

## Kodiak Airport Environmental Impact Statement– Listing of Scoping Comments

Forum	Comment	How it will be addressed
<b>GENERAL RUNWAY QUESTIONS AND COMMENTS</b>		
Agency Meeting	Are the runway standards are dictated by the Boeing 737 aircraft?	Yes. Runway design standards are based on the type of aircraft that are currently or planned to operate at the airport. In the case of Kodiak, the Alaska Airlines B737-400 is the design aircraft for commercial aircraft, whereas the Coast Guard's C-130 serves as the critical aircraft for Coast Guard activities.
Agency Meeting	Does the series of the plane matter?	Yes. In the case of the critical aircraft at Kodiak, there are several "series" of B737 aircraft, as noted by the numbers following the B737. Alaska Airlines currently serves Kodiak with B737-400 aircraft. However, the largest B737 is the B737-900 aircraft, which is not planned to serve Kodiak. Larger and heavier aircraft typically have greater facility demands, principally the length of runway needed for arrival and/or departure. However, the runway safety area is the same for all B737 series aircraft.
Public Meeting	Are you going to look at the runway and number of aircraft operations?	The EIS will identify a set of aviation demand forecasts that will serve as the basis for evaluating environmental conditions at the Airport with and without improvements to the safety areas.
Agency Meeting	Will there be any more/larger planes?	The proposed runway safety area projects are not expected to affect air travel demand. It is important to note that air travel demand is expected to increase over time regardless of whether or not the improvements are undertaken. However, the specific RSA projects will not enable more/larger planes to fly into Kodiak beyond what those already able to operate, nor would the RSA projects place additional limits on aircraft types or numbers of operations.
Public Meeting	Will a 737-900 be able to operate there in the future? Commented that the project should look at the aviation demand forecasts to verify that certain planes will stay around in the future.	At this time, the B737-900 is not expected to operate at Kodiak. However, the EIS will examine existing and future aircraft types that are expected to operate at Kodiak.
Agency Meeting	Asked why the 3 <sup>rd</sup> runway is not RSA deficient	Runway 11/29 is used by smaller aircraft, and thus, based on FAA design standards, a smaller RSA is required.
Agency Meeting	Asked if the EIS will address Object Free Zone compliance issues.	The need for the project is to address runway safety area standards (RSA). Any alternatives to the RSA must be designed to meet FAA standards, including those for the

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		Object Free Zone (OFZ). RSA expansion in itself would not affect the OFZ, but to the extent RSA alternatives involve changes to the runway thresholds or other operational factors, compliance with OFZ criteria will be incorporated into the design.
Agency Meeting	What is the maximum slope of an RSA and the effect of steepening the slope on impacts?	There is a maximum of a negative 5 percent slope for RSAs. For the first 200 feet of a longitudinal safety area, the longitudinal grade is between 0 and 3 percent, with slope extending downward from the ends. For the safety area past the first 100 feet, the maximum grade is such so that it does not penetrate the approach surface or clearway plane. Limitations on the longitudinal grade changes are plus or minus 2 percent per 100 feet, as referenced in FAA Advisory Circular 5300-13.
Public Meeting	Will there be changes to the runway 07 end (i.e. un-paving the runway).	The Airport's preferred alternative would not affect this end of the runway. However, alternatives will be considered to address the RSA for this runway, which could affect the location of the runway end.
Public Meeting	Will you hold a public meeting after you have more specific alternatives?	The next public meeting will be held on September 17, 2007. However, at that time, a more specific set of alternatives will not be complete. It is anticipated that continued meetings will occur with agencies and the public to present preliminary results of the analysis and potential alternatives before issuance of the Draft EIS. Preliminary alternatives should be completed around Spring 2008.
Agency Meeting	Member asked if there were other alternatives to the 1,000 feet of fill.	Yes. The EIS will consider the full range of alternatives. This will include: <ul style="list-style-type: none"> <li>○ The first alternative to be considered is constructing traditional graded areas surrounding the runway. Where not practicable to obtain RSA through traditional means, the following should be considered.</li> <li>○ Relocation, shifting, or realignment of the runway (while maintaining runway length).</li> <li>○ A combination of runway relocation, shifting, and grading.</li> <li>○ Declared distances.</li> <li>○ Engineered Materials Arresting Systems (EMAS).</li> </ul>

