
APPENDIX G

ESA SECTION 7 CONSULTATION



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Anchorage Fish & Wildlife Field Office
605 West 4th Avenue, Room G-61
Anchorage, Alaska 99501-2249



In reply refer to: AFWFO

November 7, 2013

Emailed to:

TaraLyn Stone
Alaska Department of Transportation and Public Facilities
P.O. Box 196900
Anchorage, Alaska 99519- 6900

Re: Kwigillingok Airport Improvement (*Consultation Number 2013-0049*)

Dear Ms. Stone,

Thank you for your September 23, 2013, letter requesting concurrence with the determination that improving the airport in Kwigillingok, Alaska, is not likely to adversely affect species protected by the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq., as amended; ESA). The Alaska Department of Transportation and Public Facilities (DOT), in cooperation with the Federal Aviation Administration (FAA) have proposed this project.

Project Description

The proposed upgrades at the Kwigillingok airport are to occur in two stages. Stage I, which is scheduled to begin in 2015 would include: acquiring property, barging equipment, developing one or more borrow source, placing embankment material, realigning a stream channel, and re-vegetating. Stage II, which scheduled to begin in 2018, would include: barging material, placing surface material on the barge access road, improving the runway extension, taxiway, apron and airport access road, constructing a new snow removal equipment building, installing lighting systems, relocating the winter trail, and re-vegetating. Barging will occur during summer and fall. Approximately 54,000 cubic yard of material will be brought in over about 36 barge trips that may run weekly through September. Most summer construction would take place on previously disturbed ground. Eider nest surveys will be conducted prior to any new ground disturbance during nesting season (May through July). A Storm Water Pollution Prevention Plan (SWPPP) would be developed and implemented.

ESA-Listed Species

The following species may be found in the action area: the Alaska breeding population of Steller's eider (*Polysticta stelleri*, listed as threatened in 1997), and the spectacled eider (*Somateria fischeri*, listed as threatened in 1993). Federally designated critical habitat to protect Steller's eiders during the molting period is within the action area of the proposed activities.

Effects Analysis

The terrestrial habitat in the immediate vicinity of Kwigillingok is not federally designated critical habitat for nesting spectacled or Steller's eiders. Just offshore of Kwigillingok, however, is federally designated critical habitat for molting Steller's eiders. During the molting period (August through October) Steller's eiders concentrate in the protected waters of the Kuskokwim Shoals. There, they undergo complete molt; an energy intensive life-stage when they are completely flightless. During this time, they are highly vulnerable to human caused disturbance and harm from spilled oil. Barging of materials through critical habitat will occur during the molting period. As per your November 7, 2013, email, DOT estimates 10 to 20 barge trips from August through September. Based on data from the Alaska Department of Environmental Conservation, 208 spills occurred in Alaska from barge incidents over an 18 year period. Of those spills, 14% occurred in Western Alaska. Most of

TaraLyn Stone

those spills occurred while the barges were refueling, and the maximum diesel spill size was 100 gallons. Based on these data, we conclude that the probability of a barge incident resulting in the discharge of significant amounts of fuel in Kuskokwim Bay is low, and therefore, the probability that a listed Steller's eider would be harmed as a result of exposure to those petroleum hydrocarbons is very low.

The proposed airport upgrades in Kwigillingok may alter previous undisturbed ground, but we do not believe that, even if this activity occurs during nesting season, it will result in harm because: 1) there is low probability that this area is used by eiders for nesting, and 2) foot surveys will be conducted to look for eider nests if ground disturbing activities occur during nesting season. If a nest is found, ground disturbing work will cease until the birds have voluntarily left the area. Thus, it is highly unlikely that ground disturbance, even during nesting season will adversely affect listed eiders.

No new overhead power lines will be installed as a result of this proposed improvement project, and lighting will not change appreciable from current conditions at the airport. Although Steller's and spectacled eiders are known to collide with power lines and other on-land infrastructure, and they appear to be attracted to lights, we do not anticipate an increase in the probability of strikes as a result of this proposed project. Furthermore, storm water drainage patterns are not expected to change appreciably as a result of this proposed project and a SWPPP should identify Best Management Practices to avoid sedimentation in the marine environment. Thus, we do not anticipate adverse impacts to Steller's eider critical habitat as a result of water quality degradation.

Fuel spills due to increased barge traffic in Kuskokwim Bay are unlikely. Furthermore, Kwigillingok is on the eastern-most edge of designated critical habitat and we expect most of the eiders to be concentrated around the barrier islands. Therefore, the increased barge traffic resulting from the proposed airport upgrades is unlikely to disturb or otherwise harm Steller's eiders. Nest disturbance during ground clearing, collision with on-land power lines or other infrastructure, and habitat loss are unlikely to occur due to the improvements. Therefore, the Service concurs with your determination that the airport improvements in Kwigillingok, Alaska, are unlikely to adversely affect listed Steller's or spectacled eiders or their critical habitat.

Requirements of section 7 of the ESA have been satisfied. However, if new information reveals project impacts that may affect listed species or critical habitat in a manner not previously considered, if this action is subsequently modified in a manner which was not considered in this assessment, or if a new species is listed or critical habitat is designated, reinitiation of section 7 consultation should be considered.

This letter relates only to federally listed or candidate species and/or designated or proposed critical habitat under jurisdiction of the U.S. Fish and Wildlife Service. It does not address species under the jurisdiction of National Marine Fisheries Service, or other legislation or responsibilities under the Fish and Wildlife Coordination Act, Migratory Bird Treaty Act, Marine Mammal Protection Act, Clean Water Act, National Environmental Policy Act, or Bald and Golden Eagle Protection Act.

Thank you for your cooperation in meeting our joint responsibilities under the ESA. If you have any questions, please contact me at (907) 271-1467 and refer to consultation number 2013-0049.

Sincerely,



Ellen W. Lance
Endangered Species Branch Chief

Stone, Taralyn R (DOT)

From: Stone, Taralyn R (DOT)
Sent: Monday, September 23, 2013 2:33 PM
To: "ellen_lance@fws.gov" (ellen_lance@fws.gov)
Subject: FW: consult. no. 2013-0049; Kwigillingok AP Evaluation of Potential Biological Impacts on ESA
Attachments: Kwigillingok Section 7 Consultation_8.5.13.pdf

Ellen, Please see the email below.

Thanks,
Tara

From: Stone, Taralyn R (DOT)
Sent: Thursday, September 19, 2013 1:23 PM
To: 'kimberly_klein@fws.gov'
Cc: Elliott, Brian A (DOT); Bruce.Greenwood@faa.gov; Beaton, Barbara J (DOT)
Subject: consult. no. 2013-0049; Kwigillingok AP Evaluation of Potential Biological Impacts on ESA

Kim,

Attached is the Alaska Department of Transportation and Public Facilities' response to your letter on April 3, 2013, requesting an evaluation of potential biological impacts from the proposed improvements to the Kwigillingok Airport on ESA-listed species and designated critical habitat. If you have any questions on the attached evaluation or the proposed project, please feel free to contact me.

Thanks,
Tara Stone

TARALYN STONE



Department of Transportation and Public Facilities

PD&E | ENVIRONMENTAL IMPACT ANALYST

OFFICE 907.269.0534 | FAX 907.243.6927

P.O. BOX 196900 | ANCHORAGE, AK 99519-6900

TARALYN.STONE@ALASKA.GOV | DOT.ALASKA.GOV



September 19, 2013

Project: Kwigillingok Airport Improvements
Project No.: 52571
Consultation No.: 2013-0049

Kimberly J. Klein
Endangered Species Biologist
Anchorage Fish & Wildlife Field Office
605 West 4th Avenue, Room G-61
Anchorage, AK. 99501-2249

RE: Evaluation of potential biological impacts on ESA-listed species

Dear Ms. Klein:

In response to your letter on April 3, 2013, and to meet the requirements of Section 7 of the Endangered Species Act (ESA), the Alaska Department of Transportation and Public Facilities (DOT&PF) conducted an evaluation of potential biological impacts from the proposed improvements to the Kwigillingok Airport on the ESA-listed species and designated critical habitat.

A Supplemental Environmental Assessment (EA) to 1996 EA was prepared for the project (FONSI dated May 11, 2004), during which time USFWS was consulted on potential impacts to ESA-listed species and their critical habitat. It was determined, and USFWS concurred, that the project was not likely to adversely affect the listed species or their habitat. The DOT&PF committed to doing the embankment work in the winter and implementing Best Management Practices at borrow sites and fill areas to minimize potential impacts. Land ownership and funding challenges precluded construction of the project. The project is now being reinitiated and an EA is being prepared. The current project scope and location are generally the same as proposed in 2004; the most notable changes are refinements to the location of the apron and stream realignment.

Project Information

DOT&PF, in cooperation with the Federal Aviation Administration, is proposing to improve the airport at Kwigillingok in order to provide residents with a safe, reliable facility to meet their transportation needs year-round. Kwigillingok is near the western shore of the Kuskokwim Bay near the mouth of the Kuskokwim River, 77 miles southwest of Bethel and 388 miles west of Anchorage. The project area is located within the U.S. Geological Survey (USGS) Kuskokwim Bay (D-4) quadrangle; Seward Meridian; Sections 26, 27, 34, 35, T3S, R81W; 59.8723°N., 163.1658°W. See *Figure 1 – Location and Vicinity Map*.

