

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



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

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

Apr 13, 2020

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1. INTRODUCTION/SUMMARY

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

- A 3,300-ft-long by 75-foot-wide paved runway
- A 150-foot-wide runway safety area centered on the runway centerline, extending 300 feet beyond each runway end
- A 35-foot-wide by roughly 362.5-foot-long paved taxiway
- A 120,000-square-foot paved apron area with future hangar, lease lots, passenger shelter space and vehicle parking space with lease lots and space for future development.
- A paved airport access road comprising two 9-foot-wide travel lanes with 1-foot shoulders.

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

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

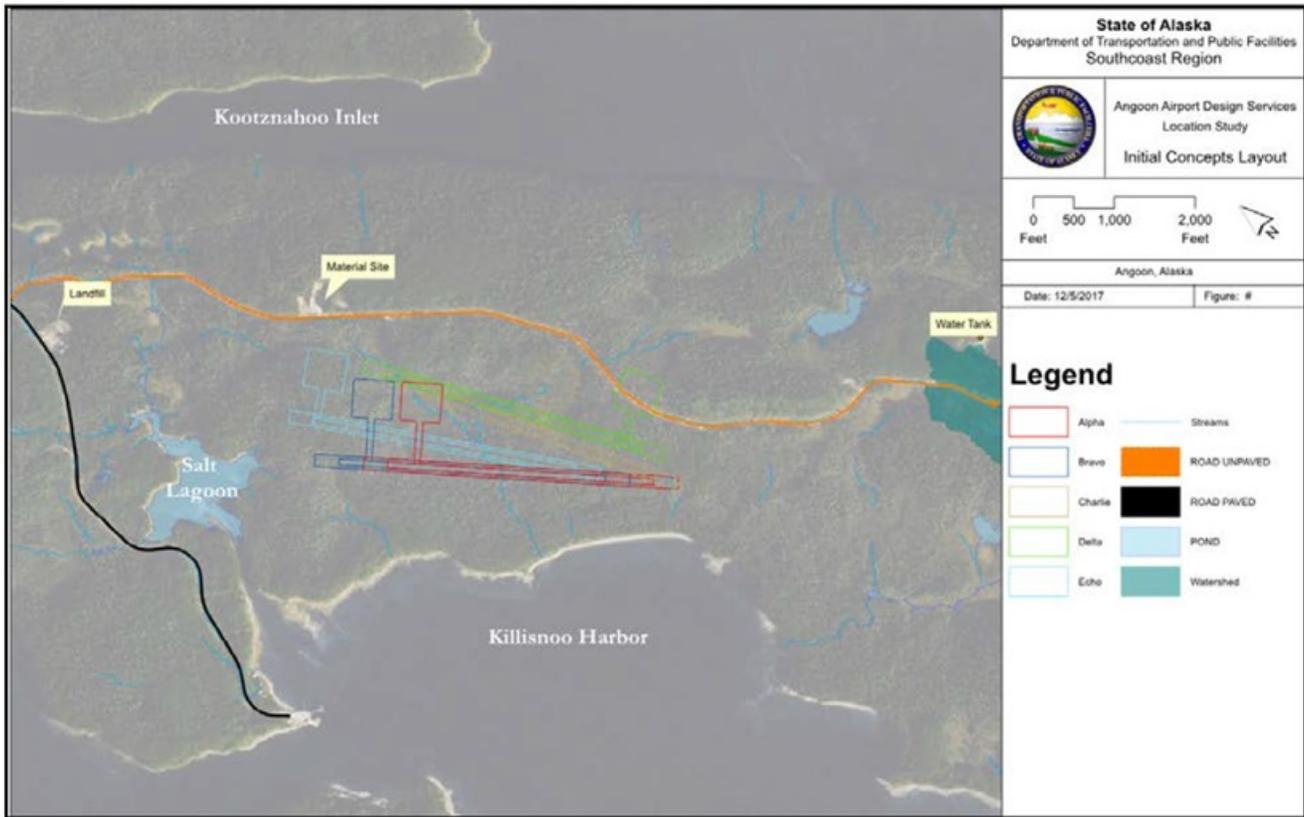


Figure 1: Map of Five Investigated Airport Realignments of EIS Preferred Alternative

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

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

1.1. FEDERAL ACTIONS

The requested actions under consideration are:

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

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

1.2. PROJECT CHANGES

The proposed realignment of the EIS Preferred Alternative is a 1000-foot northwest shift and 8-degree north tilt from the EIS Preferred Alternative runway alignment, as seen in Figure 2 and Figure 3. There is no change to the planned navigational aids. Overall, the proposed realignment is on better drainage soils with better soil structure and reduces overall environmental impacts of the EIS Preferred Alternative. The revision is based on additional site information, primarily geo-technical data, which was not available during the EIS and provides more details of the impacts of the proposed airport layout.

1.3. SUMMARY OF ENVIRONMENTAL IMPACT CHANGES

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

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

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

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

Figure 2: EIS Preferred Alternative and Proposed Realignment

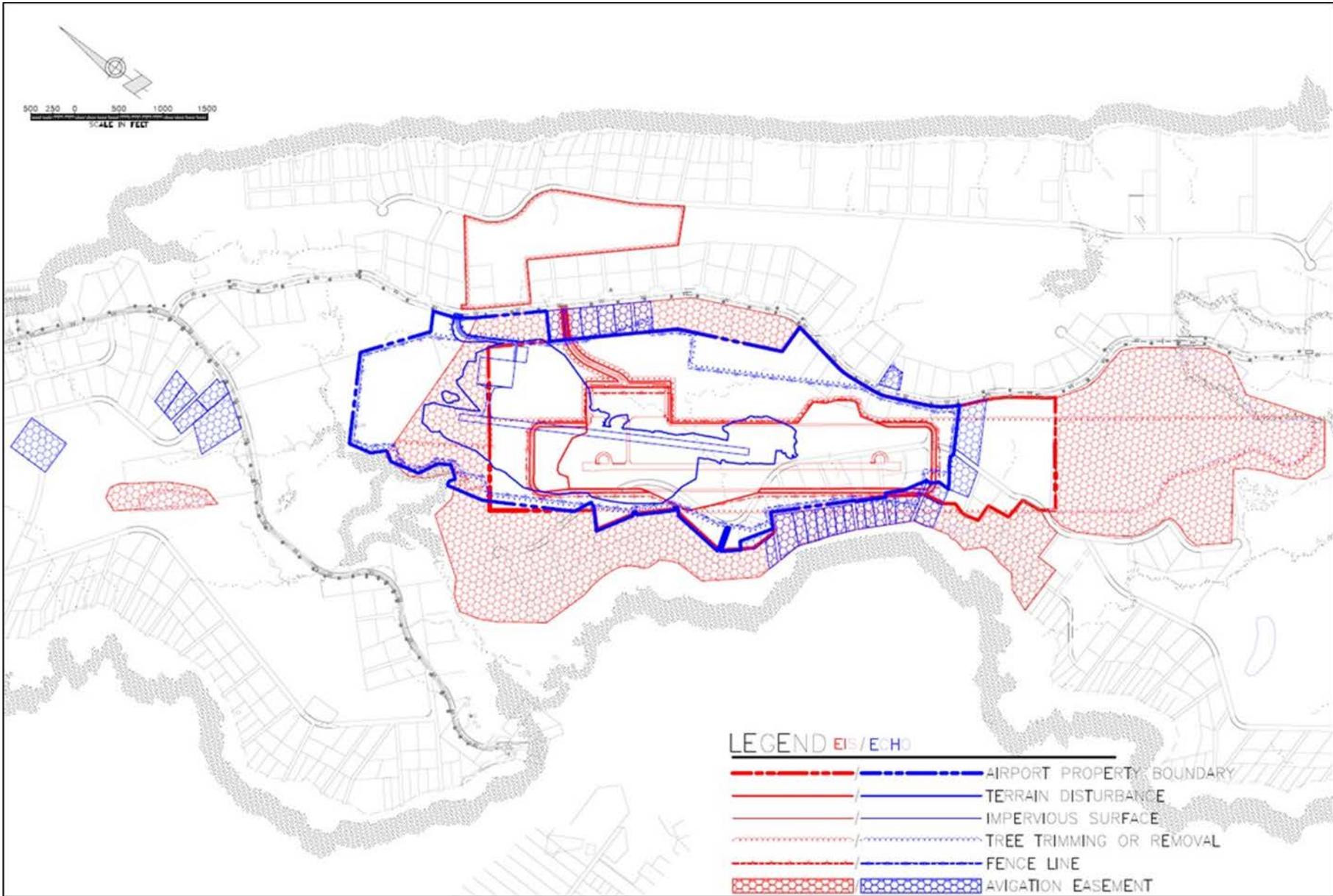
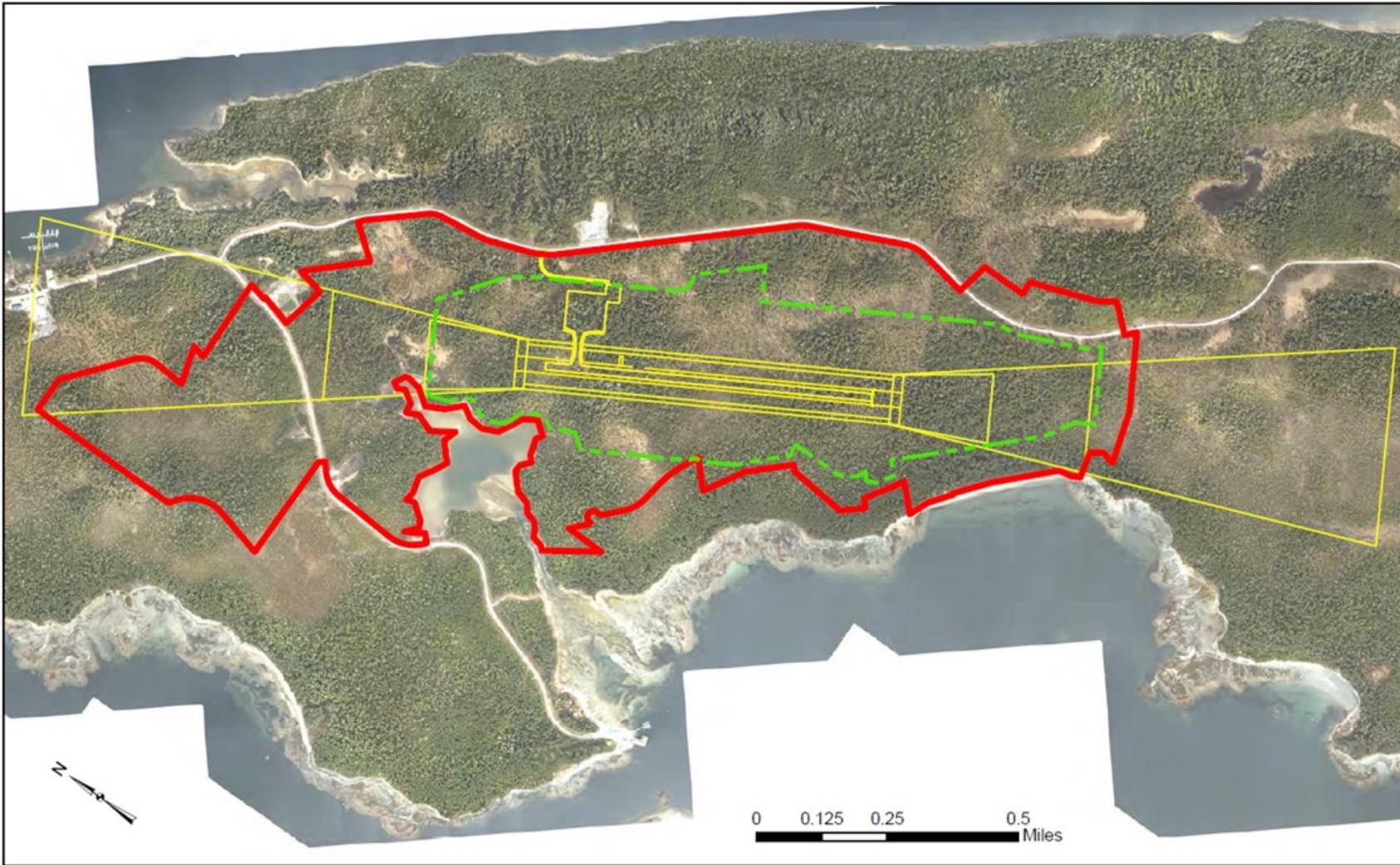


