

---

---

**APPENDIX F**

**NATIONAL HISTORIC PRESERVATION ACT  
SECTION 106 COMPLIANCE  
CORRESPONDENCE**

---

---

# **Section 106 Correspondence #1**

---

# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND ENGINEERING SERVICES  
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542  
FAX: (907) 243-6927

**No Historic Properties Affected**  
**Alaska State Historic Preservation Officer**  
Date: 2-9-12  
File No.: 3130-1R FAA MW

RECEIVED

Date: 2/13/2012

Proj. #: 52571

Preliminary Design & Environmental	IP	PDF
Section Chief		
Project Manager		
Environmental		
EA Coordinator		
EA Analyst		
EA Analyst		
Gomez		
Project File		

In Reply Refer To:  
Kwigillingok Airport Improvements  
State Project: 52571  
No Historic Properties Affected

January 25, 2012

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

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to improve the Kwigillingok Airport. The proposed project would be located in Sections 26, 27, 34, and 35, Township 3 South, Range 81 West, Seward Meridian (United States Geological Survey Quadrangle Kuskokwim Bay D-4; Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

### Project Background

Proposed Kwigillingok airport improvements was the subject of a 1996 Environmental Assessment (EA) and a 2004 Supplemental EA. Findings of No Significant Impacts (FONSI) were issued for both EAs on January 22, 1996 and May 11, 2004, respectively. Since then, various factors have delayed long term improvements to the Kwigillingok airport and due to the lapse of time and changes in environmental regulations, DOT&PF in coordination with the FAA, plan to prepare a new EA that will cover changes to the proposed project and current environmental conditions in Kwigillingok.

### Project Description

Bringing the airport up to Community Class Standards to meet FAA and state requirements will require the following:

- Acquiring property for the existing airport and future improvements including extending the runway to 4,000' and constructing a crosswind runway
- Reconstructing and extending the existing runway from 50' x 2,510' to 75' x 3,300' and runway safety area (RSA) from 100' x 2,900' to 150' x 3,900'
- Increasing taxiway width from 30' to 50'
- Increasing aircraft apron area from 18,000 square feet to 75,000 square feet
- Constructing two snow removal equipment buildings (one heated, one unheated)

*"Get Alaska Moving through service & infrastructure."*

# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND ENGINEERING SERVICES  
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542  
FAX: (907) 243-6927

In Reply Refer To:  
Kwigillingok Airport Improvements  
State Project: 52571  
No Historic Properties Affected

January 25, 2012

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

Dear Ms. Bittner:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to improve the Kwigillingok Airport. The proposed project would be located in Sections 26, 27, 34, and 35, Township 3 South, Range 81 West, Seward Meridian (United States Geological Survey Quadrangle Kuskokwim Bay D-4; Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

### Project Background

Proposed Kwigillingok airport improvements was the subject of a 1996 Environmental Assessment (EA) and a 2004 Supplemental EA. Findings of No Significant Impacts (FONSI) were issued for both EAs on January 22, 1996 and May 11, 2004, respectively. Since then, various factors have delayed long term improvements to the Kwigillingok airport and due to the lapse of time and changes in environmental regulations, DOT&PF in coordination with the FAA, plan to prepare a new EA that will cover changes to the proposed project and current environmental conditions in Kwigillingok.

### Project Description

Bringing the airport up to Community Class Standards to meet FAA and state requirements will require the following:

- Acquiring property for the existing airport and future improvements including extending the runway to 4,000' and constructing a crosswind runway
- Reconstructing and extending the existing runway from 50' x 2,510' to 75' x 3,300' and runway safety area (RSA) from 100' x 2,900' to 150' x 3,900'
- Increasing taxiway width from 30' to 50'
- Increasing aircraft apron area from 18,000 square feet to 75,000 square feet
- Constructing two snow removal equipment buildings (one heated, one unheated)

- Installing runway and taxiway lighting
- Constructing a segmented circle with lighted wind cone
- Installing a rotating airport beacon
- Realigning the stream and/or installing erosion protection along the slough channel bank
- Developing one or more local borrow sources for embankment material
- Importing surface course material as no suitable source is available locally

#### Area of Potential Effect

The Area of Potential Effect (APE) includes the proposed airport boundary, proposed material sources and construction boundaries. As there are no standing structures over 45 years in age within the vicinity of the project, visual and indirect impacts are not anticipated.

#### Identification Efforts

In 2002, the State Historic Preservation Office (SHPO) was consulted to determine the project's potential to affect historic properties in accordance with Section 106 of the National Historic Preservation Act (36 CFR Part 800). The Native Village of Kwigillingok, Kwik Inc., and the Calista Corporation were contacted to request comments on the project in 2002. No comments were received, and a request was submitted to SHPO for concurrence that no historic properties would be affected. SHPO concurred that the project would not impact any historic properties. The Alaska Heritage Resources Survey (AHRS) database was reviewed on January 24, 2012, to identify potential historic properties within the project APE. No known sites are located within the APE or the surrounding area.

The Federal Aviation Administration (FAA) sent a Government-to-Government letter to the Native Village of Kwigillingok on June 2, 2011. The purpose of that letter was to ensure that the federally recognized tribe was given the opportunity to provide meaningful and timely input regarding FAA actions that may uniquely or significantly affect the tribe. The Native Village of Kwigillingok responded and did not cite any actions that would uniquely or significantly affect the tribe.