Project components are illustrated on the attached *Figure 2 –Proposed Action*. The proposed project is broken into two stages to allow time for the embankment, constructed from local borrow material, to naturally settle. Both stages will be included in the EA and are being accounted for in this evaluation.

Proposed work for Stage I would include:

1. Acquiring property for the airport improvements and the proposed crosswind runway.
2. Barging in equipment.
3. Developing one or more local borrow sources for embankment material.
4. Placing embankment material for the proposed runway extension, new apron and taxiway, and access roads.
5. Realigning a small channel which has been responsible for eroding the embankment parallel to the runway.
6. Re-vegetating and reclaiming the work sites.

Stage II would complete the proposed improvements and would include:

1. Barging in surface course material, as no suitable source is locally available.
2. Improving the existing barge access road as needed in order to provide a haul route for barged materials. Imported material may be staged along the haul route in a proposed staging area to be constructed approximately 300 feet from the existing barge landing.
3. Placing surface course material on the runway extension, taxiway and apron, and airport access road.
4. Constructing a new snow removal equipment building on the new apron.
5. Installing runway and taxiway lighting systems.
6. Relocating an existing winter trail around the west end of the expanded airport property. This consists of moving the existing trail markers.
7. Re-vegetating and reclaiming the work sites.

Stage I construction is scheduled to begin in 2015 but is dependent on land acquisition and available construction funding. Stage II construction is estimated to begin in the summer of 2018. The project area for both Stages I and II includes the proposed airport property boundary, material sites, staging areas, haul routes, and barge landings.

ESA-Listed Species

Through consultation with you, it has been determined that the Alaska breeding population of Steller's eiders and the spectacled eiders may be found in the project area. Critical habitat for the Steller's eider is located in the intertidal and marine habitat in the Kuskokwim Bay. Known breeding habitat for the spectacled eider is located in the wetlands and uplands surrounding Kwigillingok.

Direct Construction Effects and Mitigation

The majority of Stage I work would take place during the winter when eiders do not occur within the project area. Almost all of the listed Stage I activities would result in new ground disturbance and wetland fill. Because the work would take place in the winter, the activities would not result in direct impacts from noise or heightened activity levels to the eiders. The activities would cause a minor loss of breeding habitat; however, the area surrounding Kwigillingok and the project area consists of wetlands and other pristine breeding habitat for the eiders and the loss would be negligible.

A majority of summer construction would be limited to previously disturbed ground and could result in temporary impacts from an increase in noise and human activity levels, storm water discharge, and

contaminants such as petroleum hydrocarbons. The only anticipated new ground disturbance during the summer would be from relocating the trail markers. If other new ground disturbance during the nesting season cannot be avoided, contractors would follow the Anchorage Fish and Wildlife Field Office Nest Survey Guidelines. Construction noise generated from equipment use would be temporary and consistent with the noise levels of airplanes landing and taking off from the airport. Potential impacts from storm water and contaminants would be mitigated by implementing a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the Alaska Department of Environmental Conservation Construction General Permit. The SWPPP would include all applicable Best Management Practices.

Construction within the Steller's eider's intertidal and marine habitat is not anticipated. Activities within the Kuskokwim Bay would be limited to barging. The barges would travel through the Kuskokwim Bay to the existing barge landing one mile up the Kwigillingok River. Whenever possible, barging would occur after April and before August to avoid direct impacts to migrating Steller's eiders. Dependent on weather, barging activities may continue through the end of October.

Long-Term Effects and Mitigation

Project lighting, buildings, and drainage patterns would be consistent with the existing airport facilities. There would be no increase in the potential for collisions with buildings and structures from lighting and structures. The runway and apron would be constructed of crushed aggregate and borrow material. This material is permeable and only minor increases in storm water discharge would result from the project. The sideslopes and embankments would be seeded to further reduce the potential for storm water runoff.

Noise levels and the number of aircraft using the airport are not expected to increase as a result of the proposed project. The project would bring the airport up to the standards of a community class airport, to meet the needs of the current fleet mix, and to bring the airport up to current FAA design standards. Because there would be no change in existing noise levels, no long-term impacts to eiders are anticipated.

Determination of Effect

The proposed project is not anticipated to cause direct or long term impact on ESA-listed species or their critical habitat. The DOT&PF has determined that the proposed project is not likely to adversely affect the Steller's eider or the spectacled eider or their critical habitats.

If you have any further questions or require additional information, please contact me by phone at (907) 269-0534 or email at taralyn.stone@alaska.gov.

Sincerely,

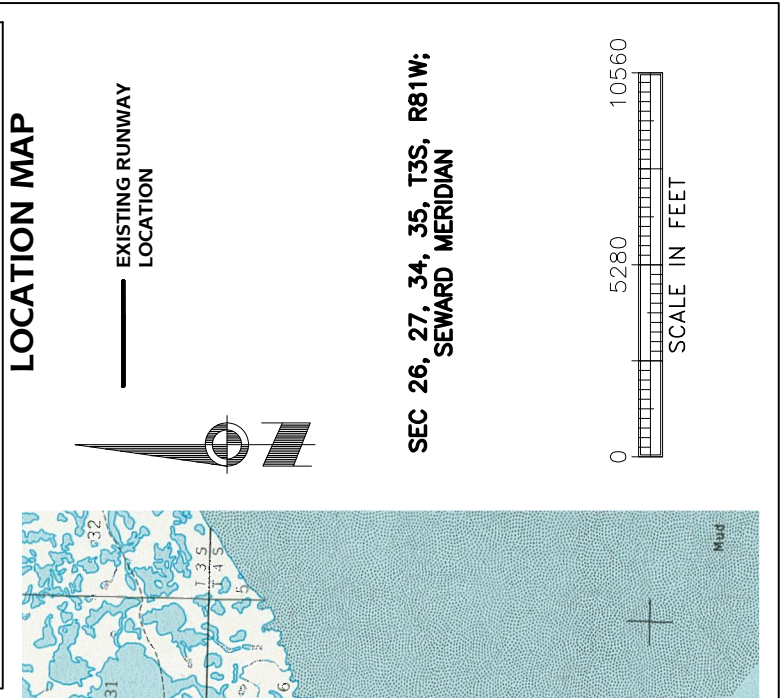
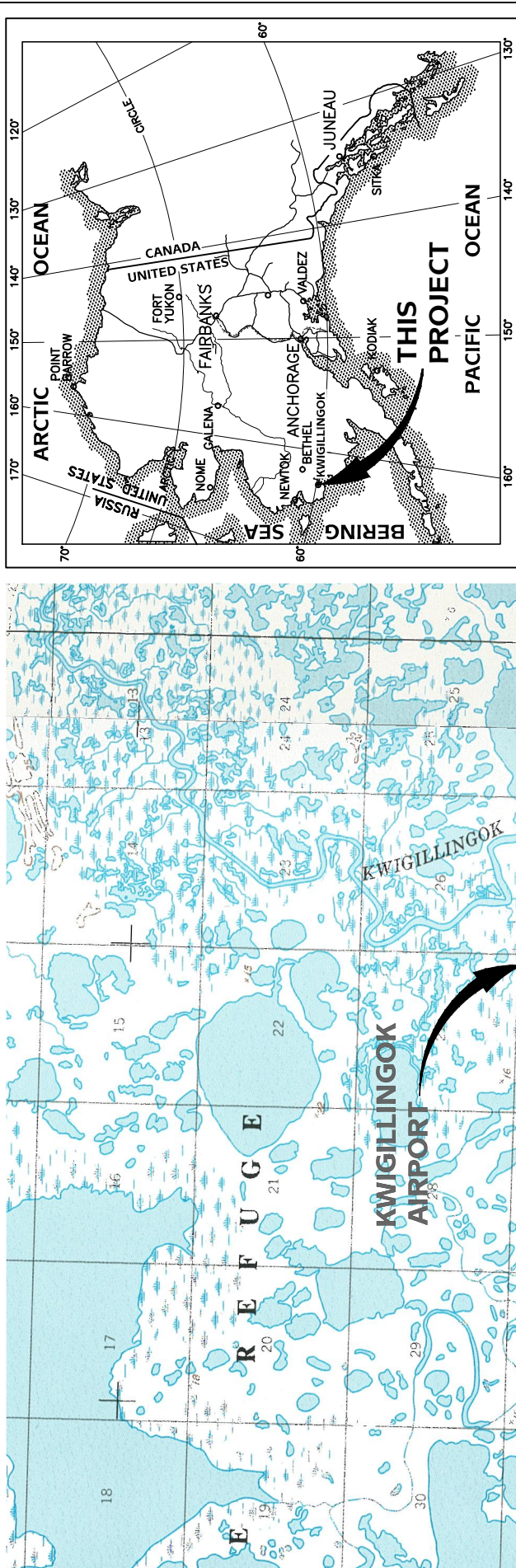


TaraLyn Stone
Environmental Impact Analyst

Enclosures:

Figure 1 Location and Vicinity Map
Figure 2 Proposed Action

cc: Bruce Greenwood, FAA Environmental Specialist
 Brian Elliott, DOT&PF Central Region
 Barbara Beaton, DOT&PF Central Region, Project Manager

