



# ANGOON AIRPORT

## Environmental Impact Statement



### A Message from the FAA

*Hello everyone! I hope everyone has had a great summer. As I mentioned in our last project update, we've spent the past few months resolving some remaining comments we*



*received during internal review of the EIS. I'm happy to say that these comments have been resolved and we are now ready to finalize the Draft EIS for release later this winter. This newsletter provides some important information on upcoming project milestones and a question and answer section about the ANILCA process.*

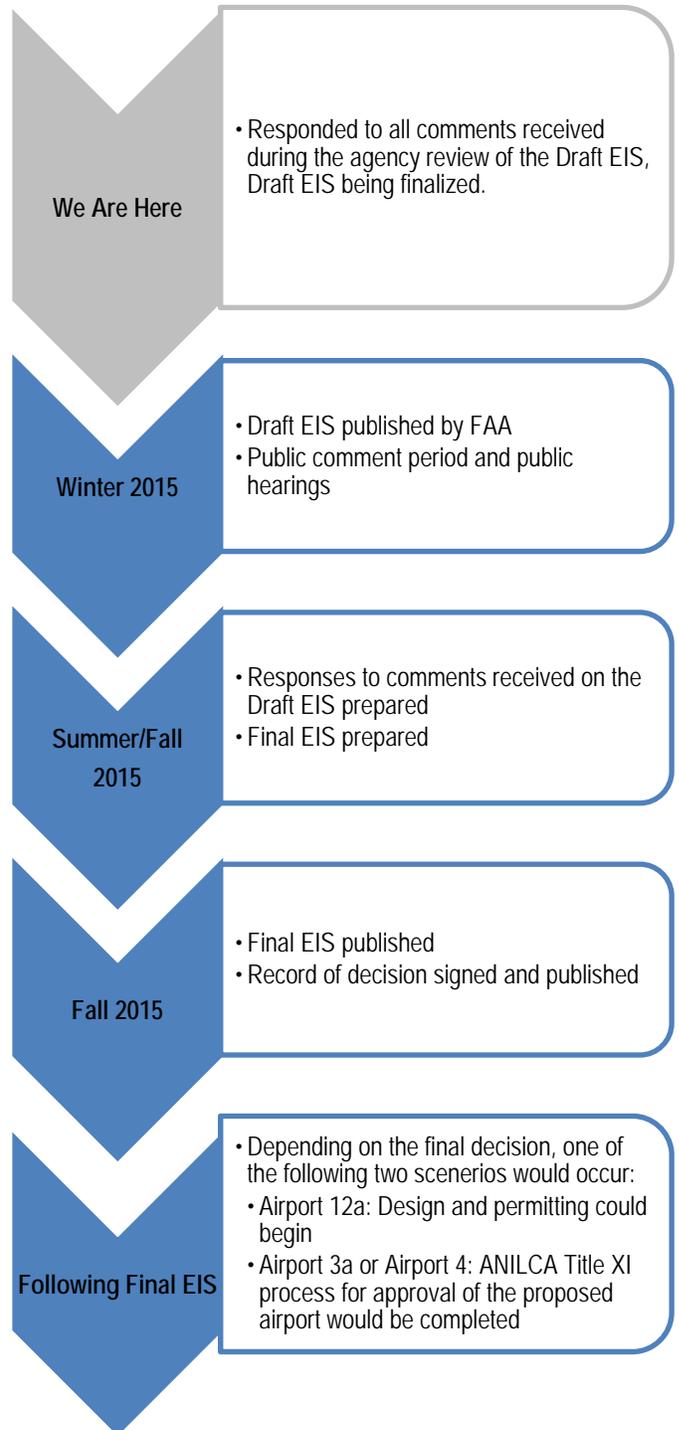
*I've heard from quite a few of you over the last few months with questions about the Angoon project. I always enjoy talking with you and appreciate that you take the time to call. It's very important part of the process for me to hear from you and is very valuable to me. Please continue to feel free to contact me with any questions, concerns, or comments. My contact information is found on the last page of this newsletter.*

*Best wishes,*

*Leslie Grey  
FAA Alaskan Region Airports Division  
Angoon Airport EIS Project Manager*

### Angoon Airport Schedule Updates

To keep everyone up to date, we have provided an update on the timing of upcoming steps to the right. This is our best estimate with the information that we have at this time. We will continue to provide updates if the schedule changes for any reason.



## Your Questions, Our Answers

As we mentioned in our last newsletter, the FAA has identified a preferred alternative (Airport 12a) that is different from the DOT&PF's proposed action (Airport 3a with Access 2). Since that time, we've received several questions about what that means for the EIS process. These questions and our answers are shared below.

**Q: What happens when the FAA's preferred alternative is different from the DOT&PF's proposed action in the Draft EIS?**

**A:** Because the preferred alternative is different from DOT&PF's proposed action, and because it is ultimately up to the DOT&PF whether or not to build the airport, the FAA is working with DOT&PF to try to reach consensus on which alternative FAA will identify as its final preferred alternative. The FAA and the DOT&PF continue to coordinate on this issue and intend to review all comments received on the draft EIS before coming to a final decision.

**Q: Does the DOT&PF intend to submit an ANILCA Title XI application even though the FAA's preferred alternative (Airport 12a) is not in the wilderness?**

**A:** Because the FAA's identification of a preferred alternative in the Draft EIS is not considered a final decision, the DOT&PF intends to submit the Title XI ANILCA application for their proposed action (Airport 3a with Access 2) and will use the Draft EIS as the supporting information. The Draft EIS is scheduled to be published this winter.

The DOT&PF is planning to submit an application so that the ANILCA process has been followed and no delays will occur if a decision is made to move forward with the proposed action. This does not mean that the DOT&PF has rejected the FAA's preferred alternative

**Q: What is the Title XI ANILCA process?**

When Congress passed ANILCA, more than 100 million acres of Alaska lands were transferred into conservation system units. Congress recognized that Alaskans, particularly those living in remote areas, depend on utilities and means of transportation that must often extend across great distances. Air travel is often the only option. To meet the social and public safety needs unique to Alaska, Congress included some exceptions in ANILCA for the ways Alaskans can use federal lands. One such use is the placement of transportation and utility systems on lands considered a conservation system unit, in this case, the potential placement of an airport within the Admiralty Island National Monument and Kootznoowoo Wilderness Area.

ANILCA requires that agencies take certain steps in a project before an airport can be placed in a wilderness area in Alaska. These steps include the following:

- An evaluation of effects (the Angoon Airport EIS)
- Public hearings in local Alaska areas and in Washington, D.C.
- An independent evaluation by each involved federal agency
- Approval by Congress and the president of the United States

These steps are known as the ANILCA Title XI process. The ANILCA Title XI process will be initiated for the Angoon Airport EIS project when DOT&PF submits an application.

## We like to hear from you!

As always, you can submit comments via email to [comments@angoonairporteis.com](mailto:comments@angoonairporteis.com), or you can contact Leslie Grey, the FAA project manager, via her contact information below. We will be in touch with the community at important milestones in the project as well as at other times just to check in. We are also on Facebook and post short updates as often as possible. Join the conversation! [www.facebook.com/AngoonAirportEIS](http://www.facebook.com/AngoonAirportEIS)



**Do you have any community information, events, stories, or news that you'd like to share?** If so, send it our way and we'll publish it in the next newsletter.

## How to Contact Us

If you have any questions about the proposed project or the EIS, please contact Leslie Grey.



### FAA Project Manager

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