

## APPENDIX A

### **Preliminary Research Results**

Air Quality: According to Alaska Administrative Code (AAC), 18 AAC 50.15, the Galbraith Lake area is classified as a Class II Area. The area is designated as unclassifiable for air quality attainment, meaning that there is insufficient information to classify the area as attainment or nonattainment 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.

Coastal Resources: Galbraith Lake does not lie within the coastal zone of Alaska.

Land Ownership and Use: The area affected is leased from the Bureau of Land Management by the Alaska Department of Transportation & Public Facilities (ADOT&PF) and is used for aviation operations.

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 within a State Refuge, Critical Habitat or a Sanctuary.

National Wildlife Refuges, Parks, Preserves, Monuments and Wild and Scenic Rivers: Galbraith Lake is not located within any National Wildlife Refuge, Parks, Preserves, or Monuments, but is located between the Gates of the Arctic National Park and the Arctic National Wildlife Refuge. The proposed project area is not within a Wild and Scenic River corridor.

Historical, Archeological and Cultural Properties: Numerous cultural resources exist in the Galbraith Lake vicinity; in general, it is an area of high site density (e.g., Potter et al. 2001). A review was conducted of the Alaska Heritage Resource Survey (AHRS) files, BLM site records, and NLUR's extensive files for this area. No sites were identified directly within the airport project area. BLM and other archaeologists have surveyed the area previously. Based on consultation with SHPO and BLM, there is no requirement for additional on-the-ground inventory for this project at this time.

Anadromous Fish Streams: Galbraith Lake is located on the Atigun River, which is not listed as an anadromous stream in the Alaska Department of Fish & Game catalog (Johnson et al, 2004).

Essential Fish Habitat: The project area is not located on an anadromous stream and there is no known essential fish habitat in the area; therefore, the project would not be expected to adversely affect essential fish habitat and no essential fish habitat analysis is required.

Threatened and Endangered Species: There are no threatened or endangered species known to be present in the project area. The Arctic peregrine falcon, an Alaska species of special concern, is known to nest the area. The U.S. Fish and Wildlife Service has documented one Arctic peregrine falcon nest approximately 11 miles from the airport. There are also several known golden eagle nests within 5 to 15 miles of the airport.

Navigability, Floodplain Management, and Wetlands: There are no flood hazard maps available for Galbraith Lake. A wetland delineation for the airport area and material sites has been conducted and is expected to be available in November 2005.

Contaminated Sites, Spills and Underground Storage Tanks: A search at the Alaska Department of Environmental Conservation Contaminated Sites Database and Leaking Underground Storage Tanks database did not identify any sites in the vicinity of Galbraith Lake. A Phase I Environmental Site Assessment is being prepared to evaluate the potential for the proposed project to encounter contaminated soils.

Material, Disposal and Staging Sites: Fill materials would be mined from an existing material site located approximately one mile west of the airport or from a proposed new material site located approximately a mile and a half south of the airport. Materials would be transported to the project area by truck on existing access roads. These sites are expected to have sufficient materials to meet the needs for the proposed improvements. Staging is expected to occur on previously filled areas at the airport and at the material sites.