Figure 3: Potential Land Acquisition Area

Potential Acquisition Area



*Potential but may not be limited to partial acquisitions, full acquisitions, or navigation easements. Pending review by a L.S.
*Project does not relocate any existing roads.

--- Proposed Ultimate Fence Line
— Current Potential Acquisition Area*

2. LEGAL REQUIREMENTS

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

Additionally, FAA Order 1050.1F, Paragraph 9-2a, states “The preparation of a new EIS is not necessary when it can be documented that the:

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

The Order defines significant information as “information that paints a dramatically different picture of impacts compared to the description of impacts in the EIS.” Paragraph 9-3.

If the proposed changes do not meet the criteria in paragraph 9-2a(1)-(3), then further analysis is necessary. (See FAA Order 1050.1F, 9-2a.)

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

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

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

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

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

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

3. ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED REALIGNMENT

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

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

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

3.1. Noise - Compatible Land Use

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

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

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

3.2. Biological Resources

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

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

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

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

For all action alternatives, construction, operation, and maintenance of an airport and access road would affect floodplains, stream geomorphology, and hydrology. The realignment of the EIS Preferred Alternative and its apron location will further reduce the impacts on water resources in the area surrounding the Angoon community. There are no changes to the number of streams impacted and changes in peak discharges would not change from the impacts disclosed in the EIS. However, there is a reduction in acres of impacted stream channel area, from 1.2 acres to 0.38 acres, directly affected through culvert placement, rerouting, filling, or installation of bridge piers. Further review of hydrology and geotechnical conditions, as well as the existence of challenging soils, has determined that the use of a bottomless arch culvert design may not provide the necessary service life as originally disclosed in the EIS. The project is now taking into consideration other design options in order to provide a comparative analysis that would aid in determining the optimal design for conveying the stream under the runway. All fish-bearing stream crossings or re-routes will be made fish-passable per the Memorandum of Agreement between the Alaska Department of Fish and Game and DOT&PF for the Design, Permitting, and Construction of Culverts for Fish Passage (See Attachment A). The DOT&PF has committed to working with the Alaska Department of Fish and Game and the U.S. Fish and Wildlife Service during final design to ensure appropriate measures are developed to protect the existing riparian habitat and general health of the stream. All comparable designs will include appropriate revegetated riparian area, flood plain width, stream gradient, and natural substrate to mimic the existing conditions as closely as practicable.

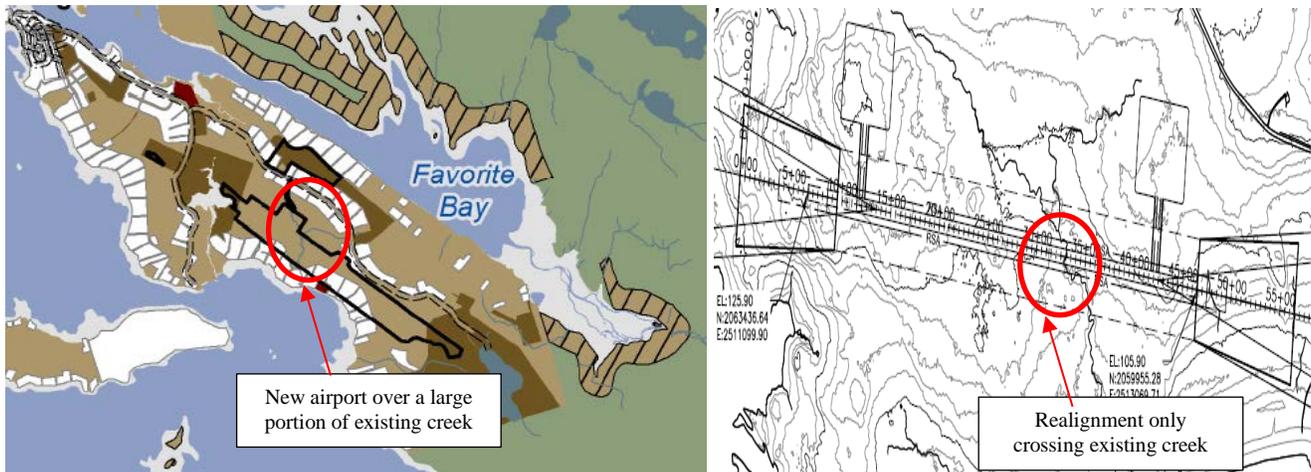


Figure 4: Change in water resources impacts from EIS Preferred Alternative and Realignment

3.4. Hazardous Materials, Pollution Prevention, and Solid Waste

The realignment will have the same impacts as the EIS Preferred Alternative with some reductions to impacts. Terrain disturbance will be reduced by 27.6 acres using the realignment as described in Table C. In addition, the amount of impervious surfaces was reduced by 5.4 acres and the length of the road from the airport and the barge site was reduced by 0.4 miles. As stated in the 2016 EIS, there would be no disturbance or alteration of any known hazardous material or solid-waste sites, nor would either layout disturb or alter any properties on the EPA’s National Priority List.

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

3.5. Cultural Resources

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

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

3.6. Energy Supply, Natural Resources, and Sustainable Design

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

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

3.7. Socioeconomic Conditions

The term “socioeconomic” refers to the research field of social economics, which examines the relationship between social life and economic activity, and assesses social or economic change on human populations. The proposed realignment is largely the same as the EIS Preferred Alternative. However, there would be a reduction in number of designated residential parcels to be affected from 37 to 15.

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

3.8. Subsistence Resources and Uses

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

3.9. Wetlands

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

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

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

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



Figure 5: 2017 Wetlands Survey

3.10 Mitigations

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

In the original ROD, there were three compensatory mitigations:

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

Compensatory mitigation #1 is no longer available and would be covered by other programs. USFS response is in Attachment C. The mitigations that will be implemented are:

1. Purchase credits from mitigation banks and in-lieu fee providers with approved instruments that service the Angoon area. The number of credits purchased would be based on the credit/debit methodology approved for that mitigation bank/in-lieu fee provider. This assessment would be conducted once wetland impacts are fully known, such as at the Plans, Specifications, and Estimates (PS&E) stage of design
2. Design the crossing of Stream 10 to maintain fish passage and minimize and avoid additional impacts to the surrounding wetlands and upland habitat in the vicinity of the airport footprint; and

3. Provide \$60,000 toward the removal of abandoned boats in Favorite Bay.

4. PUBLIC REVIEW AND COORDINATION

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

The EIS Coordination Group, made up of local, state and federal agencies with jurisdiction over protected resources were informed of this Re-Evaluation effort on January 25, 2019. The letter sent to these agencies is shown in Attachment D. These agencies include:

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

The draft of this document – “DRAFT WRITTEN RE-EVALUATION OF JULY 2016 ENVIRONMENTAL IMPACT STATEMENT AND RECORD OF DECISION”– was available for a 30 day comment period beginning January 25, 2019. Notice of availability emailed to approximately 50 individuals who had provided emails during the development of the EIS and WR . Notices were published in local papers, social media, State of Alaska Online Public Notice and GovDelivery. No copies of the document were requested by the public. Copies of the draft document were available for public review at all public libraries in Angoon. The document could also be viewed or downloaded at the FAA website:

https://www.faa.gov/airports/alaskan/environmental/media/SFAPT00086_2018_Written_Re-evaluation.pdf

As a result of the first public comment period, 12 comments were received regarding the new airport and are included in the Attachment E. Other public comments were also received and responses are being prepared and sent to those individuals. USACE comment had no input for the change in realignment and concurred the new alignment covered by the 2016 EIS. US EPA comment requested additional information concerning the wetland mitigations and requested to be contacted if the mitigations change. One public comment requested that the airport be built now and the process was lengthy.

