
- Katrina Moss, Northern Region Planner, FAA

“Providing for the movement of people and goods and the delivery of state services.”

Agency Comments

From: Sarah_Conn@fws.gov
Sent: Monday, April 25, 2005 11:00 AM
To: Emily Creely
Subject: Re: St. Michael

Dear Emily,

This letter is in response to your electronic scoping package requesting information on endangered and threatened species, and critical habitats pursuant to Section 7 of the Endangered Species Act of 1973, as amended (Act).

Based on the information you provided we understand the proposed project would upgrade the existing airport at St. Michael's through the following activities:

- Lengthen and widen the runway and runway safety areas and flatten slopes around these areas.
- Replace the airport lighting system
- Construct two PAPI pads
- Realign and widen the airport access road

A number of potential material sites have been identified as potential sources for project materials.

These are:

- (a) Stebbins Rock material site
- (b) Stephens Hill Material Site
- (c) Halfway Mountain Material Site
- (d) Clear Lanes Material Site
- (e) Rock Gardens Material Site

All of these sites are terrestrial, and have road access to them, hence no barging of gravels / similar materials will be necessary.

St. Micheals is located on the east coast of St. Michael Island, in Norton Sound. The village is in close proximity to an important molting area of the spectacled eider (*Somateria fischeri*), which is listed as threatened under the Act. Both spectacled and Steller's eiders (*Polysticta stelleri*), which are also listed under the Act probably migrate through the area.

All of the proposed activities (airport reconstruction, material site mining, material transportation) will occur within terrestrial environment. This is outside of spectacled eider critical habitat. Therefore the Service concludes that the project as described is not likely to adversely impact listed species.

Preparation of a Biological Assessment or further consultation under section 7 of the Act regarding these projects is not necessary at this time. This conclusion applies only to endangered and threatened species under our jurisdiction. It does not preclude the need to comply with other environmental legislation or regulations such as the Clean Water Act

As you describe in Appendix A there are Peregrine Falcons in the area. The nearest known nest is 3 miles from the project area, but please be aware that other nests may be present and if any are observed they would require protection.

If you need further assistance, or a formal letter transmitting this information please contact Sarah Conn at (907) 456-0499.



REPLY TO
ATTENTION OF:

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

MAY 19 2005



Regulatory Branch
North Section
POA-2005-673

Ms. Cindie Little
Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709-5399

Dear Ms. Little:

This is in regard to your scoping letter, dated April 20, 2005, for the proposed rehabilitation to the Saint Michael runway and safety area, taxiway and safety area, and apron. The proposed project is located approximately 63.4780 N. Latitude and -162.0391 W. Longitude within sections 14, 15, 22, and 23, T. 23 S., R. 18 W., Kateel River Meridian, USGS Quad Saint Michael C-1; in Saint Michael, Alaska. It has been assigned number POA-2005-673, 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.
2. Navigable waters of the U.S. in the project vicinity, over which our office has Section 10 authority, include Norton Sound.
3. A Section 404 Permit will 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 in October of 2004, referenced in the scoping letter.
- b. A complete Department of the Army (DA) permit application with detailed plans, including the locations and calculations of impacted wetlands (temporary and permanent) and mitigation plan.

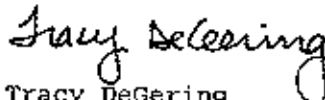
Your proposed project was reviewed pursuant to Section 404 of the Clean Water Act, which requires that a DA permit be obtained for the placement or discharge of dredged and/or fill material into waters of the U.S., including wetlands, prior to conducting the work (33 U.S.C. 1344).

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 shear 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
Regulatory Specialist

St. Michael blm comments.txt

From: Michael_Bennett@ak.blm.gov
Sent: Friday, May 20, 2005 11:46 AM
To: cindie_little@dot.state.ak.us
Cc: Clinton_Hanson@ak.blm.gov
Subject: Stebbins and St. Michael's Airport Improvements

Cindie, we have reviewed your letters of February 18, 2005 (Stebbins Airport Improvements) and April 20, 2005 (St. Michael's Airport Improvements) and have no comments regarding the projects. BLM does not retain any interest in the surface and subsurface estates of the referenced proposed material sites or of the airport sites. The lands for all the proposed material sites are on lands that have been Interim Conveyed to the village corporations for the surface and the regional corporation for the subsurface.

Mike

Michael Bennett
Group Manager, Lands & Realty
BLM - Anchorage Field Office
tele: (907) 267-1252

Cecile A. Davis

From: Kristen Hansen
Sent: Tuesday, April 26, 2005 3:30 PM
To: Ryan Anderson (E-mail)
Cc: Emily Creely; Cecile A. Davis
Subject: FW: St. Michael Airport Rehab / 62652

-----Original Message-----

From: **Becky Iles** [mailto:becky_iles@dot.state.ak.us]
Sent: Tuesday, April 26, 2005 1:18 PM
To: Kristen Hansen
Cc: LITTLE, CYNTHIA; Martha J Marshall; Pamela A Lewis
Subject: St. Michael Airport Rehab / 62652

DOT&PF Aviation Leasing has no comments regarding the subject project scoping letter.
Thank you for the opportunity to comment.

-----Original Message-----

From: Nancy J Ihlenfeldt [mailto:nancy_ihlenfeldt-mcnay@dnr.state.ak.us]
Sent: Thursday, May 05, 2005 9:40 AM
To: Kristen Hansen
Cc: 'Little, Cindie'
Subject: St. Michael Airport, Project #62652

Kristen:

The ADNR, Office of Habitat Management and Permitting (OHMP) has reviewed the above referenced project information received April 21, 2005. The project includes widening the safety area, widening the taxiway, upgrading the runway and its side slopes, and upgrading the access road. There are several existing material sites in the vicinity that may be utilized for the project. As proposed, a Fish Habitat Permit from the OHMP will not be required for this project as it does not affect a stream that supports fish. The OHMP has no objection to the project and no further comments.

Thank you for the opportunity to comment at this stage of the project.

Sincerely,

Nancy Ihlenfeldt
Habitat Biologist
AK Department of Natural Resources
Office of Habitat Management & Permitting
Fairbanks Office
907-459-7287

MEETING RECORD

DATE: May 13, 2005

WITH: Stefanie Ludwig (OH&A), Cindie Little (ADOT&PF), Ryan Anderson (ADOT&PF), Steve Masterman (ADOT&PF), Kristen Hansen (DOWL), and Rachel Crittenden (DOWL)

NOTED BY: Rachel Crittenden

PROJECT: Stebbins Airport Improvements, St. Michael Airport Improvements, Marshall Airport Access Road

SUBJECT: Survey Recommendations

WORK ORDER: D58530

Time: 10:00 **Location: Office of History & Archaeology (OH&A)**

A meeting was held at the OH&A to review the scope of work at Stebbins, St. Michael, and Marshall with Ms. Ludwig to receive her recommendations on archaeological surveys.

Stebbins

- Ms. Ludwig recommended a survey of the proposed apron area. She added that the archaeologist should also survey areas that may have high potential. She also noted that if any work occurs to the west towards Norton Sound, that should be surveyed as well.
- Ms. Little stated that geotechnical work is planned in June. Ms. Ludwig recommended that the survey be complete before any drilling occurs.
- Negative surveys occurred at Stephens Hill and Halfway Mountain material sites.
- Stebbins Rock Products material site does not appear to have been surveyed.
- Clear Lake material site is no longer a potential material site.

St. Michael

- Staley (1992) surveyed the existing airport prior to construction. Ms. Little will locate the survey and e-mail to Stefanie for her review to determine if an additional survey is needed.
- Ms. Little believes that all aspects of the project are covered in the Staley report, except for the Stebbins Rock Product material site.

Marshall

- The improvements of the bridge will for the most part stay within the existing footprint. Ms. Ludwig reviewed ground photos of the area and determined that since the work will be within the disturbance footprint no survey is needed.
- The two potential material sites for the project include the old runway and a site that is either adjacent to a creek or below ordinary high water. Ms. Little will find out the exact location of the second material and DOWL will follow-up with Ms. Ludwig.

FRANK H. MURKOWSKI, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF PARKS AND OUTDOOR RECREATION
OFFICE OF HISTORY AND ARCHAEOLOGY

550 W. 7TH AVENUE, SUITE 1310
ANCHORAGE, ALASKA 99501-3566
PHONE: (907) 269-8721
FAX: (907) 269-8908

June 3, 2005

File No.: 3130-1R FAA
3130-2R DOT

SUBJECT: Rehabilitate the St. Michael Airport
Project No.62652
Initiation of Section 106 consultation

Cndie Little, P. E., Project Manager
Department of Transportation and Public Facilities
Northern Region, Pre-construction
2301 Peger Road
Fairbanks, AK 99709-5399

Dear Ms. Little,

The State Historic Preservation Office received your Initiation of Consultation package on April 22, 2005 and teleconferenced with you on May 13, 2005. We have reviewed your undertaking for conflicts with cultural resources under Section 106 of the National Historic Preservation Act. Based on the 1992 survey report by David Staley (TNRI) titled *Report of archaeological investigations for the proposed airport at Saint Michael, Alaska*, there are no historic properties at the current airport location, or the Rock Gardens Material Site. Likewise a survey by Bureau of Indian Affairs-Roads in 1988 reported no historic properties at the Stephens's Hill or Halfway Mountain Material Sites. Based on the current information, we do not anticipate any impacts to historic properties.

Please contact Stefanie Ludwig at 269-8720 if you have any questions or if we can be of further assistance.

Sincerely,



Judith E. Bittner
State Historic Preservation Officer

JEB:sl

mel.txt

From: Langdon, Mel [Mel_Langdon@dec.state.ak.us]
Sent: Thursday, April 21, 2005 3:32 PM
To: Emily Creely
Subject: RE: St. Michael

No comments at this time.
Mel Langdon

-----Original Message-----

From: Emily Creely [mailto:ecreely@dowl.com]
Sent: Thursday, April 21, 2005 2:54 PM
To: jeanne.hanson@noaa.gov; larry_bright@fws.gov;
Kevin.D.Morgan@POA02.USACE.Army.Mil; harry_bader@dnr.state.ak.us;
judy_bittner@dnr.state.ak.us; Burgh.Colleen@epamail.epa.gov; Klein, Ron;
megan_marie@dnr.state.ak.us; sarah_conn@fws.gov; al_ott@dnr.state.ak.us
Cc: cindie_little@dot.state.ak.us; Kristen Hansen; Cecile A. Davis; R.
J. Stumpf (E-mail)
Subject: St. Michael

The Alaska Department of Transportation and Public Facilities (ADOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing a project to rehabilitate the runway, runway safety area, taxiway, taxiway safety area, and apron at the St. Michael Airport. DOWL Engineers (DOWL) has been contracted to provide environmental services for the project.

This project is being developed in accordance with the 2003 Memorandum of Agreement Regarding Wetland Impacts and Other Aquatic Resources, Mitigation and Airport Improvement Projects in Alaska. Impacts to jurisdictional wetlands will be compensated in accordance with the agreement.

At present ADOT&PF does not anticipate any significant environmental impacts or unusual circumstances associated with the proposed project.

Please click on the link below to visit DOWL's website to obtain a copy of the St. Michael scoping letter and preliminary research (Appendix A). In addition to St. Michael, DOWL has listed future projects for Northern Region ADOT&PF that DOWL is currently working on, but are not yet active. Scoping letters for those airports will be created and posted on DOWL's web in the near future.

<http://www.dowl.com/projects/adotpfairport/stmichael.htm>

To ensure that all factors are considered in the environmental document, your comments are requested by Friday, March 18, 2005. Please send all your comments to Kristen Hansen at khansen@dowl.com or via mail at 4040 B Street, Anchorage, AK 99503.

Thank you,

Em

Emily Creely
Environmental Planner Ext. 219
DOWL Engineers
4040 B Street,
Anchorage, Alaska 99503
Tel: 562-2000 Fax: 563-3953

4/26/05

Vice Mayor - Albert Washington 923-2289

Received - St. Michael's April 20 letter - wants to give
verbal comments

- No problems with anything
- No zoning permit req'd.
- Only project is power lines to new utility pump
station
- Proposed return is right on.
- Want the access rd wide enough?
the dog leg fixed w/ guard rail
- have top heavy ambulance has
trouble negotiating the curve.
- Good idea to move beacons onto the
building. It is leaning.

- Fig 3 - Rock Garden Material Site
is in wrong place. Should be
called Russian Garden; should
be shown at left of rd.

~~Rock Garden is not accessible by
rd~~

- * Clear Lake site off limits
- they are using Clear Lake as H₂O
source - PHS & City working on this.

Master Andrews - Maint. man



VERBAL COMMUNICATION RECORD

DATE: May 24, 2005

WITH: Martin Andrews, ADOT&PF M&O contractor for the St. Michaels Airport

NOTED BY: Phil Barnes

PROJECT: St. Michaels EA

SUBJECT: wildlife and habitat on the St. Michaels airport property.

WORK ORDER: D58530T

Meeting Time _____ Place _____

Phone Phone No. 923-2570

The phone call to Mr. Andrews was placed to Mr. Andrews to obtain information regarding wildlife and habitat he has observed on the airport property. Mr. Andrews has been the M&O person for the St. Michaels airport for 42 years and is a lifetime resident of the area.

Mr. Andrews was asked about his knowledge of the following:

- 1) Subsistence use – residents use the area adjacent to the airport, and the airport, for berry gathering. Mr. Andrews has not observed any hunting on the airport property.
- 2) Wildlife/Animal Activity – Mr. Andrews stated that he has observed fox using the airport. A reindeer herd owned both by the Stebbins and St. Michaels IRA sometimes roams in the area of the airport and sometimes on the airport property. A brown bear is sometimes seen in the vicinity of the airport, mostly in the evening. The bear has, in the past, caused damage to the runway lights and sometimes will run off with the cones from the segmented circle. Mr. Andrews says that the bear is usually observed on the airport property during July and August when berries are available.
- 3) Birds – Cranes, ducks, geese, raven, seagulls, sometimes hawks, and ptarmigan have been observed on the airport property. Mr. Andrews stated that the hawk prey on the ptarmigan.

- 4) **Lakes/Waterbodies – Mr. Martin stated that there are no lakes on the airport property (as illustrated in aerial photos). The lake 2000 feet of the airport is not used for fishing by residents.**



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION
 DESIGN SECTION
 2301 PEGER ROAD
 FAIRBANKS, AK 99709

FAX TRANSMITTAL

TO: Richard, City Clerk	FROM: Dixie Thompson
FAX NUMBER: 907-923-3222	PHONE NUMBER: 907-451-5129
DATE: 11-30-04	FAX NUMBER: 907-451-5126

Note: If any of these fax copies are illegible, or you do not receive 2 pages (including this cover sheet), please contact us immediately.

SUBJECT/COMMENTS:

Richard,
 Please see attached Public Meeting Notice concerning St. Michael Airport Improvements.
 If you have any questions, or when you decide on a definite time, please call me at 907-451-5129.
 Thank you,
 Dixie



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION
 DESIGN SECTION
 2301 PEGER ROAD
 FAIRBANKS, AK 99709

FAX TRANSMITTAL

TO: Frank Myomick, St Michael IRA Council	FROM: Dixie Thompson
FAX NUMBER: 907-923-2406	PHONE NUMBER: 907-451-5129
DATE: 12-6-04	FAX NUMBER: 907-451-5126

Note: If any of these fax copies are illegible, or you do not receive 2 pages (including this cover sheet), please contact us immediately.

SUBJECT/COMMENTS:

Frank,
 Please see attached Public Meeting Notice concerning St. Michael Airport Improvements with the meeting time set at 2:00 pm.



STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION
 DESIGN SECTION
 2301 PEGER ROAD
 FAIRBANKS, AK 99709

FAX TRANSMITTAL

TO: Carl Ottem, St Michael Mayor	FROM: Dixie Thompson
FAX NUMBER: 907-923-2284	PHONE NUMBER: 907-451-5129
DATE: 12-6-04	FAX NUMBER: 907-451-5126

Note: If any of these fax copies are illegible, or you do not receive 2 pages (including this cover sheet), please contact us immediately.

SUBJECT/COMMENTS:

Please see the attached Public Meeting Notice concerning St. Michael Airport Improvements. We appreciate you letting everyone know about the meeting, and look forward to seeing you. If you have any questions or concerns or settle on a time, please call me at 907-451-5129. Thank you,
 Dixie



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION
DESIGN SECTION
2301 PEGER ROAD
FAIRBANKS, AK 99709

FAX TRANSMITTAL

TO: Village Corporation – St Michael	FROM: Dixie Thompson
FAX NUMBER: 907-923-3142	PHONE NUMBER: 907-451-5129
DATE: 12-6-04	FAX NUMBER: 907-451-5126

Note: If any of these fax copies are illegible, or you do not receive 2 pages (including this cover sheet), please contact us immediately.

SUBJECT/COMMENTS:

See Attached Airport Improvements Meeting Flyer.



**STATE OF ALASKA
DEPARTMENT OF
TRANSPORTATION
& PUBLIC FACILITIES**

PUBLIC MEETING NOTICE

St. MICHAEL AIRPORT IMPROVEMENTS

An informal public meeting will be held to discuss and receive comments in reference to the St. Michael Airport Improvement Project.

Who should attend?

- Anyone with concerns about the airport and/or suggestions for improvements.
- Anyone owning land or occupying land adjacent to airport property.
- Anyone having concerns about the use of the existing material site.

Date: DECEMBER 7th, 2004
Time: 2 O'clock PM
Location: Community Hall / City Hall

Written and verbal comments for the Airport Project can be sent to:

ADOT&PF
Design & Engineering Services
2301 Peger Road
Fairbanks, Alaska 99709
(907) 451-2284, Fax (907) 451-5126
Attn: Cindie Little, P.E., Design Engineer

IF YOU ARE A PERSON WITH A DISABILITY WHO MAY NEED A SPECIAL MODIFICATION IN ORDER TO COMMENT ON THE PROPOSED PROJECT (OR HAVE QUESTIONS), PLEASE CONTACT CINDIE LITTLE AT (907) 451-2284, FAX (907) 451-5126.



St. Michael Airport Improvements
Public Meeting Sign-In Sheet
 St. Michael
 Wednesday-December 7, 2004

Name	Mailing Address	Phone	E-Mail
Bernard J. Jr	95 St. Michael	923 3857	
Shirley Elachik	Box 77 St. Michael 99659	923-6267	
John Lukaci	Box 111 St. Michael, 99659	923-3004	
Esther B. Andrews	Box 37 St. Michael 99659	923-9931	
Alice Kobuk	Box 76, St. Michael 99659	923-3124	
Alberta Steve	Box 13 St. Michael. 99659	923-4420	
Ardenis Lockwood	Box 10 St. Michael 99659	923-3156	
Leonard W. Kobuk	Box 808 St. Michael, AK. 99659	923-2400	
Arthur W. Hyatt	Box 59021 St. Michael, AK	923-2289	
Paul Otter	Box 54 St. Michael, AK	923-2002	
Diane Thompson	P.O. Box 01 St. Michael AK	923-2475	
Vera S. Mikhaile	P.O. Box 59017 SMK 99659	923-3377	
Christina W. Wadley	P.O. Box 103 St. Michael, AK 99659	923 0005	
Richard Sluchik	P.O. Box 77 St. Michael, AK 99659	923-2267	
Mitchaelmuk	Box 7 St. Michael, AK 99659	923-3961	
Frank B. Myomick	Box 59061 St. Michael, AK 99659	923-3105	trans.smk@kumuk.org
Elmer Greenmuk	Box 59007 St. Michael AK 99659	923 3461	Corporation
Nickel Adams	P.O. Box 59015 St. Michael AK	923-2570	Airport Maint

St Michael Airport Improvements Meeting
12/7/04
St Michael Community Hall

The meeting was called to order by Mayor Carl Ottem at 2:15 PM. Roll call was taken. Members of the St Michael Village Corporation Board, Tribal Council and City Council were present. We passed around a sign in sheet and it is attached. The Mayor said this was a special meeting to discuss the airport and he turned it over to DOT&PF. We went over the scope of work. It includes resurfacing the airport, repairing the erosion and possibly replacing the lighting. We asked for input on other things they see may need to be done.

They said that the road between the apron and the intersection with the Stebbins-St Michael Road is in need of widening, curve flattening, surface repair and they asked for guardrail due to the embankment height, particularly on the east side. They use an ambulance for medivacs and it is difficult to negotiate the curve, especially in the icy conditions they have. The road is cracking longitudinally and the sides are eroding. There is a culvert under the road that needs attention. It may have failed. It does not drain. They asked if we could work on the road beyond the intersection as it needs widening and surfacing. It is built out of non-granular material with little to no surfacing. They call its surface "clay". We will check with Planning to see where their road project is. They mentioned that they had talked to Dave Sanches from Planning. They also said that BIA had their road on a list that was slated for funding in 2007, but it had already slipped to 2010. Kawerak is the contact for the BIA funded road projects.

Runway lengthening, safety area widening and apron expansion should be considered for the project. They have a lot of air cargo flights. Linden Air Cargo uses C-130s, Northern Air Cargo uses DC-6s to haul freight in. A new AC Store was constructed in St Michael and all the goods are air freighted in. All the firefighters from both Stebbins and St Michael were air lifted out of St Michael last summer. Both communities have water and sewer projects underway. Much of the supplies were air freighted in. The current safety area is only 120' wide while the runway is 75' wide. There are 300' overruns off the ends, so the width is non-standard. They mentioned a crosswind problem. We experienced it. The wind was blowing perpendicular to the runway at 40 Knots and the temperature was 10 degrees F. We were in a Piper Navajo operated by Bering Air out of Nome. The wind data indicates that the runway provides 93% coverage for 12 MPH crosswind components, 97% for 15 MPH components. The runway is wide enough to provide the 15 MPH coverage. Our pilot indicated it was rarely due to crosswinds that flights were canceled. However, his company flies mostly twin engine aircraft on the route. Another pilot from Hagelands Aviation mentioned that they do not fly to a runway when the wind is blowing 40 Knots crosswind. He did not mention if this was aircraft dependant.

Martin Andrews, the local maintenance man for the airport said that the SREB floor is subsiding in the middle. Also the beacon pole is leaning and the electrical equipment enclosure (EEEB) is tilting. The beacon and EEEB are close to the shoulder of the

embankment which is settling, and is being undermined by erosion. He requested the beacon be mounted on the building. The guy wire on the one side is so tight he cannot get the beacon down to service it. Last year it was loose and nearly fell on him when he lowered it. The pole hinges in the middle. He said the rocks are coming to the surface on the runway from the taxiway intersection for approximately 800' down the runway. He said the surface course was only 4" thick at final project completion, not 6" as planned. It is nearly gone.

There are approximately 12 flights per day scheduled into St Michael in everything from a Beechcraft 1900 to Cessna 207. The Beechcraft 1900 and King Air are the most demanding and require a minimum of 4,000' of runway. The King Air is used as an air ambulance. Unalakleet serves as the mail hub. They requested a shelter at the airport for use as a terminal. We will check to see if its on the list for terminals. If not, in the plans, we may be able to include an Engineer's Field Office that will remain. They asked if there was a charge for the lot this structure would occupy. We said we would check and get back with them.

There is a resident herd of approximately 2,000 reindeer that wanders onto the runway occasionally. They asked if we could fence the airport to keep them out. They thought a short fence would be adequate. Snow drifting and the effectiveness of the fence would need to be examined. The reindeer are herded by a cooperative between St Michael and Stebbins.

The Clear Lake gravel source is no longer available for use. The lake will be their new water supply next year. Halfway Mountain is still available. They showed us a couple of new gravel sites. One is a source of binder at Rock Point Hill approximately 4 miles from St Michael towards Stebbins along the coast. The other is gravel source less than a mile from the runway in Twp 23S, R18W, Section 27. There is road part way to the site. We will check and see if it was drilled and if there is any data on it.

St. Michael Airport Rehabilitation/62652

Per Cecile Davis, DOWL, email to me 3/14/06:

She called Bering Air and they told her that they fly the Navajo 2x day, the Caravan 2x day, the King Air, the Casa 212, and the Beach 1900 into St. Michael.

4.3.06

Scott Maybrier

This morning I called several air services and told them about the improvement project at St. Michael. I called Lynden Air Cargo, Evert's, Northern Air Cargo, and Frontier. None of these have St. Michael on their scheduled flights (passenger or freight). Several charter there (207s, 208s). Lynden was the only one that seemed interested in the longer runway; they currently use the safety areas. Below are brief descriptions of each conversation:

Lynden Air Cargo 1.800.770.6150 spoke with Mike Redmond, chief pilot

He said he's wanted a longer runway out there for years. 5,000 ft would be an ideal length. They fly there occasionally with charters. They've been using overruns(safety areas) for calculating loads. For freight they would fly their Hercules L-382 plane. They could also use a 737 with a landing kit for a gravel runway.

Evert's, spoke with Ashley, who schedules passenger flights_450.2350

They don't fly there, not on passenger or cargo schedule. They could charter there. She spoke with some of their cargo people, not much interest in the project. I left a message with a Rober Rager (sp?) , their cargo lead.

Northern Air Cargo_1.800.727.2141_ spoke with Timo Saarinen, chief pilot

St. Michael not on the schedule. With their DC-6's and 727's, the 5,000 ft length would limit their takeoff weight and also the landing weight for the DC-6. They are in the process of upgrading their fleet with 737's, which could land there with the 5,000 ft. He was expressed some interest in the project.