#### Finding of No Historic Properties Affected

DOT&PF does not plan to conduct a cultural resources survey for the proposed project as the recent search of the AHRS database produced negative results, there was no objection from the Native Village of Kwigillingok on the project and the previous SHPO concurrence obtained in 2002 was based on a similar scope of work. Based on this, DOT&PF, on behalf of FAA, finds that the project would have no effect on historic properties.

#### Consultation Efforts

The following parties are being notified of this finding: SHPO; the Native Village of Kwigillingok; Kwik, Inc.; and Calista Corporation.

Please direct your concurrence or comments to me at the address above, by telephone at 907-269-0535, or by e-mail at [valerie.gomez@alaska.gov](mailto:valerie.gomez@alaska.gov).

Sincerely,



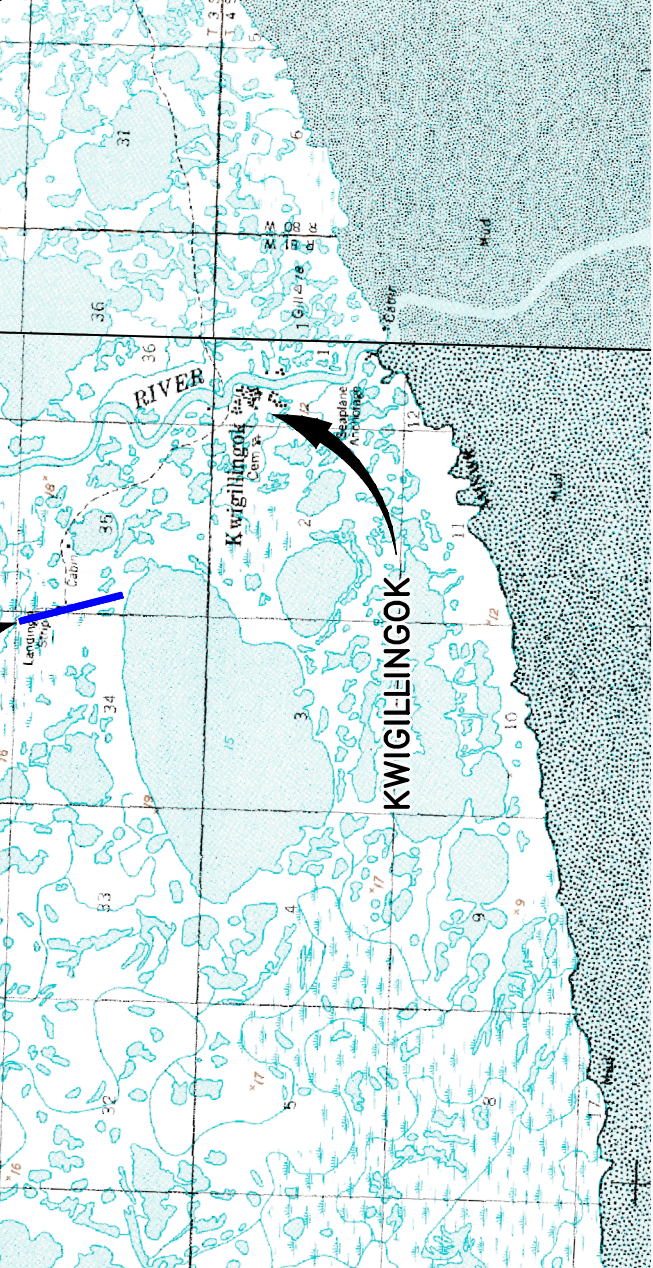
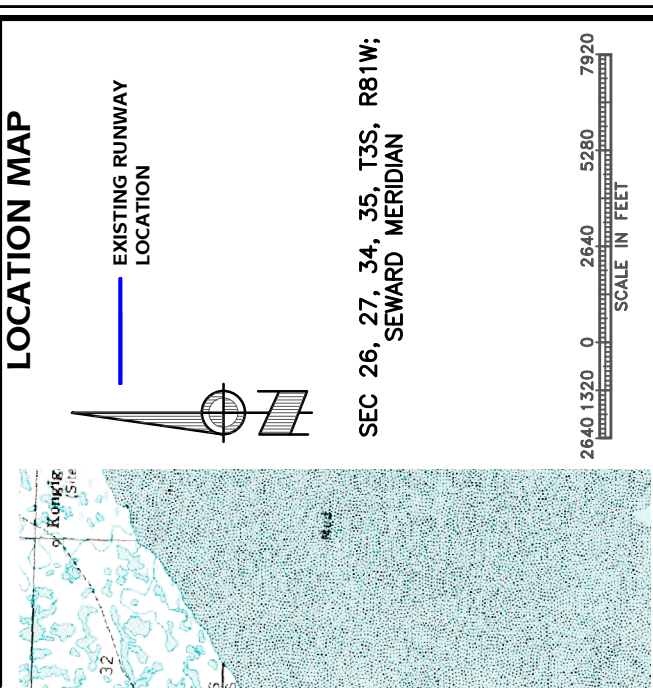
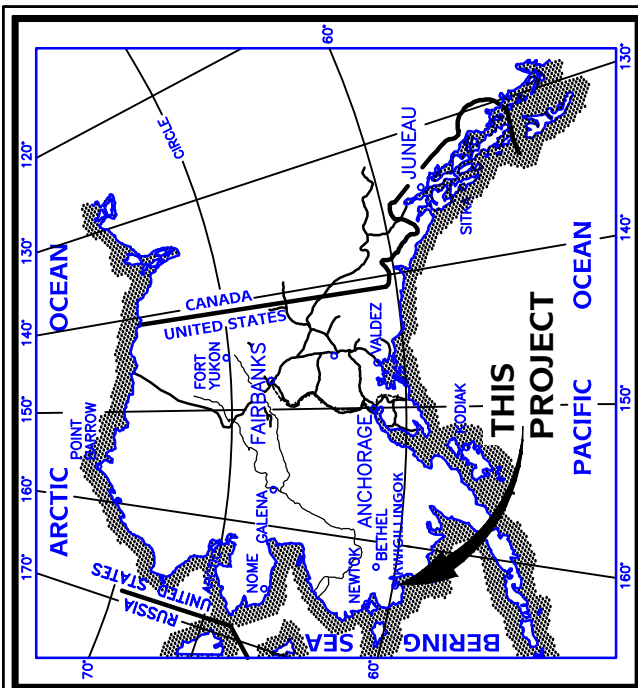
Valerie Gomez  
Cultural Resources Specialist

