



Bureau of Land Management

Anchorage Field Office
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Administrative Determination (AD)/Documentation of NEPA Adequacy (DNA)

Tatina/Rohn Airstrip Runway Improvement

Applicant: U.S. Department of Transportation, Federal Aviation Administration
222 West 7th Avenue #14
Anchorage, Alaska 99513

Case File No.: AA085786

AK-040-06-AD/DNA-048

Location:

Federal Withdrawal, ANS 131/Tatina/Rohn, located within section 33, Seward Meridian, Alaska

Prepared By:
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Realty Specialist
June 19, 2006

Administrative Determination (AD)
Documentation of Land Use Plan Conformance and NEPA Adequacy (DNA)
U.S. Department of the Interior - Bureau of Land Management
Anchorage Field Office

A. BLM Office: Anchorage Field Office **Lease/Serial Case File No.:** AA085786

Proposed Action Title/Type:

Tatina/Rohn Airstrip Runway Improvement Amendment

Location of Proposed Action:

Federal Withdrawal, ANS 131/Tatina/Rohn, located within section 33, Seward Meridian, Alaska

Description of the Proposed Action:

Background: The U.S. Department of Transportation, Federal Aviation Administration (FAA) proposed in an earlier action under an Environment Assessment number: AK-040-05-EA-010, to make temporary improvements to the Tatina/Rohn airstrip in order to make it safer for taking equipment, materials, and personnel into area.

The original improvements requested clearing vegetation/trees up to 50 feet from centerline of the airstrip — making a uniform total width of 100 feet along the entire 1500 foot length.

Proposed Action: On June 13, 2006, FAA contacted this office and informed us that, in order to meet airstrip safety standards, they will need to extend the clearing of vegetation/trees out 5 more feet on each side of the existing cleared area. Therefore, FAA is requesting an additional 10 feet of clearing, making the runway width 110 feet along the entire 1500 foot runway.

All tree sections exceeding 4 inches in diameter will be bucked into 16 inch lengths and delivered and staked in close proximity to the Rohn Roadhouse. FAA will lop and lay all tree sections less than 4 inches in diameter.

Applicant (if any):

U.S. Department of Transportation, Federal Aviation Administration (FAA)

B. Conformance with the Land Use Plan (LUP) and Consistency with Related Subordinate Implementation Plans:

The lands are within the boundary of the Alaska Southwest Planning Area, Management Framework Plan (MFP), dated November 1981. The objective, L-1 of the MFP states that BLM will “meet the needs for ... communications facilities to facilitate the development of public and private resources within the planning area.”

C. Identify applicable NEPA documents and other related documents that cover the Proposed Action.

Environmental Assessment AK-040-05-EA-010, dated August 17, 2005 and the Decision Record and Finding of No Significant Impact of FAA dated September 6, 2005, adequately covers all environmental issues associated with the proposed runway widening.

D. NEPA Adequacy Criteria

- 1. Is the current Proposed Action substantially the same action (or is a part of that action) as previously analyzed? Is the current Proposed Action located at a site specifically analyzed in an existing document? Yes**

In the previously analyzed actions covered in AK-040-05-EA-010, the Tatina/Rohn runway clearing was going to be 100 feet on both sides of the runway. The new Proposed Action will be to add an additional 5 feet to the clearing of trees.

- 2. Is the range of alternatives analyzed in the existing NEPA document(s) appropriate with respect to the current Proposed Action, given current environmental concerns, interests, and resource values? Yes**

The alternatives analyzed in AK-040-05-010 have not changed, and are still relevant to the current Proposed Action.

- 3. Is the existing analysis valid in light of any new information or circumstances? Yes**

The following critical elements have been analyzed and will not be affected:

- Air Quality
- Areas of Critical Environmental Concern
- Environmental Justice
- Farmlands (Prime or Unique)
- Floodplains
- Native American Religious Concerns

Wastes (Hazardous or Solid)
Water Quality (Drinking or Ground)
Wetlands/Riparian Zones
Wild and Scenic Rivers
Wilderness

Cultural Resources; Invasive Non-Native Species; T&E Species; and Subsistence have all been analyzed and will not be affected.

4. Do the methodology and analytical approach used in the existing NEPA document(s) continue to be appropriate for the current Proposed Action?

Yes

The methodology and analytical approach utilized in AK-040-05-EA-010 is consistent with that which is outlined in the Proposed Action. No new methodologies or analytical approaches have been developed since the completion of AK-040-05-EA-010.

5. Are the direct and indirect impacts of the current Proposed Action substantially unchanged from those identified in the existing NEPA document(s)? Yes Does the existing NEPA document analyze site-specific impacts related to the current Proposed Action? Yes

The direct and indirect impacts identified in AK-040-05-EA-010 are the same as those anticipated for the Proposed Action. The setting, affected resources, and location of the Proposed Action are the same. The existing EA provides a reasonable basis for making a decision on the Proposed Action.

6. Are the cumulative impacts that would result from implementation of the current Proposed Action substantially unchanged from those analyzed in the existing NEPA document(s)? Yes

The cumulative impacts resulting from the additional 5 feet of vegetative clearing on both sides of the runway would not substantially change those impacts analyzed in AK-040-05-EA-010. The runway improvements as stated in the current EA are temporary measures to provide safe conditions for aircraft and personnel during the construction of the Tatina/Rohn Weather Camera installation. Once the project is completed the area will be allowed to grow back to its primitive conditions.

7. Are the public involvement and interagency review associated with existing NEPA document(s) adequate for the current Proposed Action? Yes

The public involvement and interagency review associated with the existing NEPA document is adequate for the current proposed action. Informal consultation with individuals and agencies was completed through the team resource specialists.

E. Interdisciplinary Analysis:

Interdisciplinary Analyses were conducted by AFO Lands and AFO Resources staff (see associated NEPA routing sheet).

F. Mitigation Measures:

Reference Right-of-Way Grant/Stipulations to FAA dated September 8, 2005.

NOTE: (Grant/Stipulations can be found in casefile AA085786)

G. Conclusion

Based on the review documented above, I conclude that this proposal conforms to the applicable land use plan and that the NEPA documentation fully covers the Proposed Action and constitutes BLM's compliance with the requirements of NEPA.

Gary Reimer
Anchorage Field Manager

September 19, 2006
Date