Frontier Flying Service_450.7250_ spoke with Johnny, lead cargo person

St. Michael is not on their schedule. They charter there a lot, but never take any freight. The 4,000 ft length there now is suitable for their aircraft currently. Looks like the present length will suit their needs for the near future as well.

4.10.06

S. Maybrier

This morning I called several air services and told them about the improvement project at St. Michael. I called Hageland, Pen Air, ATS, and Arctic Circle Air, all of which fly there except Pen Air. Hageland was the only one that seemed interested in the longer runway. Below are brief descriptions of each conversation:

Hageland Aviation Services

907.245.0119

Anchorage

Patrick Thurston

They fly a 1900 to St. Michael. They would like it if the runway was lengthened, but they can live with the present length for a great while. There are other runways where the money would be better spent. They said we should maybe pave the runway at St. Michael.

Pen Air

907.243.2985

Anchorage

They don't fly there; the closest they get is Unalakleet.

Arctic Transportation Services (ATS)

907.443.5482

Nome

Tom, a pilot

They fly a Casa there, length has never been an issue. He can fly out of there with a 5,000 lb load with no worries. He's seen NAC in there. The runway is narrow. It is also a little soft in the spring and has frost heaves.

Arctic Circle Air, Inc.

907.245.1382

Anchorage

Jeff Pereira

They're ok with the runway length now. He sees no advantage to going to 5,000 feet, especially with Unalakleet and Emmonak so close. They fly a SHERPA in there (it's like a little HERC). It has a 26,200 lb landing weight. He said DOT should lengthen a more remote runway, like Hooper Bay.

**Notice of Availability of Draft Environmental Assessment
And
Opportunity to Request a Public Hearing
For
St. Michael Airport Improvements
Project No. 62652**

**Notice of Wetland Involvement, Executive Order 11990
Environmental Justice, Executive Order 12898
Protection and Enhancement of the Cultural Environment Executive Order 11593**

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) announce the availability of the draft Environmental Assessment (EA) and the opportunity to request a public hearing for the proposed St. Michael Airport Improvements Project. The public hearing would be for the purpose of considering the economic, social, and environmental effects of the development and its consistency with the goals and objectives of the community. Anyone may request a copy of the draft EA or a public hearing by contacting the Department by **January 18, 2008**.

The proposed project would enhance safety and improve conditions at the airport by:

- Widening the Runway Safety Area (RSA) from 120 to 150 feet;
- Widening the taxiway from 30 to 50 feet and extending the taxiway safety area width from 79 to 118 feet;
- Expanding the apron to 162,000 square feet;
- Expanding the aviation support area to 67,500 square feet;
- Flattening the RSA slopes from 2:1 to 4:1;
- Replacing the existing lighting system;
- Realigning and widening the airport access road to 30 feet, as well as repairing the embankment;
- Constructing Precision Approach Path Indicator (PAPI) and Runway End Identifiers Lights (REIL) pads;
- Applying a dust palliative; and
- Improving drainage around the runway.

If you would like to request a public hearing, or have questions or comments regarding this project, please contact:

Bruce Campbell
Environmental Coordinator
State of Alaska DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316
Telephone: (907) 451-2238
Fax: (907) 451-5103
Email: bruce.campbell@alaska.gov

Comments will be accepted by mail, email, fax, or telephone until **January 18, 2008**. If you are a person with disability who may need special accommodations to participate, please contact the Department as soon as possible. To correspond by text telephone (TDD), call (907) 451-2363.



December 11, 2007
W.O. D58530T

Bering Straight Development Council
P.O. Box 948
Nome, Alaska 99762

Subject: St. Michael Airport Improvement Environmental Assessment

Dear Sir or Madam:

This letter is to inform you that the St. Michael Airport Improvement Environmental Assessment (EA) is now available for public review and comment. If you are receiving this letter, it is because you were identified as an interested party or agency during the scoping process.

If you would like to review the document, an electronic version is available online at <http://www.dowl.com/projects/adotpfairport/stmichael.htm>

You can also request an electronic or hard copy by contacting me, Brandie Hofmeister, at (907) 562-2000 or by responding via this e-mail (bhofmeister@dowl.com).

A summary of the project follows:

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to improve and rehabilitate the St. Michael Airport in St. Michael, Alaska.

The proposed project would include the following improvements:

- Widening the Runway Safety Area (RSA) from 120 to 150 feet;
- Widening the taxiway from 30 to 50 feet and extending the taxiway safety area width from 79 to 118 feet;
- Expanding the apron to 162,000 square feet;
- Expanding the aviation support area to 67,500 square feet;
- Flattening the RSA slopes from 2:1 To 4:1;
- Replacing the existing lighting system;
- Realigning and widening the airport access road to 30 feet, as well as repairing the embankment;
- Constructing Precision Approach Path Indicator (PAPI) and Runway End Identifiers Lights (REIL) pads;
- Applying a dust palliative; and
- Improving drainage around the runway.

St. Michael EA - Availability
Agency Letter
December 11, 2007
Page 2

If you would like to request a public hearing, or have questions or comments regarding this project, please contact:

Bruce Campbell, Environmental Coordinator
DOT&PF, 2301 Peger Road
Fairbanks, AK 99709-5316
Telephone: (907) 451-2238
Fax: (907) 451-5103
Email: bruce.campbell@alaska.gov

Comments will be accepted by mail, e-mail, fax, or telephone until **January 18, 2008**. If you are a person with disability who may need a special modification to comment, please contact the DOT&PF as soon as possible. To correspond by text telephone (TDD), call (907) 451-2363.

Sincerely,
DOWL Engineers



Brandie Hofmeister
Environmental Planner

D58530T.EA Availability.Agency Letters.BH.121107.mas

First	Last	Title	Company	Suite	Address	City	State	Zip
			Bering Straight Development Council		P.O. Box 948	Nome	AK	99762
			Kawerak, Incorporated		P.O. Box 948	Nome	AK	99762
			Norton Sound Economic Development Corporation		420 L. Street, Suite 310	Anchorage	AK	99501-1971
		General Manager	Bering Air		P.O. Box 1650	Nome	AK	99762
		General Manager	Hageland Air		P.O. Box 220610	Anchorage	AK	99522
		General Manager	Servant Air, Inc		3730 University Avenue South	Fairbanks	AK	99709
		General Manager	Tanana Air Service		3730 University Avenue South	Fairbanks	AK	99709
Joe	Bernadette	Environmental Coordinator	Bureau of Land Management	Northern Field Office	1150 University Avenue	Fairbanks	AK	99709
			St. Michael Native Corporation		P.O. Box 59059	St. Michael	AK	99659
			Bering Straits Native Corporation		P.O. Box 1008	Nome	AK	99762
Harry	Badar	Regional Land Manager	Alaska Department of Natural Resources	Division of Mining, Land, and Water	3700 Airport Way	Fairbanks	AK	99701-1599
Elachik	Richard and Shirley				P.O. Box 77	St. Michael	AK	99659
Andrews	Ester				P.O. Box 32	St. Michael	AK	99659
Kobuk	Arlene				P.O. Box 76	St. Michael	AK	99659
Alberta	Steve				P.O. Box 13	St. Michael	AK	99659
Lockwood	Andrew				P.O. Box 10	St. Michael	AK	99659
Lockwood	John				P.O. Box 111	St. Michael	AK	99659
Kobuk	Leonard				P.O. Box 08	St. Michael	AK	99659
Washingto	Albert				P.O. Box 54021	St. Michael	AK	99659
Washingto	Princilla				P.O. Box 103	St. Michael	AK	99659
Carl	Ottem				P.O. Box 54	St. Michael	AK	99659
Thompson	Diane				P.O. Box 01	St. Michael	AK	99659
Niksik	Vera				P.O. Box 59017	St. Michael	AK	99659
Cheemuk	Miton				P.O. Box 76	St. Michael	AK	99659
Cheemuk	Elmer				P.O. Box 59007	St. Michael	AK	99659
Andrews	Marting				P.O. Box 59015	St. Michael	AK	99659

Brandie T. Hofmeister

From: Brandie T. Hofmeister
Sent: Tuesday, December 11, 2007 12:08 PM
To: 'HCD.anchorage@noaa.gov'; 'larry_bright@usfws.gov';
 'Kevin.D.Morgan@POA02.USACE.Army.Mil'; 'al.ott@alaska.gov'; 'burgh.colleen@epamail.epa.gov';
 'ron.klein@alaska.gov'; 'megan.marie@alaska.gov'; 'sarah_conn@fws.gov'; 'emily@kawerak.org';
 'brian.bourbon@ak.usda.gov'
Cc: 'Campbell, Bruce W (DOT)'; Ryan.Anderson@alaska.gov; Kristen J. Hansen
Subject: St. Michael Airport Improvement Environmental Assessment Available for Review

Good Afternoon All,

This email is to inform you that the St. Michael Airport Improvement Environmental Assessment (EA) is now available for public review and comment. If you are receiving this email, it is because you were identified as an interested party or agency during the scoping process.

If you would like to review the document, an electronic version is available online at:
<http://www.dowl.com/projects/adotpfairport/stmichael.htm>

You can also request an electronic or hard copy by contacting me, Brandie Hofmeister, at (907) 562-2000 or by responding to this email (bhofmeister@dowl.com).

A summary of the project follows:

The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to improve and rehabilitate the St. Michael Airport in St. Michael, Alaska.

The proposed project would include the following improvements:

- Widening the Runway Safety Area (RSA) from 120 to 150 feet;
- Widening the taxiway from 30 to 50 feet and extending the taxiway safety area width from 79 to 118 feet;
- Expanding the apron to 162,000 square feet;
- Expanding the aviation support area to 67,500 square feet;
- Flattening the RSA slopes from 2:1 To 4:1;
- Replacing the existing lighting system;
- Realigning and widening the airport access road to 30 feet, as well as repairing the embankment;
- Constructing Precision Approach Path Indicator (PAPI) and Runway End Identifiers Lights (REIL) pads;
- Applying a dust palliative; and
- Improving drainage around the runway.

If you would like to request a public hearing, or have questions or comments regarding this project, please contact:

Bruce Campbell, Environmental Coordinator
 ADOT&PF, 2301 Peger Road
 Fairbanks, AK 99709-5316
 Telephone: (907) 451-2238
 Fax: (907) 451-5103
 Email: bruce.campbell@alaska.gov

Comments will be accepted by mail, email, fax, or telephone until **January 18, 2008**. If you are a person with disability who may need a special modification to comment, please contact the ADOT&PF as soon as possible. To correspond by text telephone (TDD), call (907) 451-2363.

Sincerely,

Brandie Theisen Hofmeister
Environmental Planner



(907) 562-2000

DOWL Engineers
4041 B Street
Anchorage, AK 99503
Fax (907) 563-3953
www.dowl.com

Brandie T. Hofmeister

From: Brandie T. Hofmeister
Sent: Tuesday, December 11, 2007 1:59 PM
To: 'tom.chapple@alaska.gov'; 'lynn.kent@alaska.gov'
Subject: FW: St. Michael Airport Improvement Environmental Assessment Available for Review

Tom and Lynn,

Ron Klein suggested that I get in touch with you to inform you and your department that the St. Michael Airport Improvement EA is available for public review (see message below.)

Thank you,

Brandie Hofmeister
 Environmental Planner
 DOWL Engineers

From: Klein, Ronald S (DEC) [mailto:ron.klein@alaska.gov]
Sent: Tuesday, December 11, 2007 1:16 PM
To: Brandie T. Hofmeister
Subject: RE: St. Michael Airport Improvement Environmental Assessment Available for Review

Hi Brandie,

My responsibilities have changed since the scoping list was developed. I suggest getting in touch with Tom Chapple, Director of Air and Lynn Kent, Director of Water and have them identify their point of contacts for EA's.

Ron

Ronald S. Klein
 Program Manager
 Food Safety and Sanitation
 Alaska Department of Environmental Conservation
 Division of Environmental Health
 555 Cordova Street
 Anchorage, Alaska 99501
 Tel: 907-269-7583
 Fax: 907-269-7654
 ron.klein@alaska.gov

From: Brandie T. Hofmeister [mailto:bhofmeister@dowl.com]
Sent: Tuesday, December 11, 2007 12:08 PM
To: HCD.anchorage@noaa.gov; larry_bright@usfws.gov; Kevin.D.Morgan@POA02.USACE.Army.Mil; Ott, Alvin G (DNR); burgh.colleen@epamail.epa.gov; Klein, Ronald S (DEC); Marie, Megan E (DNR); sarah_conn@fws.gov; emily@kawerak.org; brian.bourbon@ak.usda.gov
Cc: Campbell, Bruce W (DOT); Anderson, Ryan (DOT); khansen@dowl.com
Subject: St. Michael Airport Improvement Environmental Assessment Available for Review

Good Afternoon All,

This email is to inform you that the St. Michael Airport Improvement Environmental Assessment (EA) is now available for public review and comment. If you are receiving this email, it is because you were identified as an interested party or agency during the scoping process.

If you would like to review the document, an electronic version is available online at:
<http://www.dowl.com/projects/adotpfairport/stmichael.htm>

You can also request an electronic or hard copy by contacting me, Brandie Hofmeister, at (907) 562-2000 or by responding to this email (bhofmeister@dowl.com).

A summary of the project follows:

The Alaska Department of Transportation and Public Facilities (DOT&PF) in cooperation with the Federal Aviation Administration (FAA) is proposing to improve and rehabilitate the St. Michael Airport in St. Michael, Alaska.

The proposed project would include the following improvements:

- Widening the Runway Safety Area (RSA) from 120 to 150 feet;
- Widening the taxiway from 30 to 50 feet and extending the taxiway safety area width from 79 to 118 feet;
- Expanding the apron to 162,000 square feet;
- Expanding the aviation support area to 67,500 square feet;
- Flattening the RSA slopes from 2:1 To 4:1;
- Replacing the existing lighting system;
- Realigning and widening the airport access road to 30 feet, as well as repairing the embankment;
- Constructing Precision Approach Path Indicator (PAPI) and Runway End Identifiers Lights (REIL) pads;
- Applying a dust palliative; and
- Improving drainage around the runway.

If you would like to request a public hearing, or have questions or comments regarding this project, please contact:

Bruce Campbell, Environmental Coordinator
 ADOT&PF, 2301 Peger Road
 Fairbanks, AK 99709-5316
 Telephone: (907) 451-2238
 Fax: (907) 451-5103
 Email: bruce.campbell@alaska.gov

Comments will be accepted by mail, email, fax, or telephone until **January 18, 2008**. If you are a person with disability who may need a special modification to comment, please contact the ADOT&PF as soon as possible. To correspond by text telephone (TDD), call (907) 451-2363.

Sincerely,

Brandie Theisen Hofmeister
 Environmental Planner



(907) 562-2000

DOWL Engineers
 4041 B Street
 Anchorage, AK 99503
 Fax (907) 563-3953
www.dowl.com

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.

Brandie T. Hofmeister

From: Brandie T. Hofmeister
Sent: Tuesday, December 11, 2007 3:13 PM
To: 'smkpres07@gci.net'
Subject: FW: Fw: St. Michael EA NOA for distribution to Native Village of Saint Michael
Attachments: Notice of Availability.doc

From: Brandie T. Hofmeister
Sent: Tuesday, December 11, 2007 3:10 PM
To: 'smkpresident@gci.net'
Cc: 'matthew.freeman@faa.gov'; 'Campbell, Bruce W (DOT)'; Ryan.Anderson@alaska.gov; Kristen J. Hansen
Subject: FW: Fw: St. Michael EA NOA for distribution to Native Village of Saint Michael

Ms. Shirley Martin,

Mr. Matt Freeman, FAA, asked that I notify you that the St. Michael Airport Improvement Project Environmental Assessment is available for public review and comment.

A notice of availability is attached, which details the project and the public comment process. Mr. Freeman wanted you to know that your tribe can provide comments directly to the FAA, if you prefer (see email correspondence, below).

Please note that the document can be viewed online at:
<http://www.dowl.com/projects/adotpfairport/stmichael.htm>

Sincerely,

Brandie Hofmeister
 Environmental Planner
 DOWL Engineers

-----Original Message-----

From: matthew.freeman@faa.gov [mailto:matthew.freeman@faa.gov]
 Sent: Tuesday, December 11, 2007 2:28 PM
 To: Brandie T. Hofmeister
 Cc: Ryan.Anderson@alaska.gov; bruce.campbell@alaska.gov; Kristen J. Hansen; Katrina.Moss@faa.gov
 Subject: Re: Fw: St. Michael EA NOA for distribution to Native Village of Saint Michael

Brandie,

Please notify the tribe the document is available for comments. The tribe is welcome to provide comments to FAA directly, or through the public process.

Matt

----- Forwarded by Matthew Freeman/AAL/FAA on 12/11/2007 12:31 PM -----

"Brandie T.
 Hofmeister"
 <bhofmeister@dowl

To

.com>

Matthew Freeman/AAL/FAA@FAA

cc

12/11/2007 12:01
PM

<Ryan.Anderson@alaska.gov>,
"Campbell, Bruce W \(.DOT\) "
<bruce.campbell@alaska.gov>,
"Kristen J. Hansen"
<khansen@dowl.com>

Subject
St. Micheal EA NOA for distribution
to Native Village of Saint Michael

Matt-

Please recall that the Native Village of St. Michael has opted to communicate directly with the FAA. As such, we will not be notifying the tribe that the EA is available for public review and comment.

I have attached a notice of availability, should the FAA want to share all or some of this information with the Tribe.

Please also note that the St. Michael Airport Improvement Project Environmental Assessment can be viewed online at:

<http://www.dowl.com/projects/adotpfairport/stmichael.htm>

Thank you in advance for your cooperation.

Brandie

Brandie Theisen Hofmeister
Environmental Planner

(Embedded image moved to file: pic19589.gif)

(907) 562-2000

DOWL Engineers
4041 B Street
Anchorage, AK 99503
Fax (907) 563-3953
www.dowl.com

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. (See attached file: Notice of Availability.doc)

[Home](#)

[Go Back](#)

Online Public Notice

State of Alaska

Public Notices

Notice of Availability of Draft Environmental Assessment & Opportunity to Request a Public Hearing For St. Michael Airport Improvements/62652

Submitted by: plord/25

Date Submitted: 12/18/2007 02:36 PM

Date Modified:

Ak Admin Journal: [not printed]

Attachments: No files attached

Notice of Availability of Draft Environmental Assessment & Opportunity to Request a Public Hearing For St. Michael Airport Improvements/62652

Category: Public Notices

Publish Date: 12/18/2007

Department: Transportation & Public Facilities

Location: Other

Location: St. Michael

Coastal District: N/A

Body of Notice:

Notice of Wetland Involvement, Executive Order 11990
Environmental Justice, Executive Order 12898
Protection and Enhancement of the Cultural Environment Executive Order 11593

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) announce the availability of the draft Environmental Assessment (EA) and the opportunity to request a public hearing for the proposed St. Michael Airport Improvements Project. The public hearing would be for the purpose of considering the economic, social, and environmental effects of the development and its consistency with the goals and objectives of the community. Anyone may request a copy of the draft EA or a public hearing by contacting the Department by January 18, 2008.

The proposed project would enhance safety and improve conditions at the airport by:

- Widening the Runway Safety Area (RSA) from 120 to 150 feet;
- Widening the taxiway from 30 to 50 feet and extending the taxiway safety area width from 79 to 118 feet;
- Expanding the apron to 162,000 square feet;
- Expanding the aviation support area to 67,500 square feet;
- Flattening the RSA slopes from 2:1 to 4:1;
- Replacing the existing lighting system;
- Realigning and widening the airport access road to 30 feet, as well as repairing the embankment;
- Constructing Precision Approach Path Indicator (PAPI) and Runway End Identifiers Lights (REIL) pads;
- Applying a dust palliative; and
- Improving drainage around the runway.

If you would like to request a public hearing, or have questions or comments regarding this project, please contact:

Bruce Campbell
Environmental Coordinator
State of Alaska DOT&PF

2301 Peger Road
Fairbanks, AK 99709-5316
Telephone: (907) 451-2238
Fax: (907) 451-5103
Email: bruce.campbell@alaska.gov

Comments will be accepted by mail, email, fax, or telephone until January 18, 2008. If you are a person with disability who may need special accommodations to participate, please contact the Department as soon as possible. To correspond by text telephone (TDD), call (907) 451-2363.

Revision History:

12/18/2007 02:36:21 PM by plord/25/State/Alaska/US
\$\$WebClient [Anon]

[Home Page](#) | [Notices by: Department](#) | [Category](#) | [Publish Date](#)

Anchorage Daily News

ADVERTISING INVOICE

1 BILLING PERIOD		2 ADVERTISER/CLIENT NAME	
12/03/07 12/30/07		STAK/DOTPF/ENVIR	
23 TOTAL AMOUNT DUE	*UNAPPLIED AMOUNT	3 TERMS OF PAYMENT	
1180.80	.00	NET 20	
21 CURRENT NET AMOUNT DUE	22 30 DAYS	60 DAYS	90 DAYS
1180.80	.00	.00	.00

AMOUNT PAID _____

4 PAGE #	5 BILLING DATE	6 BILLED ACCOUNT NAME AND ADDRESS	9 REMITTANCE ADDRESS
1	12/30/07	STATE OF ALASKA/ENVIRONMENTAL 2301 PEGER ROAD FAIRBANKS AK 99709-5399	ANCHORAGE DAILY NEWS PO BOX 140147 ANCHORAGE AK 99514-0147
51 BILLED ACCOUNT NUMBER			
STOF0188			
7 ADVERTISER/CLIENT NUMBER			
STOF0188			

8384797000010808323232323200001180808

PLEASE DETACH AND RETURN UPPER PORTION WITH YOUR REMITTANCE
Thank you for advertising in the Anchorage Daily News

10 DATE	11 NEWSPAPER REFERENCE	12 13 14 DESCRIPTION - OTHER COMMENTS/CHANGES	15 SAU SIZE BILLED UNITS	17 TIMES RUN RATE	19 GROSS AMOUNT	20 NET AMOUNT
12/20	11364601 DN ME C3	BALANCE FORWARD 2528ENV-006/NOTICE OF AVAI DAYB	3X 8.0 24.00IN	49.20	.00 1180.80	
		ACCUM LINAGE FOR CONTRACT:	054211	24.00IN		
CONT NUMBER	CONT LINAGE	LINAGE TO DATE	CONT DAYS TO DTE	INSRTS TO DT	EXPIRE DATE	
054211	5000	5486	0 190	0 364	03/26/08	
					TOTAL DUE	1180.80
		PREVIOUS AMOUNT OWED:			.00	
		NEW CHARGES THIS PERIOD:			1,180.80	
		CASH THIS PERIOD:			.00	
		DEBIT ADJUSTMENTS THIS PERIOD:			.00	
		CREDIT ADJUSTMENTS THIS PERIOD:			.00	
					<p>St. Michael Airport Amount Imposed \$ 1180.80 #62652</p> <p>APPROVED FOR PAYMENT</p> <p>CODE 24423890-57250-3058422-73151-08</p> <p>DATE 1/8/08</p> <p>SIGNED <i>[Signature]</i> Grace U. Campbell</p>	

STATEMENT OF ACCOUNT AGING OF PAST DUE AMOUNTS

21 CURRENT NET AMOUNT DUE	22 30 DAYS	60 DAYS	90 DAYS	*UNAPPLIED AMOUNT	23 TOTAL AMOUNT DUE
1180.80	.00	.00	.00	.00	1180.80

Anchorage Daily News

TAX ID NUMBER 92-0071348 *UNAPPLIED AMOUNTS ARE INVOICED IN TOTAL AMOUNT DUE



24	25	ADVERTISER INFORMATION			
1	BILLING PERIOD	6 BILLED ACCOUNT NUMBER	7 ADVERTISER/CLIENT NUMBER	2 ADVERTISER/CLIENT NAME	
	12/03/07 12/30/07	STOF0188	STOF0188	STAK/DOTPF/ENVIR	

PROOF OF PUBLICATION

STOF0188
11364601
2528ENV-006

A NAGY
being first duly sworn on oath
deposes and says that he/she
is an accounting clerk of
the Anchorage Daily News, a
daily newspaper. That said
newspaper has been approved as
a proof of publication and it now
and has been published in the
English language continually as a
daily newspaper in Anchorage,
Alaska, and it is now and during
all said time was printed in an
office maintained at the aforesaid
place of publication of said
newspaper. That the annexed is
a copy of an advertisement
as it was published in regular
issues (and not in supplemental
form) of said newspaper on
12/20/07
and that such newspaper was
regularly distributed to its
subscribers during all of said
period. That the full amount of
the fee charged for the foregoing
publication is not in excess of
the rate charged private
individuals.

Signed A. Nagy

Notice of Availability of Draft Environmental Assessment And Opportunity to Request a Public Hearing For St. Michael Airport Improvements Project No. 62652

Notice of Wetland Involvement, Executive Order 11990
Environmental Justice, Executive Order 12898
Protection and Enhancement of the Cultural Environment Executive Order 11593

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) announce the availability of the draft Environmental Assessment (EA) and the opportunity to request a public hearing for the proposed St. Michael Airport Improvements Project. The public hearing would be for the purpose of considering the economic, social, and environmental effects of the development and its consistency with the goals and objectives of the community. Anyone may request a copy of the draft EA or a public hearing by contacting the Department by January 18, 2008.