Enclosures:

Figure 1 – Location and Vicinity Map  
Figure 2 – Project Details  
Figures for Proposed Geotech Test Holes  
SHPO Concurrence from 2002

Electronic cc w/ enclosures:

John Lovett, FAA Project Manager  
Bruce Greenwood, FAA Environmental Protection Specialist  
Laurie Mulcahy, DOT&PF, Cultural Resources Manager  
Tom Schmid, DOT&PF Central Region, Project Manager  
Brian Elliott, DOT&PF Central Region, Regional Environmental Manager



**DESIGN:** TDM  
**DRAWN:** RJP  
**CHECK:** RLC

**JAN. 2011**  
**PROJ. No.**  
**F10101**

**1**

**LOCATION AND VICINITY MAP**  
**KWIGILLINGOK AIRPORT IMPROVEMENTS**  
**KWIGILLINGOK, ALASKA**

**PLANS DEVELOPED BY:**  
**PDC, INC**

**SCALE IN FEET**  
 0 2640 5280 7920



- NOTES:**
- AIRPORT LAYOUT IS PRELIMINARY IN TERMS OF FACILITY LAYOUT AND EXACT LOCATION, BASED ON TOPOGRAPHY, GEOTECHNICAL, WIND AND ENVIRONMENTAL CONSIDERATIONS. THE LOCATION OF VARIOUS FACILITIES (RUNWAY, APRON, ACCESS ROAD, ETC.) WILL BE REFINED.
  - WITHIN 20 YEARS THE TOWERS WILL LIKELY BE REPLACED BY OTHER WIND GENERATION TOWERS IN A DIFFERENT LOCATION, OR THEY WILL BE REMOVED.

**SHEET TITLE :**  
**PROPOSED AIRPORT LAYOUT**

**PROJECT :**  
**KWIGILLINGOK AIRPORT IMPROVEMENTS**  
**DOT&PF PROJECT NO: 52571**  
**KWIGILLINGOK, ALASKA**

PLANS DEVELOPED BY:  
 PDC, INC.

CONSULTANT :

DESIGN	TDM
DRAWN	HFE
CHECKED	KAR
DATE	JULY, 2011
PROJECT No.	F10101
SHEET NUMBER	2

OF 2 SHEETS



Kwigillingok Airport Improvements  
Proposed Test Hole Locations  
with "skewed" Runway footprint