In response to the comments, FAA and DOT&PF concurred with both US EPA and the public comment. FAA and DOT&PF will keep US EPA, as well as other coordinating agencies, public and local communities informed on the progress of the new airport.

As a result of the second comment period on Apr 11.20019 for 30 days followed the same information release as the first and included a Federal Register Notice, 1 public comment was received regarding

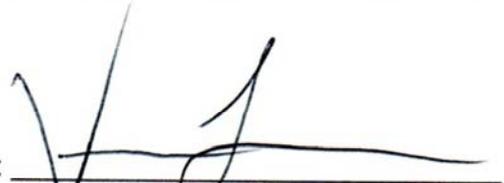
the new airport and are included in the Attachment E. Public comments received and responses sent to those individuals. No Federal or State Agencies provided comments.

5. CONCLUSION

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

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

Responsible Federal Official:



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

Date: 13 Apr 2020

6. DECISION AND ORDER

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

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

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

The requested actions under consideration are:

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

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

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

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

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

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

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



Date 04/13/20

Kristi A. Warden
Airports Division Director, FAA Alaskan Region

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

ATTACHMENTS

- A. Memorandum of Agreement between the Alaska Department of Fish and Game and DOT&PF for the Design, Permitting, and Construction of Culverts for Fish Passage
- B. 2019 SHPO Concurrence on Proposed Realignment
- C. USFS Response to Proposed Realignment
- D. Letter to EIS Coordination Group
- E. Public Comments

Attachment A: Memorandum of Agreement between the Alaska Department of Fish and Game and DOT&PF for the Design, Permitting, and Construction of Culverts for Fish Passage

The current version of the “Memorandum of Agreement between the Alaska Department of Fish and Game and DOT&PF for the Design, Permitting, and Construction of Culverts for Fish Passage” can be accessed using the following link:

http://dot.alaska.gov/stwddes/desenviron/assets/pdf/procedures/dot_adfg_fishpass080301.pdf

Attachment B: 2019 SHPO Concurrence on Proposed Realignment



Rollins, Mark W (DNR) [REDACTED]

Larson, Venus (FAA)

1/9/2019

RE: File No. 3141-1R FAA - Angoon EIS - Proposed Realignment

i Follow up. Completed on Monday, February 04, 2019.
You replied to this message on 1/9/2019 3:11 PM.



3130-1R FAA
RevComp ID # 2019-20

Hi Venus,

The Alaska State Historic Preservation Office (AK SHPO) received your correspondence (dated Jan 4, 2019) on Jan 4, 2019. Following our review of the documentation provided in the initiation letter, we have no objections to the proposed area of potential effects (APE) or level of effort conducted for identification at this time. Also, It appears the realignment is still within the previously established APE that was investigated for cultural resources in 2014, so your finding of no historic properties adversely affected may still be appropriate.

Thank you for sending a Section 106 consultation initiation letter to our office. Please let me know if we can be of further assistance.

-Mark

Mark W. Rollins
Archaeologist II
Alaska State Historic Preservation Office/ Office of History and Archaeology
550 W 7th Ave., Suite 1310
Anchorage, AK 99501





U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region Airports Division
222 W. 7th Avenue, Box 14
Anchorage, Alaska 99513-7587

Jan 04, 2019

In Reply Refer To:

File No. 3141-1R FAA

Angoon Airport Environmental Impact Statement and Cultural Resources Technical Report for the Area of Potential Effects for Airport 12a with Access 12a (Preferred Alternative) Response to SHPO Comments and Finding of Effect

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W. 7th Avenue, Suite 1310
Anchorage, Alaska 99501-3565

Dear Ms. Bittner:

This letter is to inform you of the proposed realignment of the New Angoon Airport (Figure 1) within the previously surveyed area under 2016 EIS and previous consultation, File No. 3141-1R FAA. During the design of this project, additional geotechnical investigation showed an improved alignment that was more cost effective and had less environmental impacts than the EIS preferred alternative. The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Alaska Region Airports Division, Federal Aviation Administration (FAA), will construct a new land-based airport for the community of Angoon on Admiralty Island in Southeast Alaska. On November 13, 2015, the result of the previous consultation was "No Historic Properties Adversely Affected" (Attachment 1).

This consultation effort is initiated under the National Historic Preservation Act (NHPA) and the Alaska Historic Preservation Act (AHPA). For purposes of the NHPA, we are initiating this consultation with you to assist us in determining the Area of Potential Effect (APE) and identifying historic properties that may be affected by the proposed project.

Project Description

The project will require ground disturbance from both temporary construction activities and long term or permanent structures. The project description has not change from the previous consultation, File No. 3141-1R FAA. The only change is the alignment at the same location (Figure 1).

The FAA project will construction:

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

The original SHPO finding was for terrain disturbance related to the airport and road (including cutting and filling of soil, and ripping and blasting of shallow bedrock to level the ground) and terrain disturbance from potential extraction of construction materials such as gravel, soil, and rock from on-island material sources.

Preliminary Area of Potential Impact

The FAA identified the direct area of potential effects (APE) for the preferred alternative to include all lands that would be subject to the above activities directly and indirectly through visual intrusion, noise and vibration. SHPO provided a letter of "No Historic Properties Adversely Affected" to this APE on November 13, 2015.

Identification Efforts

No historic properties are present in the Direct APE and the Noise APE. The EIS preferred alternative had historical properties present in the Visual APE and in close proximity to the Direct APE where vibration effects may occur. The proposed realignment has the same effects as EIS preferred alternative except now the historical properties are no longer in close proximity to the Direct APE for a vibration effect.

Consulting Parties

The FAA consulted with stakeholders parties and several members of the Angoon community, as part of the effort to identified historic properties. The following parties have been consulted and have been notified of this finding:

- State Historic Preservation Officer
- Angoon Community Association
- Central Council of the Tlingit Haida Indian Tribes of Alaska
- Sealaska Corporation
- Kootznoowoo, Inc.
- Sealaska Heritage Institute
- United States Forest Service
- City of Angoon

If you have questions or comments related to this proposed project, I can be reached at the address above, by telephone at 907-271-3813, or by e-mail at Venus.Larson@FAA.gov.

Your timely response will greatly assist us in incorporating your concerns into project development. For that purpose, we respectfully request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

VENUS R
LARSON

Digitally signed by VENUS
R LARSON
Date: 2015.01.04 08:54:09
-09'00'

Venus Rivera Larson, PE
Project Manager

Enclosures:

Figure 1: Site Location

Attachment 1: SHPO Concurrence – Nov 13, 2015

Figure 1a: Realignment and EIS preferred Alternative

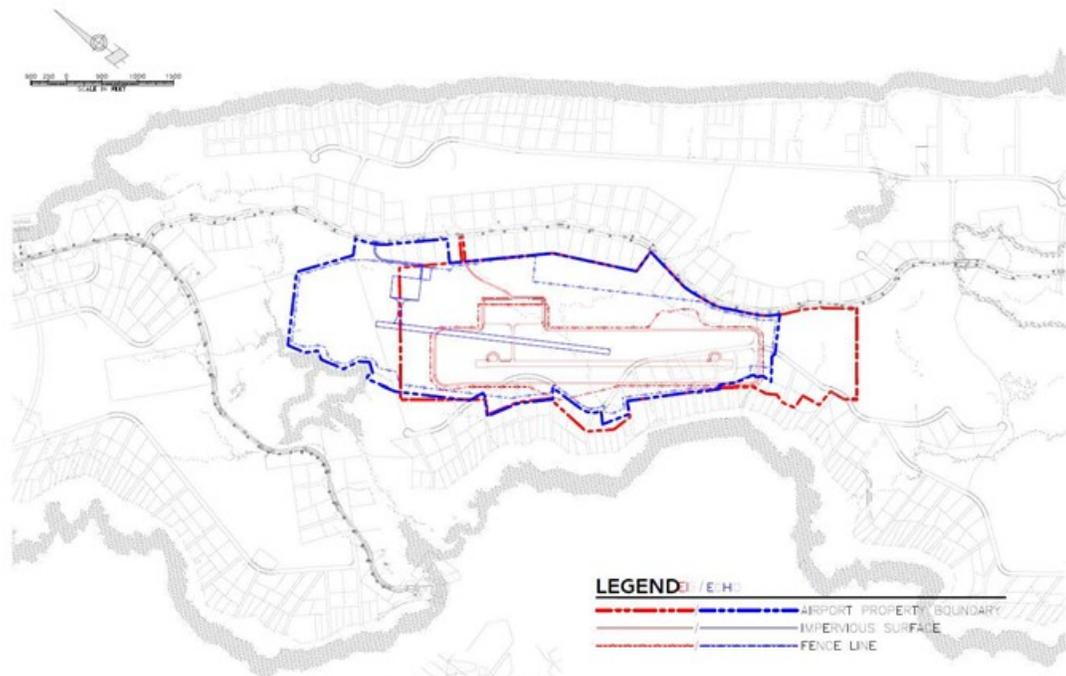
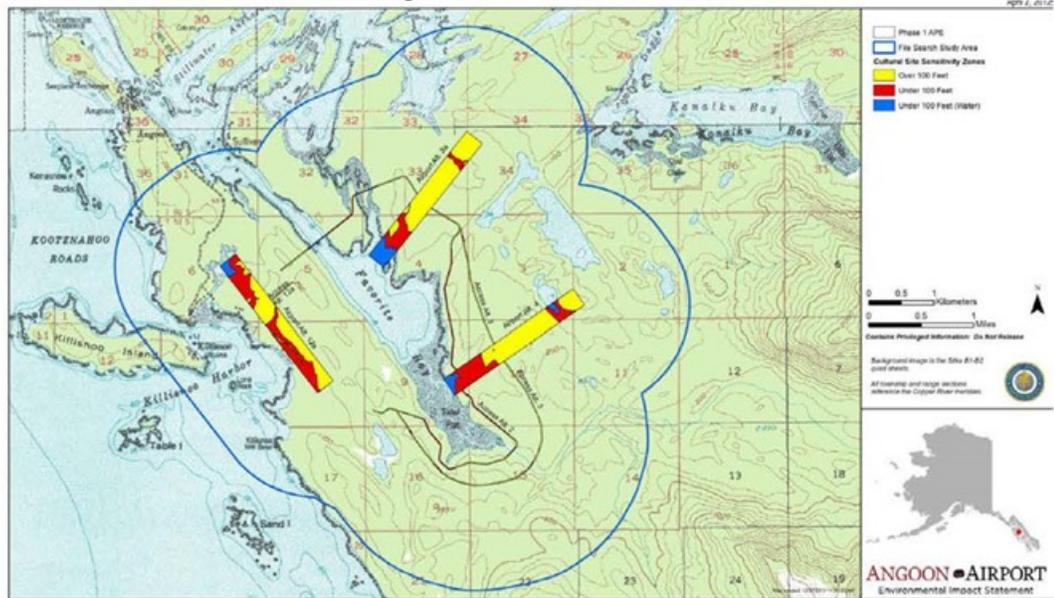