The proposed project would enhance safety and improve conditions at the airport by:

- Widening the Runway Safety Area (RSA) from 120 to 150 feet;
- Widening the taxiway from 30 to 50 feet and extending the taxiway safety area width from 79 to 118 feet;
- Expanding the apron to 162,000 square feet;
- Expanding the aviation support area to 67,500 square feet;
- Flattening the RSA slopes from 2:1 to 4:1;
- Replacing the existing lighting system;
- Realigning and widening the airport access road to 30 feet, as well as repairing the embankment;
- Constructing Precision Approach Path Indicator (PAPI) and Runway End Identifier Lights (REIL) pads;
- Applying a dust palliative; and
- Improving drainage around the runway.

If you would like to request a public hearing, or have questions or comments regarding this project, please contact:

Bruce Campbell
Environmental Coordinator
State of Alaska DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316
Telephone: (907) 451-2238
Fax: (907) 451-5103
Email: bruce.campbell@alaska.gov

Comments will be accepted by mail, email, fax, or telephone until **January 18, 2008**. If you are a person with disability who may need special accommodations to participate, please contact the Department as soon as possible. To correspond by text telephone (TDD), call (907) 451-2363.

NOTICE TO PUBLISHER

ACCT#

STOF-0188

ADVERTISING ORDER NO.

**STATE OF ALASKA
ADVERTISING
ORDER**

INVOICE MUST BE IN TRIPLICATE SHOWING ADVERTISING ORDER NO., CERTIFIED AFFIDAVIT OF PUBLICATION (PART 2 OF THIS FORM) WITH ATTACHED COPY OF ADVERTISEMENT MUST BE SUBMITTED WITH INVOICE.

A0-2528ENV-006

SEE BOTTOM FOR INVOICE ADDRESS

**F
R
O
M**

State of Alaska
Department of Transportation & Public Facilities
Environmental Section
2301 Peger Road
Fairbanks, AK 99709-5316

AGENCY CONTACT
Deborah Todd

DATE OF AD.
December 17, 2007

PHONE
(907) **451-2237**

FAX: (907) **451-5103**

DATES ADVERTISEMENT REQUIRED:

DECEMBER 20, 2007

THE MATERIAL BETWEEN THE DOUBLE LINES MUST BE PRINTED IN ITS ENTIRETY ON THE DATES SHOWN.

SPECIAL INSTRUCTIONS:

SMALL DISPLAY AD

**T
O
P
U
B
L
I
S
H
E
R**

Display Advertisement Department
Anchorage Daily News
1001 Northway Drive
P.O. Box 149001
Anchorage, AK 99514-9001

Type of Advertisement: Legal Display Classified Other (Specify):

SEE ATTACHED TEXT FOR AD

SEND INVOICE IN TRIPLICATE TO

PAGE 1 OF PAGES TOTAL OF ALL PAGES \$

REF	TYPE	NUMBER	AMOUNT	DATE	COMMENTS
1	VEN				
2					
3					
4					

FIN	AMOUNT	SY	CC	PGM	LC	ACCT	FY	MARK	UIC	
1		08	24423890	57250	30584222	73451	08			St. Michael Airport Rehab #62652
2										
3										
4										

REQUISITIONED BY:
Deborah Todd

DIVISION APPROVAL
[Signature]

**Notice of Availability of Draft Environmental Assessment
And
Opportunity to Request a Public Hearing
For
St. Michael Airport Improvements
Project No. 62652**

**Notice of Wetland Involvement, Executive Order 11990
Environmental Justice, Executive Order 12898
Protection and Enhancement of the Cultural Environment Executive Order 11593**

The Alaska Department of Transportation and Public Facilities (DOT&PF) and the Federal Aviation Administration (FAA) announce the availability of the draft Environmental Assessment (EA) and the opportunity to request a public hearing for the proposed St. Michael Airport Improvements Project. The public hearing would be for the purpose of considering the economic, social, and environmental effects of the development and its consistency with the goals and objectives of the community. Anyone may request a copy of the draft EA or a public hearing by contacting the Department by **January 18, 2008**.

The proposed project would enhance safety and improve conditions at the airport by:

- Widening the Runway Safety Area (RSA) from 120 to 150 feet;
- Widening the taxiway from 30 to 50 feet and extending the taxiway safety area width from 79 to 118 feet;
- Expanding the apron to 162,000 square feet;
- Expanding the aviation support area to 67,500 square feet;
- Flattening the RSA slopes from 2:1 to 4:1;
- Replacing the existing lighting system;
- Realigning and widening the airport access road to 30 feet, as well as repairing the embankment;
- Constructing Precision Approach Path Indicator (PAPI) and Runway End Identifiers Lights (REIL) pads;
- Applying a dust palliative; and
- Improving drainage around the runway.

If you would like to request a public hearing, or have questions or comments regarding this project, please contact:

Bruce Campbell
Environmental Coordinator
State of Alaska DOT&PF
2301 Peger Road
Fairbanks, AK 99709-5316
Telephone: (907) 451-2238
Fax: (907) 451-5103
Email: bruce.campbell@alaska.gov

Comments will be accepted by mail, email, fax, or telephone until **January 18, 2008**. If you are a person with disability who may need special accommodations to participate, please contact the Department as soon as possible. To correspond by text telephone (TDD), call (907) 451-2363.

APPENDIX C

**State of Alaska
Department of Transportation and Public Facilities (DOT&PF)
Mining and Reclamation Plan**

St. Michael Airport Rehabilitation

Materials Site Plan

General Site Description:

Halfway Mountain Material site lies 2.8 miles east of the airport. This proposed material site covers approximately 15 acres.

Project Description:

- Resurface runway, taxiway, apron, and safety areas,
- Widen runway safety area from 120 to 150 feet,
- Widen taxiway safety area from 79 to 118 feet,
- Construct precision approach path indicator (PAPI) and runway end identifier light (REIL) pads,
- Realign and widen airport access road,
- Expand apron and aviation support area, and
- Apply a dust palliative.

Methods of Operation:

Approximately 265,000 cubic yards of material will be hauled during construction from Halfway Mountain along the Stebbins/St. Michael Road to the project site (see Figure 6). Appropriate benching and side slopes will be constructed. Material will be stockpiled on developed land within the material site boundary. No material will be stockpiled at the airport.

Mining Restoration Plan

The gravel will be extracted from an existing pit that is currently developed. It is not anticipated that this pit will need to be expanded, and so no wetlands will be impacted from its use. The material removed for this project is anticipated to lower the level of the pit approximately nine feet. Any permanent waste piles will be recontoured to match the surrounding natural ground surfaces.

APPENDIX D

Draft Permit Applications

United States Army Corps of Engineers, Section 404 Draft Permit Application.....	D-1
Coastal Project Questionnaire and Certification Statement.....	D-3

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
(33 CFR 325)

OMB APPROVAL NO. 0710-003
Expires October 1996

Public reporting burden for this collection of information is estimated to average 5 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. 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. 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

Authority: 33USC 401, Section 10; 1413, Section 404. Principal Purpose: These laws require permits authorizing activities in, or affecting, navigable waters of the United States, the discharge of dredged or fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Routing Uses: Information provided on this form will be used in evaluating the application for a permit. Disclosure: Disclosure of requested information is voluntary. If information is not provided, however, the permit application cannot be processed 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: Alaska Department of Transportation and Public Facilities (DOT&PF) Northern Region	8. AUTHORIZED AGENT'S NAME AND TITLE (an agent is not required)
6. APPLICANT'S ADDRESS: 2301 Peger Road Fairbanks, AK 99709	9. AGENT'S ADDRESS
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

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) St. Michael Airport Improvements	
13. NAME OF WATERBODY, IF KNOWN (if applicable)	14. PROJECT STREET ADDRESS (if applicable)
15. LOCATION OF PROJECT St. Michael, Alaska _____ COUNTY STATE	St. Michael Airport
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN, (see instructions) 63.47° North Latitude and 162.03° West Longitude (U.S. Geological Survey Quad St. Michael C-1, Section 24, Township 23 South, Range 18 West, Kateel River Meridian).	
17. DIRECTION TO THE SITE	

18. NATURE OF ACTIVITY (Description of project, include all features)

The proposed action would involve widening the RSA, widening the taxiway safety area , rehabilitating the airport operational surfaces, flattening the side slopes of the runway, and expanding the apron and aviation support area. Drainage improvements would also be constructed. Additionally, airport lighting will be replaced, PAPI and REIL pads would be constructed, and the airport access road would be aligned and widened. The proposed action would use fill material from the Halfway Mountain Material site, owned by the St. Michael Village Corporation.

19. PROJECT PURPOSE (Describe the reason or purpose of the project, see instructions)

The purpose of the St. Michael Airport Rehabilitation project is to repair the existing operational surfaces and safety areas and to upgrade the runway, taxiway, apron and safety areas to meet current FAA safety guidelines for the aircraft using the airport. Additional improvements needed at the airport include the airport lighting replacement, expansion of the apron operational surface and aviation support area, repair and realignment of the existing airport access road, installment of PAPI and REIL pads, application of a dust palliative, and construction of drainage improvements as needed.

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

20. REASON(S) FOR DISCHARGE

Construction of runway extension, taxiway, access road, and apron.

21. TYPE(S) OF MATERIAL BEING DISCHARGED AND THE AMOUNT OF EACH TYPE IN CUBIC YARDS

195,000 cubic yards of gravel would be discharged for the proposed airport improvements.

22. SURFACE AREA IN ACRES OF WETLANDS OR OTHER WATERS FILLED (see instructions)

Approximately 24 acres of Palustrine wetlands would be filled for the proposed improvements.

23. IS ANY PORTION OF THE WORK ALREADY COMPLETE? Yes ___ No XX 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

*Would include but is not restricted to zoning, building and floodplain 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 agency 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 ii 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.

Coastal Project Questionnaire and Certification Statement

Please answer all questions. To avoid a delay in processing, **please call the department if you answer "yes" to any of the questions related to that department.** Maps and plan drawings must be included with your packet.

An incomplete packet will be returned.

■ APPLICANT INFORMATION

1. <u>DOT&PF, Northern Region</u> Name of Applicant <u>2301 Peger Road</u> Address <u>Fairbanks, Alaska</u> City/State <u>(907) 451-2284</u> Daytime Phone _____ Fax Number	2. _____ Agent (or responsible party if other than applicant) _____ Address _____ City/State State Zip Code Zip Code _____ Daytime Phone _____ Fax Number E-mail Address E-mail Address
<u>99709</u> Zip Code	<u>cindie_little@dot.state.ak.us</u> E-mail Address

■ PROJECT INFORMATION

1. This activity is a: <input type="checkbox"/> new project <input checked="" type="checkbox"/> modification or addition to an existing project If a modification, do you currently have any State, federal or local approvals related to this activity? <input type="checkbox"/> <input checked="" type="checkbox"/>	Yes	No
--	------------	-----------

Note: Approval means any form of authorization. If "yes," please list below:

Approval Type	Approval #	Issuance Date	Expiration Date
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

2. If a modification, has this project ever been reviewed by the State of Alaska under the ACMP? <input type="checkbox"/> <input type="checkbox"/> Previous State I.D. Number: AK _____ Previous Project Name: _____		
---	--	--

■ PROJECT DESCRIPTION

1. Provide a brief description of your entire project and ALL associated facilities and land use conversions. Attach additional sheet(s) as needed.

See attachment. _____

Proposed starting date for project: 2007 Proposed ending date for project: 2009

2. Attach the following: • a detailed description of the project, all associated facilities, and land use conversions, etc. (Be specific, including access roads, caretaker facilities, waste disposal sites, etc.); • a project timeline for completion of all major activities in the proposal; • a site plan depicting property boundary with all proposed actions; • other supporting documentation that would facilitate review of the project. Note: If the project is a modification, identify existing facilities as well as proposed changes on the site plan.

PROJECT LOCATION

1. Attach a copy of the topographical and vicinity map clearly indicating the location of the project. Please include a map title and scale.
2. The project is located in which region (see attached map): Northern Southcentral Southeast
 within or associated with the Trans-Alaska Pipeline corridor
3. Location of project (Include the name of the nearest land feature or body of water.) _____
Township 23 South Range 18 West Section 24 Meridian Kateel River Latitude/Longitude 63.47°/162.03° USGS Quad Map St. Michael C-1
4. Is the project located in a coastal district? Yes No If yes, identify: Bering Straits CSRA
(Coastal districts are a municipality or borough, home rule or first class city, second class with planning, or coastal resource service area.) Note: A coastal district is a participant in the State's consistency review process. It is possible for the State review to be adjusted to accommodate a local permitting public hearing. Early interaction with the district is important; please contact the district representative listed on the attached contact list.
5. Identify the communities closest to your project location: St. Michael
6. The project is on: State land or water* Federal land Private land
 Municipal land Mental Health Trust land
**State land can be uplands, tidelands, or submerged lands to 3 miles offshore. See Question #1 in DNR section.
Contact the applicable landowner(s) to obtain necessary authorizations.*

The land is owned by the State and managed by DOT&PF.

DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC) APPROVALS

- | | Yes | No |
|--|--------------------------|-------------------------------------|
| 1. Will a discharge of wastewater from industrial or commercial operations occur? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Will the discharge be connected to an already approved sewer system? | <input type="checkbox"/> | <input type="checkbox"/> |
| Will the project include a stormwater collection/discharge system? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Do you intend to construct, install, modify, or use any part of a wastewater (sewage or greywater) disposal system? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a) If so, will the discharge be 500 gallons per day or greater? | <input type="checkbox"/> | <input type="checkbox"/> |
| b) If constructing a domestic wastewater treatment or disposal system, will the system be located within fill material requiring a COE permit? | <input type="checkbox"/> | <input type="checkbox"/> |

If you answered yes to a) or b), answer the following:

- 1) What is the distance from the bottom of the system to the top of the subsurface water table? _____
 - 2) How far is any part of the wastewater disposal system from the nearest surface water? _____
 - 3) Is the surrounding area inundated with water at any time of the year?
 - 4) How big is the fill area to be used for the absorption system? _____
(Questions 1 & 2 will be used by DEC to determine whether separation distances are being met; Questions 3 & 4 relate to the required size of the fill if wetlands are involved.)
3. Do you expect to request a mixing zone for your proposed project?
- (If your wastewater discharge will exceed Alaska water quality standards, you may apply for a mixing zone. If so, please contact DEC to discuss information required under 18 AAC 70.032.)*

- | | Yes | No |
|---|--------------------------|-------------------------------------|
| 4. a) Will your project result in the construction, operation, or closure of a facility for the disposal of solid waste? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <i>(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.)</i> | | |
| b) Will your project result in the treatment of solid waste at the site?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <i>(Examples of treatment methods include, but are not limited to: incineration, open burning, baling, and composting.)</i> | | |
| c) Will your project result in the storage or transfer of solid waste at the site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Will the project result in the storage of more than 50 tons of materials for reuse, recycling, or resource recovery?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Will any sewage solids or biosolids be disposed of or land-applied to the site? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <i>(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.)</i> | | |
| 5. Will your project require the application of oil, pesticides, and/or any other broadcast chemicals? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. a) Will you have a facility with industrial processes that are designed to process no less than five tons per hour and needs air pollution controls to comply with State emission standards? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Will you have stationary or transportable fuel burning equipment, including flares, with a total fuel consumption capacity no less than 50 million Btu/hour? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Will you have a facility with incinerators having a total charging capacity of no less than 1,000 pounds per hour?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Will you have a facility with equipment or processes that are subject to Federal New Source Performance Standards or National Emission Standards for hazardous air pollutants? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Will you propose exhaust stack injection? | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Will you have a facility with the potential to emit no less than 100 tons per year of any regulated air contaminant? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) 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?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Will you construct or add stationary or transportable fuel burning equipment of no less than 10 million Btu/hour in the City of Unalaska or the City of St. Paul? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Will you construct or modify in the Port of Anchorage a volatile liquid storage tank with a volume no less than 9,000 barrels, or a volatile liquid loading rack with a design throughput no less than 15 million gallons? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Will you be requesting operational or physical limits designed to reduce emissions from an existing facility in an air quality nonattainment area to offset an emission increase from another new or modified facility? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Will you be developing, constructing, installing, or altering a public water system? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. 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?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | |
|---|--------------------------|-------------------------------------|
| | Yes | No |
| c) Will you be operating facilities on the land or water for the exploration or production of hydrocarbons? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If you answered "NO" to ALL questions in this section, continue to next section.

If you answered "YES" to ANY of these questions, contact the DEC office nearest you for information and application forms. Please be advised that all new DEC permits and approvals require a 30-day public notice period. DEC Pesticide permits take effect no sooner than 40 days after the permit is issued.

Based on your discussion with DEC, please complete the following:

Types of project approvals or permits needed	Date application submitted
_____	_____
_____	_____

9. Does your project qualify for a general permit for wastewater or solid waste?.....
Note: A general permit is an approval issued by DEC for certain types of routine activities.

If you answered "YES" to any questions in this section and are not applying for DEC permits, indicate reason:

- _____ (DEC contact) told me on _____ that no DEC approvals are required on this project because _____
- Other: _____

■ DEPARTMENT OF FISH AND GAME (DFG) APPROVALS

- | | | |
|--|--------------------------|-------------------------------------|
| 1. Is your project located in a designated State Game Refuge, Critical Habitat Area or State Game Sanctuary? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2. Does your project include the construction/operation of a salmon hatchery? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Does your project affect, or is it related to, a previously permitted salmon hatchery?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4. Does your project include the construction of an aquatic farm?..... | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

If you answered "NO" to ALL questions in this section, continue to next section.

If you answered "Yes" to ANY questions under 1-4, contact the DFG Commercial Fisheries Division headquarters for information and application forms

Based on your discussion with DFG, please complete the following:

Types of project approvals or permits needed	Date application submitted
_____	_____
_____	_____

If you answered "YES" to any questions in this section and are not applying for DFG permits, indicate reason:

- _____ (DFG contact) told me on _____ that no DFG approvals are required on this project because _____
- Other: _____

■ DEPARTMENT OF NATURAL RESOURCES (DNR) APPROVALS

- | | Yes | No |
|---|-------------------------------------|-------------------------------------|
| 1. Is the proposed project on State-owned land or water or will you need to cross State-owned land for access? ("Access" includes temporary access for construction purposes. <i>Note: In addition to State-owned uplands, the State owns almost all land below the ordinary high water line of navigable streams, rivers and lakes, and below the mean high tide line seaward for three miles.</i>) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a) Is this project for a commercial activity? | <input type="checkbox"/> | <input type="checkbox"/> |
| 2. Is the project on Alaska Mental Health Trust land (AMHT) or will you need to cross AMHT land? <i>Note: Alaska Mental Health Trust land is not considered State land for the purpose of ACMP reviews.</i> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Do you plan to dredge or otherwise excavate/remove materials on State-owned land? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Location of dredging site if different than the project site: _____
Township _____ Range _____ Section _____ Meridian _____ USGS Quad Map _____ | | |
| 4. Do you plan to place fill or dredged material on State-owned land? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Location of fill disposal site if other than the project site: _____
Township _____ Range _____ Section _____ Meridian _____ USGS Quad Map _____
Source is on: <input type="checkbox"/> State Land <input type="checkbox"/> Federal Land <input type="checkbox"/> Private Land <input type="checkbox"/> Municipal Land | | |
| 5. Do you plan to use any of the following State-owned resources: | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> Timber: Will you be harvesting timber? Amount: _____ | | |
| <input type="checkbox"/> Materials such as rock, sand or gravel, peat, soil, overburden, etc.: | | |
| Which material? _____ Amount: _____ | | |
| Location of source: <input type="checkbox"/> Project site <input type="checkbox"/> Other, describe: _____ | | |
| Township _____ Range _____ Section _____ Meridian _____ USGS Quad Map _____ | | |
| 6. Are you planning to divert, impound, withdraw, or use any fresh water, except from an existing public water system or roof rain catchment system (regardless of land ownership)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Amount (maximum daily, not average, in gallons per day): _____ | | |
| Source: _____ Intended Use: _____ | | |
| If yes, will your project affect the availability of water to anyone holding water rights to that water? . | <input type="checkbox"/> | <input type="checkbox"/> |
| 7. Will you be building or altering a dam (regardless of land ownership)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Do you plan to drill a geothermal well (regardless of land ownership)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. At any one site (regardless of land ownership), do you plan to do any of the following? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> Mine five or more acres over a year's time | | |
| <input type="checkbox"/> Mine 50,000 cubic yards or more of materials (rock, sand or gravel, soil, peat, overburden, etc.) over a year's time | | |
| <input type="checkbox"/> Have a cumulative unreclaimed mined area of five or more acres | | |
| If yes to any of the above, contact DNR about a reclamation plan. | | |
| If you plan to mine less than the acreage/amount stated above and have a cumulative unreclaimed mined area of less than five acres, do you intend to file a voluntary reclamation plan for approval? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10. Will you be exploring for or extracting coal? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. a) Will you be exploring for or producing oil and gas? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Will you be conducting surface use activities on an oil and gas lease or within an oil and gas unit? . | <input type="checkbox"/> | <input type="checkbox"/> |
| 12. Will you be investigating, removing, or impacting historical or archaeological or paleontological resources (anything over 50 years old) on State-owned land? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Yes No

13. Is the proposed project located within a known geophysical hazard area?

Note: 6 AAC 80.900(9) defines geophysical hazard areas as "those areas which present a threat to life or property from geophysical or geological hazards, including flooding, tsunami run-up, storm surge run-up, landslides, snowslides, faults, ice hazards, erosion, and littoral beach process." "known geophysical hazard area" means any area identified in a report or map published by a federal, state, or local agency, or by a geological or engineering consulting firm, or generally known by local knowledge, as having known or potential hazards from geologic, seismic, or hydrologic processes.

The town of St. Michael is above the 100-year flood plain. The recommended building elevation is 26.50 feet above mean sea level (MSL). The runway at St. Michael sits at approximately 106.5 feet above MSL.

14. Is the proposed project located in a unit of the Alaska State Park System?

15. Will you be working in, removing water or material from, or placing anything in, a stream, river or lake? (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.)
Note: If the proposed project is located within a special flood hazard area, a floodplain development permit may be required. Contact the affected city or borough planning department for additional information and a floodplain determination.)
 Name of waterbody: _____

16. Will you do any of the following:

Please indicate below:

- | | |
|---|---|
| <input type="checkbox"/> Build a dam, river training structure, other in-stream impoundment, or weir
<input type="checkbox"/> Use the water
<input type="checkbox"/> Pump water into or out of stream or lake (including dry channels)
<input type="checkbox"/> Divert or alter the natural stream channel
<input type="checkbox"/> Change the water flow or the stream channel
<input type="checkbox"/> Introduce silt, gravel, rock, petroleum products, debris, brush, trees, chemicals, or other organic/inorganic material, including waste of any type, into the water
<input type="checkbox"/> Alter, stabilize or restore the banks of a river, stream or lake (provide number of linear feet affected along the bank(s))
<input type="checkbox"/> Mine, dig in, or remove material, including woody debris, from the beds or banks of a waterbody
<input type="checkbox"/> Use explosives in or near a waterbody | <input type="checkbox"/> Build a bridge (including an ice bridge)
<input type="checkbox"/> Use the stream, lake or waterbody as a road (even when frozen), or cross the stream with tracked or wheeled vehicles, log-dragging or excavation equipment (backhoes, bulldozers, etc.)
<input type="checkbox"/> Install a culvert or other drainage structure
<input type="checkbox"/> Construct, place, excavate, dispose or remove any material below the ordinary high water of a waterbody
<input type="checkbox"/> Construct a storm water discharge or drain into the waterbody
<input type="checkbox"/> Place pilings or anchors
<input type="checkbox"/> Construct a dock
<input type="checkbox"/> Construct a utility line crossing
<input type="checkbox"/> Maintain or repair an existing structure
<input type="checkbox"/> Use an in-stream in-water structure not mentioned here |
|---|---|

If you answered "No" to ALL questions in this section, continue to next section.
If you answered "Yes" to ANY questions under 1-16, contact the Area DNR, office for information and application forms.

Based on your discussion with DNR, please complete the following:

Types of project approvals or permits needed	Date application submitted
_____	_____
_____	_____

If you answered "YES" to any questions in this section and are not applying for DNR permits, indicate reason:
 _____ (DNR contact) told me on _____ that no DNR approvals are required on this project because _____

■ FEDERAL APPROVALS

Yes No

U.S. Army Corps of Engineers (COE)

1. Will you be dredging or placing structures or fills in any of the following:
- tidal (ocean) waters? streams? lakes? wetlands*?
 - If yes, have you applied for a COE permit?

Date of submittal: Concurrent with submission of this CPQ.

(Note: Your application for this activity to the COE also serves as application for DEC Water Quality Certification.)