Figure 1

CR Materials

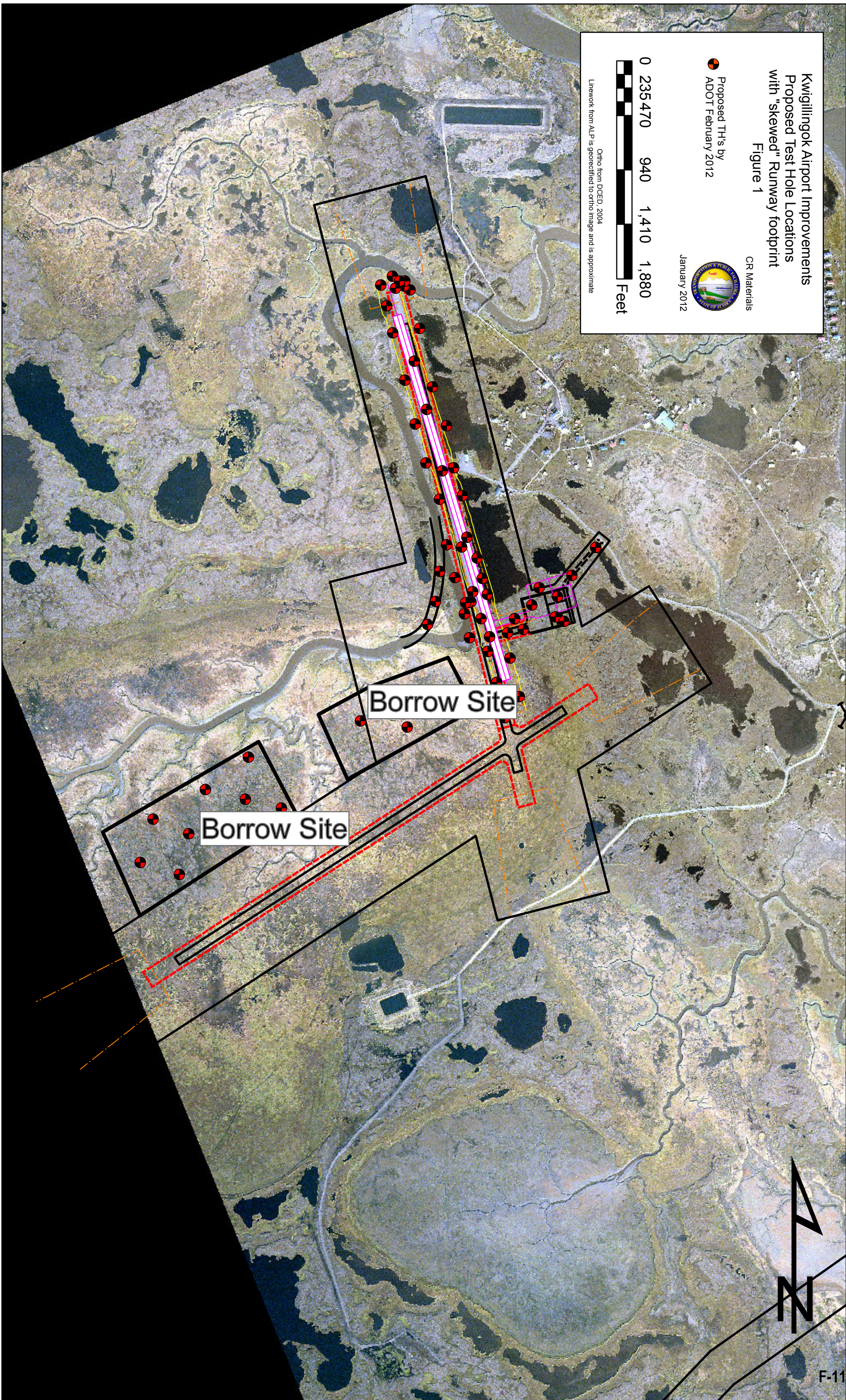
Proposed TH's by  
ADOT February 2012

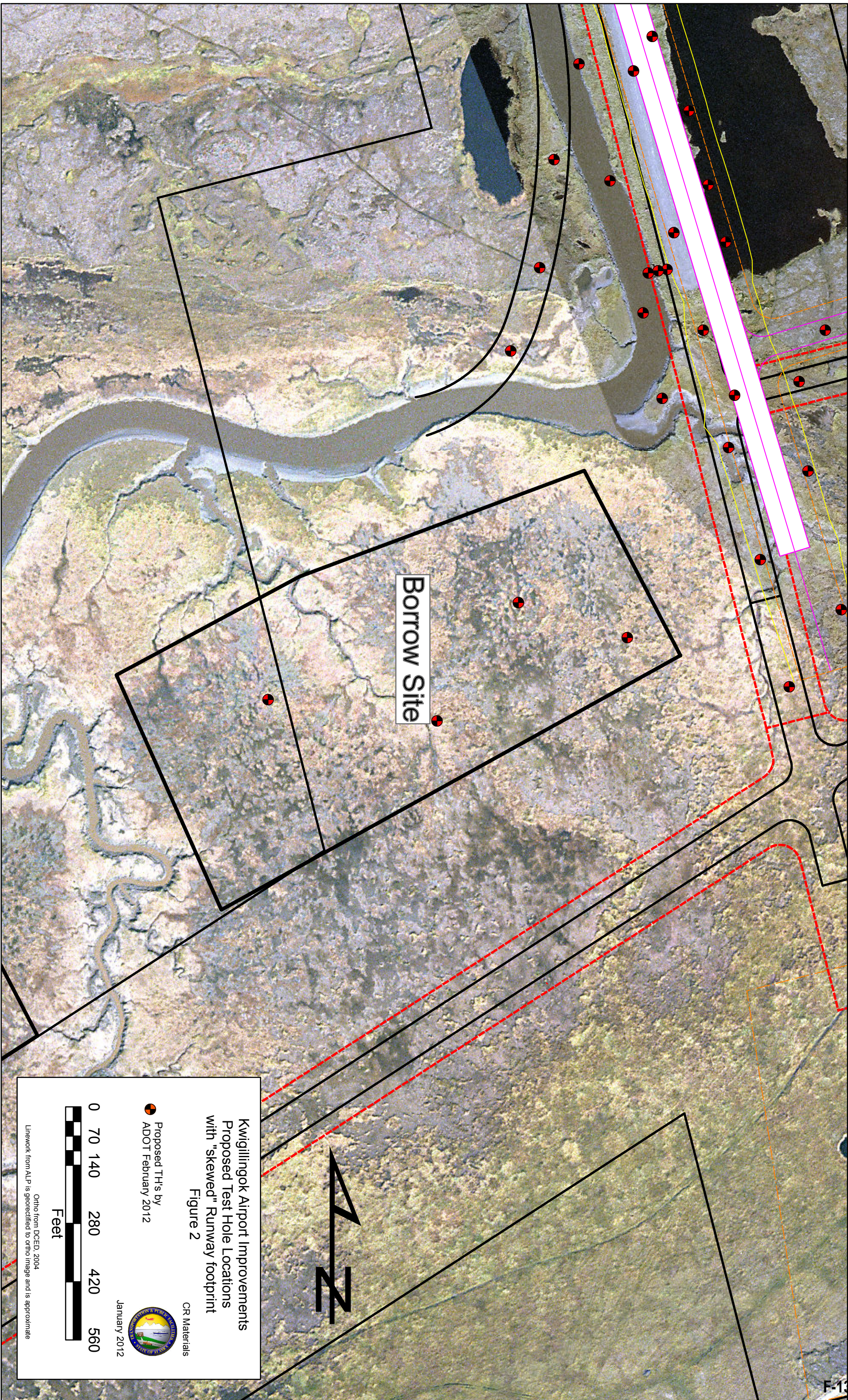


January 2012

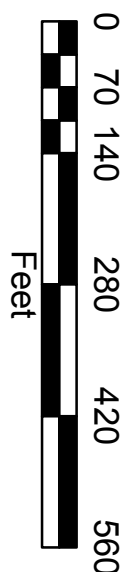


Ortho from DGED, 2004  
Linework from ALP is georeferenced to ortho image and is approximate





Borrow Site



Proposed TH's by  
ADOT February 2012



CR Materials  
January 2012

**Kwigilingok Airport Improvements**  
Proposed Test Hole Locations  
with "skewed" Runway footprint  