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		<ul style="list-style-type: none"> <li>○ Feasibility of increasing the size of the RSA by including additional land parcels, even if it will result in an RSA of an irregular size.</li> </ul>
Agency Meeting	Do you have any alternatives other than fill alternatives, like a concrete dock?	See prior response. Included in examining additional land masses will be bridge/ dock type structures
Public Meeting	Asked if the team will look at the use of mechanical devices off the end of the runway (like devices used by the military).	There are no mechanical devices that are approved by the FAA for the RSAs. If in preparing the review of alternatives such devices are identified, they will be considered.
Public Meeting	Will the project look at the firefighting facilities at the Airport?	The proposed project would not affect the firefighting facilities at the Airport, and thus would not be examined.
Coast Guard	The CG Firehouse provides fire response for the Airport. Modifications to airport runways could affect the firehouse staffing or response or even possibly require new equipment.	As noted earlier, the alternatives will examine a wide range of alternatives. If an alternative would alter how emergency response vehicles access the airfield, or the required response times, these changes would be documented, as they could affect the ability of the airport to maintain its operating certification.
Agency Meeting	Inquired how the project would affect the take off zone.	At this time, the alternatives analysis has not been conducted nor has FAA identified a preferred alternative. The alternatives analysis will document the effects on the departure threshold for each alternative.
Agency Meeting	Asked if the project could change the way planes approach.	At this time, the alternatives analysis has not been conducted nor has FAA identified a preferred alternative. The EIS will document the effects on approach procedures for each alternative. It is important to note that minimums are affected by terrain and Kodiak already has high minimums because of Barometer Mountain. Moving the thresholds may further increase these minimums. According to previous planning studies, it is unlikely that the project would reduce these minimums due to the terrain surrounding the Airport.
Agency Meeting	Member asked if the team will look at a shift of 18/36 to the south.	This type of option will be considered as an alternative in the EIS.
Agency Meeting	Could you explain why the shift of Runway 11/29 is not very attractive?	Shifts in the runway will be considered. Shifting Runway 11/29 could place the runway into the Buskin River State Recreation area and river or into the ocean on the other runway end. These alternatives will be considered in the EIS.

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Kodiak Agency Meeting	Can you move the runway further inland?	The EIS will discuss a variety of alternatives. Shifting the runway to the east represents concerns due to the proximity of Barometer Mountain. Because of the terrain surrounding the airport, shifting the runway would likely affect the airspace. However, these issues will be documented in the EIS.
Agency Meeting	Is there a possibility to reduce the RSA to 600 feet instead of 1,000 feet?	The EIS will discuss a variety of alternatives. Reducing the size of the RSA has implications that will be explored. One potential option might include the incorporation of EMAS (i.e. crushable concrete) into the RSA.
Agency Meeting	What happens if a plane sets down early on EMAS?	An aircraft that lands short in the RSA that has EMAS, would be called an undershoot. Studies by the FAA indicate that many aircraft would bounce off and roll forward.
Agency Meeting	Is there a potential for EMAS not to function properly because it is in Kodiak?	As EMAS has not been implemented at a commercial airport in a coastal environment with the extreme weather conditions typical of Kodiak, it is unclear how the materials would react. Concerns have been expressed by some airports with the wet and freezing conditions increasing the wear and tear of the materials, increasing maintenance costs.
Agency Meeting	Are there going to be studies/were there studies to see if EMAS holds up in those kinds of conditions?	EMAS has been successfully installed in several locations in the lower 48 states (including at JFK Airport in New York which is in a coastal location). However, testing of the materials to date has not occurred in a location such as Kodiak.
Kodiak Agency Meeting	On the alternatives list, there is one alternative that is not addressed – the downgrading/revising the list of aircraft at the airport. Would this change the RSAs needed?	This alternative would restrict the use of the airport to aircraft that require smaller RSAs. Because Kodiak Airport has received FAA funding, the airport operator and FAA can not restrict access to the airport for aircraft that are capable of operating on the runway length. This alternative will be addressed in the EIS.
Coast Guard	Shortening runways and restricting aircraft operations on the airport should be addressed as an alternative, even though it has been determined to not be an option. We're certainly not advocating that alternative, but it is likely that if it is not explained by the FAA up-front, a member of the public will ask that it be considered.	The full range of alternatives will be explored in the EIS. Provisions of the Aviation reauthorization enacted by Congress in 2003, note that in Alaska the FAA can not shorten a runway to comply with RSA standards unless the Airport sponsor agrees to shorten the runway. The State of Alaska is not a proponent of shortening runways to achieve RSA standards.