**If you are not certain whether your proposed project is in a wetlands (wetlands include muskegs), contact the COE, Regulatory Branch at (907) 753-2720 for a wetlands determination (outside the Anchorage area call toll free 1-800-478-2712).*

Bureau of Land Management (BLM)

2. Is the proposed project located on BLM land, or will you need to cross BLM land for access?.....
- If yes, have you applied for a BLM permit or approval?
- Date of submittal: _____

U.S. Coast Guard (USCG)

3. a) Will you be constructing 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) Will you be siting, constructing, or operating a deepwater port?.....
- If yes, have you applied for a USCG permit?
- Date of submittal: _____

U.S. Environmental Protection Agency (EPA)

4. a) Will the proposed project have a discharge to any waters?.....
- b) Will you be disposing of sewage sludge (contact EPA at 206-553-1941)?
- If you answered yes to a) or b), have you applied for an EPA National Pollution Discharge Elimination System (NPDES) permit?
- Date of submittal: _____
- (Note: For information regarding the need for an NPDES permit, contact EPA at (800) 424-4372.)*
- c) Will construction of your project expose 5 or more acres of soil? *(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 which will have stormwater discharge which is 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. Contact EPA at 206-553-8399.

Federal Aviation Administration (FAA)

5. 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? ...
- If yes, please contact the Airports Division of the FAA at (907) 271-5444.

Federal Energy Regulatory Commission (FERC)

6. a) Does the project include any of the following:
- 1) a non-federal hydroelectric project on any navigable body of water.....
 - 2) a location on federal land (including transmission lines)
 - 3) utilization of surplus water from any federal government dam
- b) Does the project include construction and operation, or abandonment of natural gas pipeline facilities under sections (b) and (c) of the Federal Power Act (FPA)?.....

- Yes** **No**
- c) Does the project include construction for physical interconnection of electric transmission facilities under section 202 (b) of the FPA?

If you answered yes to any questions under number 6, have you applied for a permit from FERC?.....

Date of submittal: _____

(Note: For information, contact FERC, Office of Hydropower Licensing (202) 219-2668; Office of Pipeline Regulation (202) 208-0700; Office of Electric Power Regulation (202) 208-1200.)

U.S. Forest Service (USFS)

7. 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?

If the answer to either question is yes, have you applied for a USFS permit or approval?

Date of submittal: _____

8. Have you applied for any other federal permits or authorizations?

AGENCY	APPROVAL TYPE	DATE SUBMITTED
_____	_____	_____
_____	_____	_____
_____	_____	_____

Please be advised that the CPQ identifies permits subject to a consistency review. You may need additional permits from other agencies or the affected city and/or borough government to proceed with your activity.

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.

- **To complete your packet, please attach your State permit applications and copies of your federal permit applications to this questionnaire.**

Project Description

The proposed action would involve widening the RSA, widening the TSA, rehabilitating the airport operational surfaces, flattening the side slopes of the runway, and expanding the apron and aviation support area. Drainage improvements would also be constructed. Additionally, airport lighting will be replaced, PAPI and REIL pads would be constructed, and the airport access road would be realigned and widened. Fill material will be obtained from the Halfway Mountain material site, owned by the St. Michael Village Corporation.

APPENDIX E

Potential Bird, Mammal, and Fish Species Found within the Project Area

Appendix E

Potential Animal Species within the Vicinity of St. Michael

Fish

Pacific sand lance (*Ammodytes hexapterus*)
whitefish (*Coregonus nasus*, *C. oidschian*)
Alaska blackfish (*Dallia pectoralis*)
burbot (*Lota lota*)
Pink salmon (*Oncorhynchus gorbuscha*)
Chum salmon (*O. keta*)
Silver salmon (*O. kisutch*)
Red salmon (*O. nerka*)
King salmon (*O. tshawytscha*)
arctic char (*Salvelinus alpinus*)
sheefish (*Stenodus leucichthys*)

Mammals

Moose (*Alces alces*)
Arctic Fox (*Alopex lagopus*)
Gray Wolf (*Canis lupus*)
Beaver (*Castor canadensis*)
Northern Red-Backed Vole (*Clethrionomys rutilus*)
River Otter (*Lutra canadensis*)
Singing Vole (*Microtus miurus*)
Tundra Vole (*M. oeconomus*)
Short-Tailed Weasel (*Mustela erminea*)
Least Weasel (*M. nivalis*)
Mink (*M. vision*)
Muskrat (*Ondatra zibethicus*)
Common Shrew (*Sorex cinereus*)
Dusky Shrew (*S. monticolus*)
Water Shrew (*S. palustris*)
Tundra Shrew (*S. tundrensis*)

Waterfowl

Northern Pintail (*Anas acuta*)
American Wigeon (*A. americana*)
Northern Shoveler (*A. clypeata*)
Green-Winged Teal (*A. crecca*)
Blue-winged Teal (*A. discors*)
Eurasian Wigeon (*A. penelope*)
Mallard (*A. platyrhynchos*)
Garganey (*A. querquedula*)
Gadwall (*A. strepera*)
Greater White-fronted Goose (*Anser albifrons*)

Lesser Scaup (*Aythya affinis*)
Redhead (*A. americana*)
Ring-Necked Duck (*A. collaris*)
Greater Scaup (*A. marila*)
Canvasback (*A. valisineria*)
Brant (*Branta bernicla*)
Canada Goose (*B. canadensis*)
Bufflehead (*Bucephala albeola*)
Common Goldeneye (*B. clangula*)
Barrow's Goldeneye (*B. islandica*)
Emperor Goose (*Chen canagica*)
Snow Goose (*C. caerulescens*)
Long-Tailed Duck (*Clangula hyemalis*)
Trumpeter Swan (*Cygnus buccinator*)
Tundra Swan (*C. columbianus*)
Harlequin Duck (*Histrionicus histrionicus*)
Surf Scoter (*Melanitta perspicillata*)
White-Winged Scoter (*M. fusca*)
Black Scoter (*M. nigra*)
Common Merganser (*Mergus merganser*)
Red-Breasted Merganser (*M. serrator*)
Spectacled Eider (*Somateria fischeri*)
Common Eider (*S. mollissima*)
King Eider (*S. spectabilis*)

Cranes

Sandhill crane (*Grus canadensis*)

Shorebirds

Ruddy Turnstone (*Arenaria interpres*)
Black Turnstone (*A. melanocephala*)
Surfbird (*Aphriza virgata*)
Sharp-tailed Sandpiper (*Calidris acuminata*)
Sanderling (*C. alba*)
Dunlin (*C. alpina*)
Baird's Sandpiper (*C. bairdii*)
Red Knot (*C. canutus*)
Western Sandpiper (*C. mauri*)
Pectoral Sandpiper (*C. melanotos*)
Least Sandpiper (*C. minutilla*)
Rock Sandpiper (*C. ptilocnemis*)
Semipalmated Sandpiper (*C. pusilla*)
Common Snipe (*Gallinago gallinago*)
Wandering Tattler (*Heteroscelus incanus*)

Short-billed Dowitcher (*Limnodromus griseus*)
Long-billed Dowitcher (*L. scolopaceus*)
Hudsonian Godwit (*Limosa haemastica*)
Bar-tailed Godwit (*L. lapponica*)
Whimbrel (*Numenius phaeopus*)
Bristle-thighed Curlew (*N. tahitiensis*)
Red Phalarope (*Phalaropus fulicaria*)
Red-necked Phalarope (*P. lobatus*)
American Golden-Plover (*Pluvialis dominica*)
Pacific Golden-Plover (*P. fulva*)
Black-bellied Plover (*P. squatarola*)
Greater Yellowlegs (*Tringa melanoleuca*)
Solitary Sandpiper (*T. solitaria*)

Jaegers, Gulls and Terns

Herring Gull (*Larus argentatus*)
Mew Gull (*L. canus*)
Glaucous-Winged Gull (*L. glaucescens*)
Glaucous Gull (*L. hyperboreus*)
Bonaparte's Gull (*L. philadelphia*)
Slaty-Backed Gull (*L. schistisagus*)
Long-Tailed Jaeger (*Stercorarius longicaudus*)
Parasitic Jaeger (*S. parasiticus*)
Pomarine Jaeger (*S. pomarinus*)
Arctic Tern (*Sterna paradisaea*)
Sabine's Gull (*Xema sabini*)

Raptors

Northern Harrier (*Circus cyaneus*)
Gyr Falcon (*Falco rusticolus*)

Gallinules

Willow Ptarmigan (*Lagopus lagopus*)

Perching Birds

Lapland Longspur (*Calcarius lapponicus*)
Common Redpoll (*Carduelis flammea*)
Hoary Redpoll (*C. hornemanni*)
Yellow Wagtail (*Dendroica petechia*)

Savannah Sparrow (*Passerculus sandwichensis*)
Tree Sparrow (*Spizella arborea*)

Corvids

Common Raven (*Corvus corax*)

APPENDIX F

Wetlands Avoidance and Minimization Checklist



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

Wetland Avoidance and Minimization Checklist

Project Name: St. Michael Airport Improvements

Project Number: 62652

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

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), are proposing the following improvements at the St. Michael Airport:

- Widen Runway Safety Area from 120 feet to 150 feet.
- Widen taxiway from 35 feet to 50 feet.
- Widen the Taxiway Safety Area from 79 feet to 118 feet.
- Expand the apron and aviation support area to approximately 230,000 square feet
- Realign and widen access road
- Flatten the slopes of the runway safety area, taxiway safety area, apron and access road to 4:1 slope
- Replace airport lighting
- Construct Precision Approach Path Indicator (PAPI) and Runway End Identifier Light (REIL) pads
- Add dust palliative
- Provide drainage improvements as necessary to maintain drainage around the Runway.

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. In order to meet FAA Safety guidelines and current service needs, the above listed improvements must be made. A complete avoidance of wetlands is not feasible due to the fact that the project consists of improvements to an existing facility, which is surrounded on all sides by wetlands.

DOWL Engineers conducted a Wetland Delineation and Wetland Functional Assessment, Vegetation Classification, and Wildlife Habitat Evaluation (May 2005) for the St. Michael Airport. The U.S. Army Corps of Engineers (USACE) concurred with the delineation on June 30, 2006, as part of a permit modification for maintenance projects at the St. Michael Airport.

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

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, FWS, NMFS, ADF&G.

No. DOT&PF consulted with the community throughout the design process. The St. Michael Community Association, St. Michael Native Corporation, and the Bering Straits Native Corporation do not object to the proposed action and did not mention any project related impacts to the non-wetland areas (i.e. material sites).

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., runway, taxiways, aprons, lease lots, navigational aids)?

Yes, to the extent possible.

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

No. The entire area surrounding the airport is predominantly wetlands.

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

No. Currently the St. Michael Airport is experiencing slope erosion and instability issues due to the fact that the runway, runway safety area, taxiway, taxiway safety area and apron are too steep (2:1 slopes). As part of the improvements to the airport the slopes will be rehabilitated and flattened to FAA standards of a 4:1 slope to address these issues.

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

No. The PAPI and REIL pads are sited to meet FAA standards. The apron and ASA need to be expanded to ease congestion.

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

Yes. The proposed work is a rehabilitation of the existing airport; all current facilities are incorporated into the plan.

3. Have crossings of fish streams been avoided? (Consult the Anadromous Fish Catalog or contact ADF&G for information on fish bearing waters.)

N/A (There are no catalogued fish streams within the project area).

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

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

N/A (According to USFWS, no bald eagle nests are in the vicinity of 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?

N/A

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.

There are four types of wetland types within the project area; Open water, seasonally open water, tall open shrub swamp, and wet tundra. All four wetland habitat types are abundant in the vicinity of St. Michael.

The majority of the airport is surrounded by the wet tundra (approximately 75%), which have a moderate functional ranking; most of the improvements are proposed within this habitat (23.4 acres).

Less than 1 acre of high functional ranking wetland would be affected by this project (0.03 acres of seasonally open water and 0.7 acres of tall open shrub scrub. This impacts are essentially unavoidable; widening the RSA, TSA or ASA to one side (or the other) would result in impacts to similar wetlands.

It should be noted that expanding the apron to the NE was not considered because of utility conflicts.

- 1.a. If yes, would construction affect 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, FWS, NMFS, ADF&G 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 or expertise if appropriate.

No

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)?

Yes; PAPI and REIL pads are sited based on FAA design criteria.

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

No, facilities have been consolidated to the extent practical while still meeting FAA safety standards.

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

No. The slopes at the existing airport are currently too steep causing erosion and instability issues. Under the proposed activity the slopes will be flattened to a 4:1 slope.

2.c Can facilities be consolidated to minimize impacts?

No, facilities have been consolidated to the extent practical while still meeting FAA safety standards.

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

Yes, all facilities have been incorporated into the new design.

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 catalogued fish streams have been identified on the project area.

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

N/A

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

N/A

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 (This project will not impact EFH).

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

All existing embankments at the airport will be incorporated into the new development. No abandoned fill exists.

IV. Material Site Considerations

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

1. Has a material site been designated for this project? If yes continue, if no go to V.

The proposed material site, Halfway Mountain Material Site, is an existing disturbed material site. The material site is privately owned and operated by the St. Michael Village Corporation.

- 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 been developed? 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.)

This material site is located approximately 5.5 miles from the community of St. Michael. A mining reclamation plan has been developed. At this time, there are no plans to develop the material site into open water habitat.

- 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)?

A material source investigation was conducted during the summer of 2005. The mining and reclamation plan proposed to minimize the footprint of excavation by mining only in areas that have

been previously developed. Portions of the developed areas will also be used to stockpile material.

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?

The Halfway Mountain material site is an existing site that has been used for various public works projects. This site is considered a long-term site.

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?

Project overburden is not expected at the material site, due to selective mining at previously developed and cleared areas.

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

There is an existing access road to Halfway Mountain Material Site. The Contractor performing work on the project will be required to maintain haul routes for the duration of the project. Upon project completion, all access routes will be restored to original or better condition.

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, the USFWS recommended migratory bird clearing window (May 5 – July 25) will be adhered to. There are no spawning areas near the identified potential material sites.

APPENDIX G

Phase I Environmental Site Assessment

PHASE 1
ENVIRONMENTAL SITE ASSESSMENT
ADOT&PF PROJECT NO. 62652

ST. MICHAEL AIRPORT
ST. MICHAEL, ALASKA

Prepared on behalf of:

State of Alaska Department of Transportation and Public Facilities
2301 Peger Road
Fairbanks, Alaska 99709-5316

Prepared by:

DOWL Engineers
4040 B Street
Anchorage, Alaska 99503
(907) 562-2000

W.O. D58530T

April 2005

TABLE OF CONTENTS

	<u>Page</u>
1.0 INTRODUCTION	1
2.0 SCOPE OF ESA SERVICES	3
3.0 INVESTIGATION OF HISTORICAL BACKGROUND.....	4
3.1 Recorded Documents	4
3.2 Aerial Photography	5
4.0 AGENCY FILE REVIEWS.....	6
4.1 Federal Records	6
4.2 Alaska Department of Environmental Conservation Records	7
4.3 Environmental Permits.....	7
5.0 PHYSICAL SETTING AND CHARACTERISTICS	7
5.1 Current U.S. Geological Survey (USGS) Quad Map and General Location.....	7
5.2 Surface Conditions.....	8
5.3 Subsurface Conditions	8
6.0 SITE RECONNAISSANCE	8
6.1 Current Use of Property	9
6.2 Observed Use of Adjoining Properties	9
6.3 General Observations.....	9
7.0 PERSONAL INTERVIEWS	10
8.0 FINDINGS AND CONSIDERATIONS.....	10
8.1 On-Site Issues	10
8.2 Off-Site Issues.....	10
9.0 CONCLUSIONS AND RECOMMENDATIONS	10
10.0 REFERENCES	11

FIGURES

Figure 1	Vicinity and Location Map
Figure 2	Site Location Map
Figure 3	SREB Photo Point Location Map

APPENDICES

Appendix A.....	Property Description
Appendix B.....	Supporting Data and Information
Appendix B.1	Aerial Photograph Summary
Appendix B.2.....	Personal Interview
Appendix B.3	Site Reconnaissance Notes
Appendix B.4.....	Site Photographs
Appendix B.5.....	EDR Reports

LIST OF ACRONYMS

ADEC.....	Alaska Department of Environmental Conservation
ADOT&PF.....	Alaska Department of Transportation and Public Facilities
ASTM.....	American Society for Testing and Materials
CERCLIS.....	Comprehensive Environmental Response, Compensation, and Liability Information System
DOWL.....	DOWL Engineers
EDR.....	Environmental Data Resources
EPA.....	Environmental Protection Agency
ERNS.....	Emergency Response Notification System
ESA.....	Environmental Site Assessment
FAA.....	Federal Aviation Administration
FINDS.....	Facility Index System
LUST.....	leaking underground storage tank
NPDES.....	National Pollutant Discharge Elimination System
RCRA.....	Resource Conservation and Recovery Act
RCRIS.....	Resource Conservation and Recovery Information System
SPILLS.....	Spills Database
SREB.....	snow removal equipment building
SWF.....	Solid Waste Facilities
USGS.....	U.S. Geological Survey
UST.....	underground storage tank

1.0 INTRODUCTION

This report presents the results of a Phase 1 Environmental Site Assessment (ESA) of the St. Michael Airport, two miles west of the city of St. Michael (the Property, Figure 1). The Property is a rectangular-shaped parcel as shown on the Vicinity and Location Map (Figure 1). The complete legal description of the Property is included in Appendix A. DOWL Engineers (DOWL) performed the ESA in April 2005 for the State of Alaska Department of Transportation and Public Facilities (Client). The ESA services included the limited research and data reviews specified herein and a site reconnaissance. The purpose of conducting the ESA was to estimate the potential, as of the date of the assessment, for hazardous substances to be present on the Property at levels likely to warrant mitigation under the current State of Alaska environmental laws and regulations.

This ESA report (the Report), which includes all of the supporting information gathered for purposes of the ESA, was prepared for the benefit of Client. Client may also distribute the Report to third parties, who may then use it at their discretion. However, any reliance upon the Report by a party other than Client shall be solely at the risk of such third party and without legal recourse against DOWL. Any third party that does not agree to the conditions in this paragraph shall not use the Report.

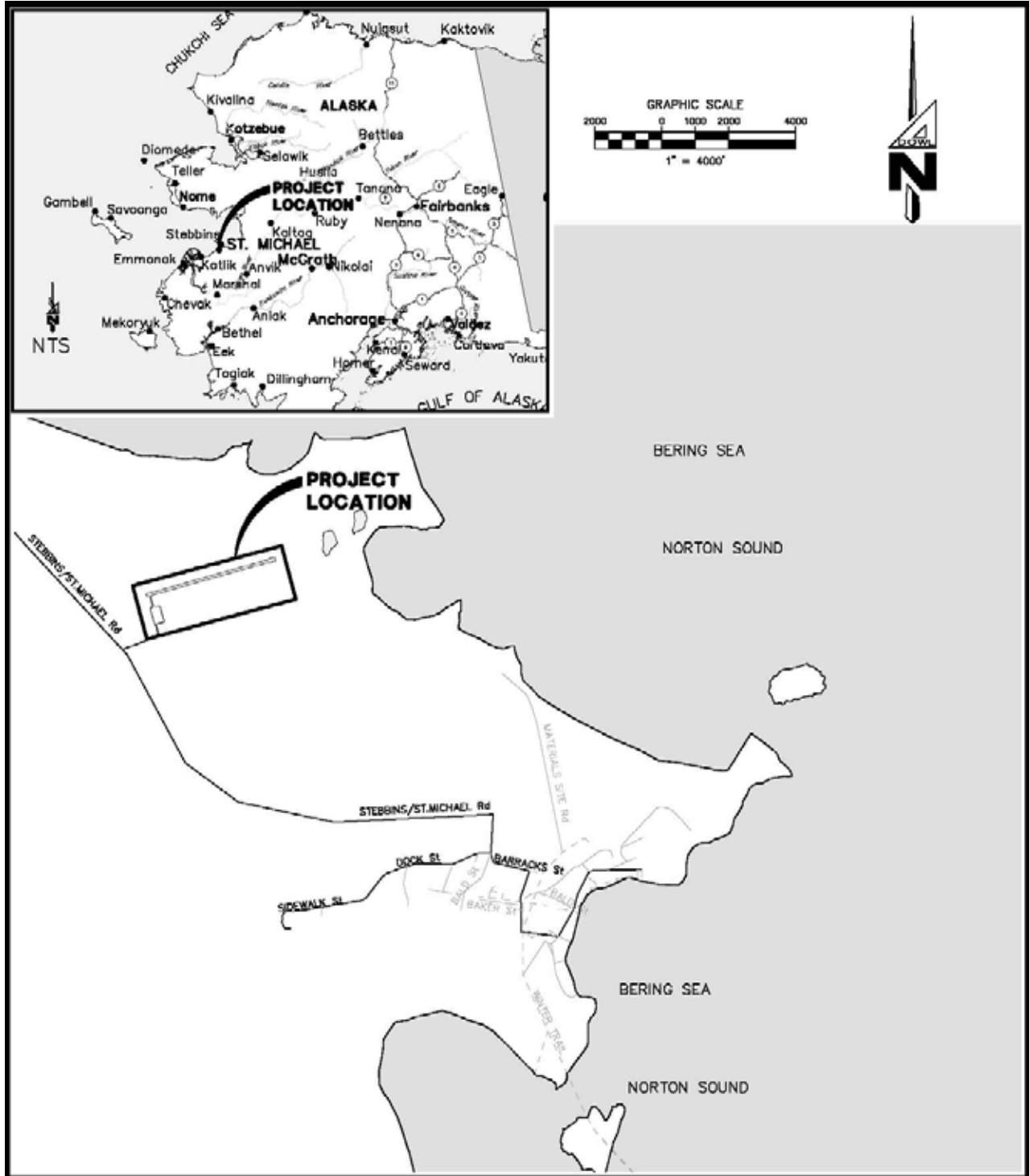


Figure 1: Vicinity and Location Map

2.0 SCOPE OF ESA SERVICES

An ESA comprises a number of individual elements whose basic nature and extent are determined in accordance with the standard of care for ESAs. The standard of care is commonly defined as the care applied by the ordinary practitioner in the area where the ESA was performed. We believe that we have complied with the applicable standard of care in performing this ESA.

Under the scope of work, the activities performed to obtain information about the Property included the following:

- A review of historical aerial photographs spanning the years from 1975, 1995, 1999, and 2004.
- A Site Reconnaissance of the Property by DOWL personnel on October 28, 2004.
- An interview with one individual having personal knowledge of past activities on the Property extending back through 1954.
- A review of data obtained from a search conducted by Environmental Data Resources (EDR) of Federal databases, which includes information from the Environmental Protection Agency (EPA) Facility Index System (FINDS) List; Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) List; Emergency Response Notification System (ERNS) Spill Reports List; and Resource Conservation and Recovery Information System (RCRIS) for information about nearby sites operating under federal regulations or approved state regulations.
- A review of data obtained from a search conducted by EDR of state and local databases, which includes information from the Alaska Department of Environmental Conservation (ADEC) Contaminated Sites Database, Leaking Underground Storage Tank (LUST) Database, the Underground Storage Tank (UST) Database, Solid Waste Facilities (SWF), and the ADEC Spills Database

(SPILLS). The report meets the government requirements for American Society for Testing and Materials (ASTM) Standard Practice for Environmental Sites Assessments, E1527-00.

Although the scope of this work included searching the above governmental databases for indications of nearby properties documented under these systems, it did not include reviews of the individual files for these entries. No other environmental sampling or research work was included in the ESA activities unless it was specifically referenced in this report.

The findings and conclusions presented in Sections 8 and 9 of this report are based solely upon the information obtained during the ESA. Further, the conclusions include our assessment of the potential for the Property to have been environmentally impacted from past activities on or near the Property. Although the conclusions represent our best judgment, they do not represent a *certification* of the environmental status of the Property.

Current conditions and information observed by DOWL during these activities are subject to change. Indicators of the presence of hazardous materials that were latent at the time of this ESA may subsequently become observable. In a similar manner, records or other information sources that DOWL did not review, because the research effort commonly associated with an ESA did not indicate their existence, may contain important information that could not have been considered in the formulation of DOWL's conclusions. Information and representations obtained from individuals interviewed for this report were relied on unless incidents of conflicting data were noted. DOWL accepts no responsibility for inaccuracies or deficiencies in this report resulting from omissions or misrepresentations by the persons interviewed.

3.0 INVESTIGATION OF HISTORICAL BACKGROUND

3.1 Recorded Documents

Ordinarily, a summary of the Deed History would be presented in this section; however, it was determined that a Deed History for the St. Michael Airport was not necessary because the Property's use has been documented since the Property's original date of construction and is known by the Client. A history of lessees of lots on the Property were reviewed from

the Alaska Department of Transportation and Public Facilities (ADOT&PF) Property Inventory System Review and is summarized here:

1. Bureau of Land Management
2. Yukon Fuel Company
3. State of Alaska
4. St. Michael Native Corporation
5. LCMF, Incorporated

3.2 Aerial Photography

Prints of two aerial photographs of the site and its vicinity were obtained by DOWL from AeroMap U.S., Inc., Anchorage, Alaska, and reviewed on April 7, 2005. One copy of the two prints was purchased and will be retained in DOWL's project files. The photographs were taken in 1975 and 2004. The photographs were examined for indications of the types of land use and surface activities that were present on the Property and on adjacent parcels during those periods. Two additional photographs taken in 1995 and 1999 were obtained from the Alaska Federal Aviation Administration (FAA) website. Summary review comments follow. Additional comments are included in Appendix B.

The 1975 photo shows no development in the area surrounding the Property. Many small lakes, connected by small streams, characterize the area.

The 1995 photo shows the Property developed. This is the year the airport was activated.

The 1999 photo shows the layout of the airport with no apparent changes from 1995.