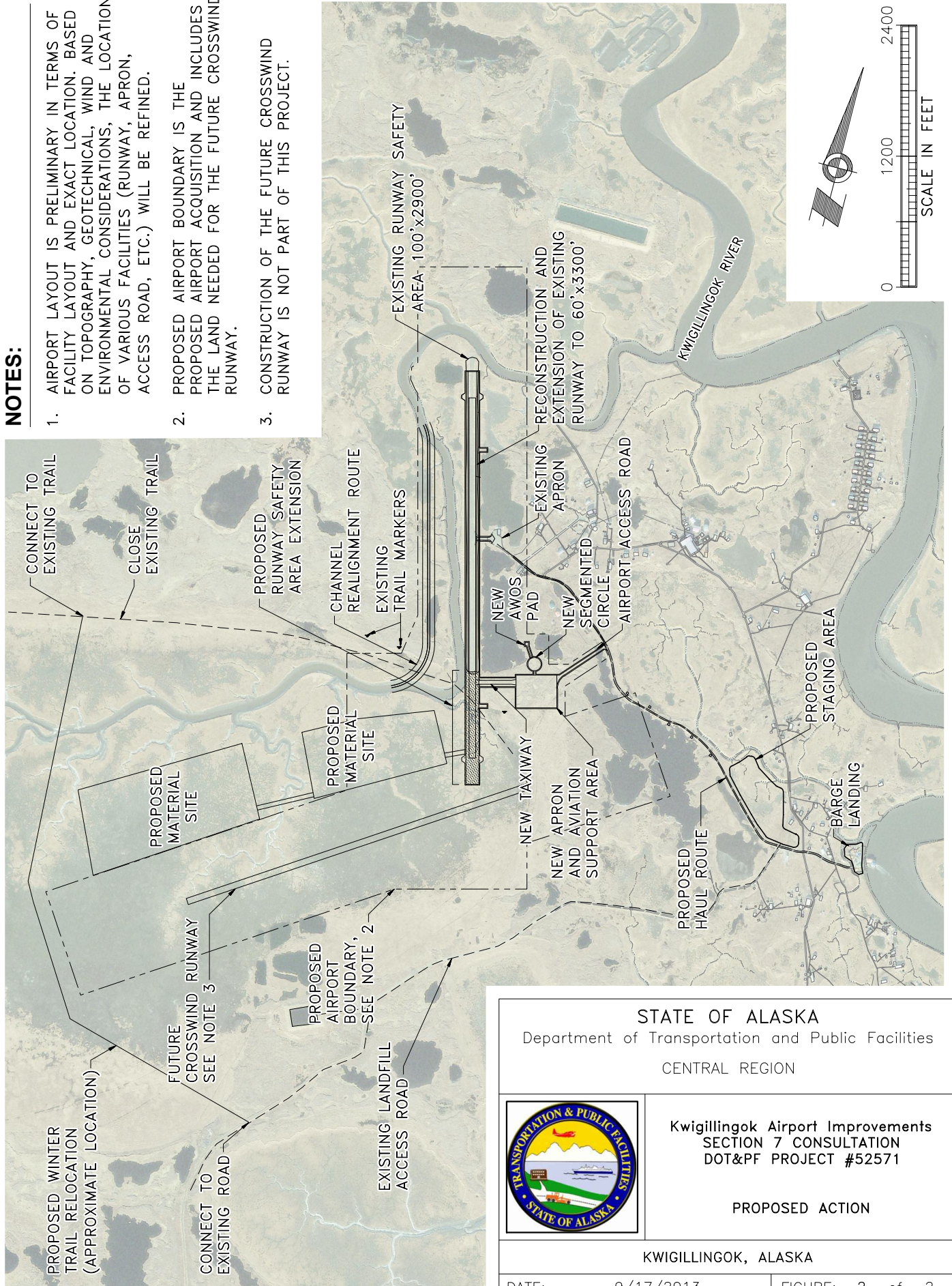


SEC 26, 27, 34, 35, T3S, R81W;
SEWARD MERIDIAN

STATE OF ALASKA Department of Transportation and Public Facilities CENTRAL REGION	
	Kwigillingok Airport Improvements SECTION 7 CONSULTATION DOT&PF PROJECT #52571
LOCATION AND VICINITY MAP	
KWIGILLINGOK, ALASKA	
DATE:	9/17/2013
FIGURE:	1 of 2

NOTES:

1. 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.
2. PROPOSED AIRPORT BOUNDARY IS THE PROPOSED AIRPORT ACQUISITION AND INCLUDES THE LAND NEEDED FOR THE FUTURE CROSSWIND RUNWAY.
3. CONSTRUCTION OF THE FUTURE CROSSWIND RUNWAY IS NOT PART OF THIS PROJECT.



<p>STATE OF ALASKA Department of Transportation and Public Facilities CENTRAL REGION</p>	
	<p>Kwigillingok Airport Improvements SECTION 7 CONSULTATION DOT&PF PROJECT #52571</p>
<p>PROPOSED ACTION</p>	
<p>KWIGILLINGOK, ALASKA</p>	
DATE:	9/17/2013
FIGURE:	2 of 2



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Anchorage Fish & Wildlife Field Office
605 West 4th Avenue, Room G-61
Anchorage, Alaska 99501-2249



In reply refer to: AFWFO

April 3, 2013

Emailed to:

Theresa Zimmerman
Alaska Department of Transportation & Public Facilities
801 W. 10th St. Ste B
Juneau, AK 99801-0201

Re: Kwigillingok Airport Improvements (*Consultation Number 2013-0049*)

Dear Ms. Theresa Zimmerman

Thank you for your March 12, 2013, email regarding wildlife species that may be affected by the expansion of the airport at the village of Kwigillingok, Alaska. The Federal Aviation Administration (FAA) will fund the project and serve as the lead federal agency. The Alaska Department of Transportation & Public Facilities (ADOT&PF) has been designated as the non-federal representative. The U.S. Fish and Wildlife Service (the Service) is providing this list of threatened and endangered species in accordance with section 7 of the Endangered Species Act of 1973 (16 U.S.C. 1531 et seq., as amended, ESA).

Project Description

The proposed project is located at 59.8723° N., 163.1658° W. Runway improvements are proposed to include: building a longer and wider runway and safety area; realigning the tidal channel; providing runway and taxiway lighting; and using material sources set back from the runway. Future development of a crosswind runway is planned, but is not part of this project. Kuskokwim Bay and the nearshore waters are proposed to be used for mobilizing/demobilizing and barging materials into the area.

ESA-Listed Species

The Alaska breeding population of Steller's eider (*Polysticta stelleri*, listed under the ESA as threatened in 1997) and the spectacled eider (*Somateria fischeri*, listed as threatened in 1993) may be found in the project area. Intertidal and marine habitat near the project area was designated in 2001 as critical habitat for Steller's eiders to provide a staging area during migration. Wetlands and uplands surrounding Kwigillingok are also within the breeding range of the spectacled eiders. Steller's eiders generally occur in the nearshore marine waters in April, May, August, and September. Spectacled eiders occupy the breeding habitat between May 5 and July 25 each year.

Potential Effects to Species

This project may result in impacts to ESA-listed species due to disturbance. Increased noise and human activity levels can be expected during construction, as well as increased use of vehicles, heavy equipment, and barges. Additionally, the risk of direct and indirect exposure to harmful contaminants such as petroleum hydrocarbons may increase during construction (when heavy equipment is used), or during regular operation of the airport if airport traffic will increase. Furthermore, excavation and placement of fill may cause soil disturbance and subsequent sedimentation. Spilled petroleum hydrocarbons and sediments could be washed into streams, wetlands, and the marine environment with runoff or snowmelt. Listed species and their habitats may be affected if water quality is impaired. Finally, Steller's and spectacled eiders are known to collide with vessels and on-land structures, and improved lighting may attract them, increasing collision risk.

Consultation

To meet the requirements of the ESA, ADOT&PF should prepare and submit an assessment of the potential biological impacts of the project on ESA-listed species and designated critical habitat. This Biological Assessment (BA) should completely describe the action area, the project, operations, equipment, and timelines, including any uncertainties in design or operations. In order to accurately assess potential impacts, we recommend the action area be defined to include areas directly affected by work activities, noise, and disturbance of sediment, as well as those areas potentially affected by contaminants released during excavation and placement of fill, or by fuel or oil spills which could occur during the proposed work. The BA should identify and describe the anticipated noise levels to be produced from project activities (especially if any quarry blasting will be conducted). Also include the amount and extent of sediment disturbance, the potential contaminant sources, the effects to ESA-listed species, and any measures that will be taken to reduce the potential impacts.

After compiling this information and analyzing the risks to threatened and endangered species and designated critical habitat, please determine whether this project will adversely affect these species, is not likely to adversely affect these species, or will have no effect. Please submit this BA along with your determination of impacts to listed species or habitat. For more information on the section 7 process, please see: <http://alaska.fws.gov/fisheries/fieldoffice/anchorage/endangered/consultation.htm>.

Conservation Recommendations

The following recommendations are measures that if adopted, will reduce the possibility that spectacled and Steller's eiders would be affected:

Spectacled and Steller's Eider Timing Windows

- If possible, conduct all work in Kuskokwim Bay and the nearshore waters after April and before August each year to avoid direct impacts migrating Steller's eiders.
- Conduct all ground-disturbing work in previously-undisturbed areas of suitable spectacled eider nesting habitat after July 26 and before May 4 each year.
- If work during the nesting season cannot be avoided, follow the Anchorage Fish and Wildlife Field Office Nest Survey Guidelines (attached).