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Agency Meeting	Is there a way to reduce the length of runway so that we can get the required RSAs?	See previous response.
Kodiak Agency Meeting	Can the C130 be used as the critical aircraft?	The critical aircraft for the Coast Guard operation is the C130 aircraft and the B-737-400 is the commercial airline critical aircraft.
Public Meeting	If Alaska Airlines did not use Runway 18/36, could the runway support the C130 as it is?	The RSA requirements for the C130 aircraft are the same as that of the B737-400. Therefore, regardless of whether or not Alaska Airline's aircraft operate on the runway there will not be a change to the required dimensions of the runway safety area. Because it is a state owned airport with commercial service, the FAA dictates RSA standards, not the military.
Kodiak Agency Meeting	If they changed the runway length, would it limit the C130?	If one or more of the runways were shortened, it could adversely affect the ability of the C130 to operate. The FAA is prohibited from considering alternatives that shorten the runway to meet RSA standards.
Coast Guard	<p>The Air Station is concerned about any shortening of the runways, either as a permanent solution to runway safety zones or temporarily during construction. Specific concerns are as follows:</p> <ul style="list-style-type: none"> <li>• Runway 7/25 is the primary runway used by the Coast Guard. Takeoff requirements for the C130 are 7,500 feet. Due to ice and wind direction, fuel and cargo loads must be modified during the winter months to use this runway. A shortened runway, even for temporary construction, could prevent C130 aircraft from carrying out its search and rescue mission from Kodiak.</li> <li>• A typical landing distance with a dry runway and no wind is 5,000 to 7,000 feet. Wind and icing conditions can increase this length up to 9,000 feet. Under these conditions, the aircraft must divert to Elmendorf AFB in Anchorage, AK. A shortened runway will decrease the window of acceptable weather conditions, thereby increasing the frequency of diverting aircraft to secondary locations.</li> <li>• Runway 7/25 cannot be used for landing pattern/emergency procedure due to the location</li> </ul>	Thank you for providing important operational information that will be used in the EIS analysis. As stated above, airports in Alaska may not shorten the length of a runway to achieve RSA compliance unless the Airport Sponsor agrees to it. The State of Alaska, the owner and operator of the airport, is not a proponent of this option.

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	of Barometer Mountain. Therefore, runways 18/36 and 11/29 are the primary training runways. These runways are used for operational missions when crosswinds preclude the use of 7/25, but they may only be used when the surface is dry and the winds are favorable. Any shortening of these runways would make them unsafe for C130 use. This will severely reduce the Air Station's ability to carry out its logistic and support missions and respond to SAR.	
Kodiak Agency Meeting	The option and explanation of reducing the runway needs to be communicated to the public.	Comment noted.
<b>ALTERNATIVES/HISTORY OF ACCIDENTS</b>		
Agency Meeting	What are the consequences of the No Action Alternative?	The No Action Alternative would result in Kodiak Airport having one or more nonstandard RSAs. The EIS will document the issues associated with non-standard RSAs.
Public Meeting	Is the No Action alternative really feasible? Would it require the closure of the runway if you don't do anything?	NEPA requires that the No Action Alternative be considered and carried through the EIS process regardless of its feasibility. The no action serves as the basis for determining the project-related effects of alternatives. The EIS will document the effects and operational consequences of the No Action.
Agency Meeting	Are there incidences around the country where this has occurred (that no change to the RSA has occurred)?	Each airport location and situation is different. If a non-standard RSA has been approved, the FAA has performed an exhaustive review of alternatives and their consequences. Only in cases where it is not practicable, are non-standard RSAs allowed. But in most cases, the FAA has been able to make some measurable improvement to these RSAs to enhance safety, even if the improvement still results in a nonstandard RSA.
Agency Meeting	Asked if there was a history of accidents or problems at Kodiak.	No, there is no history of accidents specifically at Kodiak Airport. RSAs are a national priority for commercial service airports regardless of the record of accidents and incidents at an individual airport. The lack of accidents at an airport is not an acceptable justification for non-compliance with RSA standards.

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Coast Guard	Work cannot impact CG operations...especially Air Station Kodiak operations and training using the airport's runways. This includes both fixed and rotary wing aircraft because there are very limited alternative training sites for all three aircraft types.	Comment noted. The EIS will explore the wide range of alternatives and document the operational and environmental consequences of the alternatives, including construction impacts. Coordination will occur with the Coast Guard to ensure an accurate portrayal of operational impacts, both adverse and beneficial.
Coast Guard	The Coast Guard contracted a Phase II Environmental Assessment in 2004. This information may prove helpful in drafting the EIS.	Comment noted. This data will be taken into account during the EIS process.
<b>FILL</b>		
Agency Meeting	Will the EIS discuss the location where fill material comes from?	Yes. The alternatives analysis will discuss locations of fill materials and will include an analysis for obtaining fill from these sources.
Agency Meeting	The EIS will need to examine impacts from taking fill material from a quarry.	The alternatives analysis will discuss known locations of fill materials
Agency Meeting	Is the highway the main transportation route for fill?	At this time a preferred alternative for transport of materials has not been identified. The EIS will explore surface highway delivery as well as by barge.
Agency Meeting	Bringing the fill directly to the site via barge makes a lot of sense.	Comment noted.
Agency Meeting	There would be a need to disclose the effects of dredging a shipping channel if one is needed for the barge.	Comment noted.
Kodiak Agency Meeting	The Federal government owns a quarry that might be used for the project (Fair Grounds). It was a land surplus from the USCG. Now it is filled with water and fish. The Coast Guard relinquished it and opened it up for use by other federal government organizations.	Comment noted. Sites that could meet the resource/construction need will be explored in the EIS.
Kodiak Agency Meetings	There is a big shortage of fill for projects on the island. The price for fill is way up. It could really impact the economy.	Comment noted. The EIS will disclose any shortages of natural resources needed to complete the project.
Kodiak Agency Meeting	There is a keen sensitivity on the island to invasive species. It would be important to recognize the source of the fill material and to have the fill screened before it is moved.	If an off-island site is determined to be the most practicable source of material for RSA compliance. The EIS will note that the material should be screened to minimize the transfer of invasive species.
Kodiak Agency Meeting	The fill will actually extend beyond the 500 feet by 1,000 feet boxes. The fill will need some kind of armored slope.	The alternative concepts for the fill slope will be discussed in the EIS. To the degree that alternative configurations would