Figure 1b: Previous APE



Attachment 1 – SHPO Concurrence – Nov 13, 2015

11/13/15

3130-1R FAA



U.S. Department of Transportation
Federal Aviation Administration

RECEIVED
NOV 3 2015
OHA

AAL-614
Alaskan Region Airports Division
222 West 7th Ave #14
Anchorage, AK 99513

In Reply Refer To: AIP-3-02-0018-0705

October 26 2015

Ms. Judith Bittner
State Historic Preservation Officer
Alaska Office of History and Archaeology
550 W 7th Avenue, Suite 1310
Anchorage, AK 99501-3565

No Historic Properties Adversely Affected
Alaska State Historic Preservation Officer
Date: 11/13/15 File No.: 3130-1R FAA
Please review 36 CFR 800.13 / A.S. 41.35.070(d)

RE: File No. 3131-1R FAA
Angoon Airport Environmental Impact Statement and Cultural Resources Technical Report for the Area of Potential Effects for Airport 12a with Access 12a (Preferred Alternative) Response to SHPO Comments and Finding of Effect

Dear Ms. Bittner:

In your letter dated April 4, 2014, which was submitted in response to our consultation with your office regarding the above-referenced undertaking, your office requested that the Federal Aviation Administration (FAA) address several key concerns relating to the technical report. The FAA responded with formal determinations of eligibility for four cultural resource sites within the area of potential effects (APE) of the project, and your office concurred with those determinations on June 9, 2014. This letter and the enclosed revised report, *Cultural Resources Technical Report for the Area of Potential Effects for Airport 12a with Access 12a (Preferred Alternative)*, prepared by SWCA Environmental Consultants (SWCA), seek to respond to the remaining concerns in your April 4 letter.

In regards to your question about the location and nature of Beaver Tail Rock (SIT-00781), the site is not located within either the Direct or Indirect APEs for Phase 2 of this undertaking. The site is located approximately 1.5 miles northeast of the southeastern corner of the Phase 2 Direct APE, and as such, was not included in the file search conducted for Phase 2 of these investigations which was restricted to within one mile of the Direct APE. However, Beaver Tail Rock was included in the file search area for the Phase 1 technical report for this undertaking (SWCA 2012).

In response your concerns about the definition of the APE, the FAA has determined the APE has been adequately defined and encompasses the geographic area where effects may occur to historic properties and has included a Direct APE, Noise APE, Visual APE, and has considered the area in which construction-related vibrations may affect historic properties. Other comments provided in your April 4 letter are addressed in the enclosed revised technical report.

Findings of Effect

No historic properties are present in the Direct APE or Noise APE; however, three historic properties are present in the Visual APE (SIT-00014, SIT-00056, SIT-00749) and one historic property (SIT-00169) is located in close proximity to the Direct APE where vibration effects may occur. The FAA applied the

2015-01727

Criteria of Adverse Effect (36 CFR 800.5[a]) to these four historic properties. The effects analysis is described below.

Site SIT-00014, Killisnoo Island Village

Site SIT-00014, eligible for the NRHP under Criteria A and D, is located in the Visual APE for the current undertaking. The characteristics for which the site appears to be eligible for the NRHP are not sensitive to visual intrusion. The historical village site was not located on the eastern shore of Killisnoo Island because of its particular viewshed. Rather, all indications are that the village was located as such because of the calm waters afforded by Killisnoo Harbor. During its period of industrial and residential development, the siting of buildings does not appear to have been specifically influenced by the viewshed and was defined by available land, the island's topography, and the development of different zones (e.g., industrial and residential) to separate, at least to a certain degree, living quarters and social activities from the industrial facilities. The historical associations of the village site under Criterion A are not affected by the viewshed of the site.

The eligibility of the Killisnoo Island Village site under Criterion D for its information potential is not vulnerable to changes in the viewshed of the site; the extent, nature, or quality of the data that could be recovered would be in no way affected by alteration of the landscape across the harbor from the site.

Based on the reasons presented above, the anticipated landscape changes from the Airport 12a alternative would have *no adverse effect* on the Killisnoo Island Village site (SIT-00014).

Site SIT-00056, St. Andrews Church

Site SIT-00056, eligible for the NRHP under Criterion D, is located in the Visual APE for the current undertaking. The apparent eligibility of the St. Andrews Church site under Criterion D for its information potential is not vulnerable to changes in the viewshed of the site; the extent, nature, or quality of the data that could be recovered would be in no way affected by alteration of the landscape across the harbor from the site.

Based on the reasons presented above, the anticipated landscape changes from the Airport 12a alternative would have *no adverse effect* on the St. Andrews Church (SIT-00056).

Site SIT-00169, Killisnoo Harbor Village

Site SIT-00169, Killisnoo Harbor Village, is located near the Direct APE, where construction-related vibration may occur. The site is eligible for the NRHP under Criterion D. Cultural resources known to be susceptible to damage or impairment from vibration are, with a few exceptions, predominantly structural in nature. Since the soil composition in the vicinity of the site is stable and not defined by loose deposits that could allow for movement of subsurface artifacts due solely to vibration, the archaeological component of this site does not appear vulnerable to vibration effects.

The structural component of site SIT-00169 consists of collapsed cabin remains. Because these structures have already collapsed and become overgrown and heavily weathered, they no longer appear susceptible to damage or impairment from potential vibration associated with construction of the airport on adjacent lands.

Long-term effects to historic properties can occur due to new or improved access to areas that may lead to inadvertent or intentional trampling or damage to cultural resources from increased human activity in the area, or looting of artifacts. For Airport 12a with Access 12a, the FAA has determined that this undertaking would not improve access into areas currently not accessible. The airport operational area would be surrounded by a fence and would not be available for use as new or improved access to the

Killisnoo Harbor shoreline near SIT-00169, or any other areas adjacent to the airport. As such, the FAA expects there would be *no adverse effect* to this site from the proposed undertaking.

SIT-00749 Killisnoo Cemetery

Site SIT-00749, the Killisnoo Cemetery, is located in the Visual APE for the current undertaking. The site is eligible for the NRHP under Criteria A and D. It is located in a moderately dense, second-growth spruce-hemlock forest. Visibility from the cemetery grounds to the surrounding landscape offshore of Killisnoo Island is somewhat limited by the forest landscape.

Although cemeteries are often intentionally situated on the landscape to take advantage of viewsheds afforded by certain topographic features, that does not appear to be the case with the Killisnoo Cemetery. Rather, the cemetery's location appears from historical maps of the island to be as much, if not more, a matter of available land near the Killisnoo Village as a specific selection based on viewshed. Additionally, the reasons for which the Killisnoo Cemetery is eligible for the NRHP are not specifically because of its role as a cemetery site but rather due to its associations with and ability to reflect the historical activities and cultures of Killisnoo Village and Killisnoo Island over time. These facets of the site's importance are not sensitive to visual intrusion from the landscape across Killisnoo Harbor. As such, the visual changes to the landscape anticipated from Airport 12a are expected to have *no adverse effect* on the significance of site SIT-00749, the Killisnoo Cemetery.

Overall Finding of Effect

No historic properties are present in the Direct APE or the Noise APE; however, historic properties are present in the Visual APE and in close proximity to the Direct APE where vibration effects may occur. The FAA has determined that the Project would not have any effect on the characteristics that qualify these properties for inclusion in the NRHP. Therefore, the FAA's issuance of approvals or funding for the construction and operation of an airport at the Airport 12a with Access 12a location or use of the potential materials source would result in a finding of *No Adverse Effect to Historic Properties*.

The FAA respectfully requests your concurrence with our finding of No Adverse Effect to Historic Properties for this project. Please feel free to contact me if you have any questions or comments regarding the information we have provided in support of our finding. I can be reached at the address above or at 907-271-5453. We look forward to continuing our consultation with your office regarding the Angoon Airport.

Sincerely,



Leslie A. Grey
FAA Project Manager
Angoon Airport Environmental Impact Statement

cc:

Laurie Mulcahy, DOT&PF, Cultural Resources Manager
Verne Skagerberg, DOT&PF Southeast Region, Project Manager
Hilary Lindh, DOT&PF Southcoast Region, Regional Environmental Manager
John Barnett, DOT&PF Engineering Assistant
Michael Kell, DOT&PF, Historic Archaeologist

References

SWCA Environmental Consultants (SWCA). 2012. Cultural Resources Existing Conditions Technical Report for the Angoon Airport Environmental Impact Statement. Prepared for Federal Aviation Administration and Alaska Department of Transportation and Public Facilities. Salt Lake City, Utah: SWCA.

