



United States Department of the Interior

BUREAU OF LAND MANAGEMENT
Arctic Field Office
1150 University Avenue
Fairbanks, Alaska 99709-3844
<http://www.blm.gov/ak>



In reply refer to:
FF095588
2984.01 (AK012)

PLAN CONFORMANCE / NEPA COMPLIANCE RECORD

DOI-BLM-LLAKF012-2009-0040-CX

Arctic Field Office, Bureau of Land Management

Applicant: Brian Person, Ph.D.
Department of Wildlife Management
North Slope Borough
P.O. Box 69
Barrow, AK 99723

Proposed Action Title/Type: Arctic Fox, Lesser Snow Goose and Vegetation Research in the NPR-A. (2984.01)

Description of Proposed Action: The applicant, North Slope Borough Department of Wildlife Management, Brian Person, Ph.D. has requested authorization for field activity access and landing by a helicopter, on lands within the National Petroleum Reserve Alaska (NPR-A), in support of Arctic Fox, Lesser Snow Goose and Vegetation research. Proposed operations would be based out of the North Slope Borough Cabin at Teshekpuk Lake.

The Vegetation and Lesser Snow Goose work would take place between July 31st and August 4th. An R44 helicopter would be used. Up to 7 take-offs and landings would take place for the vegetation research and about 15 for the Lesser Snow Goose research. The Goose Research would involve banding Lesser Snow Geese. ABR Inc. would be a collaborator on this project. The goal would be to band 1000 geese, but they anticipate catching 500 for banding. Two persons would camp and conduct the vegetation research and 8 – 9 persons would camp and conduct the Lesser Snow Goose work.

A 3-drum cache to be placed in portable containment on a gravel bar utilized by small fixed wing aircraft in the Ikpikuk River Delta. The fuel cache will be in position for approximately 14 to 17 days to support the 7 day operations period for wildlife research. The gravel bar in question is unvegetated and within an active channel (not navigable by small boat) of the Ikpikuk River. The drums will be flown via fixed wing (Alaska Air Taxi Beaver on tundra tires) to the gravel bar.

The Arctic Fox research would consist of trapping fox and attaching satellite collars to the animals. The goal is to put collars on 20 arctic fox. This project would be conducted in collaboration with the University of Alaska, Fairbanks, Institute of Arctic Biology. The objective of the arctic fox research is to better understand winter movements and distribution of fox collared in developed and undeveloped sites. Arctic Fox would also be captured on state lands in Prudhoe Bay, and their distribution would be compared to animals collared in NPR-A. This work would take place from August 23rd through September 1st. An R44 helicopter will be used to support the work. Up to 50 take off and landings are anticipated to deploy and check traps. There would be 3 persons conducting the work and camping at the North Slope Borough Cabin.

A 4-drum carch to be placed in portable containment at the North Slope Borough (former NARL) cabin on the north shore of Teshekpuk Lake. The drums will be flown to a dry lake bed about 2 miles west of the cabin site via fixed wing (Alaska Air Taxi Beaver on tundra tires). Alaska Air Taxi will overfly the dry lake bed prior to transporting the drums to ascertain whether the lake bed is firm enough for landing and take-off. As a contingency, in case the lake bed is wet or otherwise unsuitable for landing, the Beaver would land at Pt. Lonely to deliver the drums. Two to three fixed wing trips would be needed, particularly if a 5th drum of fuel is required to support the relatively long (15-mile) sling distance from the Lonely area to the NSB cabin. The Robinson (R-44) helicopter would immediately sling load the drums to either the mid-beach pad or to the Camp Lonely pad for interim storage. The helicopter would then slingload 4 drums, portable containment, and spill response supplies to the NSB cabin.

Follow up research has not been proposed at this time.

The transport and handling of fuels can result in leaks and spills. Sling-loading full drums of fuel can result in damaged or leaking drums. Unsupervised drum caches could be damaged by vandals or extreme weather conditions. Plane landings and temporary (less than 24 hours) use of one of the aprons at Pt. Lonely could significantly interfere with time-critical construction operations being conducted by U.S. Air Force contractors. The following stipulations are recommended to address identified concerns:

1. Drum ports shall be sealed to ensure that incidental leaks from loose bung(s) or that spills from toppled drums do not occur.
2. If the contingency of utilizing Pt. Lonely airstrip must be enacted, then only the eastern 1/2 of the runway could be utilized for landings and take-offs (The western half of the runway will be closed to aircraft while heavy equipment hauling operations are occurring). The easternmost taxiway (due north of the large blue hangar) could be utilized for temporary (less than 1 day) storage of the fuel drums.
3. If the contingency of utilizing Pt. Lonely airstrip must be enacted, then Glen Dunmire, SIKU Construction Pt. Lonely Project Manager shall be called at the Pt. Lonely satellite phone (1-907-777-2361) at least 3 days prior to planning to use the airstrip; and then again just prior to departure from the Deadhorse airport.

The proposed sites are in the Northeast and Northwest National Petroleum Reserve-Alaska.