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	If you have sharp corners it will create a different coastline.	have an effect on the coastline, those effects will be documented.
Coast Guard	Extending the runway safety areas out into the water as shown on the plan displayed last week is a bit misleading. The plan showed the necessary RSA extensions with sharp edges and basically vertical 'drops' at the end. Any coastal structure like this will require a sloped toe, which for the exposed airport location will need to be armored with riprap stone to prevent erosion. The plan view of what is actually just one alternative (extending the RSAs out into the water) should show the additional fill that will need to be added to provide a sloped, armored toe.	We concur that the "plan" view of RSA fill presented during scoping did not accurately portray the extent of the embankment into the marine environments. Detailed bathymetric data was not available to accurately depict the fill slopes. During the alternatives development, visual representations of the fill slope concepts will be created based on surveys and mapping conducted during the EIS. These graphics will note the fill footprint for any alternative requiring fill.
<b>NAVIGATIONAL AID</b>		
Agency Meeting	A navigational aid across the bay may be a good survey control.	Comment noted.
<b>BUSKIN RIVER</b>		
Agency Meeting	Asked how the RSA will be protected from erosion caused by the Buskin River. Asked if diversionary berms would be needed to prevent erosion.	The effects of alternatives on the local environment, such as the Buskin river, will be addressed in the EIS. Design mitigations, to prevent or minimize adverse impacts such as erosion, will be identified in the EIS.
Agency Meeting	Commented that the EIS should examine the mouth of the Buskin River and how the fill could affect that.	The EIS will examine the effects of alternatives on each resource. If alternatives affect the Buskin River, the EIS will document the impacts based on one of the environmental factors considered in the EIS process.
Kodiak Agency Meeting	The mouth of the Buskin is very dynamic. Address how fill might affect currents and sediment deposition.	The EIS will examine the effects of alternatives on each resource. An impact analysis will be undertaken using hydraulic modeling of the Buskin River and near shore marine environment to assess the impacts to the Buskin River.
Department of Natural Resources (DNR) – Office of Habitat Management and Permitting	Project designs and environmental studies should address identifying and avoiding or minimizing the effects of the 7/25 and 18/36 runway extensions on: water circulation, longshore movement of sediments and beach and stream delta formation at the mouth of the Buskin River; and, Buskin River flows, sediment transport, fish habitat and floodplain.	Modeling of the alternative actions will be conducted to determine if there are potential changes to coastal processes relative to existing conditions. Aspects that will be examined include wave and water circulation modeling. These results will be analyzed to indicate any changes which will be disclosed in the EIS.
Coast Guard	Concerned about impacts to streams due to run-off during construction.	Impacts to streams will be disclosed in the EIS. The EIS will address potential construction impacts on water quality as a portion of the Environmental Consequences chapter.

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<b>FISH AND WILDLIFE</b>		
Agency Meeting	We should look at the species listing for that area (Buskin River).	The Threatened, Endangered and Special Status Species will be reviewed to assess the frequency and extent of the occurrence of these species within the project area. Species of concern will be noted and addressed in the EIS, including anadromous fish and aquatic species important to recreation and subsistence.
Coast Guard	Concerned about impacts to fish and wildlife on the Coast Guard property.	Fish, wildlife, and plants within the project area will be documented, mapped and described through the EIS process in accordance with NEPA. Field data will be collected during a one year period to augment information and data from existing sources.
Agency Meeting	Is there a component in the budget to collect some more information on wildlife and plants?	The EIS will first consider the existing sources of information on the area's wildlife and plants. However, when the information is not available otherwise, the existing information will be augmented by additional studies.
Department of Natural Resources (DNR) – Office of Habitat Management and Permitting (OHMP)	Environmental studies to address the impacts to fish, wildlife, sport and subsistence fisheries, and fisheries management should be closely coordinated with the Alaska Department of Fish and Game and the OHMP. These studies should integrate and augment existing ADF&G studies or programs where possible.	Coordination will continue with agencies with special expertise on resources that could be affected by the alternatives. Existing studies are an important part of the information needed for the fish, wildlife and plants portion of the EIS.
Agency Meeting	Kodiak has a lab site that has a lot of information and data on Womens Bay. Member did not know if they had information specifically on the ends of the runways, mentioned that the lab would be a good source for material. Also, the area should be mapped under NOAA's shore zone.	Comment noted. Staff from the NOAA lab has been contacted to identify data that would assist with the technical analysis and consulted as part of our study design for field work.
National Marine Fisheries Service	Remove incidents that could take Threatened or Endangered Marine Mammals. I.e., use timing windows to complete in-water work when species are less likely to be present; maintain marine mammal observer during operations and cease work with marine mammals are within the project area.	Comment noted. Potential construction impacts will be analyzed in response to timing windows that could greatly impact certain species, especially concerning species of concern. For adverse impacts, consideration will be given to the ability to minimize and avoid impacts, such as initiating construction during seasons when species are not present. Potential impacts will be addressed in the EIS.
Department of	Project designs and environmental studies should address	The EIS will identify potential benefits and adverse impacts to