The 2004 photo shows the layout of the airport and the topography and hydrography of the area is not noticeably different than in 1999, with the exception of one lake that now appears wetter.

4.0 AGENCY FILE REVIEWS

The following sources and records were reviewed for information about releases near the Property. Applicable excerpts from these records are included in Appendix B. EDR reports include a section called the “Orphan Summary.” These orphan sites appear on the list as possibly being in the area of the requested search, but due to poor or inadequate address information, these records could not be placed on the search map. EDR reported five orphans for St. Michael. Of these, two were in the ADEC Contaminated Sites Database, and one was listed in the Federal Enforcement and Compliance History Online Database, but none were within one mile of the Property.

4.1 Federal Records

EPA FINDS List (January 3, 2005): The EPA FINDS List is a listing of sites that operate under federal regulations or approved state regulations. The list is comprised of 13 categories ranging from lists of sites at which hazardous waste contamination has occurred to lists of sites that are under regulation for asbestos or air emissions. The FINDS List disclosed that there were no information files on the Property.

RCRIS (November 24, 2004): A listing under the RCRIS category alone indicates that the addressee has reported that they generate, handle, or transport regulated substances, but does not necessarily mean that these substances have been released. These sites are listed under the EPA Region 10 Report of RCRA Handlers. The target Property was not shown as having an ERNS file.

CERCLIS (December 21, 2004): There are no sites shown under the CERCLIS category within the one-half mile search area. A listing under this category indicates it is a site where releases were reported and subsequent investigations may have been performed.

EPA ERNS Spill Reports List (October 25, 2004): The target Property was not shown as having an ERNS file.

4.2 Alaska Department of Environmental Conservation Records

ADEC Anchorage District Office Contaminated Sites/LUST File (December 14, 2004): The list did not have any sites within one mile of the Property.

ADEC Southcentral Regional Office List of Contaminated Sites, (December 13, 2004): Two entries reported as orphans are in the Contaminated Sites database, but are located two miles east of the Property.

ADEC Registered USTs List (December 14, 2004). The list did not have any sites within one mile of the Property.

4.3 Environmental Permits

National Pollutant Discharge Elimination System (NPDES): At the time of the report, there was no NPDES permit assigned to the community.

5.0 PHYSICAL SETTING AND CHARACTERISTICS

5.1 Current U.S. Geological Survey (USGS) Quad Map and General Location

The St. Michael Airport is located two miles west of the city of St. Michael, on the east coast of St. Michael Island in Norton Sound, and 125 miles southeast of Nome. Coordinates for the airport are 63.4900507° North Latitude and 162.1103692° West Longitude. St. Michael is located within the USGS St. Michael Quad C-1 (Sec. 24, T023S, R018W, Kateel River Meridian) and is within the Cape Nome Recording District. The city of St. Michael encompasses 21.8 square miles of land and 6.3 square miles of water. St. Michael has a subarctic climate with maritime influences during the summer. Summer temperatures average 40 to 60°F; winters average -4 to 16°F. Extremes from -55 to 70°F have been recorded. Annual precipitation is 12 inches, with 38 inches of snowfall. Summers are rainy and fog is common. Norton Sound is ice-free from early June to mid-November.

5.2 Surface Conditions

St. Michael is located within the physiographic province of the Yukon-Kuskokwim Lowlands. To the east, the lowlands rise into the Nulato Hills. The island is separated from the mainland by a narrow channel. The terrain is a mixture of flat marshy lowlands and gently rolling uplands, rising to an elevation of 450 feet. St. Michael is non-forested. The region is characterized as a lake-dotted marshy plain rising from sea level on its west margin to 100 to 300 feet at its east end (FPE/ROEN 1993).

5.3 Subsurface Conditions

The Yukon-Kuskokwim Coastal Lowland is a section of the Bering Shelf Province. Many low hills of extrusive basalt with scattered cinder cones and broad shallow volcanic craters characterize the area. Surficial soils generally consist of a surface layer of wind-deposited silts that are perennially frozen. The temperature of the permafrost within 10 feet of the surface was found to be approximately 29°F. Patches of blocky basalt rock are found on the surface and these small areas are commonly unfrozen at depth. Thaw pits and lakes are common in this area and permafrost is usually present in areas away from bodies of water. The Yukon River drains the entire lowland on the mainland south of the project area (ADOT&PF, 1993).

6.0 SITE RECONNAISSANCE

Ms. Cecile Davis and Ms. Rachel Crittenden of DOWL Engineers conducted a reconnaissance of the Property on October 28, 2004. The Property's location is shown on the Vicinity and Location Map (Figure 1). There were no weather conditions that limited observation of the site's surfaces or vegetation during the reconnaissance. Site observations were recorded and photographs were taken at key points during the reconnaissance. A transcription of the site comments and a selection of the photographs are included in Appendix B.

6.1 Current Use of Property

The Client is using the Property as a general aviation airport. The remainder of the Property is undeveloped. No noticeable stains suggesting past spills were found on the surface of the runway, taxiway, or apron areas. The runway and apron are gravel surfaced and are clean and free of debris.

6.2 Observed Use of Adjoining Properties

North - Undeveloped.

East - Undeveloped.

South - Undeveloped, with the exception of a road.

West - Undeveloped.

6.3 General Observations

No conditions were observed where concentrated off-site drainage appeared to be directed onto the Property.

Topography and Drainage: The natural topography of the Property is approximately eight feet higher than the surrounding topography.

Sewer, Water, Storm Drainage, and Electric Facilities: There are no sewer, water, or storm drainage services provided on the Property. Electricity is provided through overhead lines.

Special Indicator Features: No standing water, unnatural appearing surfaces, unusual odors, or indications of pits, ponds, or lagoons were observed.

Interior Spaces: The snow removal equipment building (SREB) was inspected and was found generally clean and orderly, with the exception of some oil staining on the dirt floor.

7.0 PERSONAL INTERVIEWS

The following individual was interviewed for their personal knowledge of the recent history of the Property. Notes from these interviews are included in Appendix B.

Mr. Martin Andrews: Mr. Andrews provides maintenance for the airport.

8.0 FINDINGS AND CONSIDERATIONS

8.1 On-Site Issues

We have performed a Phase 1 ESA in conformance with the Scope of ESA Services outlined in Section 2.0 for the Property. This assessment has revealed no evidence of recognized environmental conditions in connection with the Property, with the exception of oil stains on the floor of the SREB. These stains, however, are reportedly from an oil change and would have involved no more than a gallon of oil.

8.2 Off-Site Issues

No suspected or confirmed releases of hazardous substances have been documented on the Property in the federal, state, or local environmental agency lists reviewed for this ESA.

9.0 CONCLUSIONS AND RECOMMENDATIONS

DOWL has performed a Phase I ESA and has identified no evidence of recognized environmental conditions in connection with the Property. Based on our findings, DOWL recommends no further investigation.

10.0 REFERENCES

Alaska Department of Transportation (1993) *GEOTECHNICAL REPORT* ▪ *SAINTE MICHAEL AIRPORT*. August 1993.

Environmental Data Resources, Inc. – The EDR-Radius Map with GeoCheck, February 23, 2005.

FPE/ROEN Engineers (1993) *Final Environmental Assessment: St. Michael Airport*. Prepared for the State of Alaska Department of Transportation and Public Facilities. July 1993.

APPENDIX A

PROPERTY DESCRIPTION

PROPERTY DESCRIPTION

The St. Michael Airport coordinates are 63.4900507 ° North Latitude and 162.1103692° West Longitude. St. Michael is located within the USGS St. Michael Quad C-1 (Sec. 24, T023S, R018W, Kateel River Meridian) and is within the Cape Nome Recording District.

APPENDIX B

SUPPORTING DATA AND INFORMATION

Appendix B.1.....	Aerial Photograph Summary
Appendix B.2.....	Personal Interview
Appendix B.3.....	Site Reconnaissance Notes
Appendix B.4.....	Site Photographs
Appendix B.5.....	EDR Reports

APPENDIX B.1

AERIAL PHOTOGRAPH SUMMARY



Date	Scale (Approx.)	Photo Numbers	Source	Remarks
9/9/75	Unknown	Photo # H-22	AeroMap	The scale of this photo is approximately 1" = 5000. The photo shows that no development has occurred in the area surrounding the Property. Many small lakes connected by small streams characterize the area.



Date	Scale (Approx.)	Photo Numbers	Source	Remarks
September 1995	Unknown	“5S8-a: St. Michael Oblique North”	FAA	The Property has been developed into an airport.



Date	Scale (Approx.)	Photo Numbers	Source	Remarks
August 1999	Unknown	“5S8-c: St. Michael Oblique Southeast”	FAA	The Property has no apparent significant changes.



Date	Scale (Approx.)	Photo Numbers	Source	Remarks
6/27/2004	1" = 1500'	Photo #2-4	AeroMap	The Property has been developed. The topography and hydrography of the area are not noticeably different than in 2004, with the exception of one lake, that appears wetter now.

APPENDIX B.2

PERSONAL INTERVIEW

PERSONAL INTERVIEW

With: Mr. Martin Andrews
ADOT&PF Maintenance

By: Cecile Davis
DOWL Engineers

Subject: Phase I, Preliminary Site Assessment
St. Michael Airport
St. Michael, Alaska
W.O. D58530T

Date: October 28, 2004 - 3:30 p.m.

Mr. Martin Andrews has lived in St. Michael for 40 years and maintains the runway.

Q. What is stored inside the SREB?

A. Two snow removal vehicles, including an ATV.

Q. Is maintenance or equipment performed inside the SREB?

A. Yes, there are about 10.5 gallon motor oil containers.

Q. What do you do with used oil?

A. Used oil gets disposed of in Unalakleet.

Q. Is there an oil/water separator in the SREB?

A. No.

Q. Where did the stains on the floor come from?

A. ADOT surveyors at one time dumped oil in there from changing the engine oil in their Honda. I put some kitty litter on it.

End of Initial Interview.

APPENDIX B.3

SITE RECONNAISSANCE NOTES

SITE RECONNAISSANCE NOTES

Project: Phase I, Preliminary Site Assessment
St. Michael Airport
St. Michael, Alaska
W.O. D58530T

By: Cecile Davis and Rachel Crittenden

Date: 3 p.m., October 28, 2004

Weather: Rainy and cloudy, approximately 35°F

3 p.m.

Waste and Disposal Practices:

Used oil is disposed of in Unalakleet.

Topography and Drainage: The natural topography of the Property is approximately eight feet higher than the surrounding topography. No conditions were observed where concentrated off-site drainage appeared to be directed onto the Property.

Sewer, Water, Storm Drainage, and Electric Facilities: There are no sewer, water, or storm drainage services provided on the Property. Overhead lines provide electricity.

Special Indicator Features: No standing water, unnatural appearing surfaces, unusual odors, or indications of pits, ponds, or lagoons were observed.

Interior Spaces: The SREB was inspected and was found generally clean and orderly, with the exception of some oil staining on the dirt floor.

Interior Surfaces and Spaces of the Property

Interior. No conditions or activities were observed that appeared to present a potential for environmentally contaminating the Property.

Adjoining Properties

North - Undeveloped

East - Undeveloped

South - Undeveloped with the exception of a road.

West - Undeveloped

4 p.m.: The site reconnaissance was completed.

APPENDIX B.4

SITE PHOTOGRAPHS

(With Site Sketch Showing Photograph Point and Numbers)

and

Figure 2..... Site Location Map
Figure 3..... SREB Photo Point Location Map

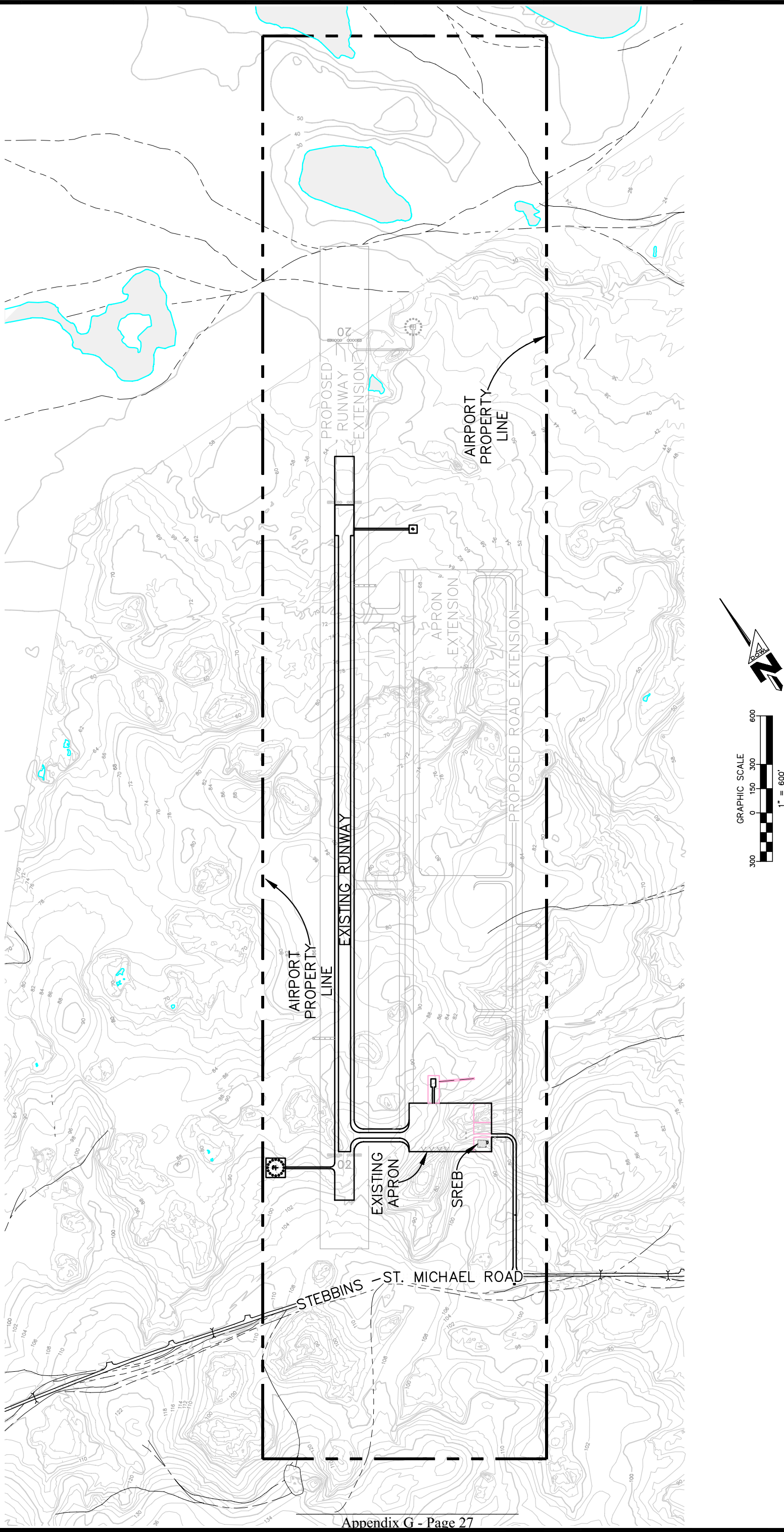
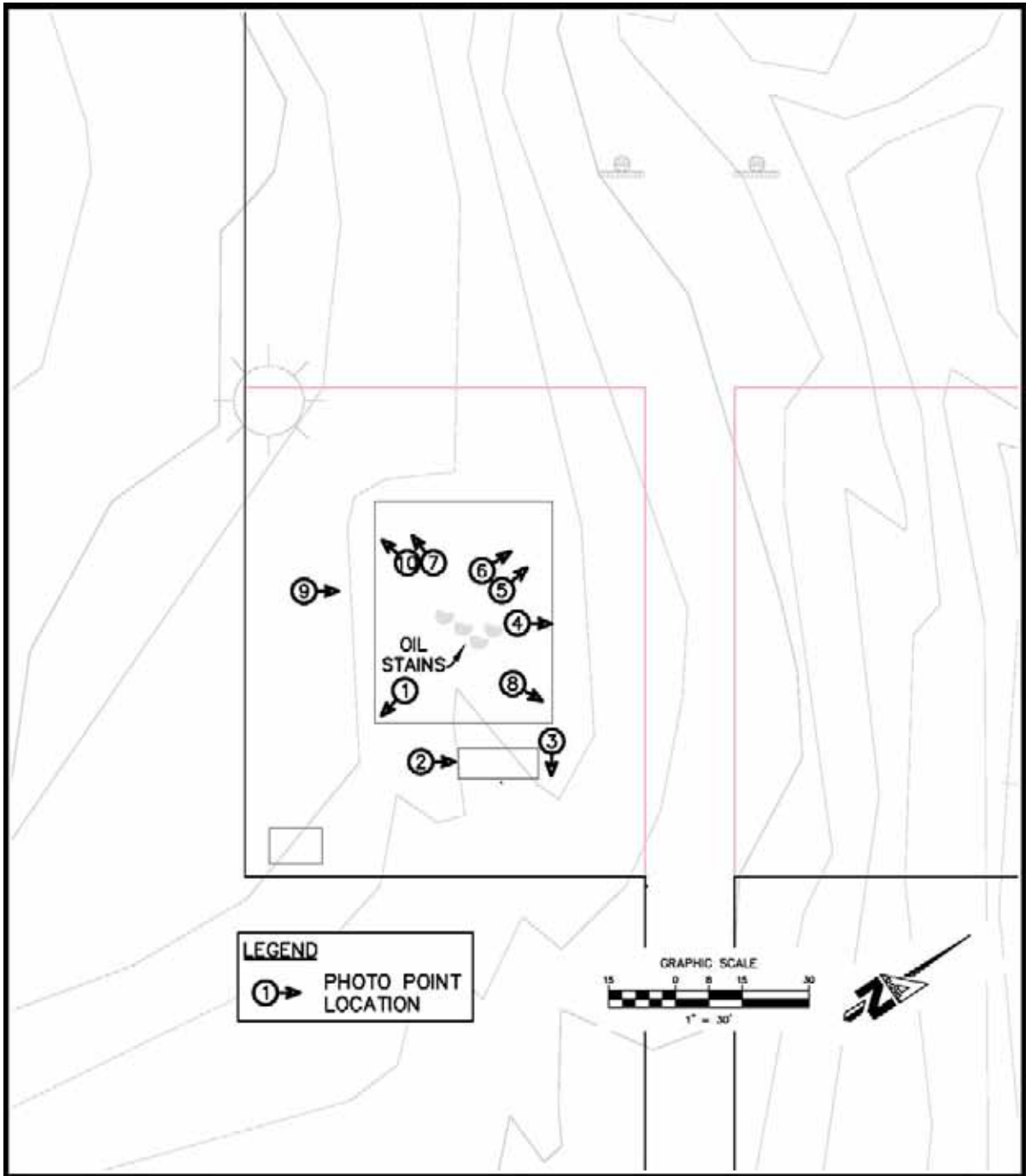








FIGURE 2
 Site Location Map
 ST. MICHAEL
 AIRPORT
 St. Michael, Alaska






P:\Projects\058530\058530T\ESA--STMCHL.dwg APR 08 2005 15:37:09 (MJB) SREB.scr SCALE: 1" = 30'

	FIGURE 3	St. Michael Airport
	SREB Photo Point Location Map ST. MICHAEL AIRPORT St. Michael, Alaska	St. Michael, Alaska PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

<p>Photograph No. 1</p> <p>Location: Inside SREB</p> <p>Direction: Facing east</p> <p>Comments: AST</p>	 A photograph showing a large, dark, cylindrical tank (AST) inside a building (SREB). The tank is positioned horizontally and appears to be supported by a metal frame. There are some pipes and hoses connected to the tank. The floor is concrete and there is some debris scattered around.
<p>Photograph No. 2</p> <p>Location: Apron</p> <p>Direction: Facing north</p> <p>Comments: AST, outside SREB</p>	 A photograph showing a large, light-colored, cylindrical tank (AST) outside the SREB building. The tank is mounted on a metal frame and has the words "ANCHORAGE TANK" printed on its side. The tank is situated on an apron area.
<p>Photograph No. 3</p> <p>Location: Apron</p> <p>Direction: Facing east</p> <p>Comments: Electrical Building, next to SREB</p>	 A photograph showing a small, light-colored, rectangular building (Electrical Building) next to the SREB. The building has a flat roof and a door on the front. It is situated on an apron area.

<p>Photograph No. 4</p> <p>Location: SREB</p> <p>Direction: Facing north</p> <p>Comments: Snow removal vehicles: Note staining on floor.</p>	
<p>Photograph No. 5</p> <p>Location: SREB</p> <p>Direction: Facing Northwest</p> <p>Comments: Leaking engine and miscellaneous parts.</p>	
<p>Photograph No. 6</p> <p>Location: SREB</p> <p>Direction: Facing Northwest</p> <p>Comments: Transport cage, engine and other abandoned parts: Note staining.</p>	

<p>Photograph No. 7</p> <p>Location: SREB</p> <p>Direction: Facing West</p> <p>Comments: Five-gallon oil buckets and cryotech deicing.</p>	
<p>Photograph No. 8</p> <p>Location: SREB</p> <p>Direction: Facing Northeast</p> <p>Comments: Snow removal vehicle.</p>	
<p>Photograph No. 9</p> <p>Location: SREB</p> <p>Direction: Facing North</p> <p>Comments: Southern entrance to the SREB.</p>	

Photograph No. 10	
Location: SREB	
Direction: Facing west	
Comments: Oil pump: Note staining.	

APPENDIX B.5

EDR REPORTS



EDR™ Environmental
Data Resources Inc

The EDR Radius Map with GeoCheck®

**St. Michael
St Michael
St. Michael, AK 99659**

Inquiry Number: 01366927.1r

February 23, 2005

The Standard in Environmental Risk Management Information

440 Wheelers Farms Road
Milford, Connecticut 06460

Nationwide Customer Service

Telephone: 1-800-352-0050
Fax: 1-800-231-6802
Internet: www.edrnet.com

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
Executive Summary	ES1
Overview Map	2
Detail Map	3
Map Findings Summary	4
Map Findings	6
Orphan Summary	7
Government Records Searched/Data Currency Tracking	GR-1
 <u>GEOCHECK ADDENDUM</u>	
Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting Source Map	A-7
Physical Setting Source Map Findings	A-8
Physical Setting Source Records Searched	A-9

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2005 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc. (EDR). The report meets the government records search requirements of ASTM Standard Practice for Environmental Site Assessments, E 1527-00. Search distances are per ASTM standard or custom distances requested by the user.

TARGET PROPERTY INFORMATION

ADDRESS

ST MICHAEL
ST. MICHAEL, AK 99659

COORDINATES

Latitude (North): 63.490100 - 63° 29' 24.4"
Longitude (West): 162.110400 - 162° 6' 37.4"
Universal Transverse Mercator: Zone 3
UTM X (Meters): 643875.6
UTM Y (Meters): 7043246.5
Elevation: 104 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property: N/A
Source: USGS 7.5 min quad index

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the ASTM E 1527-00 search radius around the target property for the following databases:

FEDERAL ASTM STANDARD

NPL..... National Priority List
Proposed NPL..... Proposed National Priority List Sites
CERCLIS..... Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP..... CERCLIS No Further Remedial Action Planned
CORRACTS..... Corrective Action Report
RCRA-TSDF..... Resource Conservation and Recovery Act Information
RCRA-LQG..... Resource Conservation and Recovery Act Information
RCRA-SQG..... Resource Conservation and Recovery Act Information
ERNS..... Emergency Response Notification System

STATE ASTM STANDARD

SHWS..... Contaminated Sites Database

EXECUTIVE SUMMARY

SWF/LF	Solid Waste Facilities
LUST	Leaking Underground Storage Tank Database
UST	Underground Storage Tank Database
INDIAN UST	Underground Storage Tanks on Indian Land
VCP	Voluntary Cleanup Program sites

FEDERAL ASTM SUPPLEMENTAL

CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
Delisted NPL	National Priority List Deletions
FINDS	Facility Index System/Facility Identification Initiative Program Summary Report
HMIRS	Hazardous Materials Information Reporting System
MLTS	Material Licensing Tracking System
MINES	Mines Master Index File
NPL Liens	Federal Superfund Liens
PADS	PCB Activity Database System
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
ODI	Open Dump Inventory
UMTRA	Uranium Mill Tailings Sites
INDIAN RESERV	Indian Reservations
RAATS	RCRA Administrative Action Tracking System
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
SSTS	Section 7 Tracking Systems
FTTS INSP	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

STATE OR LOCAL ASTM SUPPLEMENTAL

AST	Regulated Aboveground Storage Tanks
AK Spills	Spills Database
DRYCLEANERS	Drycleaner Facility Listing

BROWNFIELDS DATABASES

US BROWNFIELDS	A Listing of Brownfields Sites
Inst Control	Contaminated Sites with Institutional Controls
BROWNFIELDS	Identified and/or Proposed Brownfields Sites
VCP	Voluntary Cleanup Program sites

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were not identified.