Figure 2

Ortho from DCEd, 2004  
Linework from A.L.P. is georectified to ortho image and is approximate

Borrow Site

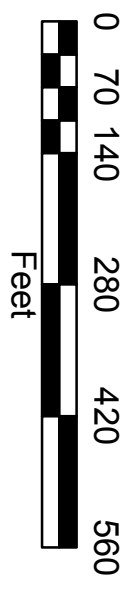


Kwigjilingok Airport Improvements  
Proposed Test Hole Locations  
with "skewed" Runway Alignment  
Figure 3

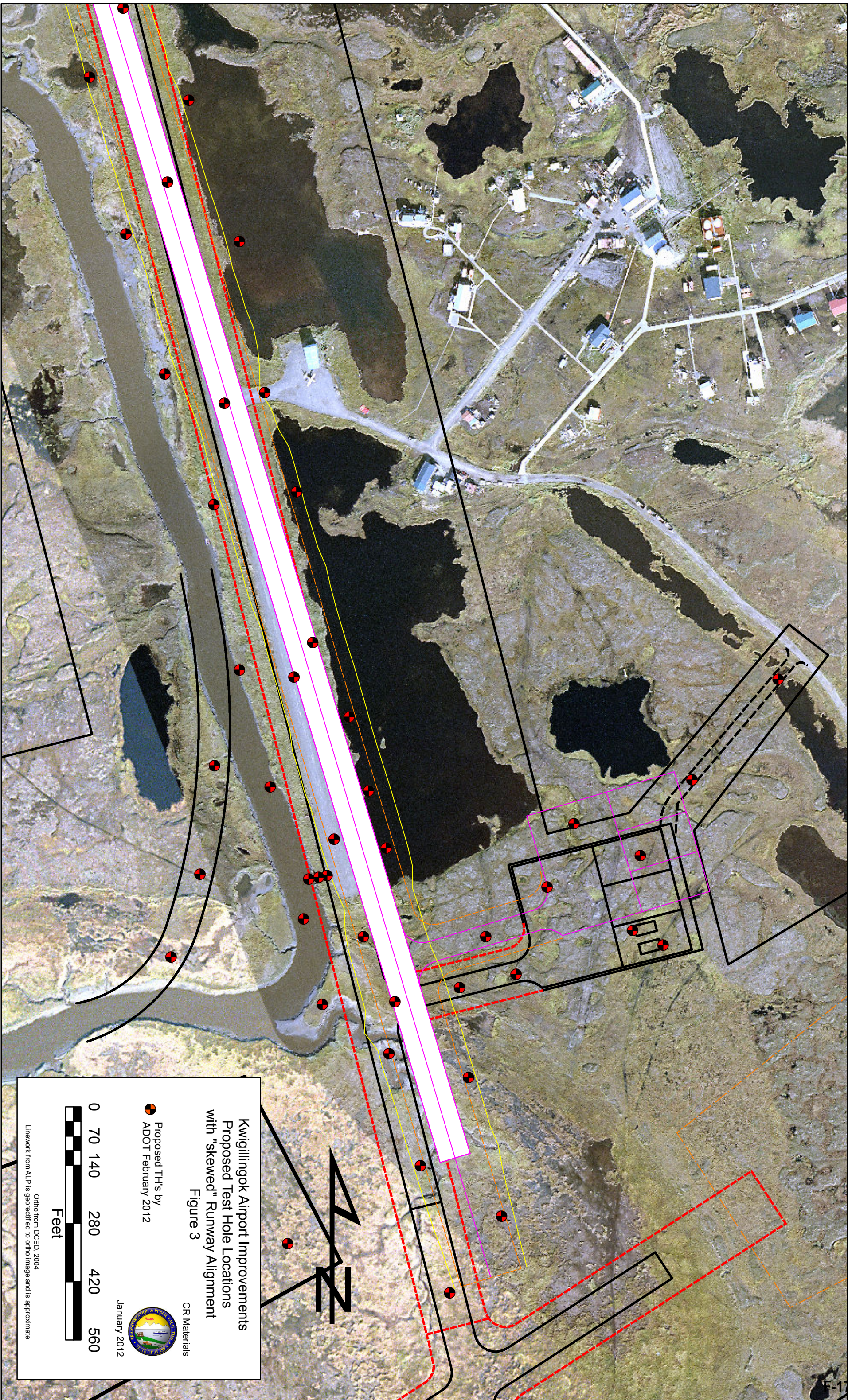
Proposed TH's by  
ADOT February 2012



CR Materials  
January 2012





Ortho from DCEI, 2004  
Linework from ALP is georectified to ortho image and is approximate