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Natural Resources (DNR) – office of Habitat Management and Permitting	identifying and avoiding or minimizing the effects of the 7/25 and 18/36 runway extensions on fish, shellfish and wildlife movements; clam beds, crab habitat, kelp beds, eel grass beds and offshore rocky outcrops; and marine sport fishing or subsistence harvests.	fish (including fisheries), plants and wildlife, as well as recreation and subsistence. Alternatives will be developed that incorporate mitigating elements to avoid, reduce or minimize adverse impacts.
Department of Natural Resources (DNR) – Office of Habitat and Management and Permitting	Project designs and environmental studies should address identifying and avoiding or minimizing the effects of the 7/25 and 18/36 runway extensions on: fish use of nearshore marine waters, the Buskin river and migration of fish to or from the Buskin River; public access to sport fishing, subsistence fishing, clamming and crabbing; and, the Alaska Department of Fish and Game weir project and fisheries management within the Kodiak Management Area.	As stated in the previous comment, the EIS will identify potential benefits and adverse impacts to fish (including fisheries), plants and wildlife, as well as recreation and subsistence. Alternatives will be developed that incorporate mitigating elements to avoid, reduce or minimize adverse impacts.
National Marine Fisheries Service	Investigate mitigation avenues that include long range monitoring	Comment noted. In consultation with state and federal agencies, mitigation concepts may be considered that include long-term monitoring of species and habitats.
National Marine Fisheries Service	Evaluate on-scene (accidental) Fuel Spill Response Strategies	The Airport’s Stormwater Pollution Prevention Plan (SWPPP) and their Spill Prevention Control and Countermeasures (SPCC) will be reviewed for the EIS.
<b>FLOODPLAINS, WATER QUALITY AND WETLANDS</b>		
Agency Meeting	State tsunami maps are not accurate. Twenty feet above mean high water is a better measurement to use.	Comment noted.
Agency Meeting	Flood control might be an issue on the northern end. There should be a discussion on how to maintain it and what the efforts would be needed to maintain it. Kodiak has a history of diverting water to keep bridges from washing away.	The EIS will identify areas located in a floodplain and the effect of each alternative on floodplains. The team will complete a Hydrologic Engineering Centers River Analysis System (HEC-RAS) model of the existing conditions at the Buskin River.
Kodiak Agency Meeting	Wetland impacts need to be addressed from the permanent diversion of the river mouth and see if it would change the intertidal zone.	The EIS will identify wetlands that would be affected by each alternative. A segment of the project area will also be delineated to augment the existing wetland information.
Public Meeting	Stated that the estuary and marine wetlands need to be examined.	Estuary and marine wetlands will be examined in the wetland delineation.
Department of Natural Resources	Maintenance of clean water in Womens Bay during construction activities including during the placement of any fill materials or armor is a principal need to prevent	The EIS will consider potential impacts of the proposed alternatives on water quality during the Environmental Consequences analysis. Design components and mitigations

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(DNR) – Office of Habitat Management and Permitting	injury to aquatic resources or species that rely on these resources for food. The EIS should address this issue and provide alternatives to protect water quality with Womens Bay.	to reduce or minimize adverse impacts to water quality will be identified.
Army Corps of Engineers	The Environmental Protection Agency’s 404 (b)(1) guidance requires that a proposal to discharge dredged and/or fill material include all appropriate and practicable steps to minimize potential impacts of the discharge on the aquatic ecosystem. The Corps must assure that information necessary to make a compliance determination for the Clean Water Act Section 404 (b)(1) Guidelines is developed and incorporated in the EIS.	See prior response.
Tribe Comments	The tribe is concerned with contamination of water and food resources from the proposed project from various sources, including effluence into the water directly from the project or stirring up contaminated sediment from the floor of the bay.	The Water Quality section of the EIS will address the potential water quality effects of the alternatives.
Coast Guard	The following should be considered: The very real coastal processes that occur at the site; along-shore transport of sand and fines, wave reflection and refraction due to the new structure and their potential impacts on lands both adjacent to and across the bay from the construction sites, changes to the coastal aquatic habitat and potential effects on the anadromous finfish, and effects on tidal currents in the vicinity of the improvements.	The EIS will address impacts to coastal resources. A hydrodynamic modeling and/or coastal engineering analysis will be completed including computer simulations of waves, currents, circulation, sediment processes, bottom changes (erosion/accretion) and water quality in the area of environmental concern.
Coast Guard	Since the likely preferred alternative (extending the RSAs out into the water) will involve a significant amount of fill, they need to also address potential impacts on navigable waterways.	The EIS will examine the effects of the Proposed Action(s) and its alternatives on the navigable waters of the U.S.
Coast Guard	Temporary off-shore water quality degradation due to construction activities (fill, stormwater run-off) will need to be addressed.	The EIS will address water quality issues in the Environmental Consequences chapter, including potential adverse impacts related to in-water construction.
Department of Natural Resources (DNR) – Office of Habitat Management	Because of potential for impacts to fish migration, the sport and subsistence fisheries, future fishery management and hydro-geomorphic changes to the mouth of the Buskin River, it is recommended that alternative to solid fills in this area be looked at. Extension of the Runway 18/36 to the south away from the Buskin River and/or alternative	Alternatives considered in the EIS will include shifts in the runways location as well as, for example, pier structures that would reduce fill volumes.

