



U.S. Department  
of Transportation

AIRPORTS DIVISION

222 W. 7th Avenue, Box 14  
Anchorage, Alaska  
99513-7587

**Federal Aviation  
Administration**

In Reply Refer To:  
ANC RON 2 Rehabilitation  
Project No. CFAPT001104  
Consultation Initiation

December 14, 2023

Sand Lake Community Council  
Attn: Steve Gervel, President  
1057 W. Fireweed Lane, #100  
Anchorage, AK 99503  
[slccpresident23@gmail.com](mailto:slccpresident23@gmail.com)

Dear Mr. Gervel:

The Federal Aviation Administration (FAA) Alaskan Region Airports Division has received an application for federal assistance from the Alaska Department of Transportation and Public Facilities (DOT&PF) to be the Sponsor of proposed airport improvements at Ted Stevens Anchorage International Airport (ANC), Anchorage, Alaska (the Project) (Table 1 and Figure 1).

**Table 1.** Project location

Township	Range	Section(s)	USGS Quad Map1:63,360	Meridian	Latitude/ Longitude
12 North	4 West	34	Anchorage A-8	Seward	61.175986 N/ -149.988331 W

For purposes of the National Historic Preservation Act, FAA is initiating this consultation with you to assist us in identifying historic properties and places that may be of traditional, religious, and cultural importance to your community. Please note that we are requesting information only on such places that you believe may be impacted by the proposed project so that we may try to avoid impacts. We would be pleased to discuss project details with you or any confidential concerns you may identify.

**Project Description**

The purpose of the proposed project is to rehabilitate the concrete joints and panels of hardstand RON 2 at the Ted Stevens Anchorage International Airport (Figure 1 and Figure 2). Work will include joint sealant removal and replacement, perform concrete repairs using elastometric concrete, and reapply airfield marking. FAA anticipates construction will occur in summer 2024. The proposed project is located on the taxilanes between the airport North Terminal and the Main Terminal at the Ted Stevens Anchorage International Airport (Figure 1). Contractor staging areas will be east and north of the project area (Figure 2 and Figure 3).

**Preliminary Area of Potential Effect (APE)**

The preliminary APE for the proposed project includes the area of ground disturbance and other possible effects of the project (e.g., noise, visual, atmospheric, and cumulative effects) within the ANC RON 2 Rehabilitation Project limit and contractor staging areas (primary and secondary) (Figures 1 through 3). Any indirect effects associated with the proposed project will be temporary and limited to the period of time during construction. Project components proposed for the APE are consistent with the current function of their locations, and previous projects have already disturbed these areas. The APE will be finalized following comments from the consulting parties.

### **Identification Efforts**

Peter Schnurr and Monty Rogers (Cultural Alaska) conducted the initial background research to identify cultural and paleontological resources in and near the proposed project. Monty Rogers meets and exceeds the Secretary of the Interior's Professional Qualifications Standards (48 Federal Register 44738-44739) and the criteria of 43 Code of Federal Regulations 7.8. For the initial background research, Schnurr and Rogers reviewed the following sources:

- the state's Alaska Heritage Resource Survey<sup>1</sup> (AHRS) online data repository for documented cultural resources,
- Shem Pete's Alaska<sup>2</sup> and Dene Traditional Place Names<sup>3</sup> for Dena'ina named places,
- the Bureau of Land Management's (BLM) Spatial Data Management System for historic survey plats that document cultural resources<sup>4</sup>,
- Anchorage Municipal LiDAR data<sup>5</sup> for surface depressions that may be cultural features,
- the online Alaska Paleontological Database<sup>6</sup>, and
- Anchorage Municipal Coastal Management Plans for places important to the community of Anchorage.

Based on this initial background research, there are no AHRS locations, Dena'ina named places, cultural resources recorded in historic survey plats, surface depressions identifiable in Municipal LiDAR data, or paleontological sites in the preliminary APE (Figure 4).

There are two AHRS locations within approximately 0.5 miles of the preliminary APE (Table 2) (Figures 4 and 5). They are ANC-03003 (the Lake Hood Seaplane Base Historic District) and ANC-04711 (Ted Stevens International Airport ATCT and TRACON).

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<sup>1</sup> Office of History and Archaeology. 2023. *Alaska Heritage Resources Survey*. Electronic document, <http://dnr.alaska.gov/parks/oha/ahrs/ahrs.htm>, accessed December 7, 2023.

<sup>2</sup> Pete, Shem, James Kari, and James A. Fall 2016. *Shem Pete's Alaska*. Revised Second Edition. University of Alaska Press, Fairbanks, Alaska.