**Kwijilingok Airport Improvements**  
**Proposed Test Hole Locations**  
**with "skewed" Runway Alignment**  
**Figure 3**

CR Materials


  
 Proposed TH's by  
 ADOT February 2012  
 January 2012

  
**Feet**

Ortho from DCEd, 2004  
 Linework from ALP is georectified to ortho image and is approximate



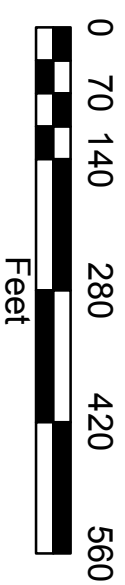
**Kwigilingok Airport Improvements**  
**Proposed Test Hole Locations**  
**with "skewed" Runway Alignment**  
**Figure 3**

CR Materials

Proposed TH's by  
 ADOT February 2012



January 2012



Ortho from DCEd, 2004  
 Linework from A.L.P. is georectified to ortho image and is approximate

# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND ENGINEERING SERVICES  
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542  
FAX: (907) 243-6927

In Reply Refer To:  
Kwigillingok Airport Improvements  
State Project: 52571  
No Historic Properties Affected

January 25, 2012

Mr. Andrew Guy  
President & CEO  
Calista Corporation  
301 Calista Court Suite A  
Anchorage, Alaska 99518

Dear Mr. Guy:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to improve the Kwigillingok Airport. The proposed project would be located in Sections 26, 27, 34, and 35, Township 3 South, Range 81 West, Seward Meridian (United States Geological Survey Quadrangle Kuskokwim Bay D-4; Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

### Project Background

Proposed Kwigillingok airport improvements was the subject of a 1996 Environmental Assessment (EA) and a 2004 Supplemental EA. Findings of No Significant Impacts (FONSI) were issued for both EAs on January 22, 1996 and May 11, 2004, respectively. Since then, various factors have delayed long term improvements to the Kwigillingok airport and due to the lapse of time and changes in environmental regulations, DOT&PF in coordination with the FAA, plan to prepare a new EA that will cover changes to the proposed project and current environmental conditions in Kwigillingok.

### Project Description

Bringing the airport up to Community Class Standards to meet FAA and state requirements will require the following:

- Acquiring property for the existing airport and future improvements including extending the runway to 4,000' and constructing a crosswind runway
- Reconstructing and extending the existing runway from 50' x 2,510' to 75' x 3,300' and runway safety area (RSA) from 100' x 2,900' to 150' x 3,900'
- Increasing taxiway width from 30' to 50'
- Increasing aircraft apron area from 18,000 square feet to 75,000 square feet
- Constructing two snow removal equipment buildings (one heated, one unheated)

- Installing runway and taxiway lighting
- Constructing a segmented circle with lighted wind cone
- Installing a rotating airport beacon
- Realigning the stream and/or installing erosion protection along the slough channel bank
- Developing one or more local borrow sources for embankment material
- Importing surface course material as no suitable source is available locally

#### Area of Potential Effect

The Area of Potential Effect (APE) includes the proposed airport boundary, proposed material sources and construction boundaries. As there are no standing structures over 45 years in age within the vicinity of the project, visual and indirect impacts are not anticipated.

#### Identification Efforts

In 2002, the State Historic Preservation Office (SHPO) was consulted to determine the project's potential to affect historic properties in accordance with Section 106 of the National Historic Preservation Act (36 CFR Part 800). The Native Village of Kwigillingok, Kwik Inc., and the Calista Corporation were contacted to request comments on the project in 2002. No comments were received, and a request was submitted to SHPO for concurrence that no historic properties would be affected. SHPO concurred that the project would not impact any historic properties. The Alaska Heritage Resources Survey (AHRS) database was reviewed on January 24, 2012, to identify potential historic properties within the project APE. No known sites are located within the APE or the surrounding area.

The Federal Aviation Administration (FAA) sent a Government-to-Government letter to the Native Village of Kwigillingok on June 2, 2011. The purpose of that letter was to ensure that the federally recognized tribe was given the opportunity to provide meaningful and timely input regarding FAA actions that may uniquely or significantly affect the tribe. The Native Village of Kwigillingok responded and did not cite any actions that would uniquely or significantly affect the tribe.

#### Finding of No Historic Properties Affected

DOT&PF does not plan to conduct a cultural resources survey for the proposed project as the recent search of the AHRS database produced negative results, there was no objection from the Native Village of Kwigillingok on the project and the previous SHPO concurrence obtained in 2002 was based on a similar scope of work. Based on this, DOT&PF, on behalf of FAA, finds that the project would have no effect on historic properties.