Attachment C: USFS Response to Proposed Realignment



United States
Department of
Agriculture

Forest
Service

Tongass National Forest
Alaska Region

Admiralty National Monument
8510 Mendenhall Loop Road
Juneau, AK 99801
[REDACTED]

File Code: 1910
Date: March 19, 2019

Venus Larson
Environmental Program Specialist
Federal Aviation Administration
Alaska Region
222 West 7th Avenue, #14
Anchorage, AK 99513

Dear Ms. Larson:

I have reviewed the proposed changes to the Angoon Airport Record of Decision that was issued on October 21, 2016. The Forest Service has no concerns or objections regarding the proposed changes to the airport layout. The proposed changes are not on, and do not impact, National Forest System lands.

The Forest Service fully supports the development of the Angoon Airport and sees it as vital to the future health and economic development of the community.

Thank you for the opportunity to comment, please direct any questions or inquiries to Don MacDougall at [REDACTED]

Sincerely,


BASIA TROUT
District Ranger



Caring for the Land and Serving People

Printed on Recycled Paper 

Attachment D: Letter to EIS Coordination Group



U.S. Department
of Transportation

**Federal Aviation
Administration**

Federal Aviation Administration
Alaska Region

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

January 25, 2019

Dear Angoon EIS Coordination Group Member:

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

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

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

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

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

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

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

Sincerely,

Venus Rivera Larson
Environmental Program Specialist, FAA Alaskan Region

Attachment E: Public Comments

Phone Log Comments

Date	Time	Name	Location/Position	Summary of Call
19-Dec-18	11:00am	Don MacDougall Melissa Dinsmore	USFS	Teleconference with USFS (Melissa Dinsmore/Doug E.) Doug evaluated the previous EIS. There are no concerns. The USFS actually prefer the revised alternative since it takes less land and not using National Forest. USFS is currently processing their formal response.
29-Jan-19	10:30am	Elaine Somers	EPA reviewer	Elena called to discuss the wetland mitigation and the status of them. I stated that the mitigations are generally the same but the compensatory ones are still in the process until the airport is further designed to get more accurate numbers for the permit. She said there are no comments and she was glad to see that there are compensatory mitigations in the environmental. EPA is looking forward to the final document.
29-Jan-19	1:30pm	Jorge Nelson	Angoon Resident	Jorge Nelson called stating that it is taking too long talking about the construction of the airport and should start building it. He stated that he is 87 years old and he will be dead before it gets built. He stated in the coordinating and advertising the building of the airport, the land owners should have been contacted first rather than advertising it in the paper. He said the delays were all about the money. FAA assured him that the airport is progressing and that this will be part of it. The state is looking to acquire the land and designing it. Design maybe completed this year. Both FAA and the state are focused on building an airport as soon as possible.

Written Communication Log Comment

Date	Comment Type	Commenter	Organization
2/22/19	Email & Courier	Melissa M. Kookesh	Kootznoowoo, Inc.
<p>Dear Mr. Pyeatt,</p> <p>On behalf of Kootznoowoo, Inc. (Kootznoowoo) I would like to thank you for the opportunity to submit comments and questions relative to the upcoming new Angoon Airport. Kootznoowoo is the village corporation formed as a result of the Alaska Native Claims Settlement Act (ANCSA) and it has approximately 1,100 shareholders, many of whom live in Angoon and make up the majority of the population of Angoon. In addition to the fact that the new airport is slated to be located primarily on Kootznoowoo property, Kootznoowoo also has a vested interest in assisting its shareholders, many of whom have Homesite lots that will be acquired or impacted and also assisting its shareholders that live in Angoon whom have an interest in knowing more about how the airport will impact everyday life in this small community.</p> <p>Because of the foregoing, Kootznoowoo is intertwined with the Angoon Airport development process in multiple ways that are perhaps a bit different than the AKDOT has encountered before. Kootznoowoo and, from Kootznoowoo's discussions with the City of Angoon (the City), the Angoon Community Association, and Sealaska Corporation (Sealaska), are all collectively supportive of the Angoon Airport project and don't want to have anything we provide herein to be viewed as trying to delay or otherwise impact the timely progression of the project. Kootznoowoo and these entities just want to be sure our comments, questions and potential concerns have been considered and addressed.</p> <p>I have attached the letter Kootznoowoo CEO/President Hal Dreyer sent to Greg Weinert in late May of 2018, which is incorporated and part of this comment letter. Kootznoowoo's comments and issues discussed in that letter remain the same. I have summarized Kootznoowoo's comments and issues below on a point-by-point basis:</p> <p>1. Kootznoowoo, Inc. will incur time and costs associated with the airport project property acquisitions. 1.1 Kootznoowoo has already received shareholder requests for assistance regarding property acquisitions and questions related the title clearance process for the Angoon Airport project, and anticipates its office and staff will be inundated by more requests and questions. Kootznoowoo requests compensation from the AKDOT to assist with these shareholder requests and questions.</p> <p>Kootznoowoo believes that what is outlined in Mr. Dreyer's letter is the best approach which is to, in some manner, compensate Kootznoowoo for the time associated with the foregoing including what may be a money saving step of having Kootznoowoo clear title on the Homesite lots which, as AKDOT knows, may be extremely complicated. Kootznoowoo and AKDOT can discuss the mechanism to be employed to accomplish this compensation.</p> <p>There will be some Homesite lot owners that simply do not want to sell. Kootznoowoo understands that the Uniform Relocation Act (URA) has provisions for that eventuality in the form of eminent domain, but if that method of property acquisition becomes the only option, I would suggest that there might easily be significant backlash with "forced forfeiture of their lands". It is Kootznoowoo's belief, given that Kootznoowoo retained a certain number of Homesite lots in the subdivisions created in the subdivision process, that Kootznoowoo could be of assistance by offering those Homesite lot owners that do not want to sell and opportunity to trade or in some other manner end up with the piece of Angoon that was the original concept. This could be accomplished in concert with 1.1 and 1.2 above, but again, there is a cost associated with this. As described in 1.1 and 1.2 Kootznoowoo is willing to assist, for a fee, with this effort that ultimately may turn out to be very beneficial to the AKDOT.</p> <p>It is important to note, that under the URA, Homesite lot owners, Kootznoowoo, and Sealaska are displaced persons and are eligible for certain benefits and assistance to relocate from acquired property. What steps has AKDOT taken to engage FAA for the expenditure of Federal funds? Kootznoowoo is requesting that it be a participant in this process for the reasons described in this comment letter and the attached letter. 2. The City of Angoon and Kootznoowoo, Inc. will incur costs associated with changes to the Map of Boundaries.</p> <p>2.1 Since the time of Mr. Dreyer's letter to Mr. Weinert, Kootznoowoo and the City have made significant progress in finalizing the reconveyance required in the 14(c)(3) process and that which is reflected in the Map of Boundaries of 2008.</p> <p>The primary issue is the need to re-engineer the access to the Keet Subdivision which will require modifications and recordation of the revised Map of Boundaries. All of this will have to be done with the City's interaction and approval.</p> <p>The reason Kootznoowoo remains involved, even though we feel the reconveyance will be completed prior to the acquisition process, is the fact that the City has limited personnel and funding resources and will need to rely on Kootznoowoo to provide much of the support. This is particularly true since Kootznoowoo and subcontractors performed all the work associated with the land planning and filing of the Map of Boundaries and retains all the relevant files and information. How can the City and Kootznoowoo be compensated for this impact? Along with the summary of comments in the above-paragraphs and the attached letter, it is Kootznoowoo's understanding that Federal law requires that a Federally-assisted airport project cannot be approved until AKDOT holds acceptable title to the airport lands or gives satisfactory assurance that acceptable title will be acquired prior to construction. AKDOT must acquire real property rights that are adequate for the consideration, operation, and maintenance of the grant-assisted project - fee title to all land within airport boundaries. AKDOT has not engaged the landowners - Homesite lot owners, Kootznoowoo or Sealaska - in discussions regarding acquisition of lands for the Angoon airport. Before applying to the FAA for the Angoon airport project grant, AKDOT must complete the acquisition and relocation of landowners phase of the project. Kootznoowoo is ready to assist with the landownership phase.</p> <p>Kootznoowoo assumes that AKDOT wants to acquire the airport lands surface and subsurface through purchase, condemnation or land exchange. Kootznoowoo rejects any AKDOT attempt to acquire Kootznoowoo land through an eminent domain or condemnation proceedings. Kootznoowoo does not believe that eminent domain or condemnation are justified under the circumstances. It is important to recognize that AKDOT, in addition to Homesite property owners, is dealing with two different property owners for certain airport lands, each holding title to separate and distinct estates. Kootznoowoo requests that AKDOT engage Kootznoowoo and Sealaska together regarding retention of airport land to avoid conflict.</p> <p>Kootznoowoo is prepared to provide AKDOT with aggregate that may be required for the construction and maintenance of the Angoon Airport project. The cost of such aggregate would be its fair market value as agreed to by the parties or determined by an independent appraisal or arbitration. Such aggregate can be taken from the proposed Angoon Airport site or such other locations may be mutually agreeable. Kootznoowoo is also prepared to provide AKDOT with the ability to dispose of overburden for the construction and maintenance of the Angoon Airport project. This letter only sets out broad provisions, and a final agreement regarding aggregate and overburden must be negotiated and signed by the parties in interest.</p> <p>Please be advised that this letter merely expresses Kootznoowoo's willingness and intent to assist AKDOT with issues related to the Angoon Airport project. This letter is not to be interpreted as any authorization from Kootznoowoo to relinquish any of its land holdings.</p> <p>Kootznoowoo looks forward to working with AKDOT to move this project forward. If you have any questions, please contact the undersigned or Mr. Dreyer.</p> <p>Sincerely, Melissa M. Kookesh Board Chair, Kootznoowoo, Inc.</p>			

DOT&PF will provide formal responses by letter, and/or e-mail and call back to commenters within the next two weeks.