Location (All Umiat Meridian):

<u>Township</u>	<u>Range</u>			<u>Sections</u>	<u>Comments</u>
				17,18,20,21,22,26-28,33-	
21	North	12	West	36	Coast guard ROW
20	North	12	West	1 to 36	
20	North	11	West	6-8,16-22,26-36	Excluding Private Lands
19	North	13	West	1,9,12-17,19-36	
19	North	12	West	1 to 36	
19	North	11	West	1 to 36	Excluding Private Lands
19	North	10	West	6-7,17-20,30,31	
18	North	13	West	1 to 36	
18	North	12	West	1 to 36	
18	North	11	West	1 to 36	
18	North	10	West	6,7,8,18,30,31	
18	North	8	West	25 to 27, 34 to 36	Coast guard ROW
18	North	7	West	20 to 36	
18	North	6	West	22 to 36	Excluding Private Lands
18	North	5	West	8 to 36	
18	North	4	West	13 to 36	
18	North	3	West	25 to 36	Excluding Private Lands
18	North	2	West	31 to 33	
17	North	13	West	1 to 16, 19 to 36	Excluding Private Lands
17	North	12	West	1 to 36	Excluding Private Lands
17	North	11	West	1 to 36	
17	North	10	West	6 to 8, 13 to 36	
17	North	9	West	17 to 21, 27 to 34	
17	North	8	West	1 to 3, 9 to 16, 20 to 36	Excluding Private Lands
17	North	7	West	1 to 36	
17	North	6	West	1 to 36	Excluding Private Lands
17	North	5	West	1 to 36	
17	North	4	West	1 to 36	
17	North	3	West	1 to 36	
17	North	2	West	3 to 10, 14 to 23, 26 to 36	Excluding Private Lands
16	North	13	West	1 to 36	
16	North	12	West	1 to 36	Excluding Private Lands
16	North	11	West	1 to 36	
16	North	10	West	1 to 36	Excluding Private Lands
16	North	9	West	1 to 36	Excluding Private Lands
16	North	8	West	1 to 36	
16	North	7	West	1 to 24	
16	North	6	West	1 to 36	

16	North	5	West	1 to 36	
16	North	4	West	1 to 36	
16	North	3	West	1 to 36	
16	North	2	West	1 to 11, 14 to 22, 27 to 33	
15	North	13	West	1 to 36	Excluding Private Lands
15	North	12	West	1 to 36	
15	North	11	West	1 to 36	
15	North	10	West	1 to 36	Excluding Private Lands
15	North	9	West	1 to 36	Excluding Private Lands
15	North	8	West	2 to 9, 15 to 22, 27 to 35	
15	North	6	West	1 to 3, 10 to 15, 23, 24	
15	North	5	West	1 to 17, 23 to 25	
15	North	4	West	1 to 36	
15	North	3	West	1 to 36	Excluding Private Lands
15	North	2	West	4 to 8, 17 to 20, 28 to 36	
14	North	13	West	1 to 36	Excluding Private Lands
14	North	12	West	1 to 36	
14	North	11	West	1 to 36	
14	North	10	West	1 to 36	
14	North	9	West	1 to 36	
				2 to 6, 9 to 20, 23 to 25,	
14	North	8	West	30 to 33, 36	
14	North	7	West	31	
14	North	6	West	36	
14	North	5	West	27 to 36	Excluding Private Lands
14	North	4	West	1 to 36	Excluding Private Lands
14	North	3	West	1 to 36	
14	North	2	West	1 to 17, 20 to 36	
14	North	1	West	1 to 36	
14	North	1	East	1 to 36	Coast guard ROW
13	North	12	West	1 to 36	Excluding Private Lands
13	North	11	West	1 to 36	
13	North	10	West	1 to 36	
13	North	9	West	1 to 36	
13	North	8	West	1 to 36	
13	North	7	West	5 to 9, 14 to 36	
13	North	6	West	1, 2 10 to 16, 21 to 36	
13	North	5	West	1 to 36	
13	North	4	West	1 to 36	
13	North	3	West	1 to 36	
13	North	2	West	1 to 36	

13	North	1	West	1 to 36
13	North	1	East	1 to 20 29 to 36

Part I: Plan Conformance Review

The proposed action is subject to the following planning document: Northeast National Petroleum Reserve-Alaska Supplemental Integrated Activity Plan/Environmental Impact Statement (IAP/EIS) dated July 2008, and Northwest National Petroleum Reserve-Alaska Integrated Activity Plan/Environmental Impact Statement (IAP/EIS) 2004. The proposed action is not inconsistent with the purposes of the Naval Petroleum Reserves Production Act of 1976. The applicant will be provided with stipulations entitled “FF095588 Brian Person North Slope Borough Summer Stipulations 2009” and “Polar Bear Interaction Guidelines.”

/s/ Donna L. Wixon
Natural Resource Specialist, Arctic Field Office

Date July 24, 2009

Part II: NEPA Review

Categorical Exclusion Review.

This proposed action qualifies as a Categorical Exclusion 1.6 under 43 CFR 46.210 and 46.215

“Nondestructive data collection, inventory (including field, aerial, and satellite surveying and mapping), study, research, and monitoring activities.”

The proposed action has been reviewed to determine if any of the exceptions described in 43 CFR 46.210 and 46.215, apply.

/s/ Donna L. Wixon
Natural Resource Specialist, Arctic Field Office

Date August 5, 2009