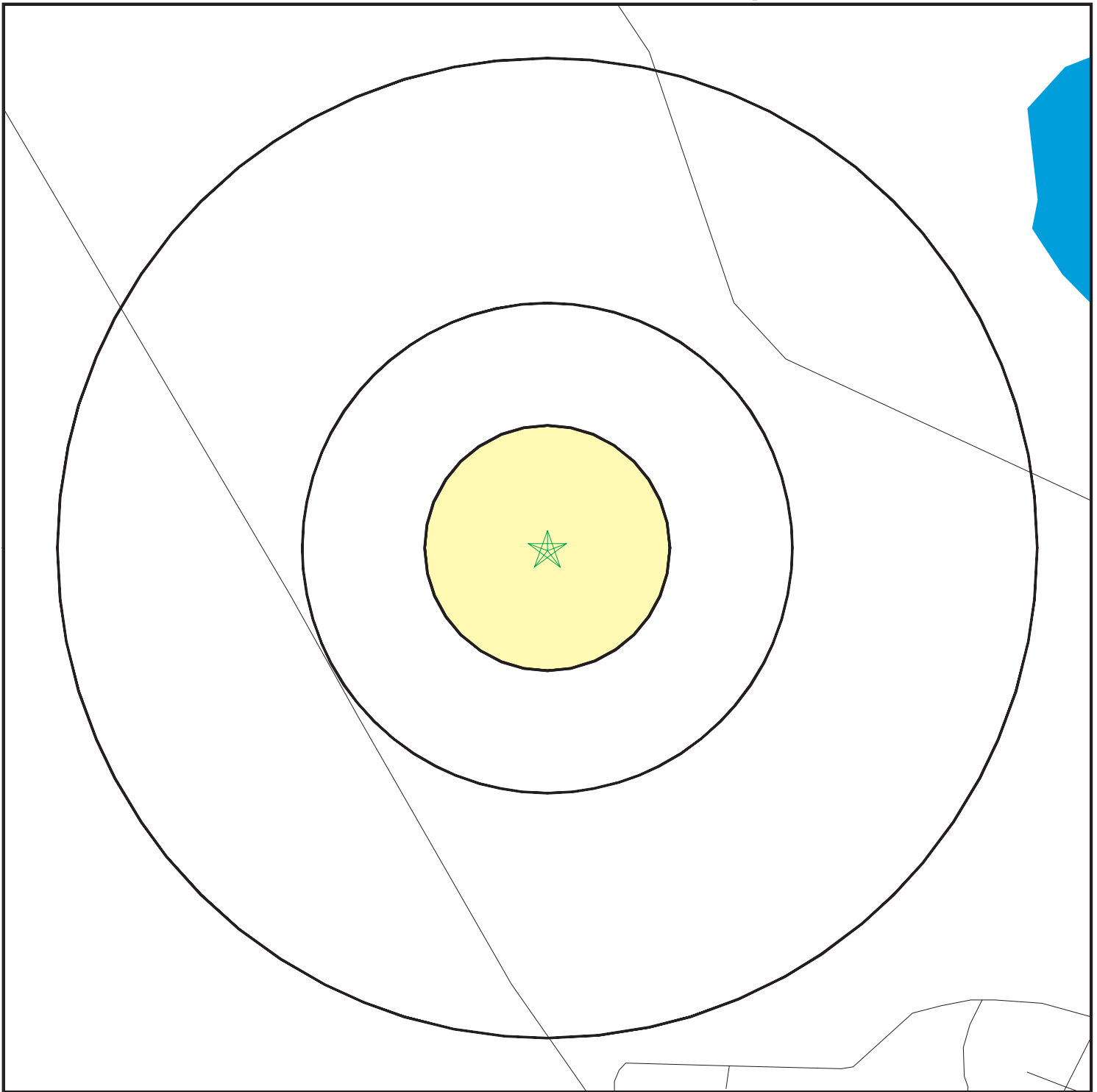
Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

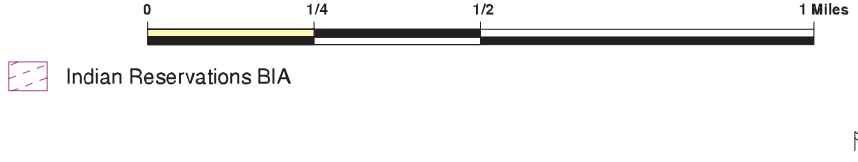
Due to poor or inadequate address information, the following sites were not mapped:

<u>Site Name</u>	<u>Database(s)</u>
ALASKA COMMERCIAL PROP. - ST. MICH.	SHWS
SAINT MICHAEL FORMER AIRSTRIP	SHWS
FORT ST. MICHAEL	CERC-NFRAP
YUKON FUEL ST MICHAEL BULK FUEL FACILITY	AST
ST MICHAEL FUEL CO	RCRA-SQG, FINDS

OVERVIEW MAP - 01366927.1r - DOWL Engineers

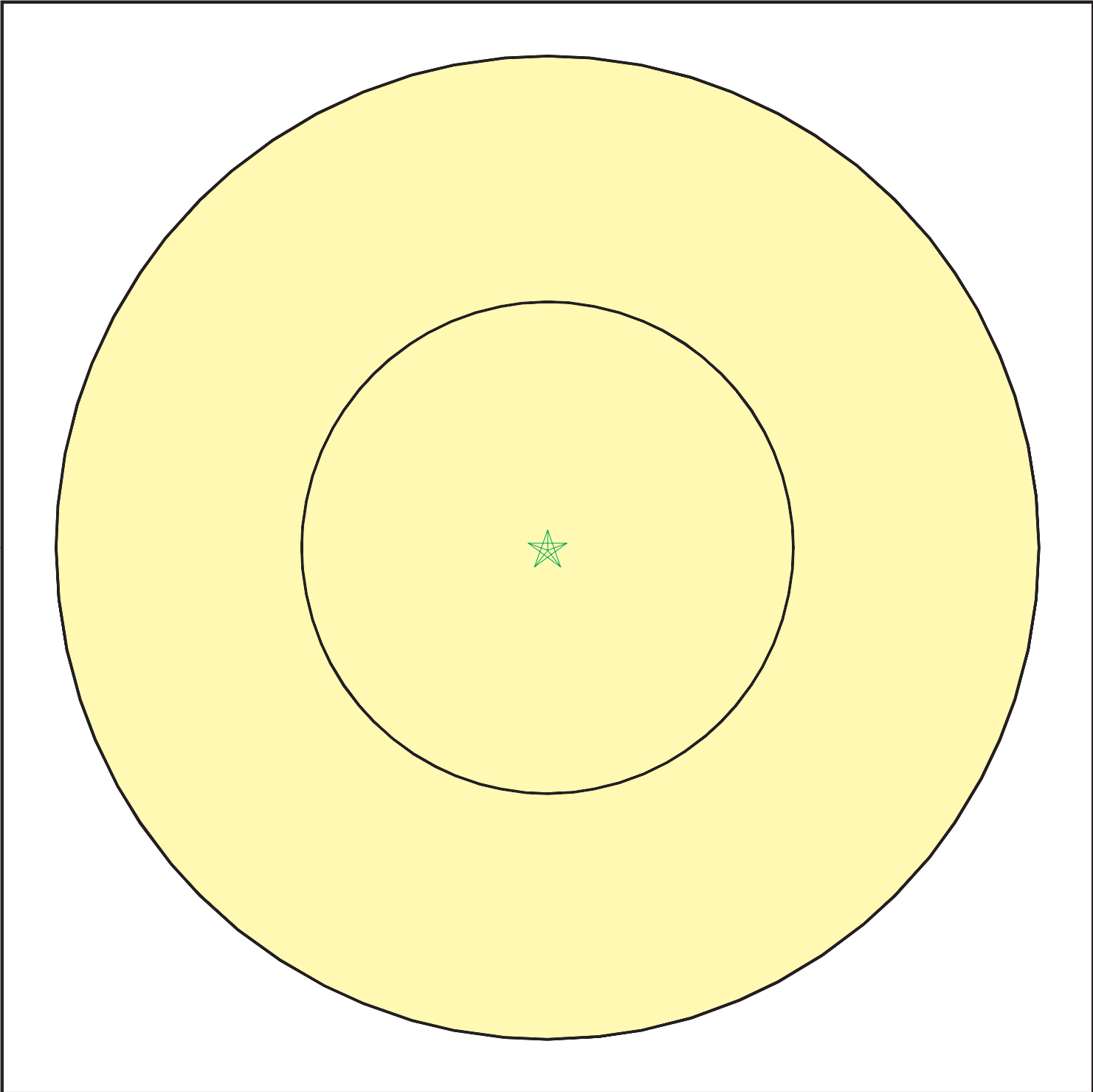


- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Coal Gasification Sites
- ▣ National Priority List Sites
- ▣ Landfill Sites
- ▣ Dept. Defense Sites



TARGET PROPERTY:	St. Michael	CUSTOMER:	DOWL Engineers
ADDRESS:	St Michael	CONTACT:	Cecile Davis
CITY/STATE/ZIP:	St. Michael AK 99659	INQUIRY #:	01366927.1r
LAT/LONG:	63.4901 / 162.1104	DATE:	February 23, 2005 7:52 pm

DETAIL MAP - 01366927.1r - DOWL Engineers



- ★ Target Property
- ▲ Sites at elevations higher than or equal to the target property
- ◆ Sites at elevations lower than the target property
- ▲ Coal Gasification Sites
- Sensitive Receptors
- ▨ National Priority List Sites
- ▨ Landfill Sites
- ▨ Dept. Defense Sites



 Indian Reservations BIA



<p>TARGET PROPERTY: St. Michael ADDRESS: St Michael CITY/STATE/ZIP: St. Michael AK 99659 LAT/LONG: 63.4901 / 162.1104</p>	<p>CUSTOMER: DOWL Engineers CONTACT: Cecile Davis INQUIRY #: 01366927.1r DATE: February 23, 2005 7:52 pm</p>
--	---

MAP FINDINGS SUMMARY

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<u>FEDERAL ASTM STANDARD</u>								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
CERCLIS		0.500	0	0	0	NR	NR	0
CERC-NFRAP		0.250	0	0	NR	NR	NR	0
CORRACTS		1.000	0	0	0	0	NR	0
RCRA TSD		0.500	0	0	0	NR	NR	0
RCRA Lg. Quan. Gen.		0.250	0	0	NR	NR	NR	0
RCRA Sm. Quan. Gen.		0.250	0	0	NR	NR	NR	0
ERNS		TP	NR	NR	NR	NR	NR	0
<u>STATE ASTM STANDARD</u>								
State Haz. Waste		1.000	0	0	0	0	NR	0
State Landfill		0.500	0	0	0	NR	NR	0
LUST		0.500	0	0	0	NR	NR	0
UST		0.250	0	0	NR	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0
<u>FEDERAL ASTM SUPPLEMENTAL</u>								
CONSENT		1.000	0	0	0	0	NR	0
ROD		1.000	0	0	0	0	NR	0
Delisted NPL		1.000	0	0	0	0	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
HMIRS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
NPL Liens		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
FUDS		1.000	0	0	0	0	NR	0
ODI		0.500	0	0	0	NR	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
INDIAN RESERV		1.000	0	0	0	0	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
<u>STATE OR LOCAL ASTM SUPPLEMENTAL</u>								
AST		TP	NR	NR	NR	NR	NR	0
AK Spills		TP	NR	NR	NR	NR	NR	0
DRYCLEANERS		0.250	0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

<u>Database</u>	<u>Target Property</u>	<u>Search Distance (Miles)</u>	<u>< 1/8</u>	<u>1/8 - 1/4</u>	<u>1/4 - 1/2</u>	<u>1/2 - 1</u>	<u>> 1</u>	<u>Total Plotted</u>
<u>BROWNFIELDS DATABASES</u>								
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
Inst Control		0.500	0	0	0	NR	NR	0
BROWNFIELDS		0.500	0	0	0	NR	NR	0
VCP		0.500	0	0	0	NR	NR	0

NOTES:

AQUIFLOW - see EDR Physical Setting Source Addendum

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID
Direction
Distance
Distance (ft.)
Elevation

MAP FINDINGS

Site Database(s) EDR ID Number
EPA ID Number

Coal Gas Site Search: EDR does not presently have coal gas site information available in this state.

NO SITES FOUND

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
SAINT MICHAEL	1004670160	ST MICHAEL FUEL CO	1 IDITAROD AVE	99659	RCRA-SQG, FINDS
SAINT MICHAEL	S106425108	ALASKA COMMERCIAL PROP. - ST. MICH.	255 MAIN STREET	99659	SHWS
SAINT MICHAEL	S106688004	SAINT MICHAEL FORMER AIRSTRIP	NEAR FORMER AIRSTRIP	99659	SHWS
ST. MICHAEL	A100161316	YUKON FUEL ST MICHAEL BULK FUEL FACILITY	P.O. BOX 110	99659	AST
ST. MICHAEL	1003880872	FORT ST. MICHAEL	T23S R18W, KATEEL RIVER MERIDIAN	99659	CERC-NFRAP

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Elapsed ASTM days: Provides confirmation that this EDR report meets or exceeds the 90-day updating requirement of the ASTM standard.

FEDERAL ASTM STANDARD RECORDS

NPL: National Priority List

Source: EPA

Telephone: N/A

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/14/04

Date Made Active at EDR: 02/03/05

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 02/01/05

Elapsed ASTM days: 2

Date of Last EDR Contact: 02/01/05

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)

Telephone: 202-564-7333

EPA Region 1

Telephone 617-918-1143

EPA Region 3

Telephone 215-814-5418

EPA Region 4

Telephone 404-562-8033

EPA Region 6

Telephone: 214-655-6659

EPA Region 8

Telephone: 303-312-6774

Proposed NPL: Proposed National Priority List Sites

Source: EPA

Telephone: N/A

Date of Government Version: 12/14/04

Date Made Active at EDR: 02/03/05

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 02/01/05

Elapsed ASTM days: 2

Date of Last EDR Contact: 02/01/05

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

Source: EPA

Telephone: 703-413-0223

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 12/14/04

Date Made Active at EDR: 02/08/05

Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/21/04

Elapsed ASTM days: 49

Date of Last EDR Contact: 12/21/04

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Source: EPA

Telephone: 703-413-0223

As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/14/04
Date Made Active at EDR: 02/08/05
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 12/21/04
Elapsed ASTM days: 49
Date of Last EDR Contact: 12/21/04

CORRACTS: Corrective Action Report

Source: EPA
Telephone: 800-424-9346

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/23/04
Date Made Active at EDR: 11/18/04
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 10/07/04
Elapsed ASTM days: 42
Date of Last EDR Contact: 12/07/04

RCRA: Resource Conservation and Recovery Act Information

Source: EPA
Telephone: 800-424-9346

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRAInfo replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS). The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 11/23/04
Date Made Active at EDR: 01/18/05
Database Release Frequency: Quarterly

Date of Data Arrival at EDR: 11/24/04
Elapsed ASTM days: 55
Date of Last EDR Contact: 11/24/04

ERNS: Emergency Response Notification System

Source: National Response Center, United States Coast Guard
Telephone: 202-260-2342

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 12/31/03
Date Made Active at EDR: 03/12/04
Database Release Frequency: Annually

Date of Data Arrival at EDR: 01/26/04
Elapsed ASTM days: 46
Date of Last EDR Contact: 10/25/04

FEDERAL ASTM SUPPLEMENTAL RECORDS

BRS: Biennial Reporting System

Source: EPA/NTIS
Telephone: 800-424-9346

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/01/01
Database Release Frequency: Biennially

Date of Last EDR Contact: 12/13/04
Date of Next Scheduled EDR Contact: 03/14/05

CONSENT: Superfund (CERCLA) Consent Decrees

Source: Department of Justice, Consent Decree Library
Telephone: Varies

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/05/04
Database Release Frequency: Varies

Date of Last EDR Contact: 10/25/04
Date of Next Scheduled EDR Contact: 01/24/05

ROD: Records Of Decision

Source: EPA
Telephone: 703-416-0223

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 09/09/04
Database Release Frequency: Annually

Date of Last EDR Contact: 01/05/05
Date of Next Scheduled EDR Contact: 04/04/05

DELISTED NPL: National Priority List Deletions

Source: EPA
Telephone: N/A

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 12/14/04
Database Release Frequency: Quarterly

Date of Last EDR Contact: 02/01/05
Date of Next Scheduled EDR Contact: 05/02/05

FINDS: Facility Index System/Facility Identification Initiative Program Summary Report

Source: EPA
Telephone: N/A

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 09/09/04
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/03/05
Date of Next Scheduled EDR Contact: 04/04/05

HMIRS: Hazardous Materials Information Reporting System

Source: U.S. Department of Transportation
Telephone: 202-366-4555

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/08/04
Database Release Frequency: Annually

Date of Last EDR Contact: 10/28/04
Date of Next Scheduled EDR Contact: 01/17/05

MLTS: Material Licensing Tracking System

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 11/30/04
Database Release Frequency: Quarterly

Date of Last EDR Contact: 01/03/05
Date of Next Scheduled EDR Contact: 04/04/05

MINES: Mines Master Index File

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 09/13/04
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/28/04
Date of Next Scheduled EDR Contact: 03/28/05

NPL LIENS: Federal Superfund Liens

Source: EPA
Telephone: 202-564-4267

Federal Superfund Liens. Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/91
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 11/22/04
Date of Next Scheduled EDR Contact: 02/21/05

PADS: PCB Activity Database System

Source: EPA
Telephone: 202-564-3887

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 09/30/04
Database Release Frequency: Annually

Date of Last EDR Contact: 11/12/04
Date of Next Scheduled EDR Contact: 02/07/05

DOD: Department of Defense Sites

Source: USGS
Telephone: 703-692-8801

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 10/01/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/12/04
Date of Next Scheduled EDR Contact: 02/07/05

UMTRA: Uranium Mill Tailings Sites

Source: Department of Energy
Telephone: 505-845-0011

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized. In 1978, 24 inactive uranium mill tailings sites in Oregon, Idaho, Wyoming, Utah, Colorado, New Mexico, Texas, North Dakota, South Dakota, Pennsylvania, and on Navajo and Hopi tribal lands, were targeted for cleanup by the Department of Energy.

Date of Government Version: 04/22/04
Database Release Frequency: Varies

Date of Last EDR Contact: 12/21/04
Date of Next Scheduled EDR Contact: 03/21/05

ODI: Open Dump Inventory

Source: Environmental Protection Agency
Telephone: 800-424-9346

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/85
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 05/23/95
Date of Next Scheduled EDR Contact: N/A

FUDS: Formerly Used Defense Sites

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/03
Database Release Frequency: Varies

Date of Last EDR Contact: 01/03/05
Date of Next Scheduled EDR Contact: 04/04/05

INDIAN RESERV: Indian Reservations

Source: USGS
Telephone: 202-208-3710

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 10/01/03
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 11/12/04
Date of Next Scheduled EDR Contact: 02/07/05

RAATS: RCRA Administrative Action Tracking System

Source: EPA
Telephone: 202-564-4104

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/95
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 12/06/04
Date of Next Scheduled EDR Contact: 03/07/05

TRIS: Toxic Chemical Release Inventory System

Source: EPA
Telephone: 202-566-0250

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/02
Database Release Frequency: Annually

Date of Last EDR Contact: 12/20/04
Date of Next Scheduled EDR Contact: 03/21/05

TSCA: Toxic Substances Control Act

Source: EPA
Telephone: 202-260-5521

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/02
Database Release Frequency: Every 4 Years

Date of Last EDR Contact: 12/06/04
Date of Next Scheduled EDR Contact: 03/07/05

FFTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA
Telephone: 202-564-2501

Date of Government Version: 04/13/04
Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/01/04
Date of Next Scheduled EDR Contact: 03/21/05

SSTS: Section 7 Tracking Systems

Source: EPA
Telephone: 202-564-5008

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/03
Database Release Frequency: Annually

Date of Last EDR Contact: 11/29/04
Date of Next Scheduled EDR Contact: 04/18/05

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

Source: EPA/Office of Prevention, Pesticides and Toxic Substances

Telephone: 202-564-2501

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 09/13/04

Database Release Frequency: Quarterly

Date of Last EDR Contact: 12/01/04

Date of Next Scheduled EDR Contact: 03/21/05

STATE OF ALASKA ASTM STANDARD RECORDS

SHWS: Contaminated Sites Database

Source: Department of Environmental Conservation

Telephone: 907-269-7546

State Hazardous Waste Sites. State hazardous waste site records are the states' equivalent to CERCLIS. These sites may or may not already be listed on the federal CERCLIS list. Priority sites planned for cleanup using state funds (state equivalent of Superfund) are identified along with sites where cleanup will be paid for by potentially responsible parties. Available information varies by state.

Date of Government Version: 12/13/04

Date Made Active at EDR: 01/26/05

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 12/13/04

Elapsed ASTM days: 44

Date of Last EDR Contact: 12/13/04

SWF/LF: Solid Waste Facilities

Source: Department of Environmental Conservation

Telephone: 907-269-7632

Solid Waste Facilities/Landfill Sites. SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 12/08/04

Date Made Active at EDR: 01/17/05

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 12/10/04

Elapsed ASTM days: 38

Date of Last EDR Contact: 10/25/04

LUST: Leaking Underground Storage Tank Database

Source: Department of Environmental Conservation

Telephone: 907-465-5301

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Date of Government Version: 12/14/04

Date Made Active at EDR: 01/17/05

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 12/14/04

Elapsed ASTM days: 34

Date of Last EDR Contact: 12/14/04

UST: Underground Storage Tank Database

Source: Department of Environmental Conservation

Telephone: 907-269-7504

Registered Underground Storage Tanks. UST's are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA) and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Date of Government Version: 12/14/04

Date Made Active at EDR: 01/24/05

Database Release Frequency: Semi-Annually

Date of Data Arrival at EDR: 12/14/04

Elapsed ASTM days: 41

Date of Last EDR Contact: 12/14/04

INDIAN UST: Underground Storage Tanks on Indian Land

Source: EPA Region 10

Telephone: 206-553-2857

Underground storage tanks on Indian Land.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/23/04
Date Made Active at EDR: 07/09/04
Database Release Frequency: Varies

Date of Data Arrival at EDR: 06/23/04
Elapsed ASTM days: 16
Date of Last EDR Contact: 11/24/04

VCP: Voluntary Cleanup Program sites
Source: Department of Environmental Conservation
Telephone: 907-451-2182
Sites involved in the Voluntary Cleanup Program.

Date of Government Version: 12/13/04
Date Made Active at EDR: 01/17/05
Database Release Frequency: Varies

Date of Data Arrival at EDR: 12/13/04
Elapsed ASTM days: 35
Date of Last EDR Contact: 12/13/04

STATE OF ALASKA ASTM SUPPLEMENTAL RECORDS

AST: Regulated Aboveground Storage Tanks
Source: Department of Environmental Conservation
Telephone: 907-465-5231
The list covers "regulated" facilities with storage capacities above 10,000 barrels (or 5,000 barrels of crude).

Date of Government Version: 01/05/05
Database Release Frequency: Varies

Date of Last EDR Contact: 01/03/05
Date of Next Scheduled EDR Contact: 03/14/05

SPILLS: Spills Database
Source: Department of Environmental Conservation
Telephone: 907-465-5242

Date of Government Version: 12/17/04
Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/20/04
Date of Next Scheduled EDR Contact: 05/02/05

DRYCLEANERS: Drycleaner Facility Listing
Source: Department of Environmental Conservation
Telephone: 907-269-7577
A listing of drycleaning facilities in Alaska.

Date of Government Version: 08/27/04
Database Release Frequency: No Update Planned

Date of Last EDR Contact: 10/25/04
Date of Next Scheduled EDR Contact: 01/24/05

EDR PROPRIETARY HISTORICAL DATABASES

Former Manufactured Gas (Coal Gas) Sites: The existence and location of Coal Gas sites is provided exclusively to EDR by Real Property Scan, Inc. ©Copyright 1993 Real Property Scan, Inc. For a technical description of the types of hazards which may be found at such sites, contact your EDR customer service representative.

Disclaimer Provided by Real Property Scan, Inc.

The information contained in this report has predominantly been obtained from publicly available sources produced by entities other than Real Property Scan. While reasonable steps have been taken to insure the accuracy of this report, Real Property Scan does not guarantee the accuracy of this report. Any liability on the part of Real Property Scan is strictly limited to a refund of the amount paid. No claim is made for the actual existence of toxins at any site. This report does not constitute a legal opinion.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

BROWNFIELDS DATABASES

Inst Control: Contaminated Sites with Institutional Controls

Source: Department of Environmental Conservation

Telephone: 907-269-3063

Contaminated sites that have institutional controls.

Date of Government Version: 12/13/04

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: 12/13/04

Date of Next Scheduled EDR Contact: 03/14/05

VCP: Voluntary Cleanup Program Sites

Source: Department of Environmental Conservation

Telephone: 907-451-2182

Sites involved in the Voluntary Cleanup Program.

Date of Government Version: 12/13/04

Database Release Frequency: Varies

Date of Last EDR Contact: 12/13/04

Date of Next Scheduled EDR Contact: 03/14/05

US BROWNFIELDS: A Listing of Brownfields Sites

Source: Environmental Protection Agency

Telephone: 202-566-2777

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: N/A

Database Release Frequency: Semi-Annually

Date of Last EDR Contact: N/A

Date of Next Scheduled EDR Contact: N/A

BROWNFIELDS: Identified and/or Proposed Brownfields Sites

Source: Department of Environmental Conservation

Telephone: 907-451-2166

Brownfield properties are defined by U.S Environmental Protection Agency (EPA) as "real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contamination." DEC is developing resources to assist eligible entities in Alaska in applying for EPA brownfields grants. The program also will provide technical assistance and perform some site assessments. The purpose of these assessments is to assist local redevelopment efforts on previously contaminated properties that are vacant or underused.