Date	Comment Type	Commenter	Organization
2/25/19	Email & Mail	Jaeleen J. Kookesh	Sealaska
<p>Dear Mr. Pyeatt:</p> <p>Thank for you for giving Sealaska Corporation (Sealaska) and other interested parties the opportunity to submit comments and questions regarding the construction of the new Angoon Airport. Sealaska has discussed the Angoon Airport project with Kootznoowoo, Inc. (Kootznoowoo), the City of Angoon and the Angoon Community Association. These entities support the Angoon Airport project, and they do not want their comments viewed as trying to delay or negatively impact the timely progression of the project, only that their comments, questions and potential concerns have been considered and addressed. Sealaska Shareholders live in Angoon. Sealaska has an interest in knowing more about a project in Southeast Alaska that will impact the everyday lives of its shareholders, and Sealaska owns a portion of the subsurface rights of lands proposed to be the location of the Angoon Airport project, along with Kootznoowoo.</p> <p>The Alaska Department of Transportation (AKDOT) will be required to acquire an interest in Sealaska's subsurface land for the Angoon Airport project. The subsurface estate underlying the airport project is a corporate asset, received by Sealaska as a result of the Alaska Native Claims Settlement Act. Sealaska is prepared to negotiate reasonable terms of a material sales agreement to permit the extraction and use of Sealaska aggregate for the Angoon Airport project. It is also Sealaska's understanding that there will be a large amount of overburden from the project. Sealaska is prepared to negotiate the placement of the overburden from the project. Sealaska has a history of opposing the condemnation of its lands, preferring instead to reach a mutually-agreeable arrangement without the need for condemnation. Sealaska is also prepared to enter into other long-term agreements with AKDOT. Sealaska does not believe that condemnation or eminent domain proceedings are justified under the circumstances of the Angoon Airport project; therefore, Sealaska will object to any attempt to acquire Sealaska's subsurface land through such proceedings.</p> <p>This is not the first instance in which the AKDOT has come to Sealaska seeking to acquire an interest in lands for airport project purposes in Southeast Alaska. It is Sealaska's hope that the arrangements made with AKDOT for these other airports, most recently the Kake and Klawock Airports, can be used to guide AKDOT and Sealaska in the negotiations. Agreements regarding the Kake and Klawock Airports took into consideration the permanent impacts of airport projects on surface and subsurface owners' resources.</p> <p>It is important to recognize that AKDOT is dealing with two different property owners, each holding title to separate and distinct estates - the surface estate owned by Kootznoowoo and the subsurface estate owned by Sealaska. Any proposals or offers to purchase, lease or exchange these estates must reflect this fact. In case of purchase or property exchange, each interest must be separately appraised, and their respective values should be reflected in any proposal. Without a separate value being identified for each interest, Kootznoowoo and Sealaska have no way to evaluate AKDOT's offer in order to determine if it represents the fair market value of the property. Sealaska's review of the governing statutes indicates that this approach complies with Alaska law.</p> <p>By offering the foregoing comments, Sealaska attempts to address matters related to its subsurface estate. Sealaska is always interested in AKDOT's long-range plans for the expansion of public facilities throughout Southeast Alaska. It is beneficial to both parties' interests to have such discussions so as to arrive at a suitable arrangement that helps expansion of AKDOT public facilities for Sealaska Shareholders and Alaska residents.</p> <p>I look forward to discussing all these issues with you at your earliest convenience. If there are any questions, please feel free to contact me.</p> <p>Sincerely, Jaeleen Kookesh Sealaska Corporation</p>			

Date	Comment Type	Commenter	Organization
2/25/19	Email	Michael E. Douglas	Southeast Alaska Regional Health Consortium
<p>Dear Mr. Pyeatt:</p> <p>I write on behalf of the Southeast Alaska Regional Health Consortium (SEARHC) to provide comment on the Draft Written Re-Evaluation of July 2016 Environmental Impact Statement and Record of Decision issued by the Federal Aviation Administration for the New Angoon Airport Realignment. SEARHC supports the construction of a land-based airport serving the community of Angoon on the basis that such a facility will improve access to air transportation to and from the community for SEARHC's patients, healthcare providers and other serving Angoon.</p> <p>SEARHC is a non-profit tribal health consortium, comprised of 15 federally-recognized Alaska Native tribes, serving the communities situated along the Southeast panhandle of Alaska. SEARHC provides health care services to American Indians, Alaska Natives, and other eligible individuals pursuant to Title V of the Indian Self-Determination and Education Assistance Act (ISDEAA) under a compact and funding agreement with Indian Health Service. Our service area stretches over 35,000 square miles, and with no roads connecting many of the rural communities we serve, we work hard to provide quality health services to our communities.</p> <p>SEARHC operates the Mt. Edgecumbe Hospital (MEH), a 25-bed acute care hospital in Sitka, the Ethel Lund Medical Center in Juneau, and a network of some 27 community clinics, including the Jessie Norman Jim Health Center serving the community of Angoon. SEARHC performs a wide array of services for our patients including medical, dental, behavioral health, physical therapy, radiology, pharmacy, laboratory, nutritional, audiology, optometry and respiratory therapy services. We also provide supplemental social services, substance abuse treatment, health promotion services and emergency medical services. The urgent health care needs of our patients are often heightened in our more remote communities, like Angoon, where access to and from the community is limited. As noted in the FAA's Record of Decision, the community of Angoon is only accessible by seaplane and ferry at the present time.</p> <p>Thus, for many patients, travel from one of our Angoon clinic to the Mt. Edgecumbe Hospital in Sitka, or other facilities outside of the region, requires a lengthy combination of automobile, ferry, and airplanes, and may take at least a day and often involves an overnight trip. Inclement weather delays travel even further, in some cases making travel impossible, and due to the remote nature of these communities, transportation costs are high.</p> <p>For SEARHC, and our patients, one of the most significant issues is access to emergency transport during the night or when weather and seas are rough. Seaplanes cannot land at night or in rough waters, which severely limits SEARHC's ability to conduct emergency transports of patients from Angoon. Similarly, the window for transporting emergency supplies and medication to Angoon can be severely limited due to weather.</p> <p>Travel by seaplane also makes medical travel more hazardous for our elder patient population. Many of our elder patients are not ambulatory enough to board a seaplane without incident and, for these patients, the transportation window can be even more restrictive than with emergency transport because conditions must be better than average to accommodate medical transportation. Thus, consideration should be given to the types of aircraft operated by air ambulance service providers and the runway should be designed to support those aircraft, using as examples the other land-based runways in southeast communities' which support air ambulance service operators. In addition to improved accessibility for emergent care, a land-based runway would provide for vast improvement and accessibility for SEARHC's routine patient and staff travel as well as more consistent service for our freight, which includes laboratory samples and critical medications used by our patients.</p> <p>For these reasons, SEARHC supports the construction of a land-based airport serving the community of Angoon as a means to improve air transportation access to and from the community and to help SEARHC and our healthcare providers to deliver much needed care to our patients. We thank you for the opportunity to provide comments on this project.</p> <p>Best Regards, SOUTHEAST ALASKA REGIONAL HEALTH CONSORTIUM // Michael E. Douglas//</p>			

DOT&PF will provided formal responses by letter, and/or e-mail and call back to commenters within the next two weeks.

