



ANGOON AIRPORT

Environmental Impact Statement



A Message from the FAA



Hello Angoon Community!

I would like to thank you for welcoming Amanda Childs and Jamie Young during their visit in June. As with past visits, I met with the EIS team to discuss all of the questions, comments, and concerns that you shared with them. These visits are very valuable to our team, as they allow us to develop our understanding of the concerns of the community about the airport project, and keep the right kind of information flowing back to you. Our team is very grateful for your hospitality and honest communication. Often the comments and questions we receive from Angoon community members help us to refine the EIS document, and make sure that we pay attention to the issues that are most important to the community.

As a follow up to our visits to the community, we prepare these newsletters in order to answer the common questions we are asked, and provide the answers to everyone. However, you might find that some of your questions are not addressed here, and we understand that this can be frustrating. In our newsletter below, we focus on questions about the airport project in particular, and not on questions about matters that are outside of the area of FAA responsibility. We don't answer these questions because we don't want to make guesses that could mislead the community.

One of the questions asked by community members during the recent visit was if the Angoon community's preference for an alternative is the biggest factor in the decision process. In order to answer this question, we have developed an article on the role of the public in the EIS process. I hope you find it informative.

I am firmly committed to involving the public throughout all stages of this process and believe that the Angoon community is integral to the successful completion of the EIS. I am dedicated to involving you by listening to your questions, comments, and concerns. My contact information is provided on the last page of this newsletter. I hope that you continue to provide your feedback as we work toward the public draft of the EIS.

Best wishes,

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

The Role of the Public in the EIS Process

The public plays an essential role in the EIS process. In fact, ensuring public access to information about the environmental impacts of any federal action is one of the reasons the National Environmental Policy Act (NEPA) was enacted.

NEPA requires the FAA to provide meaningful public involvement opportunities. There are set guidelines within the NEPA process for when public involvement should happen, such as scoping in the beginning of the NEPA process and the public comment period that follows the release of a Draft EIS. As you know, the FAA wants to involve the community in the process *beyond* these required times, and that's why we provide newsletters and updates and come to the community for in-person visits. We want to hear from you!

The most important contribution that you as a member of the public can provide is to actively take part in the process, and the best ways to do that are to provide comments and questions and to stay informed through our newsletters, Facebook postings, emails, and community visits.

Your voice will be heard through the comments you submit. It is important to understand that commenting on this project is not a "vote" on whether the airport should be built or which alternative should be selected. Nonetheless, the information you provide during this process can and will influence the FAA and their final decision.

The Council on Environmental Quality (CEQ) has developed "A Citizen's Guide to the NEPA: Having Your Voice Heard." This publication is a great guide to the NEPA process. You can find it online at http://ceq.hss.doe.gov/publications/citizens_guide_to_nepa.html

Questions Asked about the Angoon Airport Project during the June 2012 Visit

Q: What is the projected date for the Draft EIS?

At this time, the draft is scheduled to be released to the public in the fall of 2013. We understand that many residents of Angoon feel they have been waiting for this airport for more than three decades. And we understand that the process seems frustratingly long. We want to assure you that the time we take up front to make sure things are done right will save time in the end. We don't want to rush the process and risk having issues come up later that could delay the project further.

Q: Will there be more noise from land-based airplanes than from seaplanes?

The results of the noise study will be presented in the Draft EIS. There will be an analysis of the impact of noise on properties near the different airport alternatives, using graphics and diagrams to show how and where noise levels will increase. If the results of this analysis show that the impact of airport noise will be significant, the FAA will investigate noise mitigation measures.

Q: Why is the runway 3,300' long?

Variations of this question have been brought up during each of our previous community visits. Because the topic was brought up again at our latest visit, it's important to address it again:

The FAA and DOT&PF have developed aviation plans for the proposed airport. During the development of these plans, both agencies looked at the likely demand for air travel in Angoon over the next 15–20 years. The results show that a 3,300-foot runway would be enough to meet travel demands for the next 15 years. When looking beyond the 15 years, the studies show that a 4,000-foot runway may be needed. Because of this, all of the runways at the alternative airport locations considered in the EIS can be expanded from 3,300 to 4,000 feet.

Q: Will the Sitka SEARHC medevac jet be able to land at all proposed airports?

Yes. The regional medevac aircraft fleet that is currently used and projected for future use in Southeast Alaska was considered during planning for the airport runway length.

Regional operators such as Guardian Flight and Harris Aircraft Service operate almost exclusively with wheeled aircraft that cannot land in Angoon without a land-based runway. Both Guardian Flight and Harris Aircraft Service have indicated that they would readily serve Angoon if a suitable land-based facility was available to accommodate their wheeled Beechcraft Super King Air B200 and Piper Navajo Chieftain aircraft.

Q: How would land be acquired if Airport 12a is selected?

Any land acquisition would be done according to fair market values. The EIS will contain a discussion regarding land acquisitions for all alternatives.

Q: How can I stay involved?

As always, you can submit formal comments online through our website, www.angoonairporteis.com, or you can contact Leslie Grey, the FAA project manager, directly. We will be in touch with the community at important milestones in the project, as well as other times just to check in. We are also on Facebook and are posting small updates as often as possible. Come join in on the conversation!

www.facebook.com/AngoonAirportEIS



How to Contact Us

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



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