Date of Government Version: 12/15/04

Database Release Frequency: Varies

Date of Last EDR Contact: 12/17/04

Date of Next Scheduled EDR Contact: 03/14/05

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data

Source: PennWell Corporation

Telephone: (800) 823-6277

This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:

Source: American Hospital Association, Inc.
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health
Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics
Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics
Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Child Care Facilities Database

Source: Department of Education & Early Development
Telephone: 907-465-2800

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

STREET AND ADDRESS INFORMATION

© 2003 Geographic Data Technology, Inc., Rel. 07/2003. This product contains proprietary and confidential property of Geographic Data Technology, Inc. Unauthorized use, including copying for other than testing and standard backup procedures, of this product is expressly prohibited.

GEOCHECK[®] - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

ST. MICHAEL
ST MICHAEL
ST. MICHAEL, AK 99659

TARGET PROPERTY COORDINATES

Latitude (North):	63.490101 - 63° 29' 24.4"
Longitude (West):	162.110397 - 162° 6' 37.4"
Universal Tranverse Mercator:	Zone 3
UTM X (Meters):	643875.6
UTM Y (Meters):	7043246.5
Elevation:	104 ft. above sea level

EDR's GeoCheck Physical Setting Source Addendum has been developed to assist the environmental professional with the collection of physical setting source information in accordance with ASTM 1527-00, Section 7.2.3. Section 7.2.3 requires that a current USGS 7.5 Minute Topographic Map (or equivalent, such as the USGS Digital Elevation Model) be reviewed. It also requires that one or more additional physical setting sources be sought when (1) conditions have been identified in which hazardous substances or petroleum products are likely to migrate to or from the property, and (2) more information than is provided in the current USGS 7.5 Minute Topographic Map (or equivalent) is generally obtained, pursuant to local good commercial or customary practice, to assess the impact of migration of recognized environmental conditions in connection with the property. Such additional physical setting sources generally include information about the topographic, hydrologic, hydrogeologic, and geologic characteristics of a site, and wells in the area.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata. EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

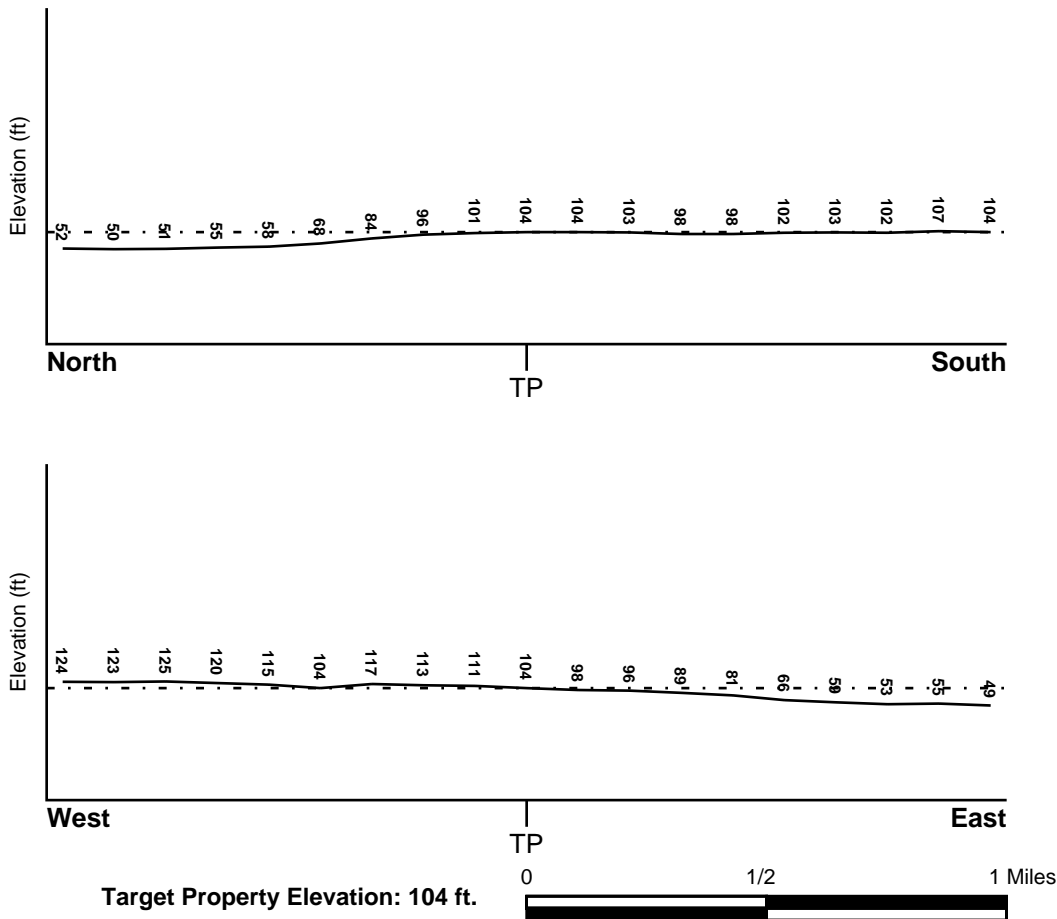
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

USGS Topographic Map:	N/A
General Topographic Gradient:	General ENE
Source:	USGS 7.5 min quad index

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

<u>Target Property County</u>	<u>FEMA Flood Electronic Data</u>
NOME, AK	Not Available

Flood Plain Panel at Target Property: Not Reported

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

<u>NWI Quad at Target Property</u>	<u>NWI Electronic Data Coverage</u>
Not Reported	N

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era: -
System: -
Series: -
Code: N/A (decoded above as Era, System & Series)

GEOLOGIC AGE IDENTIFICATION

Category: -

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: HISTIC PERGELIC CRYAQUEPTS

Soil Surface Texture: peat

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Poorly. Soils may have a saturated zone, a layer of low hydraulic conductivity, or seepage. Depth to water table is less than 1 foot.

Hydric Status: Soil meets the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: HIGH

Depth to Bedrock Min: > 60 inches

Depth to Bedrock Max: > 60 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Permeability Rate (in/hr)	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	7 inches	peat	A-8	Highly organic soils, Peat.	Max: 20.00 Min: 6.00	Max: 4.40 Min: 3.60
2	7 inches	19 inches	very gravelly - silt loam	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Gravels, Gravels with fines, Silty Gravel	Max: 6.00 Min: 2.00	Max: 5.50 Min: 4.50
3	19 inches	60 inches	ice or frozen soil	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures: gravelly - silt loam
mucky - silt loam
silt loam
unweathered bedrock

Surficial Soil Types: gravelly - silt loam
mucky - silt loam
silt loam
unweathered bedrock

Shallow Soil Types: very gravelly - loam
silt loam
very gravelly - silt loam
loamy fine sand

Deeper Soil Types: weathered bedrock
fine sand
unweathered bedrock

ADDITIONAL ENVIRONMENTAL RECORD SOURCES

According to ASTM E 1527-00, Section 7.2.2, "one or more additional state or local sources of environmental records may be checked, in the discretion of the environmental professional, to enhance and supplement federal and state sources... Factors to consider in determining which local or additional state records, if any, should be checked include (1) whether they are reasonably ascertainable, (2) whether they are sufficiently useful, accurate, and complete in light of the objective of the records review (see 7.1.1), and (3) whether they are obtained, pursuant to local, good commercial or customary practice." One of the record sources listed in Section 7.2.2 is water well information. Water well information can be used to assist the environmental professional in assessing sources that may impact groundwater flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile

FEDERAL USGS WELL INFORMATION

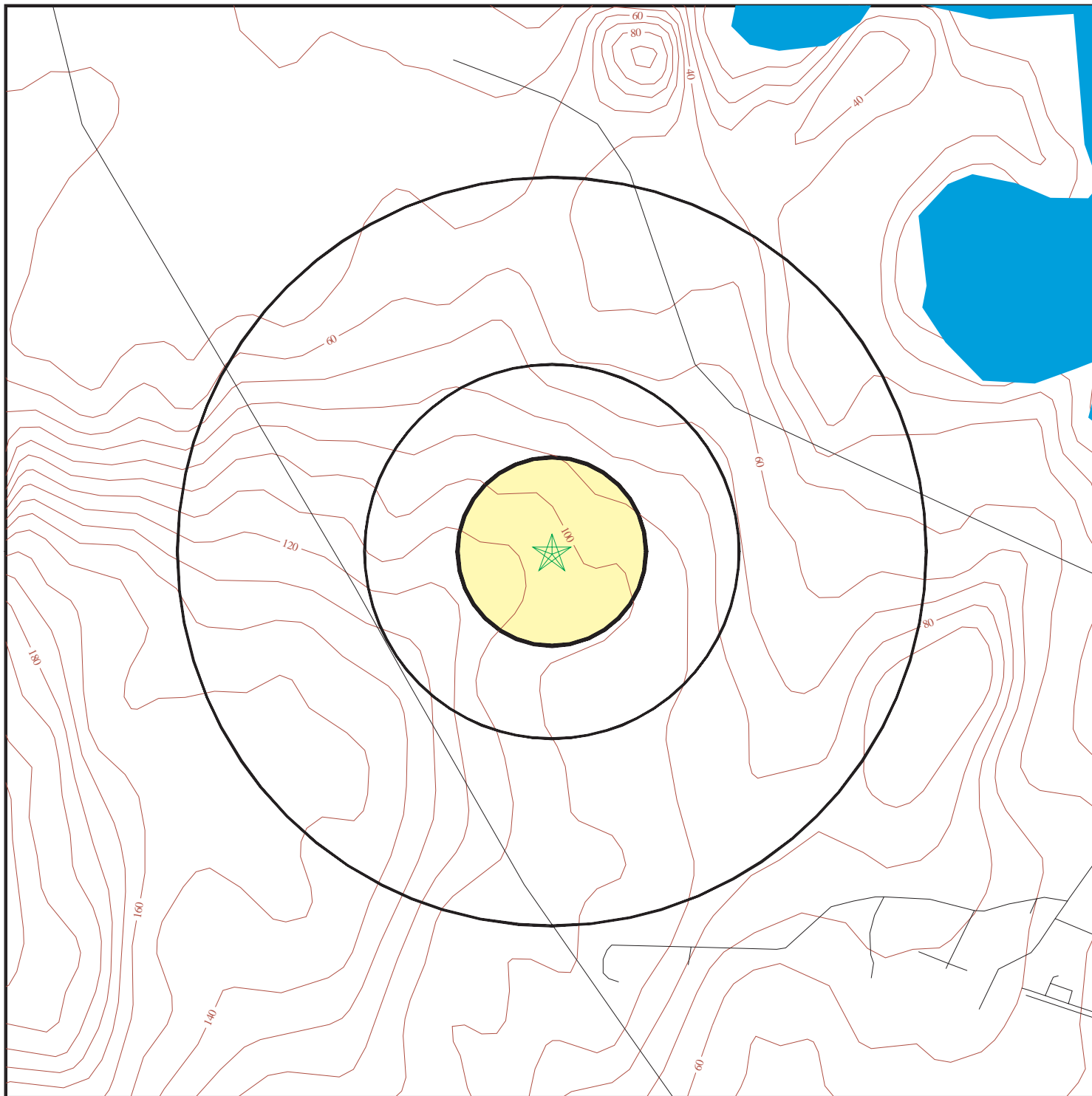
<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		








FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No PWS System Found		




Note: PWS System location is not always the same as well location.

PHYSICAL SETTING SOURCE MAP - 01366927.1r



-  County Boundary
-  Major Roads
-  Contour Lines
-  Earthquake epicenter, Richter 5 or greater
-  Water Wells
-  Public Water Supply Wells
-  Cluster of Multiple Icons



-  Groundwater Flow Direction
-  Indeterminate Groundwater Flow at Location
-  Groundwater Flow Varies at Location



TARGET PROPERTY:	St. Michael	CUSTOMER:	DOWL Engineers
ADDRESS:	St Michael	CONTACT:	Cecile Davis
CITY/STATE/ZIP:	St. Michael AK 99659	INQUIRY #:	01366927.1r
LAT/LONG:	63.4901 / 162.1104	DATE:	February 23, 2005 7:52 pm

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

AREA RADON INFORMATION

Federal EPA Radon Zone for NOME County: 3

Note: Zone 1 indoor average level > 4 pCi/L.

: Zone 2 indoor average level \geq 2 pCi/L and \leq 4 pCi/L.

: Zone 3 indoor average level < 2 pCi/L.

Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002. 7.5-Minute DEMs correspond to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps.

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 from the U.S. Fish and Wildlife Service.

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Services

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

ADDITIONAL ENVIRONMENTAL RECORD SOURCES

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

RADON

State Database: AK Radon

Source: University of Alaska Fairbanks
Telephone: 907-474-7201
Radon Information

Area Radon Information

Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones

Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

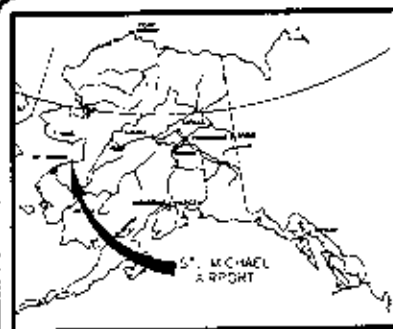
OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

APPENDIX H

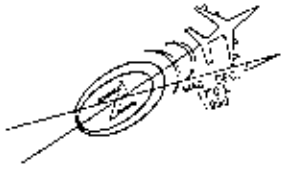
Airport Layout Plan



LOCATION MAP
NO SCALE



VICINITY MAP
S14, 15, 22 & 23



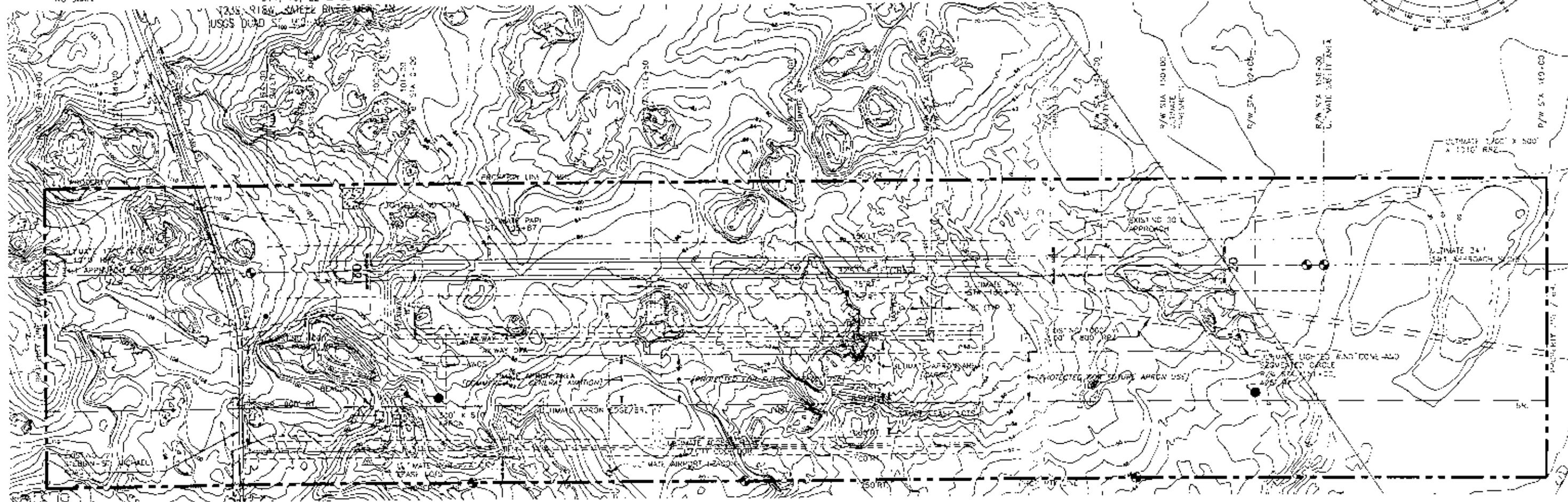
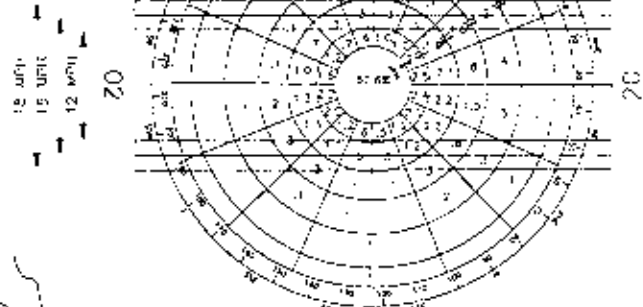
WIND DATA

SOURCE: UNIVERSITY OF ALASKA
ENVIRONMENT AND NATURAL
RESOURCES INSTITUTE (ENRI)

WIND DATA PERIOD: AUG 1988 - MARCH 1989

PERCENT WIND COME WITH 12MPH CROSSWIND = 93.38
WITH 15MPH CROSSWIND = 97.50
WITH 18MPH CROSSWIND = 98.98

WIND ROSE



RUNWAY DATA	
RUNWAY 02-20	
EXISTING	ULTIMATE
WIND CORNER	97.52W 98.52E
APPROACH VISIBILITY MINIMUM	2 1/4 MILE
RUNWAY SURFACE TYPE	GRAVEL SAME
APPROACH SURFACES	23.1 34.1
RUNWAY LIGHTING	MRL SAME
RUNWAY MARKING	NONE SAME
USUAL APPROACH AIDS	NONE SAME
COMMUNICATION AIDS	NONE SAME
R/W DIMENSIONS	4000' X 75' 5600' X 120'
R/W SAFETY AREA	4600' X 150' 4200' X 300'
R/W	4000' X 500' 5200' X 850'
ASPH	4400' X 400' 1400' X 400'

AIRPORT DATA	
EXISTING	ULTIMATE
AIRFIELD ELEVATION (MSL)	128.5' SAME
AIRPORT REFERENCE CODE	L 11 B II
NEAR GALE MAX WIND (10' MINT MONTH CUM)	52K SAME
TAXIWAY LIGHTING	M II SAME
RAMP LIGHTING	NONE FLOODLIGHTS
AIRPORT REFERENCE POINT (ARP)	LAT. 63°29'28.32" N LONG. 162°08'31.35" W
RUNWAY 02 THRESHOLD	LAT. 63°29'41.85" N LONG. 162°07'01.28" W
RUNWAY 20 THRESHOLD	LAT. 63°29'40.72" N 63°29'48.98" N LONG. 162°06'11.42" W 162°06'31.43" W
NAVIGATION AIDS	NAVAID UNICOM/GPS

LEGEND	
PROPERTY LINE	EXISTING ULTIMATE
BUILDING PROTECTION LINE (BPL)	B P L SAME
DEVELOPMENT	EXISTING ULTIMATE
LIGHTED WINDCONE & SEGMENTED CONIC	EXISTING ULTIMATE
BUILDINGS	EXISTING ULTIMATE
THRESHOLD LIGHTS	EXISTING ULTIMATE
AIRPORT REFERENCE POINT	BY MARK MONUMENT
ROCKING BEACON	BY MARK MONUMENT
CONTOUR LINES	SECONDARY MONUMENT
TRAILS/RT ROADS	EXISTING ULTIMATE
RAIL	EXISTING ULTIMATE

NONSTANDARD CONDITIONS			
	STANDARD	EXISTING	ULTIMATE
TYPE OF PENETRATIONS	NO	PENETRATIONS	PENETRATIONS
TO HORIZONTAL SURFACE	NO	PENETRATIONS	PENETRATIONS
TO CONICAL SURFACE	NO	PENETRATIONS	PENETRATIONS
	NO	PENETRATIONS	PENETRATIONS

TAXIWAY DATA		
	EXISTING	ULTIMATE
T/W WIDTH	35'	50'
T/W SAFETY AREA WIDTH	75'	115'
T/W GRA	1.5%	1.5%

BUILDING TABLE		
NO.	DESCRIPTION	ELEVATION (MSL) (FT)
1	SNOW REMOVAL EQUIPMENT STORAGE BUILDING	128
2	ELECTRON EQUIPMENT ENCLOSURE	118
3	ULTIMATE TERMINAL BUILDING	124

NOTES
NO OFF GROUND PENETRATIONS
NO THRESHOLD LIGHTING SURFACE OBJECT PENETRATIONS.

NOTES
1. THIS AIRPORT LAYOUT PLAN WAS PREPARED FROM FIELD SURVEYS CONDUCTED BY THE/AREA ENGINEERS, INC. ON SEPTEMBER 9-14, 1987 AND APRIL 30 - MAY 2, 1989 AND FROM MAPPING DEVELOPED FROM AERIAL PHOTOGRAPHY DATED NOVEMBER 2, 1981, BY AIRPHOTO, U.S. LOW-LEVEL MAPPING WAS COMPLETED AT A SCALE OF 1"=500'. A 10' CONTINUOUS INTERVAL FOR MOST OF THIS PROPERTY. HIGHER LEVEL MAPPING COMPLETED AT A SCALE OF 1"=1000'. NO CONTINUOUS INTERVAL IS APPLIED TO THE PROPERTY AT 5-000'. AT THE NORTH END, ABOVE THE LOWER LEVEL MAPPING WAS UNAVAILABLE.

2. THE VERTICAL DATUM IS BASED ON THE MEAN SEA LEVEL ELEVATION OF "TADOUSSAC OTHER BASIN" THE HORIZONTAL DATUM IS BASED ON COORDINATED UPS WORK DONE BY LOWE, INC. IN OCTOBER OF 1986. DATA BASE CORRECT. YEAR: 1985.