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and Permitting	designs to solid fill would be preferred.	
Agency Meeting	Making the mouth of the Buskin more stable may improve salmon reproduction.	Comment noted. Any impact (positive or negative) will be examined as part of the EIS process.
Kodiak Agency Meeting	Impacts to freshwater fish and salmon need to be addressed. A permanent diversion could affect four to five species of salmon, the river ecology and fish resources. The diversion might impact migration patterns.	The plant, wildlife and fish section of the EIS will address impacts to fish/salmon.
<b>SEASONAL ISSUES</b>		
Agency Meeting	Asked when the construction would occur. The seasonality would probably make a difference to the construction impacts on certain species, etc.	The information disclosed in the EIS will include timing windows for species of interest in order to address any environmental impacts. For example, spawning seasons of the important anadromous fish would be noted and analyzed within the EIS.
Agency Meeting	Seasonality (when the construction occurs) might change impacts on sport fishing, subsistence fishing, crabs/fish around the mouth of the river and potential for human/natural use that is seasonal.	Field data will be collected during a one-year period with efforts focused on capturing key biological events spanning the seasons. These seasonal events will be addressed in the EIS and any potential additional impacts will be considered when examining construction phasing.
Department of Natural Resources (DNR) – Office of Habitat Management and Permitting	Closures or work limitations based on the presence of sport and subsistence fisheries, species utilization and endangered species should be expected. Project designs and construction operations should take this into account and plan accordingly to minimize conflicts.	Seasonal issues related to sport or subsistence uses will be examined as part of the EIS.
<b>SUBSISTENCE AND RECREATIONAL USES</b>		
Agency Meeting	There might be some socioeconomic impacts for the fishing on the Buskin River. We probably do not need to examine commercial fishing as closely, but need to see if the project will alter access by individuals to the resources in the area.	The EIS will address socio-economic impacts associated with the proposed alternatives and their potential impact on the fishing industry.
Agency Meeting	Of the sport fishing on Kodiak Island – 25 percent is in the Buskin River and four to five percent is in the intertidal area.	Comment noted.
Department of Natural Resources	In addition to sport and subsistence fisheries at the Buskin River, a vast array of sport and subsistence fishing, hunting and wildlife viewing activities occur on public lands	Sport and subsistence uses as well as other recreational uses will be examined as part of the EIS.

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(DNR) – Office for Habitat Management and Permitting	and waters south and west of the airport location. Local traffic to and from these areas can be seasonally heavy. Project construction planning should take this into account and maintain regular public access to areas.	
Coast Guard	Impacts on the recreating public that currently uses the sand-spit adjacent to the airport for recreational and quasi-subsistence fishing should be looked at. What about impacts (both during and after construction) to real subsistence fishing during the Sockeye Salmon runs?	Potential impacts on recreational uses and salmon runs will be examined as part of the EIS.
Tribe Comments	Many tribal members utilize the Buskin Beach and Buskin River area for recreation. Work near the mouth of the river will significantly impact access and quality of enjoyment.	Construction impacts on subsistence, recreation and other resources will be considered in the Environmental Consequences chapter of the EIS, and impacts on cultural activities will be addressed in the Historic, Architectural, Archaeological and Cultural Resources section.
Tribe Comments	Concerned about impacts on subsistence resources traditionally and currently harvested including but not limited to salmon, shellfish, waterfowl, sea otters, sea birds and eggs, and crab.	These issues will be addressed from several perspectives. The EIS will contain sections on water quality; plants, wildlife and fish; and historic and cultural resources section, including subsistence.
Kodiak Agency Meetings	Commented that the Buskin Subsistence fishing under state and federal management needs to be examined.	Comment noted. Both state and federal subsistence management needs will be examined as part of the EIS.
Kodiak Agency Meeting	Could be some impacts to subsistence crabbers. Also, it should address how much potential displacement there is for sport fishing.	Potential impacts to subsistence users will be examined for the EIS through document research, interviews and focus groups.
Kodiak Agency Meetings	Is there going to be security fencing? If so, are people still going to be able to access the peninsula?	Security fencing will be examined as part of the Alternatives development. If fencing is needed, the EIS will examine its potential impacts on the area's accessibility.
Kodiak Agency Meeting	Fencing might also be an issue at Jewel Beach. That beach gets a lot of recreational use. We need to look at the actual footprint.	See previous response.
Kodiak Agency Meeting	That peninsula/sandbar gets a lot of recreational use, especially during fishing season.	Comment noted.
<b>LIGHTING AND VISUAL IMPACTS</b>		
Agency Meetings	Are there any proposals for additional lighting?	The RSA is an unlighted area and thus no additional lighting is expected, unless such lighting is necessary for water navigation (i.e., to mark the RSA structure).
Agency Meetings	If the RSA extends into the marine area, we may need to	See prior response.