#### Consultation Efforts

The following parties are being notified of this finding: SHPO; the Native Village of Kwigillingok; Kwik, Inc.; and Calista Corporation.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0535 or by e-mail at [valerie.gomez@alaska.gov](mailto:valerie.gomez@alaska.gov). However, we respectfully request that your comments or consultation requests be received within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez  
Cultural Resources Specialist

Enclosures:

- Figure 1 – Location and Vicinity Map
- Figure 2 – Project Details
- Figures for Proposed Geotech Test Holes
- SHPO Concurrence from 2002

Electronic cc w/ enclosures:

- John Lovett, FAA Project Manager
- Bruce Greenwood, FAA Environmental Protection Specialist
- Laurie Mulcahy, DOT&PF, Cultural Resources Manager
- Tom Schmid, DOT&PF Central Region, Project Manager
- Brian Elliott, DOT&PF Central Region, Regional Environmental Manager



# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND ENGINEERING SERVICES  
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542  
FAX: (907) 243-6927

In Reply Refer To:  
Kwigillingok Airport Improvements  
State Project: 52571  
No Historic Properties Affected

January 25, 2012

Mr. Noah Andrew  
President  
Kwik Incorporated  
P.O. Box 50  
P.O. Box 50  
Kwigillingok, Alaska 99622

Dear Mr. Andrew:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to improve the Kwigillingok Airport. The proposed project would be located in Sections 26, 27, 34, and 35, Township 3 South, Range 81 West, Seward Meridian (United States Geological Survey Quadrangle Kuskokwim Bay D-4; Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

### Project Background

Proposed Kwigillingok airport improvements was the subject of a 1996 Environmental Assessment (EA) and a 2004 Supplemental EA. Findings of No Significant Impacts (FONSI) were issued for both EAs on January 22, 1996 and May 11, 2004, respectively. Since then, various factors have delayed long term improvements to the Kwigillingok airport and due to the lapse of time and changes in environmental regulations, DOT&PF in coordination with the FAA, plan to prepare a new EA that will cover changes to the proposed project and current environmental conditions in Kwigillingok.

### Project Description

Bringing the airport up to Community Class Standards to meet FAA and state requirements will require the following:

- Acquiring property for the existing airport and future improvements including extending the runway to 4,000' and constructing a crosswind runway
- Reconstructing and extending the existing runway from 50' x 2,510' to 75' x 3,300' and runway safety area (RSA) from 100' x 2,900' to 150' x 3,900'
- Increasing taxiway width from 30' to 50'
- Increasing aircraft apron area from 18,000 square feet to 75,000 square feet
- Constructing two snow removal equipment buildings (one heated, one unheated)

- Installing runway and taxiway lighting
- Constructing a segmented circle with lighted wind cone
- Installing a rotating airport beacon
- Realigning the stream and/or installing erosion protection along the slough channel bank
- Developing one or more local borrow sources for embankment material
- Importing surface course material as no suitable source is available locally

#### Area of Potential Effect

The Area of Potential Effect (APE) includes the proposed airport boundary, proposed material sources and construction boundaries. As there are no standing structures over 45 years in age within the vicinity of the project, visual and indirect impacts are not anticipated.

#### Identification Efforts

In 2002, the State Historic Preservation Office (SHPO) was consulted to determine the project's potential to affect historic properties in accordance with Section 106 of the National Historic Preservation Act (36 CFR Part 800). The Native Village of Kwigillingok, Kwik Inc., and the Calista Corporation were contacted to request comments on the project in 2002. No comments were received, and a request was submitted to SHPO for concurrence that no historic properties would be affected. SHPO concurred that the project would not impact any historic properties. The Alaska Heritage Resources Survey (AHRS) database was reviewed on January 24, 2012, to identify potential historic properties within the project APE. No known sites are located within the APE or the surrounding area.

The Federal Aviation Administration (FAA) sent a Government-to-Government letter to the Native Village of Kwigillingok on June 2, 2011. The purpose of that letter was to ensure that the federally recognized tribe was given the opportunity to provide meaningful and timely input regarding FAA actions that may uniquely or significantly affect the tribe. The Native Village of Kwigillingok responded and did not cite any actions that would uniquely or significantly affect the tribe.

#### Finding of No Historic Properties Affected

DOT&PF does not plan to conduct a cultural resources survey for the proposed project as the recent search of the AHRS database produced negative results, there was no objection from the Native Village of Kwigillingok on the project and the previous SHPO concurrence obtained in 2002 was based on a similar scope of work. Based on this, DOT&PF, on behalf of FAA, finds that the project would have no effect on historic properties.

#### Consultation Efforts

The following parties are being notified of this finding: SHPO; the Native Village of Kwigillingok; Kwik, Inc.; and Calista Corporation.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0535 or by e-mail at [valerie.gomez@alaska.gov](mailto:valerie.gomez@alaska.gov). However, we respectfully request that your comments or consultation requests be received within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez  
Cultural Resources Specialist

Enclosures:

- Figure 1 – Location and Vicinity Map
- Figure 2 – Project Details
- Figures for Proposed Geotech Test Holes
- SHPO Concurrence from 2002

Electronic cc w/ enclosures:

- John Lovett, FAA Project Manager
- Bruce Greenwood, FAA Environmental Protection Specialist
- Laurie Mulcahy, DOT&PF, Cultural Resources Manager
- Tom Schmid, DOT&PF Central Region, Project Manager
- Brian Elliott, DOT&PF Central Region, Regional Environmental Manager