Sedimentation

- Prepare or update the storm water runoff management plan for the ongoing operation of the airport. Incorporate permanent landscape features that prevent water from draining off of hardened surfaces directly into streams or wetlands. For example, grade paved surfaces away from creeks, install check dams along drainages, route storm water to bioswales or infiltration basins rather than along ditches, and create or retain vegetated buffers along stream channels.
- Prepare a storm water runoff management plan for construction. Include such measures as:
 - a. Minimize the amount of unstable, erodible soil that is generated or stockpiled;
 - b. Use silt fences, coir logs, hay bales, diversion channels, check dams, infiltration basins, or other effective measures around unstable soil and disturbed ground to prevent release of sediment-laden runoff into surface water;
 - c. Stabilize all disturbed surfaces as soon as possible;
 - d. Revegetate all denuded areas with native weed-free seed suitable for the local soil and weather conditions.

Hazardous Materials

- Prepare or update the hazardous materials spill prevention and response plan for operation of the airport. Specify measures that will be taken to reduce the possibility of fuel or oil spills. Identify what response measures will be taken when spills or leaks occur.
- Store response materials such as sorbent pads and boom on site. Maintain supplies in good condition.
- Regularly inspect tanks, fueling stations, pipelines, valves, and all fuel delivery components for corrosion and damage, and to detect spills or leaks as soon as they occur. Repair and replace aged parts as soon as possible.

- Provide discharge prevention and response training to on-site staff.
- Require continuous monitoring during fuel deliveries.
- Locate all tank yards and fuel storage areas in lined impoundment areas to contain any spills.
- Avoid and minimize the use of chemical de-icers.
- Develop and implement a project-specific spill prevention and response plan for the construction work. This plan should specify Best Management Practices (BMPs) to reduce the potential for release of contaminants during construction. Such measures may include:
 - a. Conduct fueling of equipment only at designated transfer areas within lined or bermed secondary containment;
 - b. Ensure that all equipment is in good working order prior to operating in or near the habitat of listed species; no equipment that is visibly leaking fuel or oil will be used;
 - c. Conduct mechanical repairs and maintenance only in a suitable location away from spectacled eider breeding habitat and marine areas; and
 - d. Take appropriate measures to avoid fuel spills and leaks; use proper fuel storage containers and handling procedures.

Lighting

- Avoid installing overhead structures such as transmission lines whenever possible. Bury transmission lines or place them at ground level.
- If overhead lines must be used, install bird diverters in locations where birds are likely to encounter the lines. Please contact us for more information on specific recommendations.
- Co-locate overhead structures on existing utility poles.
- Tie into existing infrastructure rather than installing new transmission lines.
- Avoid using guyed lighting towers. If guy wires are necessary, bird flight diverters or high visibility marking devices should be used.
- Employ only red strobe, or dual red and white strobe, strobe-like, or flashing lights, not steady burning lights, to meet Federal Aviation Administration (FAA) requirements for visibility lighting of towers. All pilot warning lights should fire synchronously.
- To the extent practicable, avoid installing lights offshore or within half a mile of the coast. If lights are necessary, keep lighting to the minimum required:
 - Use lights with motion or heat sensors and switches to keep lights off when not required;
 - Direct lighting downward and use hoods to minimize horizontal and skyward illumination;
 - Minimize use of high-intensity lighting, steady-burning, or bright lights such as sodium vapor, quartz, halogen, or other bright spotlights.
- Lighting towers should be designed to prevent nests or bird perches from being established and to prevent bird electrocution. Contact us for more information.

Thank you for considering these recommendations in your project design. This letter relates only to federally listed or proposed species and/or designated or proposed critical habitat under jurisdiction of the Service. It does not address species under the jurisdiction of National Marine Fisheries Service, or other legislation or responsibilities under the Fish and Wildlife Coordination Act, Migratory Bird Treaty Act, Marine Mammal Protection Act, Clean Water Act, National Environmental Policy Act, or Bald and Golden Eagle Protection Act. If you have any questions, call me at (907) 271-2066 and refer to consultation number 2013-0049.

Sincerely,

Kimberly J. Klein
Endangered Species Biologist

Encl: Nest Survey Guidelines



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Anchorage Fish & Wildlife Field Office
605 West 4th Avenue, Room G-61
Anchorage, Alaska 99501-2249



Anchorage Fish and Wildlife Field Office, US Fish and Wildlife Service (Service) Nest Survey Guidelines December 5, 2012

The best way to ensure that ground-disturbing activities do not affect nesting birds, including the ESA-listed spectacled and Steller's eider, and the yellow-billed loon (a candidate for ESA listing) is to **conduct the work outside of the nesting season (see timing guidance for nesting season dates)**. When this cannot be accomplished, nest surveys can be effective in reducing the possible disturbances. The surveys are conducted to identify and avoid nest locations. Surveys are best conducted by individuals or a team who have experience searching for nests. While a trained and experienced field biologist familiar with the birds of the project area is preferred, this is not necessary, so long as the team members can accurately identify the birds, have the authority to stop construction activities if a loon or eider nest is found, and will report the information (including locations) back to the Service. Standard field equipment should include a GPS unit, camera, and binoculars. When a nest is found (any species), the surveyor should document it, cover the eggs with dry grass to reduce visibility to predators, and leave the site as quickly as possible to encourage the parent to return. [Fischer et al \(2009\)](#) describes the general methodology. Helpful nest identification information can be found in [Bowman \(2008; pages attached\)](#).

Regarding the location and extent of surveys, spectacled eider nests are generally found close to ponds, streams or sloughs, but may be located further from open water than loon nests. On St. Lawrence Island, nests have been found as far as 200 meters from water ([Stephenson 1997](#)). In the Indigirkin River Delta, 33% of nests were found more than 20 m from water ([Heglund et al 1993](#)). Birds may be highly sensitive to disturbance, and may flush while the source of the disturbance is relatively far away. For example, loons are particularly susceptible to disturbance during nesting and in areas with low levels of background disturbance (i.e. everyday vehicle, boat, and ATV traffic) loons have been documented to flush at almost 200 meters from novel sources of disturbance ([Ruggles 1994](#)). **Surveys should therefore be completed in all vegetated areas where a 200-meter buffer around project activities will overlap a 250-meter buffer around open water (sloughs, creeks, ponds, lakes).**

Timing of surveys should correspond with early incubation. Nest initiation occurs very soon after breakup. We know from the study in the Indigirkin River Delta that nest initiation occurred **between 13-17 of June**; peak hatch was 22-26 days later around 12-16 July. Estimated hatch dates on the Yukon-Kuskokwim Delta are a little sooner, ranging between **19 June and 4 July** (mean = Jun 27). Timing of surveys on the YK Delta should therefore be scheduled for the first or second week of June, give or take a week to correspond to the week or two following breakup. Although we have no data on nesting ecology from St. Lawrence specifically, nest initiation is thought to be between the dates for the Indigirkin Delta and the YK Delta. Surveys should occur during reasonably good weather (no rain or snow) to minimize the probability of exposing eggs to bad weather.

Surveys for the entire area of disturbance (the entire road corridor for example) should occur before any ground disturbing work begins. If a nest is found during surveys, the survey crew should note the location with a GPS, identify the species, cover the eggs with grass to camouflage them against predators, and move quickly out of the area. All work within 0.5 miles of the nest should be postponed until after the nesting season.

Mr. Wood

Please address any questions about these nest survey protocols to:

Kimberly_Klein@fws.gov, 907-271-2066 direct; or anchfieldoffice@fws.gov, 907-271-2888

Literature Cited

Bowman TD. 2008. Field guide to bird nests and eggs of Alaska's coastal tundra. 2nd edition. Alaska Sea Grant College Program, University of Alaska Fairbanks.

Fischer JB, RA Stehn, G Walters. 2009. Nest Population Size and Potential Production of Geese and Spectacled Eiders on the Yukon-Kuskokwim Delta, Alaska, 2009. U.S. Fish and Wildlife Service: Waterfowl Management. Available: <http://alaska.fws.gov/mbsp/mbm/waterfowl/surveys/nestplo.htm>

Heglund P, J Pearce, J Hupp, M Petersen. 1993. Nesting Ecology and Habitat Use of Spectacled Eiders on the Indigirka River Delta, Russia. Unpublished Report submitted to U.S. Fish and Wildlife Service, Anchorage, Alaska.

Ruggles AK. 1994. Habitat selection by loons in southcentral Alaska. *Hydrobiologia* 279/280: 421-430.

Stephenson SW. 1997. Spectacled Eider Ground Survey of Saint Lawrence Island 1997. Unpublished Report produced for the Eider Recovery Team Meeting, November 1997. Anchorage, Alaska.