## Kodiak Airport Environmental Impact Statement– Listing of Scoping Comments

Forum	Comment	How it will be addressed
	light it for navigation hazards.	
Agency Meetings	Lighting might be an issue with the Coast Guard	There is no predicted change to the lighting. However, if there would be lighting changes, the EIS would address the potential impacts of the new lighting on the housing areas in close proximity and would examine navigation issues.
Agency Meetings	If you have lights, there is a possibility of lights and birds that may be a Fish and Wildlife concern.	The plants, wildlife and fish section of the EIS will consider the potential increases in wildlife hazards associated with the Proposed Action(s) and its alternatives. An analysis of the potential impacts of any lighting changes will be conducted consistent with FAA Advisory Circular 150/5200-33AQ, Hazardous Wildlife Attractants on or Near Airports.
Kodiak Agency Meeting	In terms of visual impacts, how could the elevation look to a person at the mouth of the Buskin River?	The Light Emission and Visual Impact Section of the EIS will identify potential aesthetic changes associated with the alternatives.
Coast Guard	The visual impact to the coastline of extending the RSAs out into the water will need to be addressed.	See previous response.
<b>NOISE</b>		
Agency Meeting	Do current operations meet the noise standards for the Buskin River State Recreation Site or for the Coast Guard housing?	The EIS will include updated noise contours for the area around the Airport, which will show any areas of non-compatibility. If there are current areas of incompatibility, the Airport could do a voluntary Part 150 Noise study. However existing noise incompatibilities are outside the scope of the EIS. The EIS noise analysis will focus on identifying if the impacts of the alternatives would be significant relative to the No Action Alternative.
Coast Guard	Changes in sound levels that could impact housing, the Bowling Alley, Barracks and Golden Anchor function hall must be considered.	See prior response.
<b>HISTORIC AND CULTURAL</b>		
Agency Meeting	Asked if there are any old WWII historical sites or bunkers?	The Historic, Architectural, Archaeological and Cultural Resources section will identify existing historical sites on the airport, as well as the effects of the alternatives on these resources. The initial analysis indicates that historic WWII sites are present on the Airport property, but there is not a proposal to modify these. However, the Airport will be examined closely to see if there are any other historical sites that may be impacted. A limited field inventory will

## Kodiak Airport Environmental Impact Statement– Listing of Scoping Comments

Forum	Comment	How it will be addressed
		supplement the previous survey work in order to identify any other sites of historic concern.
Coast Guard	The airport property is part of the Kodiak Naval Operating Base National Historic Landmark. There are remnants of WWII-era redoubts and earthworks that still exist. I don't know off-hand if any of these structures are contributing resources to the Kodiak NOB NHL, but I've given copies of documentation to the project team and they should proceed cautiously and consult with the National Park Service and AK SHPO about potential impacts.	Comment noted. Any structures that are associated with the Historic Landmark will be listed on the inventory of historic sites found on the Airport and considered in the EIS.
Coast Guard	Are there likely impacts to other cultural or archaeological resources? We have a number of confirmed archaeological sites on the Coast Guard base. What's the likelihood of discovering new sites during construction activities?	The Historic, Architectural, Archaeological and Cultural Resources section will identify existing historical sites on the airport, as well as the effects of the alternatives on these resources. The identification of possible sites will occur upon review of the National Register of Historic Places as well as contact with the Alaska State Historic Preservation Officer. The EIS will note the process that would be undertaken if sites are unexpectedly found during construction.
Tribe Comments	The tribe is concerned about potential archeological sites containing historic remains near the potentially impacted area.	A survey of the area and tribal knowledge will be examined within the EIS to determine if any the proposed alternatives would have any impacts to sites containing historic remains. See above.
<b>HAZARDOUS MATERIALS</b>		
Agency Meeting	For Hazardous Materials, the project should look at if there are hazardous materials left in the water.	The Hazardous Materials, Pollution Prevention, and Solid Waste section will identify known sites of hazardous or solid waste and the effects of the alternatives on the sites. A comprehensive document search and some on-site investigation will be done to examine potential sites of hazardous material waste.
Coast Guard	The Integrated Support Command (ISC) Kodiak's waste water treatment plant sanitary sewer outfall is in the vicinity of the proposed safety zone construction. ISC Kodiak's storm sewer outfall is in the vicinity of the proposed safety zone construction.	The water quality section of the EIS will identify probable water quality effects of the alternatives. Water circulation will be modeled to examine the potential effects of the alternatives on the flow paths, current velocity and mixing processes. These results will be analyzed to indicate changes in the flow of discharges from the wastewater treatment outfall.
Coast Guard	There are Hazardous Waste Cleanup sites and Formerly Utilized Defense contamination (FUDS) sites in the vicinity that are part of the CD's RCRA Permit & Consent-Order -	Construction work for RSA development or other on-Airport actions should be conducted in full recognition of known waste sites, and the potential to encounter previously undocumented