Date	Comment Type	Commenter	Organization
2/25/19	Email	Jared Sherman	Guardian Alaska
<p>Guardian Alaska supports the Angoon runway project. It would allow us to fly in and out of there day/night, VFR/IFR and assist getting locals to a higher level of care. As for the proposed: runway length, pavement, ramp, lights, and approaches are great. We would also like to see LPV approaches, or LP approach at the very least, instead of a LNAV. After hour maintenance (runway, ramp plowing) would be a important for us once the runway is operational. Please let me know if you have any questions. Best, Jared</p> <p>Jared Sherman Guardian Flight Alaska Executive Director</p>			
Date	Comment Type	Commenter	Organization
2/25/19	Email	Joshua Bowen	City of Angoon
<p>Dear Mr. Pyeatt:</p> <p>I am writing to you on behalf of the City of Angoon, located on Admiralty Island, and the home of the future Angoon Airport. The excitement and anxiousness over finally having our own airstrip, a project the residents of Angoon have wanted for decades, and to see it moving forward is a point of pride for the community of Angoon. While landing on the water is a novelty, and something we have become accustomed to, having a full-time airstrip will greatly increase the ability to travel to and from the island, especially in the case of emergencies.</p> <p>The Angoon Airport Project is unanimously supported by everyone in and from Angoon. Having an airstrip is a major accomplishment for any small community, and we are excited for the possibilities for the future of our community. However, we do have some concerns and apprehensions about certain aspects of the proposed project that need to be addressed to avoid any delays or extra costs. Again, we at the City of Angoon see the importance of an airstrip and want and need this project - we just want to ensure that important issues are addressed now, with community involvement, so we can enjoy this airstrip for decades to come.</p> <p>The City of Angoon, in partnership with Kootznoowoo, Inc. and the Angoon Community Association, has identified some items of concern that we would greatly appreciate the opportunity to address with the DOT and FAA in furtherance of this project.</p> <p>Design Interface/Interaction with the City of Angoon. At the most recent Public Meeting you held in Angoon on June 1, 2018, there were comments about the need for a more interactive process between the DOT design and engineering team and the City of Angoon, to include the Angoon Community Association and Kootznoowoo, Inc. ("Angoon Team"). To ensure more interaction, it was our understanding that representatives from the Angoon Team would be invited to participate in periodic teleconference meetings held to advance the design. That has not happened, so we are in the dark as to where things stand with the design, as can be seen throughout this letter.</p> <p>To make up for this, we strongly encourage the DOT to send several key members of the design and engineering team to Angoon for a multiple day Work Session to go through and resolve our concerns as soon as possible.</p> <p>The primary concerns or comments are as follows:</p> <p>Tree Removal & Disposition As you know, the trees on the properties subject to acquisition for the airport belong to the City. Again, at the most recent Community Meeting, the DOT indicated that they planned on cutting the trees and "stacking them up" for use by the community. We feel that a more proactive approach would be beneficial to both the DOT and the City of Angoon and, in that regard, we have started the process of determining what value there may be in the trees with consideration that the City might do the clearing in advance of the construction effort. The reason for this is preservation of value. If the trees are to be "harvested" for resale, there are considerations regarding length, handling, sorting and so on. Further, in order to get the timber to market, a barge landing site will be required. We assume the airport project will need a barge landing site to support the construction, and the City would like to end up with a more permanent barge landing site for the community. In sum, it makes sense to coordinate the location and construction of that landing site to ensure mutual benefit for all parties.</p> <p>Overburden Disposal It is our understanding that there will be a large quantity of overburden that will need to be removed from the runway location. We have heard several different numbers on the quantity, all of which seem quite large to us. We have looked at the numbers in the October 21, 2016 Record of Decision and see that at one point it appeared that 342,300 cubic yards of material would need to be removed with option 12a. (See Attachment 1). We note that the most recent realignment being proposed to reduce the amount of material needing to be removed and discussed in the "Written Re-Evaluation of July 2016 Environmental Impact Statement and Record of Decision" (EIS & ROD) did not include a new estimated quantity and we would like to know what that number is. The reason we would like to know is that we have heard that the intent may be to place this material, which consists of peat and generally unsuitable fill, in a berm alongside the runway. If this is the intention regarding the disposal, the City would be completely opposed to that plan. We would like to discuss this in detail at our meeting with your design and engineering team. We must understand the actual plan and ensure that there will be no detrimental impacts on our community.</p> <p>Paving of Road to Airport At the most recent Public Meeting, the question was asked whether the airport project would include paving the section of gravel road that goes from the main road to the new airport. The answer was "no" and that makes no sense to us. That section of road is going to receive a sizable increase in traffic, and we are concerned about the cost of maintaining the road, which the City is obligated to do, as well as for public safety. Further, the airport project will necessitate the mobilization of paving equipment in our community, equipment that does not exist in Angoon. Given the cost of mobilization, would it not make sense to pave that section of road while the equipment is available and to avoid necessary remobilization in the future.</p> <p>City Landfill We note that in the sections of the October 2016 EIS & ROD, which discuss Compensatory Mitigation and Public Participation, there is mention of Kootznoowoo, Inc., the Angoon Community Association (Tribe) and the Tlingit and Haida Indian Tribes of Alaska being invited to be "formal consulting parties". Nowhere does it discuss invitations to the City or any involvement by the City in the process; however, it seems that the City of Angoon is arguably the most important participant in this project. (See Attachment 2a, b, c & d) As an example, we feel that a much more important project, the closure of the presently un-permitted landfill, is a far better use of mitigation dollars than what was discussed in the ROD and the Re-Evaluation most recently provided. The landfill has and continues to cause significant environmental damage to the underlying and surrounding lands, including wetlands. Due to its adjacency to the new airport, this is a more appropriate use of mitigation funds. Given that 2 of the 3 mitigation projects proposed are no longer available, we feel this is an excellent time to address a more appropriate use of the mitigation dollars. (See Attachment 3)</p> <p>Our other requests and comments relative to the landfill are: 1) Nowhere can we find how much money is set aside for mitigation efforts, please provide us with that information. 2) We asked at the June 1, 2018 meeting about the existing landfill being too close to the proposed airport and being almost completely in alignment with the northern end of the airfield in this project. In this regard, our points were: a. It is too close to the northerly end of the airport, which may lead to bird strikes and smoke issues. b. The proposed new alignment is "a 1,000-foot northwest shift" placing the airport even closer to the landfill. (See Attachment 4) c. The 2008 Map of Boundaries, which is discussed in more detail under the Keet Subdivision section, provides for new locations for future landfills. The closure of the existing one and construction of a new one during this multi-million-dollar project would seem to be a prudent use of dollars, which ties directly to our comment #1 above. Keet Subdivision Access & Re-Platting . The re-creation of the 2008 Map of Boundaries concluded a multi-year process of fulfilling the requirements that Kootznoowoo, Inc. had under 14(c)(3) of the Alaska Native Claims Settlement Act (ANCSA) for the re-conveyance of certain lands to the City of Angoon. A significant part of that process included the development of Homesite Lots for shareholders of Kootznoowoo, Inc. so they could own a piece of Angoon, so to speak. This was done by creating multiple subdivisions in and around Angoon. One of those is referred to as the Keet Subdivision and we note that alignment 12a Echo will impact the lots, rights-of-way in and access to that subdivision at the southern end of the airport. (See Exhibit C & D)</p> <p>In looking at Figure 2 from the EIS and ROD, it seems that new roads were considered for each option other than option 12a, which is now 12e, as can be seen in the graphic entitled "Airport 12a, Access 12a" other than a short section of road out to the BIA road. (See Attachment E).</p> <p>Therefore, our questions relative to these issues are: 1) To date we have not seen any proposed, "work arounds" to provide access to the Keet Subdivision without which the subdivision would be completely isolated. How does the DOT propose to handle that situation, and can it be part of the Workshop meeting we have proposed at the outset of this letter? 2) Kootznoowoo, Inc., and the City of Angoon spent significant amount of money into creating the Map of Boundaries, but that was in a time when funds were available for this type of land planning activity. Our question is who is going to pay for the development and recording of the new access and revised rights-of-way? Potential Financial Impacts to the City of Angoon 1. Paving of the Access Road to the airstrip. 2. Cost of Maintaining the airstrip and increased road usage associated with the Airstrip. 3. Security and Safety associated with an Airstrip and/or Airport. 4. Seasonal requirements for the Airstrip.</p> <p>Again, the community of Angoon and all its past and present residents strongly support an airstrip and feel that this project is the type of modernization the village of Angoon needs to grow and cultivate in this modern tourism era. However, as we mentioned in this letter, we do have some concerns about certain aspects of the project and would very much like to be a part of the project as the long-term stakeholders and most affected parties. City of Angoon - Mayor Joshua Bowen</p>			

DOT&PF will provided formal responses by letter, and/or e-mail call back to commenters within the next two weeks.

Date	Comment Type	Commenter	Organization
2/13/19	Email	Camille Ferguson	AIANTA
<p>Dear Mr. Pyeatt,</p> <p>The American Indian Alaska Native Tourism Association (AIANTA) understands the local tribe, Angoon Community Association, is in support of a State of Alaska Department of Transportation (DOT) and Federal Aviation Administration (FAA) proposed land-based runway for the community of Angoon.</p> <p>As you may be aware, the Native American Tourism and Improving Visitor Experience (NATIVE) Act. (Public Law 114-221), which was signed and approved by the President of the United States on September 23, 2016, encourages federal agencies to "enter into appropriate memoranda of understanding and establish public-private partnerships to ensure that arriving domestic travelers at airports and arriving international visitors at ports of entry are welcomed in a manner that both showcases and respects the diversity of Native American communities." Other provisions of the NATIVE Act include:</p> <p>(a) Secretary of Commerce and Secretary of the Interior.--The Secretary of Commerce and the Secretary of the Interior shall update the respective management plans and tourism initiatives of the Department of Commerce and the Department of the Interior to include Indian tribes, tribal organizations, and Native Hawaiian organizations.</p> <p>(b) Other Agencies.--The head of each agency that has recreational travel or tourism functions or complementary programs shall update the respective management plans and tourism strategies of the agency to include Indian tribes, tribal organizations, and Native Hawaiian organizations.</p> <p>In response to the DOT notice for comments concerning the Angoon airport, AIANTA in partnership with tribes, tribal organizations, tourism industry and federal agencies including the U.S. Department of Transportation, shares the following for your guidance in planning the airport. The NATIVE Act mandates and encourages:</p> <ul style="list-style-type: none"> • Enhancement and integration of Native American tourism into federal management planning • Increased coordination and collaboration between tribes and Federal agencies' tourism assets • Expanded heritage and cultural tourism opportunities in the U.S. • Federal agencies providing funding and technical assistance to Indian tribes and tribal organizations to spur important infrastructure development, increase tourism capacity, and elevate living standards in Native American communities. <p>NATIVE Act Purposes</p> <ul style="list-style-type: none"> • to enhance and integrate Native American tourism— • to empower Native American communities; and • to advance the National Travel and Tourism Strategy; • to increase coordination and collaboration between Federal tourism assets to support Native American tourism and bolster recreational travel and tourism; • to expand heritage and cultural tourism opportunities in the United States to spur economic development, create jobs, and increase tourism revenues; • to enhance and improve self-determination and self-governance capabilities in the Native American community and to promote greater self-sufficiency; • to encourage Indian tribes and tribal organizations to engage more fully in Native American tourism activities to increase visitation to rural and remote areas in the United States that are too difficult to access or are unknown to domestic travelers and international tourists; • to provide grants, loans, and technical assistance to Indian tribes and tribal organizations that will— • spur important infrastructure development; • increase tourism capacity; and • elevate living standards in Native American communities; and • to support the development of technologically innovative projects that will incorporate recreational travel and tourism information and data from Federal assets to improve the visitor experience. <p>On behalf of AIANTA, we appreciate the DOT working with the traditional land owners and Alaska Native people of Angoon that have been on this land for over 10,000 years. Please consider contacting me if I may be of assistance to ensure Federal funds for this project adhere to the NATIVE act.</p> <p>Sincerely, Camille Ferguson Executive Director</p>			
Date	Comment Type	Commenter	Organization
2/20/19	Email	Jeannette Kookesh	Angoon Community Association
<p>Dear Mr. Pyeatt,</p> <p>On behalf of the Angoon Community Association (ACA) we present this letter as response to the State of Alaska Department of Transportation's (DOT) request for comments published January 25, 2019 regarding the Angoon Airport project. We wish to inform the DOT and the Federal Aviation Administration (FAA) of Angoon Community Association's support of the proposed land-based runway for the community of Angoon. It has been a long time coming and we are encouraged by the fact that it appears to be only a few years before it becomes a reality.</p> <p>Our council has met and has received tribal member comments concerning the planning and development of the runway. Herein we provide comments for your record and response. 1. We appreciate the public meetings that have been held in Angoon. However, the DOT has not conducted any meetings directly with our tribe during the planning phases. We request the DOT to meet exclusively with our tribal council to discuss a multitude of topics to include: environmental impact on haa atxaayi haa kusteeyix sisee (our food as our Tlingit way-of-life).</p> <p>2. We request the DOT to send all notifications and requests for comments to Angoon Community Association and email president.agntribe@gmail.com, rjack.agntribe@gmail.com. We would like the DOT to post all future comments and notices on the Angoon buy, sell, and trade Facebook page. Attached are council member email addresses to add to your distribution list.</p> <p>3. The DOT project mobilization planning is critical to the local needs of our community. We would like to have a coordinated plan that will bring added value and cost efficiencies to projects within our community.</p> <p>4. There is reason for completion of the runway to 4,500 feet during the initial construction versus later expansion that will increase cost due to remobilization.</p> <p>5. There are many project aspects we'd like to discuss outside of a public meeting and in a more exclusive manner that includes; a) project planning to incorporate National Monument visitor experience standards, b) visitor support services and commercial enterprises to be included in the planning, c) Public Law 114-221, the Native American Tourism and Improving Visitor Experience (NATIVE) Act.</p> <p>6. We request the DOT to notify land owners (tribal members) impacted by the runway of the Uniform Relocation Assistance and Real Property Acquisition Policies Act. We recommend the DOT contract Kootznoowoo, Inc. to navigate the complexity of land owner properties</p> <p>7. In the October 2016 EIS & ROD it discusses compensatory mitigation and public participa-tion, it states Angoon Community Association will be invited to be a part of formal consult-ing. We'd like to discuss the closure of the existing dump and establishing a new landfill. Mitigation dollars are requested to address the environmental damage to the surrounding area of the dump. The existing landfill is too close to the runway, there are many reasons for addressing the dump prior to the runway established, we must discuss the dump issues to find resolve. We thank you in advance for working with the traditional clan owners and people of our land. By you and DOT better understanding our landownership history and current needs of today we will have the opportunity to bring increased value as result of the runway established for Angoon.</p> <p>Jeannette Kookesh, President Angoon Community Association cc: Council Members; Peter Duncan, Alan Zuboff, Mary Jean Duncan, Kevin Frank, Edward Jack, Vivian James</p>			