DRAFT



U.S. Fish & Wildlife Service

Land Clearing Timing Guidance for Alaska

Plan Ahead to Protect Nesting Birds

General Information:

Under the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703) (see <http://ipl.unm.edu/cwl/fedbook/mbta.html>), it is illegal for anyone to "take" migratory birds, their eggs, feathers or nests. "Take" includes by any means or in any manner, any attempt at hunting, pursuing, wounding, killing, possessing or transporting any migratory bird, nest, egg, or part thereof. Take and possession under MBTA can be authorized through regulations, such as hunting regulations, or permits, e.g., salvage, research, depredation, or falconry. The MBTA does not distinguish between intentional and unintentional take. In Alaska, all native birds except grouse and ptarmigan (protected by the State of Alaska) are protected under the MBTA.

Destruction of active bird nests, eggs, or nestlings that can result from spring and summer vegetation clearing, grubbing, and other site preparation and construction activities would violate the MBTA. The following timing guidelines are not regulations, but are intended as recommendations to help you comply with the MBTA. Some species and their nests have additional protections under other federal laws, including those listed under the Threatened and Endangered Species Act (ESA), and bald and golden eagles (protected under the Bald and Golden Eagle Protection Act or BGEPA). Please contact the U.S. Fish and Wildlife Service to ensure compliance with ESA and BGEPA if these species may be present in your project area.

Directions:

1. Apply timing window guidelines to your project planning, unless project-specific review results in unique guidelines from the USFWS for your project.
2. If you encounter an active nest *at any time*, including before or after the local timing window, leave it in place and protected until young hatch and depart. "Active" is indicated by intact eggs, live chicks, or presence of adult on nest. Timing guidelines should considerably reduce the risk of inadvertent nest destruction, but final compliance with the law is your responsibility: do not destroy eggs, chicks, or adults of wild bird species.
3. If you have any questions regarding the MBTA and the timing guidelines, including projects that may occur in "boundary areas" between regions described on the matrix, contact your local Fish and Wildlife Field Office for assistance:

Anchorage (907) 271-2888
Fairbanks (907) 456-0203

Kenai (907) 262-9863
Juneau (907) 780-1160



Recommended Time Periods to Avoid Vegetation Clearing

HABITAT TYPE →	Forest or woodland ¹ (i.e., trees present)	Shrub or Open (i.e., shrub cover or marsh, pond, tundra, gravel, or other treeless/shrubless ground habitat)	Seabird colonies (including cliff and burrow colonies)	Raptor and raven cliffs
REGION ↓				
Southeast	April 15 – July 15	May 1 – July 15 ²	May 1 – September 15 ³	April 10 – August 10
Kodiak Archipelago			April 15 – September 7 ³	
Southcentral (Lake Iliamna to Copper River Delta; north to Talkeetna)	May 1 – July 15 ²			
Bristol Bay/AK Peninsula (north to Lake Iliamna)	April 10 – July 15	May 1 – July 15 ^{2,4}	May 10 – September 15	
Interior (north of Talkeetna to south slope Brooks Range; west to treeline)	May 1 – July 15 ²		May 1 – July 20 ⁵	April 15 – August 1
Aleutian Islands		April 25 – July 15	May 1 – September 15 ³	April 1 – August 1
Yukon-Kuskokwim Delta (east to treeline)		May 5 – July 25 ^{2,4}	May 20 – September 15	April 15 – August 15
Seward Peninsula		May 20 – July 20 ⁴		
Northern (includes northern foothills of Brooks Range)		June 1 – July 31 ⁴		
Pribilof and Bering Sea Islands		June 1 – July 15		May 25 – September 1

USFWS July 2009

¹ Owl species may begin to nest two or more months earlier than other forest birds, and are fairly common breeders in forested areas of Alaska. You may wish to survey for nesting owls (or other early spring tree-cavity nesters) prior to tree-cutting. It is your responsibility to protect active nests from destruction.

² Canada geese and swan habitat: begin April 20

³ Storm petrel burrow habitat: April 1 – October 15

⁴ Black scoter habitat: through August 10

⁵ Seabird colonies in Interior refer to terns and gulls

Field Guide to Bird Nests and Eggs of Alaska's Coastal Tundra

SECOND EDITION

Field Guide to Bird Nests and Eggs of Alaska's Coastal Tundra

This one-of-a-kind book is an excellent guide to more than 70 coastal tundra birds, and their nests and eggs. The range includes the Alaska Peninsula, Bering and Chukchi sea coasts, and east along the Arctic coastal plain past the Arctic National Wildlife Refuge. The book is made of tough, waterproof paper to hold up under rigorous use outdoors. This second edition includes more than 60 upgraded photos. Author Tim Bowman is a U.S. Fish and Wildlife Service ornithologist with 20 years of experience in Alaska.

First Place winner of a National Association of Government Communicators Blue Pencil Award

"Superbly enhanced with more than 450 full-color wildlife photographs... an efficient, effective, fail-safe way to easily and confidently identify nests and eggs. This is a 'must' reference and resource for biologists, ornithologists, naturalists, and non-specialist general readers with an interest in Alaska wildlife."—Midwestbookreview.com

"This field guide is a wonderful reference for nests and eggs, and as a source of natural history information about these amazing birds."—Susan Sharbaugh, Ph.D., Senior Scientist, Alaska Bird Observatory, Fairbanks, Alaska

"This guide has been an invaluable resource in the field since it was first published. Our crews—both novice and experienced birders—have been using it to successfully identify nests on the North Slope. The egg guide and breast feather photos are especially useful. I wouldn't want to be out in the field without it."—Nora Rojek, Fish and Wildlife Biologist, USFWS, Fairbanks, Alaska



Timothy D. Bowman
U.S. Fish and Wildlife Service
Anchorage, Alaska
Published by Alaska Sea Grant College Program



G-17

University of Alaska Fairbanks
School of Fisheries & Ocean Sciences



King Eider

(Somateria spectabilis)

Hen is slightly smaller than common eider and its bill is smaller. The bill is not feathered at base like spectacled eider. Usually nests in sedges along shorelines or on islands. Down is sooty brown with indistinct pale centers. Breast feathers largely unpatterned, light brown becoming darker brown toward tip. Greenish eggs.

Relative Abundance: Southwest—none, Y-K Delta—rare, Northwest—none, Arctic Coastal Plain—uncommon



Typical Clutch: 4-7 eggs
Average Egg Size: 67 x 44.6 mm



Actual Size



Steller's Eider

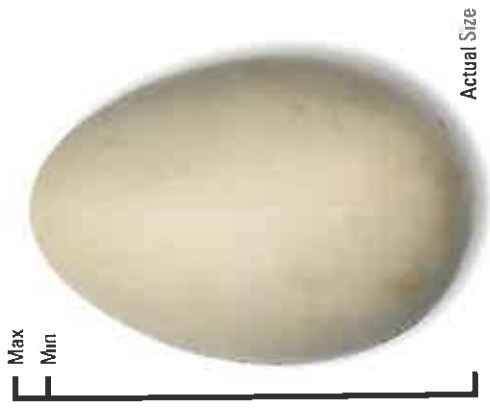
(Polysticta stelleri)

Nests at grassy margin of lakes and ponds. Hen flushes at low angle. Hen will often circle back near the nest, sometimes with male—be alert. Down is dark gray, almost black, mixed with grass. Usually deposits a few breast feathers, which are an unpatterned light brown becoming darker brown toward tip. Greenish eggs.

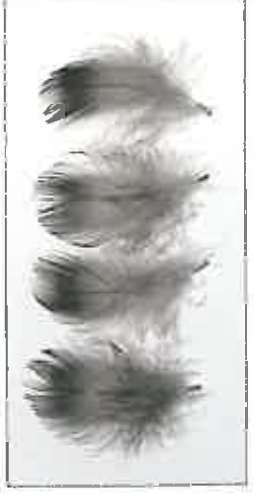
Relative Abundance: Southwest—none, Y-K Delta—rare, Northwest—none, Arctic Coastal Plain—rare (found primarily around Barrow)



Typical Clutch: 6-8 eggs
Average Egg Size: 59.1 x 41.4 mm



Actual Size



Spectacled Eider (*Somateria fischeri*)

Nests commonly along shoreline or on islands and peninsulas. Hen flushes at low angle or skitters across water. Look for light eye patch; hen will often circle back near the nest, sometimes with male—be alert. Body and bill are smaller than common eider and wingbeat is more rapid. Wings have slight white bars on speculum. Down is dark gray, darker than that of common eider, and is mixed with grass. Breast feathers have variable amounts of barring and flecking; very similar to common eider, but flecking is usually more evident in spectacled eider. Greenish eggs. Female often defecates on eggs when flushed.

Relative Abundance: Southwest—none, Y-K Delta—uncommon, Northwest—rare, Arctic Coastal Plain—uncommon

Typical Clutch: 5-7 eggs
Average Egg Size: 67.7 x 45.1 mm

Max

Min



Actual Size

Common Eider (*Somateria mollissima*)

Nests commonly along shoreline or on islands and peninsulas. Hen skitters away from nest. Compared to spectacled eider, body is larger, bill is heavier and longer, and wingbeat is slower. Wings have slight white bars on speculum. Hen will often circle back near the nest, sometimes with male—be alert. Down is mixed with grass and lighter gray than for spectacled eider. Breast feathers have variable amounts of barring and flecking; very similar to spectacled eider. Greenish eggs. Female often defecates on eggs when flushed.