## Kodiak Airport Environmental Impact Statement– Listing of Scoping Comments

Forum	Comment	How it will be addressed
	care needs to be taken during any construction	sites.
Agency Meeting	Recent excavations at the Airport have uncovered drums and possible contamination.	Comment noted. See prior response.
Coast Guard	The sea bottom off of Jewel Beach was used as a Navy dump site many years ago. Debris may need to be removed before the runway would be extended.	Comment noted. The EIS will take into account hazardous waste locations. Construction work for RSA development or other on-Airport actions should be conducted in full recognition of known waste sites, and the potential to encounter previously undocumented sites.
<b>CONSTRUCTION IMPACT AND SECONDARY IMPACTS</b>		
Agency Meeting	Will there be some degree of demolition?	The complete scope of activities associated with each alternative will be identified in the EIS. After the alternatives are created, the EIS will disclose any degree of demolition needed for construction to take place.
Agency Meeting	Commented that the history of the Buskin River, (especially in terms of clean up) should be examined for cumulative impacts.	Comment noted. The history of the area will be documented in the EIS.
Agency Meeting	What is on tap with the Master Plan?	The Master Plan includes a number of projects, such as the resurfacing of some pavement areas, the construction of connecting taxiways and the potential for a long term apron expansion. The EIS will address any Master Plan projects that are connected to the Runway Safety Area improvement.
Agency Meeting	There is no chance that these projects occur at the same time (influencing secondary/induced impacts)?	The EIS will address Master Plan projects that are connected to the Runway Safety Area improvement. As defined by CEQ guidance, connected actions are those occurring in the same time and space as the proposed action. Projects that meet the CEQ criteria will be considered connected, and included in the EIS.
<b>LAND OWNERSHIP</b>		
Agency Meeting	810 ANILCA analysis will have to be looked at.	ANILCA refers to Alaska National Interest Lands Conservation Act Section 810 refers to the “Subsistence and Land Use Decisions.” ANILCA establishes a process for considering and undertaking projects that would affect areas used by native Americans for subsistence. The ANILCA process will be considered during the EIS planning.
Kodiak Agency Meeting	There might be an issue of land ownership on submerged land. Also, more submerged land will be required than is shown on the map for the fill footprint. The fill footprint	This issue will be evaluated and documented in the EIS. Based on preliminary data, the Coast Guard has primary jurisdiction over the areas that could be affected by the

## Kodiak Airport Environmental Impact Statement– Listing of Scoping Comments

Forum	Comment	How it will be addressed
	should be shown to display a more accurate land use.	proposed alternatives, including submerged lands around the Airport. As part of the Land Use Compatibility section, the team will identify the existing and future ownership (and use authorizations) of the land through a collection of local land use maps, comprehensive plans, zoning ordinances, recreation maps, coastal zone plans, other local plans, and development regulations.
Kodiak Agency Meeting	There has been an effort in the past to divest land to the airport. The current jurisdiction is that the Coast Guard has primary jurisdiction but the Fish and Wildlife Service has secondary jurisdiction.	Comment noted
Coast Guard	The Coast Guard owns the land underneath and surrounding the airport & has Real Property agreements with all the tenants on this land, including US Fish and Wildlife Service, State of Alaska, etc.	Comment noted
Coast Guard	The ocean bottom adjacent to the airport is part of the Alaska Maritime National Wildlife Refuge. As such, U.S. Fish and Wildlife Service has secondary jurisdiction over these lands and must concur with any permission the Coast Guard may grant to construct out into Womans Bay.	Comment noted
Agency Meeting	Do you know of any native allotments close by?	The data collection process has recently been initiated. Initial information obtained does not indicate the presence of tribal allotments in the area that may be affected by the alternatives. Once all of the data concerning native allotments has been collected they will be documented in the EIS.
<b>TRIBAL COORDINATION</b>		
Agency Meeting	Is there any attempt beyond government/government interaction to communicate with the tribes? Any communication with individual tribal members, especially to see if there are any other values placed on these resources?	In accordance with tribal coordination requirements, coordination is to occur at a government-to-government basis. A program will be developed in the next phase of the EIS (where the technical analyses of the alternatives are conducted), and a program for tribal coordination will be developed.
Agency Meeting	Are you looking at other efforts to examine what worked and what didn't in term of tribal interaction? (Including orally collecting comments?)	Yes. The Phase 2 Scope of Services will reflect the known successful means of tribal coordination which will be implemented throughout the EIS process.