# STATE OF ALASKA

## DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION DESIGN AND ENGINEERING SERVICES  
PRELIMINARY DESIGN AND ENVIRONMENTAL SECTION

SEAN PARNELL, GOVERNOR

4111 AVIATION AVENUE  
P.O. BOX 196900  
ANCHORAGE, ALASKA 99519-6900

PHONE: (907) 269-0542  
FAX: (907) 243-6927

In Reply Refer To:  
Kwigillingok Airport Improvements  
State Project: 52571  
No Historic Properties Affected

January 25, 2012

Mr. Johnny Friend  
President  
Native Village of Kwigillingok  
P.O. Box 49  
Kwigillingok, Alaska 99622

Dear Mr. Friend:

The Alaska Department of Transportation and Public Facilities (DOT&PF), in cooperation with the Federal Aviation Administration (FAA), is proposing to improve the Kwigillingok Airport. The proposed project would be located in Sections 26, 27, 34, and 35, Township 3 South, Range 81 West, Seward Meridian (United States Geological Survey Quadrangle Kuskokwim Bay D-4; Pursuant to 36 CFR 800.4(d)(1), implementing regulations of Section 106 of the National Historic Preservation Act, DOT&PF on behalf of FAA finds that no historic properties would be affected by the proposed project.

### Project Background

Proposed Kwigillingok airport improvements was the subject of a 1996 Environmental Assessment (EA) and a 2004 Supplemental EA. Findings of No Significant Impacts (FONSI) were issued for both EAs on January 22, 1996 and May 11, 2004, respectively. Since then, various factors have delayed long term improvements to the Kwigillingok airport and due to the lapse of time and changes in environmental regulations, DOT&PF in coordination with the FAA, plan to prepare a new EA that will cover changes to the proposed project and current environmental conditions in Kwigillingok.

### Project Description

Bringing the airport up to Community Class Standards to meet FAA and state requirements will require the following:

- Acquiring property for the existing airport and future improvements including extending the runway to 4,000' and constructing a crosswind runway
- Reconstructing and extending the existing runway from 50' x 2,510' to 75' x 3,300' and runway safety area (RSA) from 100' x 2,900' to 150' x 3,900'
- Increasing taxiway width from 30' to 50'
- Increasing aircraft apron area from 18,000 square feet to 75,000 square feet
- Constructing two snow removal equipment buildings (one heated, one unheated)

- Installing runway and taxiway lighting
- Constructing a segmented circle with lighted wind cone
- Installing a rotating airport beacon
- Realigning the stream and/or installing erosion protection along the slough channel bank
- Developing one or more local borrow sources for embankment material
- Importing surface course material as no suitable source is available locally

#### Area of Potential Effect

The Area of Potential Effect (APE) includes the proposed airport boundary, proposed material sources and construction boundaries. As there are no standing structures over 45 years in age within the vicinity of the project, visual and indirect impacts are not anticipated.

#### Identification Efforts

In 2002, the State Historic Preservation Office (SHPO) was consulted to determine the project's potential to affect historic properties in accordance with Section 106 of the National Historic Preservation Act (36 CFR Part 800). The Native Village of Kwigillingok, Kwik Inc., and the Calista Corporation were contacted to request comments on the project in 2002. No comments were received, and a request was submitted to SHPO for concurrence that no historic properties would be affected. SHPO concurred that the project would not impact any historic properties. The Alaska Heritage Resources Survey (AHRS) database was reviewed on January 24, 2012, to identify potential historic properties within the project APE. No known sites are located within the APE or the surrounding area.

The Federal Aviation Administration (FAA) sent a Government-to-Government letter to the Native Village of Kwigillingok on June 2, 2011. The purpose of that letter was to ensure that the federally recognized tribe was given the opportunity to provide meaningful and timely input regarding FAA actions that may uniquely or significantly affect the tribe. The Native Village of Kwigillingok responded and did not cite any actions that would uniquely or significantly affect the tribe.

#### Finding of No Historic Properties Affected

DOT&PF does not plan to conduct a cultural resources survey for the proposed project as the recent search of the AHRS database produced negative results, there was no objection from the Native Village of Kwigillingok on the project and the previous SHPO concurrence obtained in 2002 was based on a similar scope of work. Based on this, DOT&PF, on behalf of FAA, finds that the project would have no effect on historic properties.

#### Consultation Efforts

The following parties are being notified of this finding: SHPO; the Native Village of Kwigillingok; Kwik, Inc.; and Calista Corporation.

If you wish to comment on this finding, I can be reached at the address above, by telephone at 907-269-0535 or by e-mail at [valerie.gomez@alaska.gov](mailto:valerie.gomez@alaska.gov). However, we respectfully request that your comments or consultation requests be received within thirty days of your receipt of this correspondence.

Sincerely,



Valerie Gomez  
Cultural Resources Specialist

Enclosures:

- Figure 1 – Location and Vicinity Map
- Figure 2 – Project Details
- Figures for Proposed Geotech Test Holes
- SHPO Concurrence from 2002

Electronic cc w/ enclosures:

- John Lovett, FAA Project Manager
- Bruce Greenwood, FAA Environmental Protection Specialist
- Laurie Mulcahy, DOT&PF, Cultural Resources Manager
- Tom Schmid, DOT&PF Central Region, Project Manager
- Brian Elliott, DOT&PF Central Region, Regional Environmental Manager