Relative Abundance: Southwest—uncommon, Y-K Delta—uncommon, Northwest—common, Arctic Coastal Plain—uncommon (locally common on barrier islands)

Typical Clutch: 4-7 eggs
Average Egg Size: 75 x 49.8 mm

Max

Min



Actual Size



JW





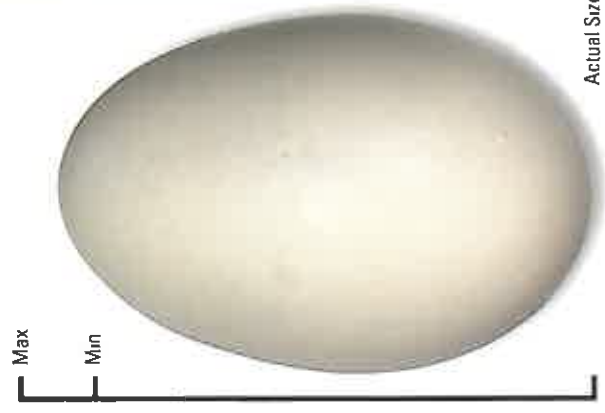
Brant

(*Branta bernicla*)

Nests in colonies and as isolated pairs. Typically nests on islands and shorelines. Nests contain the largest amount of down of the four dark goose species. Down is largely free of vegetation and "crackles and snaps" when pulled apart. Breast feathers are usually light gray at base with gradually darker gray toward distal portion; more uniform in appearance than breast feathers of Canada geese. Central shaft of breast feather is white in proximal half and gray in distal half.

Relative Abundance: Southwest—none, Y-K Delta—abundant, Northwest—uncommon, Arctic Coastal Plain—uncommon (nests mostly on barrier islands)

Typical Clutch: 3-5 eggs
Average Egg Size: 71.1 x 47.9 mm



Actual Size

Cackling Canada Goose

(*Branta canadensis minima*)

Usually nests close to water, particularly on islands and peninsulas. Nests often contain a large amount of down (but less than brant) with vegetation uniformly woven among down (unlike brant). Breast feathers are mostly gray, sometimes with variable amounts of white mixed with gray in distal half; occasionally all white. Central shaft of breast feather is white at base and gray in distal two-thirds.

Relative Abundance: Nests on Y-K Delta only—abundant



Typical Clutch: 4-6 eggs
Average Egg Size: 73.7 x 49.6 mm



Actual Size



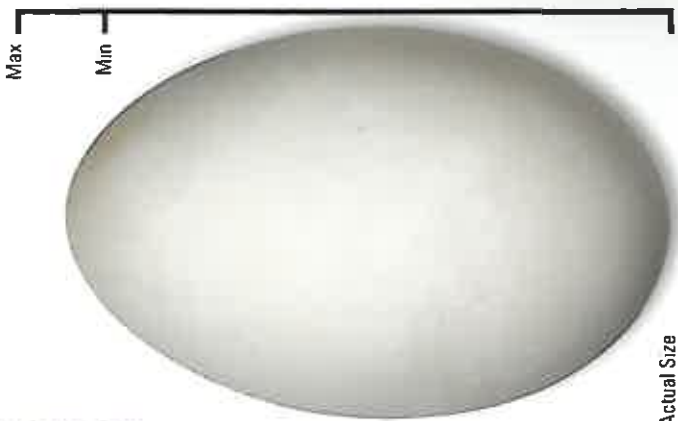
Emperor Goose *(Chen canagica)*

Nests most commonly along pond shorelines and slough banks, sometimes farther from water in grass-sedge. Nests contain down mixed with grass; down is generally less abundant and lighter gray than that of brant and cacklers. Breast feathers have a light bluish-gray background with a rust-colored band near the tip of the feather and sometimes a narrow subterminal black band. The central shaft of the breast feather is usually white, except for distal third, which is gray. Eggs noticeably larger than those of brant and cacklers, but similar to white-fronted. Dump nesting is common and clutch sizes are highly variable.

Relative Abundance: Southwest—none, Y-K Delta—common, Northwest—rare, Arctic Coastal Plain—none

Typical Clutch: 4-6 eggs

Average Egg Size: 80.4 x 52.3 mm



Actual Size

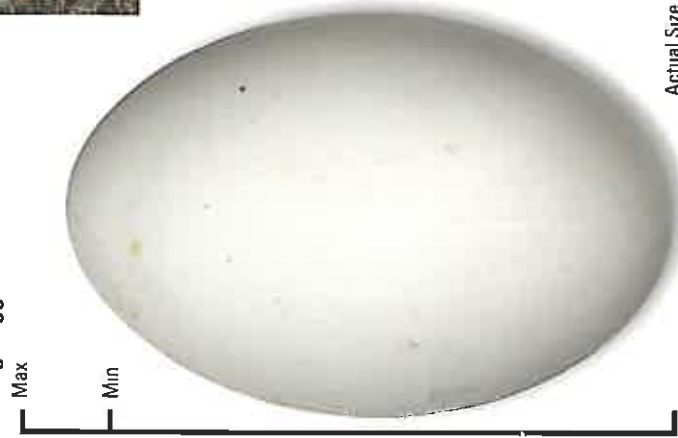
Greater White-fronted Goose *(Anser albifrons)*

More likely to nest farther from water than other geese; nest sites include dry sedge meadows, slough banks, uplands, and lake shores. Nests generally contain less down than brant and cacklers, but a similar amount to emperors. Down color is light gray but usually darker than emperors. Breast feathers are variable; may be entirely white or have a white background with an all black or black- or gray-mottled distal half (these feathers taken together form the "speckles" on the belly). Central shaft of breast feather is white nearly its entire length. Eggs noticeably larger than those of brant and cacklers, but similar to emperors.

Relative Abundance: Southwest—uncommon, Y-K Delta—abundant, Northwest—common, Arctic Coastal Plain—common

Typical Clutch: 4-7 eggs

Average Egg Size: 80.7 x 53.9 mm



Actual Size

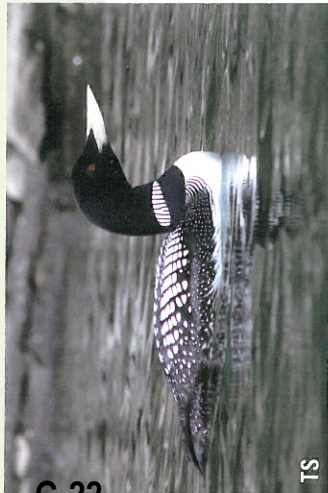
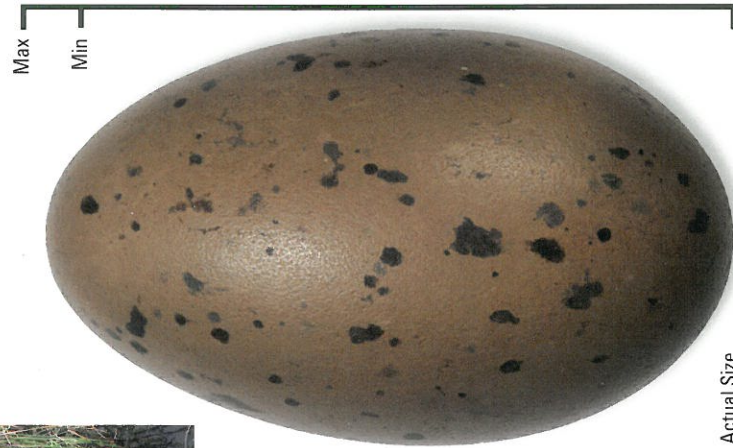


Yellow-billed Loon (*Gavia adamsii*)

Large loon with a yellow bill. Nests on bare tundra, usually on a raised site at water's edge; sometimes on a small island or mound of vegetation. Nest is shallow scrape with little or no vegetative lining and usually damp. Eggs brown or yellowish-olive with many dark brown spots and blotches. Incubation by both sexes.

Relative Abundance: Southwest—none, Y-K Delta—none, Northwest—rare, Arctic Coastal Plain—rare, but locally more frequent in parts of National Petroleum Reserve and Colville River Delta.

Typical Clutch: 2 eggs
Average Egg Size: 91 x 55.2 mm

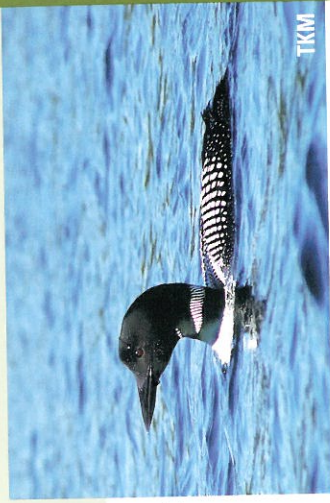
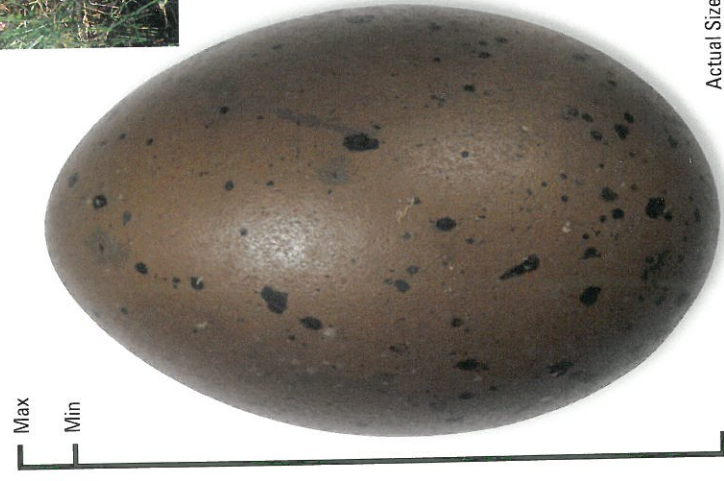


Common Loon (*Gavia immer*)

Large loon with "checkerboard" back, dark bill, and all dark head. Nest is a mound of aquatic vegetation, wet grasses, and mosses that averages about 55 cm (22 in) in diameter. Usually within a meter of water, sometimes concealed, often on island or amassed atop vegetation in shallow water. Eggs dark greenish-brown with black spots. Incubation by both sexes.

