

APPENDIX A

Preliminary Research Results

Air Quality: According to Alaska Administrative Code (AAC), 18 AAC 50.15, Emmonak is classified as Class II. Emmonak is designated unclassifiable for air quality attainment, meaning there is insufficient information to classify the area as attainment or non-attainment for the various air pollutants. Since the State of Alaska does not have Indirect Source Review Requirements and the airport will support less than 1.3 million passengers and less than 180,000 general aviation operations annually, air quality analysis on this project is not required. However, there have been reports of air quality issues related to dust during the summer months, and ADOT&PF has received federal funding to conduct dust control research in Emmonak.

Coastal Zone management: Emmonak falls within the Seaward Coastal Zone Boundary on Coastal Boundary Atlas Map #43 (Kwiguk), within the Ceñaliuritt Coastal Resource Service Area. A coastal consistency determination was issued for Stage 1 of this project in 2001.

Land Ownership and Use: The area affected is owned by the Alaska Department of Transportation and Public Facilities (ADOT&PF) and is designated to be used as an airport. The nearest residential area is Emmonak, located approximately one mile southwest of the airport.

Local Land Use Plans, Local Parks: The proposed project will not impact any local land use plans or local parks.

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

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

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

National Wildlife Refuges: Native and State lands in Emmonak are inholdings within the Yukon Delta National Wildlife Refuge.

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

Historical, Archeological and Cultural Properties: There are no known historic resources in the vicinity of the project based on a review of the records of the State Historic Preservation Office (SHPO).

Anadromous Fish Streams: Emmonak is located on the north shore of Kwiguk Pass (ADF&G Stream #334-10-10970), which is an important area for the spawning, rearing and migration for a number of anadromous fish species. The river in this area serves as a migratory corridor used by Chinook, Sockeye, Chum, Pink, and Coho salmon, as well as Sheefish, Arctic Char, and Whitefish.

Essential Fish Habitat: An Essential Fish Habitat (EFH) assessment was completed in 2001. This assessment found that there would be no permanent effects on EFH.

Threatened and Endangered Species: In 1995, U.S. Fish and Wildlife Service (USFWS) staff conducted a field visit to Emmonak. The USFWS determined that Emmonak was within the breeding range of the endangered spectacled eider (*Somateria fischeri*), and the migration path of both the American Peregrine (*Falco peregrinus anatum*) and the Steller's eider (*Polysticta stelleri*).

Navigability, Floodplain Management, and Wetlands: Fill materials may be transported to Emmonak by barge via the Yukon River and up Kwiguk pass.

Emmonak does not participate in the National Flood Insurance Program and no flood hazard maps are available. The Corps of Engineers Floodplain Management Services website notes that the community and surrounding areas all lie within the floodplain.

The community of Emmonak is surrounded by wetlands. ADOT&PF performed wetland delineations at the proposed project vicinity and received a wetland permit to construct the proposed airport improvements in 2001. Stage 1 of the improvements was constructed in 2001-2005. The current project proposes to complete the improvements begun under Stage 1 and is not expected to impact any new wetland areas.

Contaminated Sites, Spills and Underground Storage Tanks: A search at the Alaska Department of Environmental Conservation (ADEC) databases found eight records, including one located at the airport. The Emmonak Grant Air Service site is listed as having potential aviation gasoline contamination. Since this project includes only completion of the aircraft apron that was initially constructed in 2001-2005, the project would not be expected to encounter contaminated soils.

Material, Disposal and Staging Sites: Some material may be used from the Emmonak material site described in the original permits. A permit extension or new permit will be required for continued use of this site. Coarse material will be provided by the contractor from off-site sources. Materials will be brought in by barge and will be offloaded at the landing site used under Stage 1. Materials will be transported to the project site along the existing road. Areas that have previously been developed will be used as construction staging areas.