<sup>3</sup> Kari, James and Gerad Smith. 2023. The Web Atlas of Alaska Dene Place Names. Electronic document, <https://storymaps.arcgis.com/stories/b31fc761a8ea4d7da349985d6932d58c>, accessed December 11, 2023.

<sup>4</sup> BLM 2023. *Spatial Data Management System*. Electronic document, <https://sdms.ak.blm.gov/sdms/>, accessed December 7, 2023.

<sup>5</sup> Anchorage Municipal. 2015. *LiDAR Data*. Electronic document, <https://moa-muniorg.hub.arcgis.com/pages/196edae443124be69bc13146dd3a8264>, accessed December 7, 2023.

<sup>6</sup> Alaska Paleontological Database. 2023. Electronic document, <http://www.alaskafossil.org/>, accessed December 7, 2023.

**Table 2: AHRS locations within approximately 0.5 miles of the APE**

AHRS Number	Site Name	Description	NRHP Eligibility	Condition <sup>7</sup>	Distance Outside APE (Miles)
ANC-04711	Ted Stevens International Airport ATCT and TRACON	The Air Traffic Control Tower (ATCT) at Ted Stevens International Airport (AIA) was built in 1977 and operates as two facilities: an approach control tower; and a Terminal Radar Approach Control Facility (TRACON). This is the third ATCT to have served Anchorage airport. The Anchorage ATCT is located immediately northeast of the airport's South Terminal and provides service to the three AIA runways to the west and south and the Lake Hood Seaplane Base to the east. As of 2022, operations and expansions at AIA have outgrown the current ATCT's capacity. It is proposed to be demolished with a new tower to be built in a different location.	Eligible	Normal state of weathering.	0.17

<sup>7</sup> Condition status is based on a review of AHRS data (OHA 2023).

AHRS Number	Site Name	Description	NRHP Eligibility	Condition <sup>7</sup>	Distance Outside APE (Miles)
ANC-03003	Lake Hood Seaplane Base Historic District	Consists of Lake Hood and Lake Spenard connected by the Hood Canal which had been constructed by 1940. The lakes and canal are surrounded by hundreds of small "equipment shacks," and feature five constructed bays for float-plane parking. There are other contributing but not individually eligible aviation related buildings and constructed land features.	Eligible	Normal state of weathering.	0.45

Niġkidal'iy is the only Dena'ina named places within approximately 0.5 miles of the project APE (Table 3) (Figure 4). Niġkidal'iy is 0.45 miles east of the preliminary project APE.

**Table 3: Dena'ina named places approximately 0.5 miles of APE.**

Dena'ina Name	Meaning	Description <sup>8</sup>	English Name	Distance Outside APE (Miles)
Niġkidal'iy	'The Ones That are Joined Together'	Lake Hood (page 334)	Lake Hood	0.45

### Consulting Parties

FAA is submitting letters initiating consultation with the Alaska State Historic Preservation Office (SHPO), Native Village of Eklutna, Knik Tribe, Chickaloon Village Tribal Council, Cook Inlet Region Inc. (CIRI), Eklutna Inc., Knikatu, Inc., Cook Inlet Tribal Council, Chickaloon Moose Creek Native Association, Municipality of Anchorage (MOA), Spenard Community Council, Turnagain Community Council, and the Sand Lake Community Council.

### FAA Contact Information

If you have questions or comments related to this proposed Project, please contact Kendall Campbell at 907-271-5030 or [Kendall.D.Campbell@faa.gov](mailto:Kendall.D.Campbell@faa.gov).

<sup>8</sup> Pete, Shem, James Kari, and James A. Fall 2016. Shem Pete's Alaska. Revised Second Edition. University of Alaska Press, Fairbanks, Alaska.

FAA requests your input on our proposal so that we can incorporate your concerns into Project development. Your timely response will greatly assist our compliance efforts and the preparation of any required environmental documentation. For that purpose, we request that you respond within thirty days of your receipt of this correspondence.

Sincerely,

Kendall Campbell  
Alaska Region Airports Division  
Federal Aviation Administration  
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**Enclosures:**

Figure 1: Location & Vicinity Map

Figure 2: Proposed Improvements

Figure 3: Areas of Potential Effect

Figure 4: Nearest Dena'ina Place Names, AHRS Locations, and Paleontological Sites

Figure 5: Nearest Dena'ina Place Names, AHRS Locations, and Paleontological Sites, Closer View

**Electronic cc w/ Enclosures:**

Kristi Ponozzo, FAA Environmental Protection Specialist

Jennifer Lombardo, DOT&PF Central Region, Project Manager

Brian Elliott, DOT&PF Central Region, Regional Environmental Manager

Mark Rollins, DOT&PF Central Region, Cultural Resource Specialist -Archaeologist (PQI)

Molly Proue, DOT&PF Statewide Interim Cultural Resources Manager