Relative Abundance: Southwest—common, Y-K Delta—rare, Northwest—none, Arctic Coastal Plain—none, but occurs farther inland in foothills on north side of Brooks Range.

Typical Clutch: 2 eggs
Average Egg Size: 89.5 x 57.4 mm

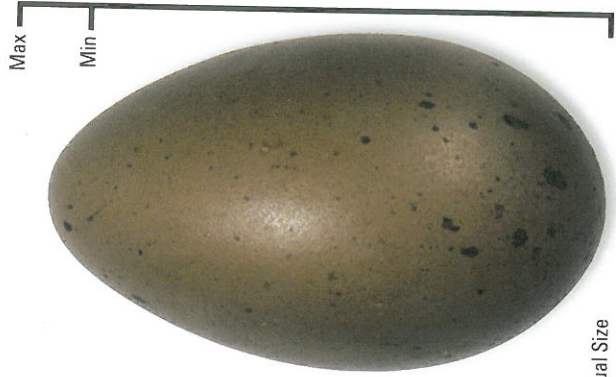


Red-throated Loon (*Gavia stellata*)

Loons flush at long distances when approached, so be alert as you approach ponds. Red-throated loon has a raspy, rapid "quacky" call. Nests and eggs of red-throated and Pacific loons are virtually identical. Red-throated loon eggs are, on average, slightly smaller than those of Pacific loons, and red-throated loons tend to nest on smaller water bodies. However, neither of these traits is diagnostic as there is much variation. Nests are built on land at water's edge or over water atop a heap of vegetation. No down or feathers in nests. Incubation by both sexes.

Relative Abundance: Southwest—uncommon, Y-K Delta—uncommon, Northwest—uncommon, Arctic Coastal Plain—uncommon

Typical Clutch: 2 eggs
Average Egg Size: 73.9 x 45 mm



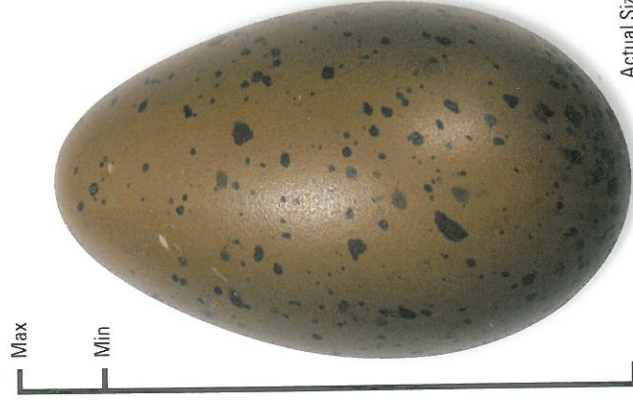
Actual Size

Pacific Loon (*Gavia pacifica*)

Loons flush at long distances when approached, so be alert as you approach ponds. Pacific loon has a mournful, wailing call and a high pitched sharp "whiip" just before diving, as well as a guttural growl when disturbed. Nests and eggs of red-throated and Pacific loons are virtually identical and their sizes overlap. Nests are built on land at water's edge or over water atop a heap of vegetation. No down or feathers in nests. Incubation by both sexes.

Relative Abundance: Southwest—uncommon, Y-K Delta—common, Northwest—common, North Slope—common

Typical Clutch: 2 eggs
Average Egg Size: 76.2 x 47.2 mm



Actual Size

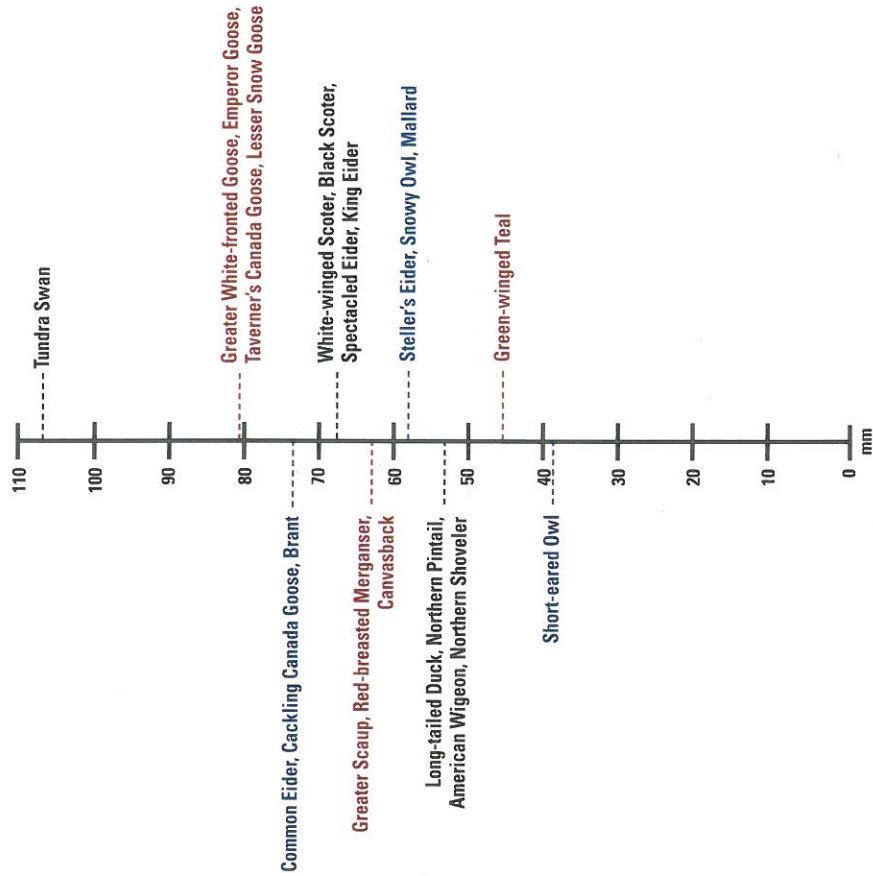


TM



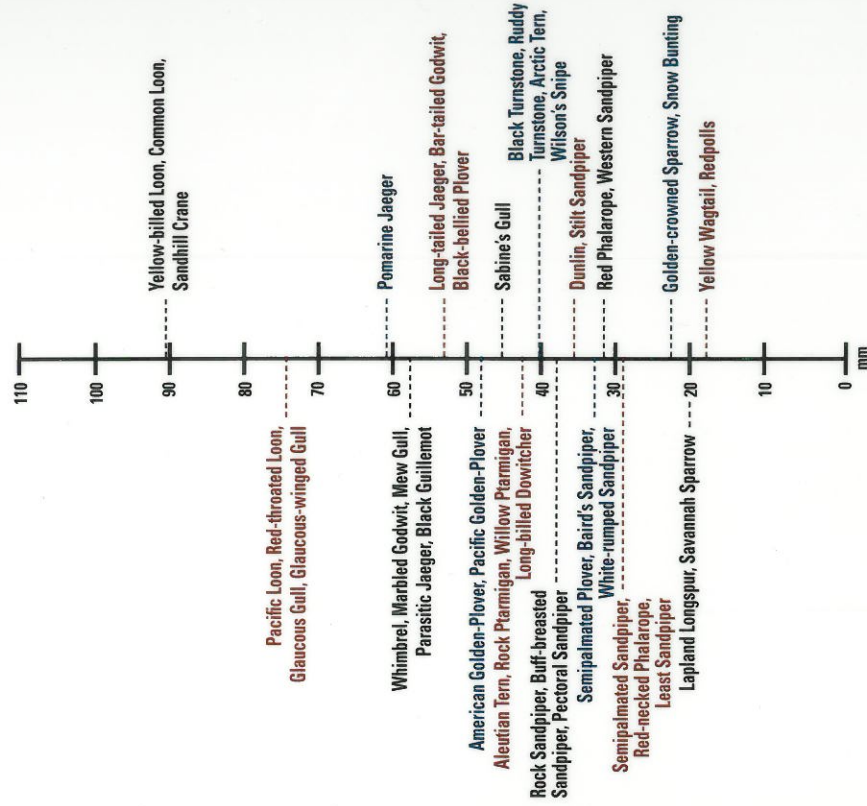
Sizing Chart for Unpatterned (Plain) Eggs

Egg sizing charts provide a quick reference to help reduce the number of prospective species to which an egg could belong. There is considerable variation in egg size both within and among species, so this provides only an approximate guide. Refer to species pages for additional information on egg and nest characteristics.