DOT&PF will provided formal responses by letter, and/or e-mail and call back to commenters within the next two weeks.

Second Comment Period Apr 2019

Date	Comment Type	Commenter	Organization
5/9/2019	Email	Kay Salyer	Owners of Keets Subdivision

Sent: Thursday, May 9, 2019 12:52 PM

To: Wood, Katherine

Cc: Glenn Miller; Kim Getgood; Nolan Salyer; Lucie Ledford

Subject: Comments on Angoon Airport Project

Ms. Wood,

We, the below signed, are land and cabin owners in the Keets Subdivision which is listed in the realignment document of the Angoon Airport, April 2019, as a "Current Potential Acquisition Area". The Salyer homestead consists of three structures, and one hand built log cabin incepted in 1993. The Getgood property holds a cabin that is over a century old. The Miller property has a cabin currently under construction. These lots are along the shore on 14c claimed properties which were formerly a village named Ketintcian.

We are concerned about the potential acquisition of our land/cabins. We see an asterisk stating: "Potential but may not be limited to partial acquisitions, full acquisitions, or navigational easements pending review by L.S." We saw some phrasing inside the document stating no buildings will be affected. What should we be expecting in terms of communication about our cabins and lands if there may be acquisition or partial acquisition?

In addition to our lands, we, and many other landowners, use a right of way trail to access our cabins and lots. We are concerned about trail access being available for our use during construction and in the future. Others use the access for the beach and gathering cockles. What can we expect the trail to look like upon completion of the airport project?

Will an alternate right of way be established around the airport or will land owners be allowed to traverse airport property to access their lands?

We also utilize the water supply from the creek that will flow directly under the runway, referenced as 12A in the plan. We see there will possibly be changes to its flow. Our continued access to this water source is vital as it's the only continuous fresh water supply within a half mile of our cabin. What can we expect for fresh water flow while the project is under construction and after its completion?

We appreciate your consideration of our comments and look forward to hearing from you.

Thank you,

Kay, Dan, Lucie, and Nolan Salyer

Kim Getgood

Glenn Miller

DOT&PF will provided formal responses by letter, and/or e-mail and call back to commenters within the next two weeks.

Federal & State Agencies

Organization	Pronoun	First Name	Last Name	Position	Comments
USFS	Mr.	Don	MacDougall	Special Uses Permit Administrator	Successfully Confirmed
USFS	Ms.	Melissa	Dinsmore	Tongass Forest Special Uses Program Manager and Energy Program Coordinator	Successfully Confirmed
USFS	Mr.	Basia	Trout		Successfully Confirmed
USACE	Mr.	Randal	Vigil		Successfully Confirmed
State Office of Project Mgmt. and Permitting	Ms.	Sally	Gibert	State ANILCA Coordinator	Failed Delivery
State Office of Project Mgmt. and Permitting	Ms.	Susan	Magee	State ANILCA Coordinator	25Jan - confirmed by phone and will send it to other state offices
State Office of Project Mgmt. and Permitting	Ms.	Maria	Steele	OPMP Large Project Coordinator	Failed Delivery; Sent request on-line
AK Department of Natural Resources	Ms.	Judith	Bittner	Deputy State Historic Preservation Officer	Successfully Confirmed
AK Department of Fish and Game	Mr.	Phil	Mooney	Wildlife Division - Area Biologist	Failed Delivery
AK Department of Fish and Game	Ms.	Jackie	Timothy		Failed Delivery
AK Department of Fish and Game	Ms.	Nicole	Legere		Successfully Confirmed
AK Department of Environmental Conservation	Ms.	Brenda	Krauss	Environmental Program Specialist	Called POC old number and called Juneau Office number. Failed Delivery
National Marine Fisheries Service	Ms.	Linda	Shaw	Alaska Region - Wildlife Biologist	Successfully Confirmed
National Marine Fisheries Service	Mr.	Sean	Eagoon		Successfully Confirmed
US Fish and Wildlife Service	Mr.				Failed Delivery
US Fish and Wildlife Service	Mr.	Steve	Brockmann		Failed Delivery
US Fish and Wildlife Service	Mr.	Neil	Stichert		Successfully Confirmed
US Environmental Protection Agency	Mr.	Chris	Meade	Region 10	Failed Delivery
US Environmental Protection Agency	Ms.	Jennifer	Curtis	Region 10	Successfully Confirmed
US Environmental Protection Agency	Mr.	Mark	Douglas		Successfully Confirmed
US Environmental Protection Agency	Ms.	Jill	Nogi		Successfully Confirmed
US Environmental Protection Agency	Ms.	Elaine	Somers		* main poc - Called on 28Jan19 for clarifications on wetland mitigations 930 - Spoke to Elaine and she asked questions about wetland mitigations. Provided information about the status of the process. No comment

No comments from Second Comment Period

USACE Comments



Vigil, Randal P CIV USARMY CEPOA (US) [REDACTED] Larson, Venus (FAA)

RE: Angoon EIS Written Re-Evaluation Federal Coordination Letter - Request for comment

You replied to this message on 2/13/2019 7:15 AM.

Hello Venus,

After reviewing the re-evaluation, the U.S. Army Corps of Engineers will not be providing additional comment on the EIS.

Thank you,

Randal Vigil
Project Manager
Regulatory Division
U.S. Army Corps of Engineers



Vigil, Randal P CIV USARMY CEPOA (US) [REDACTED] 1 ▾ 1/7/2019

RE: New Angoon Airport Realignment - informal coordination

Follow up. Start by Monday, January 07, 2019. Due by Monday, January 07, 2019.
You replied to this message on 1/7/2019 2:58 PM.

Hi Venus,

Sorry for the delayed response. After reviewing the information you sent me, I think that changes are within the scope of our comments we made during our review of the EIS. The USACE has no additional comments. Thank you of the opportunity to review.

Randy

US EPA Comments

 Somers, Elaine [REDACTED] Larson, Venus (FAA); Storey, Benjamin M (DOT); + 5 - 2/8/2019

FW: Angoon Airport Draft Written Re-evaluation

Environmental

i Follow up. Start by Friday, February 08, 2019. Due by Friday, February 08, 2019.
You replied to this message on 2/8/2019 9:42 AM.

Hello, Venus,

Thank you for taking time to speak with me about the Draft Written Re-evaluation for the Angoon Airport project. We have reviewed the DWR in accordance with the National Environmental Policy Act, Section 309 of the Clean Air Act, and the Council on Environmental Quality regulations implementing NEPA (40 CFR 1500-1508), and are responding to the FAA's request for comments.

We recently contacted FAA and ADOT&PF regarding questions we had about the compensatory mitigation commitments described in the DWR. Based on those discussions and the additional information we received from Ben Storey of ADOT&PF, we understand that the Final Written Re-evaluation will include a more detailed accounting of the wetland/aquatic resources impacts, and will clarify and update the compensatory mitigation commitments that address the project impacts to wetlands and waters of the U.S. FAA and ADOT&PF indicate their intent to use mitigation banks that service the Angoon area and in-lieu fees to mitigate these impacts in accord with the CWA 404 permit from Alaska District Corps of Engineers. Specifically, ADOT&PF conveys that they would implement the following:

1. Purchase credits from mitigation banks and in-lieu fee providers with approved instruments that service the Angoon area. The number of credits purchased would be based on the credit/debit methodology approved for that mitigation bank/in-lieu fee provider. This assessment would be conducted once wetland impacts are fully known, such as at the Plans, Specifications, and Estimates stage of design;
2. Design the crossing of Stream 10 to maintain fish passage and minimize and avoid additional impacts to the surrounding wetlands and upland habitat in the vicinity of the airport footprint; and
3. Provide \$60,000 toward the removal of abandoned boats in Favorite Bay.

If there are any modifications to this compensatory mitigation plan, we would appreciate being notified and involved in further discussions.

Thank you for the opportunity to engage in this review. Please feel free to contact me with any questions at 206-553-2966.

Sincerely,
Elaine Somers