DESIGN: []
DRAWN: []
CHECKED: []
BY DATE: 7-26-00 AS-BUILT
REVISIONS: []

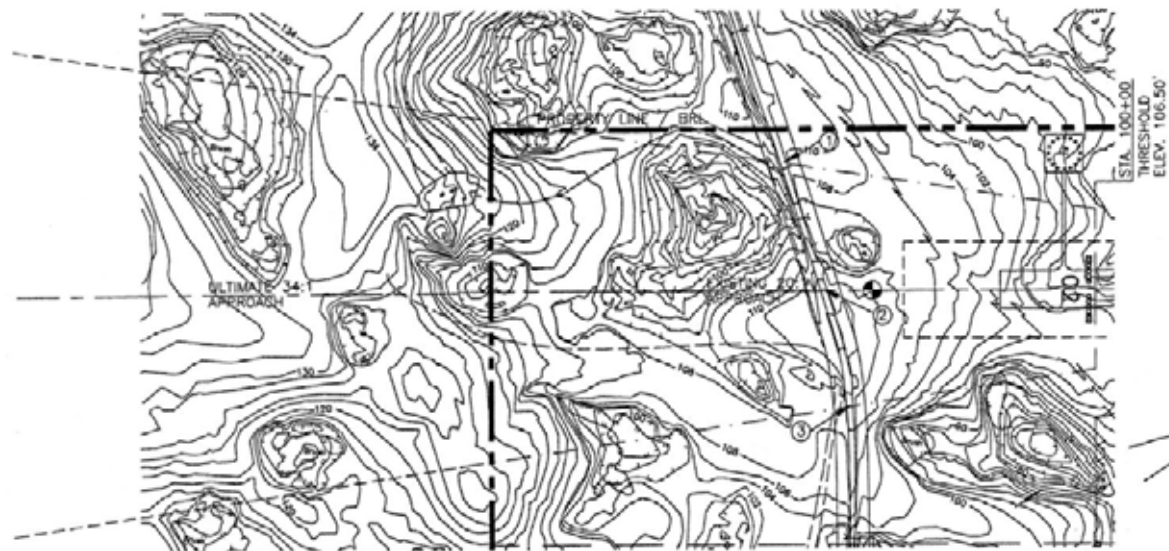
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
NORTHERN REGION-DESIGN AND CONSTRUCTION AVIATION
APPROVED: *Patricia D. Miller* DATE: 7/26/00
PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

AIRPORT LAYOUT PLAN APPROVED
BY LETTER DATED: 11-29-00
David S. Steing
AIRPORTS DIVISION,
ALASKAN REGION, AAL-620
AIRSPACE # 22-AAL-1916A

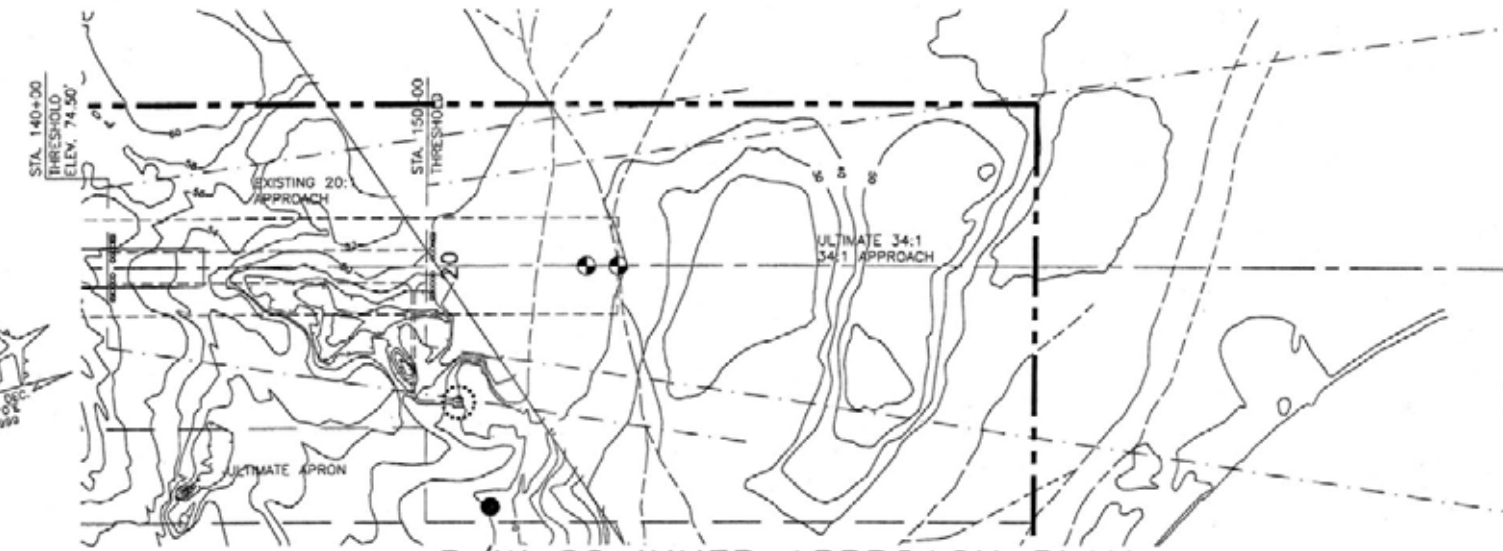
THIS PLAN SUPERSEDES AAL-620 1/14/93

ST. MICHAEL AIRPORT
AIRPORT LAYOUT PLAN

SHEET 1 OF 3

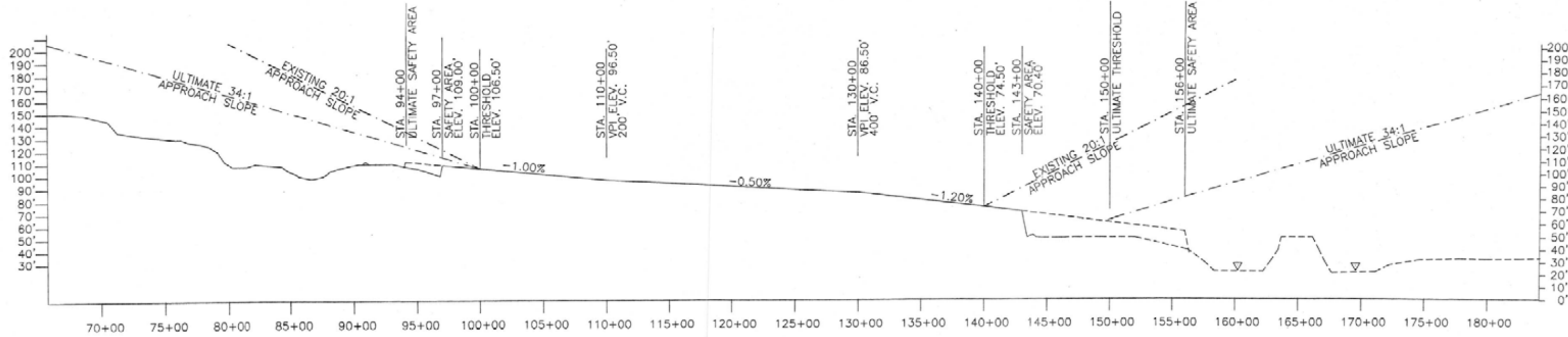


R/W 2 INNER APPROACH PLAN



R/W 20 INNER APPROACH PLAN

OBJECTS IN RPZ					
#	R/W STATION	OFFSET DISTANCE	ROAD ELEVATION	APPROACH ELEVATION	
1	EXISTING RD/RPZ LT.	90+29	366'	110'	135.1'
2	EXISTING ROAD/RPZ C/L	91+50	0'	112'	131.6'
3	EXISTING RD/RPZ RT.	92+28	336'	112'	129.3'



R/W 2 -20 PROFILE

DESIGN	RC	
DRAWN	CAT	
CHECKED	CML	
BY	DATE	REVISIONS
	7-26-00	AS-BUILT

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION-DESIGN AND CONSTRUCTION-AVIATION

APPROVED *Patricia D. Miller* DATE 7/26/00
 PATRICIA D. MILLER, P.E. DESIGN GROUP CHIEF

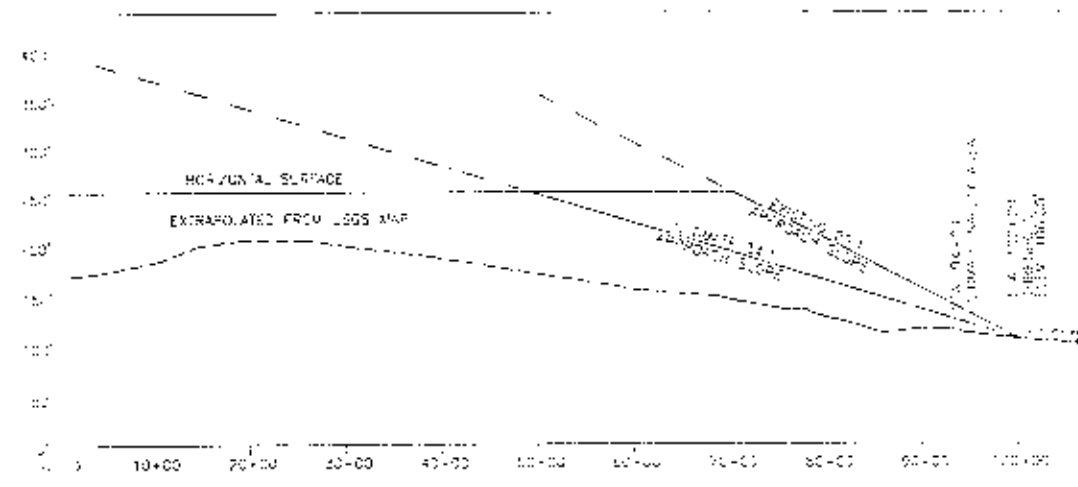
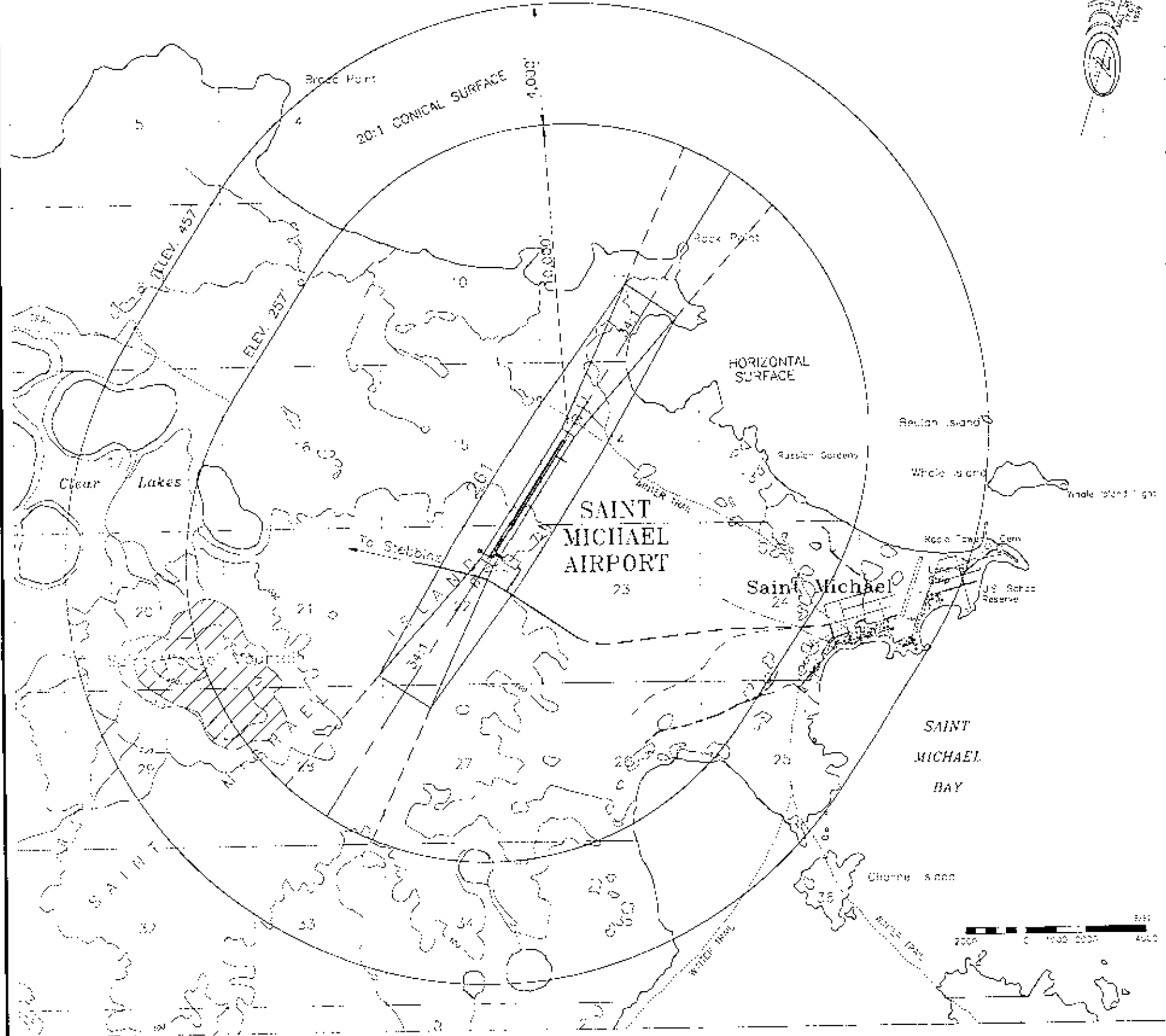
Alaska
 AIRPORT LAYOUT PLAN APPROVED
 BY LETTER DATED: 11-29-00
David Stelling
 AIRPORTS DIVISION;
 ALASKAN REGION, AAL-620

ST. MICHAEL AIRPORT

INNER PORTION OF APPROACH
 SURFACE PLAN & PROFILE

SHEET
 2 OF 3

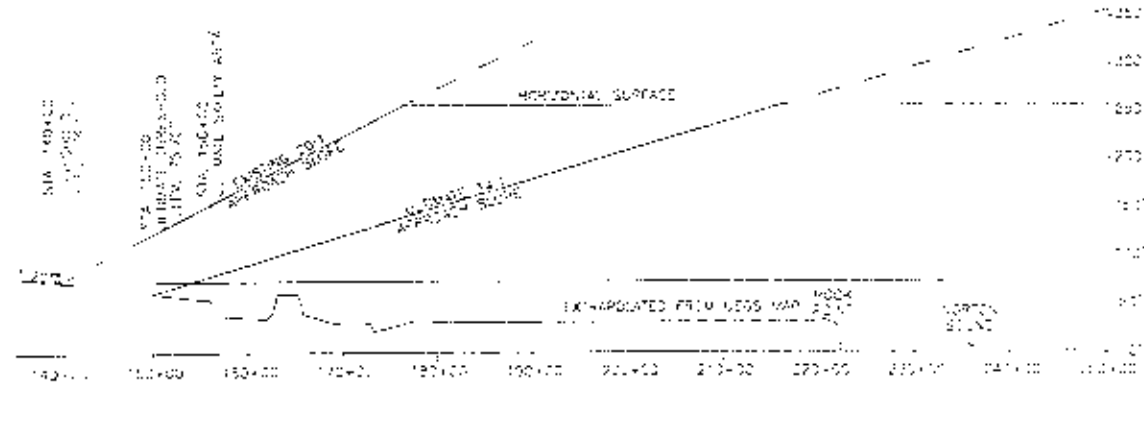
NORTON SOUND



R/W 2 COMPOSITE APPROACH PROFILE

SEE NEAR PORTION OF THE APPROACH PROFILE DRAWING FOR CLOSE IN OBSTRUCTIONS

FAR PART // PENETRATIONS			
TIME	ALTITUDE ELEV.	SURFACE PENETRATES	AMP. MIN. MAX.
MOUNTAIN SH. RUNWAY 2, 2004	400	HORZ. & CONICAL	40- MAX



R/W 20 COMPOSITE APPROACH PROFILE

DESIGN BY _____
 DRAWN BY _____
 CHECKED BY _____
 7-28-00 AS-BUILT
 BY DATE REVISIONS

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
 NORTHERN REGION DESIGN AND CONSTRUCTION-AVIATION
 APPROVAL: *Patricia D. Miller* DATE 7/26/00
 PATRICIA D. MILLER, PE SPECIAL GROUP CHIEF

APPROX. LAYOUT PLAN APPROVED BY LETTER DATED June 2000
Patricia D. Miller
 AIRPORTS DIVISION, ALASKAN REGION, FAA - AKC

ST. MICHAEL AIRPORT
 AIRSPACE AND
 COMPOSITE APPROACH PROFILES

Sheet
 3 / 3

APPENDIX I

United States Army Corps of Engineers (USACE) Jurisdictional Determination

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) 451-2238
TDD: (907) 451-2363
FAX: (907) 451-5103

June 28, 2005

Re: Request for Approval of Preliminary
Jurisdictional Determination
St. Michael Airport Rehabilitation
Project No. 62652

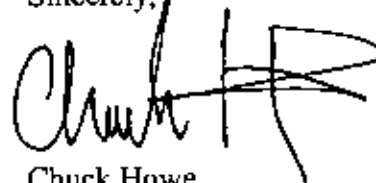
Mr. Kevin D. Morgan
U.S. Army Corps of Engineers
Regulatory Branch - Alaska District
P.O. Box 6898
Elmendorf AFB, AK 99506-6898

Dear Mr. Morgan:

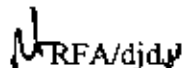
Enclosed please find a wetland delineation report for your review and approval. The delineation was conducted by our environmental consultant, DOWL Engineers, in Fall 2004. The report covers the wetland delineation efforts, as well as vegetation and habitat mapping for the Department of Transportation & Public Facilities airport property at St. Michael, Alaska. The airport is located two miles west of the city of St. Michael, which is on the east coast of St. Michael Island in Norton Sound, 125 miles southeast of Nome. St. Michael lies at 63.47° North Latitude and 162.03° West Longitude (USGS Quad St. Michael C-1, Section 24, Township 23 South, Range 18 West, Kateel River Meridian).

If you have any questions or need additional information, please contact Ryan Anderson at 907-451-5129 or by email at ryan_anderson@dot.state.ak.us.

Sincerely,



Chuck Howe
Environmental Coordinator

 RFA/djd

Enclosure

cc: Ryan F. Anderson, P.E., Engineering Manager, DOT&PF
Kristen Hansen, Sr. Environmental Planner, DOWL Engineers

F:\00 Aviation & Community Role & Buildings\St Michael\62652 St Michael Rehab\07 Environmental\7D Request 6-24-05.doc



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

REPLY TO
ATTENTION OF:

Regulatory Branch
POA-1992-439-Q

JUN 20 2006



Alaska Department of Transportation
And Public Facilities
Attn: Ms. Melissa Riordan
2301 Peger Road
Fairbanks, AK 99709-5316

Dear Ms. Riordan:

We have received your May 24, 2006 Department of the Army (DA) permit application for a permit modification to place approximately 55,324 cy of fill material in an additional 5.4 acres of wetlands around the existing embankment of the St. Michael airport perimeter. The work would result in the expansion of the existing footprint an additional width of 20-feet around the perimeter (4:1 slopes). The purpose of the work is to repair and prevent shoulder instability and erosion that has occurred on the outskirts of the runway, taxiway, and apron. The St. Michael airport is located approximately two miles west of Saint Michael, Alaska, within sections 14-15, and 22, T. 23 S., R. 18 W., Kateel River Meridian; latitude 63.4° N, longitude -162.03° W. This project has been assigned number POA-1992-439-Q, St. Michael Bay 5, which should be referred to in all correspondence with us.

Based on our review of the information you furnished and available to us, we have determined that your proposed project would involve placement of fill material into waters of the United States (U.S.) under our regulatory 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 us before the expiration date. Also, enclosed is a Notification of Administrative Appeals Options and Process and Request for Appeal form regarding this approved jurisdictional determination (see section labeled "Approved Jurisdictional Determination").

We will soon begin evaluating your application through the 15-day Agency Letter notification process. Periodically, letters from reviewing agencies or interested parties may be forwarded to you for your information or appropriate action.

You may contact me at (907) 753-2712, toll free from within Alaska at (800) 478-2712, by email at Shannon.r.hansen@poa02.usace.army.mil, or by mail at the letterhead address, ATTN: CEPOA-CO-R-N, if you have questions. For additional information about our Regulatory Program, visit our web site at www.poa.usace.army.mil/reg.

Sincerely,

Shannon Hansen
Project Manager

Enclosures

JURISDICTIONAL DETERMINATION
U.S. Army Corps of Engineers

DISTRICT: Alaska
FILE NUMBER: POA-1992-439-Q

PROJECT LOCATION INFORMATION:

State: Alaska
Borough:
Center coordinates of site (lat/long in degree decimal format): Lat. 63.4° N., Long. 162.03° W.; Sec.14-16, 21-22, T.23 S., R.18 W., Kateel River Meridian
Approximate size of area (parcel) reviewed, including uplands: 5.4 acres.
Name of nearest waterway: Norton Sound

JURISDICTIONAL DETERMINATION

Method: Office determination
Onsite determination

Date Form Completed: June, 2005 delineation of entire airport performed by DOWL Engineers. Accepted by Corps.

Jurisdictional Determination (JD):

- Preliminary JD - Based on available information, there appear to be (or) there appear to be no "waters of the United States" and/or "navigable waters of the United States" on the project site. A preliminary JD is not appealable (Reference 33 CFR part 331).
- Approved JD - An approved JD is an appealable action (Reference 33 CFR part 331).
Check all that apply:
 - There are "navigable waters of the United States" (as defined by 33 CFR part 329 and associated guidance) within the reviewed area.
Approximate size of jurisdictional area:
 - There are "waters of the United States" (as defined by 33 CFR part 328 and associated guidance) within the reviewed area.
Approximate size of jurisdictional area: 5.4 acres.
 - There are "isolated, non-navigable, intra-state waters or wetlands" within the reviewed area.
 - Decision supported by SWANCC/Migratory Bird Rule Information Sheet for Determination of No Jurisdiction.

BASIS OF JURISDICTIONAL DETERMINATION:

- A. Waters defined under 33 CFR part 329 as "navigable waters of the United States":**
- The presence of waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.
- B. Waters defined under 33 CFR part 328.3(a) as "waters of the United States":**
- (1) The presence of waters, which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide.
 - (2) The presence of interstate waters including interstate wetlands¹.
 - (3) The presence of other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate commerce including any such waters (check all that apply):
 - (i) which are or could be used by interstate or foreign travelers for recreational or other purposes.
 - (ii) from which fish or shellfish are or could be taken and sold in interstate or foreign commerce.
 - (iii) which are or could be used for industrial purposes by industries in interstate commerce.
 - (4) Impoundments of waters otherwise defined as waters of the US.
 - (5) The presence of a tributary to a water identified in (1) - (4) above.
 - (6) The presence of territorial seas.
 - (7) The presence of wetlands adjacent² to other waters of the US, except for those wetlands adjacent to other wetlands.

Rationale for the Basis of Jurisdictional Determination (applies to any boxes checked above). *If the jurisdictional water or wetland is not itself a navigable water of the United States, describe connection(s) to the downstream navigable waters. If B(1) or B(3) is used as the Basis of Jurisdiction, document navigability and/or interstate commerce connection (i.e., discuss site conditions, including why the waterbody is navigable and/or how the destruction of the waterbody could affect interstate or foreign commerce). If B(2, 4, 5 or 6) is used as the Basis of Jurisdiction, document the rationale used to make the determination. If B(7) is used as the Basis of Jurisdiction, document the rationale used to make adjacency determination:* The St. Michael Airport lies approximately 3,000 feet from Norton Sound, and runs across various sloughs that flow directly out into the Sound.

DISTRICT: Alaska
FILE NUMBER: POA-1992-439-Q

Lateral Extent of Jurisdiction: (Reference: 33 CFR parts 328 and 329)

- Ordinary High Water Mark indicated by:
- clear, natural line impressed on the bank
 - the presence of litter and debris
 - changes in the character of soil
 - destruction of terrestrial vegetation
 - shelving
 - other:
- High Tide Line indicated by:
- oil or scum line along shore objects
 - fine shell or debris deposits (foreshore)
 - physical markings/characteristics
 - tidal gages
 - other:

- Mean High Water Mark indicated by:
- survey to available datum; physical markings; vegetation lines/changes in vegetation types.

- To the limit of the wetland boundaries

Basis For Not Asserting Jurisdiction:

The reviewed area consists entirely of uplands.

Unable to confirm the presence of waters in 33 CFR part 328(a)(1, 2, or 4-7).

Headquarters declined to approve jurisdiction on the basis of 33 CFR part 328.3(a)(3).

The Corps has made a case-specific determination that the following waters present on the site are not Waters of the United States:

- Waste treatment systems, including treatment ponds or lagoons, pursuant to 33 CFR part 328.3.
- Artificially irrigated areas, which would revert to upland if the irrigation ceased.
- Artificial lakes and ponds created by excavating and/or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing.
- Artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating and/or diking dry land to retain water for primarily aesthetic reasons.
- Water-filled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States found at 33 CFR 328.3(a).
- Isolated, intrastate wetland with no nexus to interstate commerce.
- Prior converted cropland, as determined by the Natural Resources Conservation Service. Explain rationale:
- Non-tidal drainage or irrigation ditches excavated on dry land. Explain rationale:
- Other (explain):

DATA REVIEWED FOR JURISDICTIONAL DETERMINATION (mark all that apply):

- Maps, plans, plots or plat submitted by or on behalf of the applicant.
- Data sheets prepared/submitted by or on behalf of the applicant.
- This office concurs with the delineation report, dated June, 2005, prepared by (company): DOWL Engineers
- This office does not concur with the delineation report, dated _____, prepared by (company): _____
- Data sheets prepared by the Corps
- Wetland boundary map prepared by the Corps
- Alaska District's Approved List of Navigable Waters
- U.S. Geological Survey Hydrologic Atlas:
- U.S. Geological Survey 7.5 Minute Topographic maps:
- U.S. Geological Survey 15 Minute Topographic maps:
- USDA Natural Resources Conservation Service Soil Survey:
- National wetlands inventory maps:
- State/Local wetland inventory maps:
- FEMA/FIRM maps (Map Name & Date):
- 100-year Floodplain Elevation is: _____ (NGVD)
- Aerial Photographs (Name & Date):
- Other photographs (Date):
- Advanced Identification Wetland maps:
- Site visit [Date(s)]:
- Previous determination(s) [File number and date of response letter]: POA-1992-439-4
- Applicable/supporting case law:
- Other information (please specify):

Shannon Lewis, Project Manager
Signature

¹Wetlands are identified and delineated using the methods and criteria established in the Alaska Interim Regional Supplement and/or the Corps Wetland Delineation Manual (87 Manual) (i.e., occurrence of hydrophytic vegetation, hydric soils and wetland hydrology).

²The term "adjacent" means bordering, contiguous, or neighboring. Wetlands separated from other waters of the U.S. by man-made dikes or barriers, natural river berms, beach dunes, and the like are also adjacent.

Attached is:	See Section below
INITIAL PROFFERED PERMIT (Standard Permit or Letter of Permission)	A
PROFFERED PERMIT (Standard Permit or Letter of Permission)	B
PERMIT DENIAL	C
APPROVED JURISDICTIONAL DETERMINATION	D
PRELIMINARY JURISDICTIONAL DETERMINATION	E

THIS REQUEST FOR APPEAL FORM MUST BE RECEIVED BY: August 27, 2006

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the District Engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the District Engineer. Your objections must be received by the District Engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the District Engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or, (c) not modify the permit, having determined that the permit should be issued as previously written. After evaluating your objections, the District Engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the District Engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer. This form must be received by the Division Engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer. This form must be received by the Division Engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION (JD): You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the Division Engineer. This form must be received by the Division Engineer within 60 days of the date of this notice.


E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the Preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also, you may provide new information for further consideration by the Corps to reevaluate the JD.

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

In order for a Request For Appeal to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Part 331.5, and that it has been received by the Division Office within 60 days of the date of the Notice of Appeal Process. It is not necessary to submit a Request For Appeal form to the Division office if you do not object to the decision.

If you have questions regarding this decision and/or the appeal process you may contact:


Alaska District Corps of Engineers
CEPOA-CO-R-N
P.O. Box 6898
Elmendorf AFB, AK 99506-0898
(907) 753-2712
(800) 478-2712 (toll free in AK)

If you only have questions regarding the appeal process you may also contact:

Commander
USAED, Pacific Ocean Division
ATTN: CEPOD-PDC/Linda Hihara-Endo, P.E.
Building 525
Fort Shafter, HI 96858-5440

To submit this form, mail to the address above

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation, and will have the opportunity to participate in all site investigations.

Signature of appellant or agent.

Date:

Telephone number:



1962. 2. 12