Sizing Chart for Patterned (Spotted or Speckled) Eggs

Egg sizing charts provide a quick reference to help reduce the number of prospective species to which an egg could belong. There is considerable variation in egg size both within and among species, so this provides only an approximate guide. Refer to species pages for additional information on egg and nest characteristics.



Parting Shots . . .

In addition to head and body plumage, tail patterns can help distinguish among goose species.



Brant
Single V-shaped white band



Canada Goose
U-shaped white sub-terminal band



Emperor Goose
Wide single white terminal band



White-fronted Goose
Two white bands; terminal band is narrower

Quick Reference for Identification of Dark Goose Nests



START IN THIS ORDER	Brant	Canada	Emperor	White-fronted
DOWN COLOR	Darker gray		Lighter gray	
NEST MATERIAL	Down largely free of vegetation	Down mixed with grass		
DOWN ABUNDANCE	Abundant		Sparse	
BREAST FEATHERS	Mostly all gray; sometimes all white		Light bluish-gray with rust-colored tip	White; distal half may be all black or mottled gray or black

Valerie Webb

From: Zimmerman, Teresa J (DOT) <teresa.zimmerman@alaska.gov>
Sent: Thursday, April 04, 2013 2:47 PM
To: Sanders, Holly M (DOT); Valerie Webb; Beaton, Barbara J (DOT); Wuttke, Jessica L (DOT)
Subject: FW: FW: Kwigillingok Airport Improvements Project/ #52571; Newsletter
Attachments: 2013-0049_Kwigillingok Airport Improvements_SL.pdf

Here is the FWS consultation letter. Please note that DOT&PF is authorized to act for FAA, not me in particular, so Holly can step right in.

The BA they refer to is a letter, not a formal BA process. This shouldn't be a huge effort. Steller's eiders shouldn't even be an issue, as we aren't going to be in near shore marine waters. You will need to mention the barge mobe/demobe and imported gravel.

Please let me know if you have any questions.

Teresa

From: Klein, Kimberly [mailto:kimberly_klein@fws.gov]
Sent: Thursday, April 04, 2013 11:27 AM
To: Zimmerman, Teresa J (DOT)
Cc: Bruce Greenwood (Bruce.Greenwood@faa.gov)
Subject: Re: FW: Kwigillingok Airport Improvements Project/ #52571; Newsletter

Please see the attached letter regarding threatened and endangered species that may be affected by your proposed project. Call or reply if you have questions or if a hard copy of this letter is needed. Thank you.

Kimberly Klein
Endangered Species Biologist
Anchorage Field Office
U.S. Fish and Wildlife Service
(907) 271-2066
Kimberly_Klein@fws.gov

On Tue, Mar 12, 2013 at 3:57 PM, Zimmerman, Teresa J (DOT) <teresa.zimmerman@alaska.gov> wrote:

Thanks! Hope to see it sooner! ☺

From: Klein, Kimberly [mailto:kimberly_klein@fws.gov]
Sent: Tuesday, March 12, 2013 3:48 PM

To: Zimmerman, Teresa J (DOT)

Subject: Re: FW: Kwigillingok Airport Improvements Project/ #52571; Newsletter

Teresa, I'll send you a species list for the Kwig airport ASAP (no later than 30 days is our mandate, but hopefully sooner).

Thanks!

Kimberly Klein
Endangered Species Biologist
Anchorage Field Office
U.S. Fish and Wildlife Service
(907) 271-2066
Kimberly_Klein@fws.gov

On Tue, Mar 12, 2013 at 2:30 PM, Zimmerman, Teresa J (DOT) <teresa.zimmerman@alaska.gov> wrote:

Kim,

As Kwigillingok is near the Kuskokwim Bay shore, and we will be using nearshore waters for mobilizing/demobilizing and barging surface course for the project, we will need Section 7 consultation.

Please send a T&E species list for Kwigillingok and I will get FAA (Bruce Greenwood or Patti Sullivan) to give DOT&PF the permission to act on FAA's behalf for Section 7 consultation.

Thanks for the help, and also thanks for getting right back to us!

Teresa

From: Klein, Kimberly [mailto:kimberly_klein@fws.gov]

Sent: Wednesday, March 06, 2013 3:04 PM

To: Zimmerman, Teresa J (DOT)

Cc: Lance, Ellen

Subject: Re: FW: Kwigillingok Airport Improvements Project/ #52571; Newsletter

Hi Teresa,

Thank you for sending the background information for the Kwigillingok Airport. The nearshore marine waters near Kwigillingok support seasonal use by Steller's eiders. Section 7 consultation is required if Federal funding will be used and if the shoreline or the nearshore waters may be affected. If so, let me know how and when you would like proceed. I can send a species list to get started if you would like. Call/hit reply if you have questions. Thanks

Kimberly Klein
Endangered Species Biologist
Anchorage Field Office
U.S. Fish and Wildlife Service
(907) 271-2066
Kimberly_Klein@fws.gov

On Tue, Mar 5, 2013 at 6:47 AM, Lance, Ellen <ellen_lance@fws.gov> wrote:

----- Forwarded message -----

From: **Zimmerman, Teresa J (DOT)** <teresa.zimmerman@alaska.gov>
Date: Mon, Mar 4, 2013 at 2:48 PM
Subject: FW: Kwigillingok Airport Improvements Project/ #52571; Newsletter
To: "ellen_lance@fws.gov" <ellen_lance@fws.gov>, "lori_verbrugge@fws.gov" <lori_verbrugge@fws.gov>
Cc: "Beaton, Barbara J (DOT)" <barbara.beaton@alaska.gov>, "Wuttke, Jessica L (DOT)" <jessica.wuttke@alaska.gov>, Ken Risse <KenRisse@pdceng.com>, "Grundberg, Sue L (DOT)" <sue.grundberg@alaska.gov>

Ellen and Lori,

The email to Judy Jacobs was undeliverable, so I'm sending to you two.

Teresa Z.

From: Zimmerman, Teresa J (DOT)
Sent: Monday, March 04, 2013 2:40 PM
To: Manfred, Elizabeth K (CED); Boothby, Taunnie L (CED); Mendivil, Gary A (DEC); Ashton, William S (DEC); Daigneault, Michael J (DFG); Perry, Phillip L (DFG); DNR, Parks OHA Review Compliance (DNR sponsored); Menefee, Wyn (DNR); Thompson, Richard B (DNR); mblack@anthc.com; myron_naneng@avcp.org; sstreet@avcp.org; jmcatee@calistacorp.com; wakwikinc@gci.net; wakwikinc@gci.net; kwktribal@yahoo.com; kwktribal@yahoo.com; regpagemaster@poa02.usace.army.mil; kristin.keit@bia.gov; mark.kahklen@bia.gov; ricky.hoff@bia.gov; stephen_fusilier@blm.gov; james.n.helfinstine@uscg.mil; thomas.gould@ak.usda.gov; ryan.maroney@ak.usda.gov; gene.kane@ak.usda.gov; amy.holman@noaa.gov; deb.alston@hud.gov; matthew.freeman@faa.gov; curtis.jennifer@epamail.epa.gov; lacroix.matthew@epa.gov; gene_peltola@fws.gov; brian_mccaffery@fws.gov; judy_jacobs@fws.gov; HCD.Anchorage@noaa.gov
Cc: Beaton, Barbara J (DOT); 'Ken Risse'; Wuttke, Jessica L (DOT); Grundberg, Sue L (DOT)
Subject: Kwigillingok Airport Improvements Project/ #52571; Newsletter

All,

Please find attached a newsletter for the Kwigillingok Airport Improvements project. DOT&PF is in the process of writing the NEPA document (Environmental Assessment), which is planned for public/agency review and completion in 2013.

Please let me know if you have any environmental questions. Barb Beaton (269-0617, Barbara.beaton@alaska.gov) can answer any engineering questions you may have.

Thanks,
Teresa Zimmerman

269-0551

--

Ellen W. Lance

Endangered Species Branch Chief

Anchorage Fish and Wildlife Field Office

605 West 4th Ave., Rm G61

Anchorage, Alaska 99501

(907) 271-1467

Valerie Webb

From: Ken Risse
Sent: Wednesday, March 13, 2013 3:23 PM
To: Valerie Webb
Cc: Royce Conlon
Subject: FW: Kwigillingok - ESA

FYI

From: Zimmerman, Teresa J (DOT) [<mailto:teresa.zimmerman@alaska.gov>]
Sent: Wednesday, March 13, 2013 3:18 PM
To: Ken Risse
Cc: Beaton, Barbara J (DOT); Grundberg, Sue L (DOT); Wuttke, Jessica L (DOT)
Subject: FW: Kwigillingok - ESA

FYI, the wheels are rolling along.

From: Bruce.Greenwood@faa.gov [<mailto:Bruce.Greenwood@faa.gov>]
Sent: Wednesday, March 13, 2013 3:11 PM
To: Kimberly_Klein@fws.gov
Cc: Zimmerman, Teresa J (DOT)
Subject: Kwigillingok - ESA

Kimberly,

For the Kwigillingok Airport Improvement project FAA appoints Teresa Zimmerman of the DOT&PF, as the FAA representative/agent during the informal Section 7 consultation process.

Bruce

Bruce Greenwood
Environmental Protection Specialist
FAA - Alaskan Region, Airports Division
907-271-5439
907-271-2851 (fax)