

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**ALASKAN REGION
ANCHORAGE, ALASKA**

RECORD OF DECISION

ENHANCE SAFETY AND IMPROVE FACILITIES

AT

JUNEAU INTERNATIONAL AIRPORT

JUNEAU, ALASKA

JULY 6, 2007

**Juneau International Airport Final Environmental Impact Statement
and Section 4(f) Evaluation**

ERRATA SHEET

The following errors were identified in the Final Environmental Impact Statement (FEIS) following printing and distribution of the document.

Location of Error	Nature of Error/Relevant Correction
<p>Table ES-8, Pages ES-72 and ES-73 of the stand-alone Executive Summary; Table ES-8 of the Executive Summary in Volume I, Pages ES-47 and ES-48; and Chapter 2, Table 2-26, Pages 2-287 and 2-288; and Volume II, Chapter 5, Table 5-4, Pages 5-18 and 5-19, Proposed Actions column</p>	<p>These tables incorrectly identify the combined impacts of the preferred alternatives for vegetation, wetlands, and wildlife habitat. The following are the relevant corrections*:</p> <ul style="list-style-type: none"> a. Vegetation: Impacts for estuarine marsh communities would be 54.5 acres. b. Vegetation: Impacts for Supratidal communities would be 16.0 acres. c. Wetlands: Impacts for high and low marsh communities would be 52.8 acres. d. Wetlands: Palustrine wetlands would be reduced by approximately 22.4 acres. e. Wildlife: Estuarine habitats would be reduced by 54.5 acres. f. Wildlife: Supratidal habitats would be reduced by 16.0 acres <p>* These calculations include acreage for reconstruction of the east runway tidal slough to restore hydrologic connectivity.</p>
<p>Volume II, Tables 5.10, 5.11, and 5.12 of Chapter 5</p>	<p>These tables should have included a footnote stating that the total impacts row of each table does not account for overlap between projects.</p>
<p>Volume II, Table 5.10</p>	<p>Acreages listed for FW/RW-2: Aviation Facilities for High Marsh should 17.6 acres and acres for Supratidal should be 16.3. Acreages listed for the Proposed Wildlife Hazard Actions for High Marsh should be 2.1 acres and acres for Supratidal should be 1.1. Total acres of High Marsh should be 39.9 acres and total acres for Supratidal should be 23.6.</p>
<p>Table ES-7, Page ES-71 of the stand-alone Executive Summary; Volume I, Table ES-7, Page ES-46 of the Executive Summary and Table 2-25, Page 2-286 of Chapter 2</p>	<p>These tables incorrectly list elements WH-3e and WH-1i as part of the preferred Wildlife Hazard Management Plan Alternative. The correct elements in place of these are WH-3a and WH-2i.</p>
<p>Volume I, Section 2.8.2.1, Page 2-188, Footnote 26</p>	<p>This footnote incorrectly states that the 19.8 acres of wetlands impacts from the Northeast Development Area discussed on Page 2-187 does not include impacts from the SREF. The impacts from the SREF are included in the calculation of 19.8 acres.</p>

Location of Error	Nature of Error/Relevant Correction
Volume II, Chapter 5, Section 5.5, Page 5-14, First bullet	This bullet incorrectly identifies the Wildlife Hazard Management Plan element for "alteration of vegetation management techniques and increased hazing in the infield areas" as element WH-3e. This action is WH-3a.
Volume II, Chapter 5, Section 5.5, Page 5-14, Fifth bullet	The Wildlife Hazard Management Plan action described in this bullet is element WH-2i, not WH-1i as stated in the FEIS.
Table ES-2, Page ES-20 of the stand-alone Executive Summary; Volume I, Table ES-2, Page ES-19, and Table 1-8, Page 1-47	These tables incorrectly list the EPA as providing certification under Section 401 of the Clean Water Act. This certification is provided by the Alaska Department of Environmental Conservation.
Stand-alone Executive Summary, Page ES-83; Volume I, Pages ES-58 and 2-300	The Alaska Coastal Management Program statute reference on these pages is incorrectly listed as 6 AAC 80. The correct statute reference is 11 AAC 112.
Section ES.4.1.1 of the stand-alone Executive Summary; Volume I, Section ES.4.1.1 of the Executive Summary and Section 2.12 of Chapter 2	The FAA determined during publication of the FEIS that the 1,000-foot set of MALSR lights would have to be located within but near the east bank of the Mendenhall River channel as a result of the Runway 08 threshold displacement for Runway Safety Area Alternative RSA-5E. The referenced sections of the FEIS should have contained the following statement: "So as to assure no diminishment of navigability for commercial or recreational boat traffic, the navigable portion of Mendenhall River channel width in the Runway 08 approach light lane shall not be reduced as a consequence of MALSR relocation."

SUMMARY

This Record of Decision provides final determinations and approvals by the Federal Aviation Administration (FAA) for federal actions needed to enhance safety features and improve facilities at Juneau International Airport, Juneau, Alaska. Included within the Record of Decision are descriptions of the projects proposed by the Airport Sponsor (Juneau International Airport) and the documented need for each project, alternatives to the proposed actions, environmental impacts associated with the actions and alternatives, and mitigation measures required to avoid or minimize environmental harm. This Record of Decision also discloses the federal, state, and local actions needed before each of the projects may be implemented and provides findings, certifications, and determinations concerning resources of special concern. Conditions of approval that must be met by the Sponsor are listed. Finally, the Record of Decision identifies the FAA's preferred and environmentally preferred alternatives and the alternatives selected by FAA for implementation.

The FAA is responsible for the preparation and content of the Final Environmental Impact Statement (FEIS), published April 23, 2007, and this Record of Decision. In developing the FEIS, the FAA relied on certain information provided by outside sources as authorized by 40 CFR §1506.5. The FAA is responsible for reviewing and independently verifying the accuracy of any information provided by outside entities including the Sponsor and cooperating agencies. In keeping with its oversight responsibility as the lead federal agency for the EIS, the FAA consistently exercised control over the scope, content, and development of the FEIS. The FAA selected a third-party contractor to assist with information verification and preparation of the FEIS.

The FAA is responsible for the accuracy of all information within the EIS and Record of Decision. For more information concerning the contents of this Record of Decision or the FEIS, please contact:

Patti Sullivan, Environmental Specialist
Federal Aviation Administration
Alaskan Region, Airports Division
222 W. 7th Avenue #14
Anchorage, AK 99513-7504

Ms. Sullivan may be contacted during business hours by phone at (907) 271-5454 or by facsimile (fax) at (907) 271-2851.

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