

**APPENDIX K:**

**SUMMARY OF PUBLIC INPUT AND**

**RESPONSE TO COMMENTS**

**Sitka Seaplane Base**  
**Draft Supplemental Environmental Assessment**

# **OPEN HOUSE SUMMARY**



## **Open House Information**

Thursday, October 9, 2025, from 5:00 – 7:00 PM

Harrigan Centennial Hall, Steelhead Room

330 Harbor Drive, Sitka Alaska

The open house was advertised via Daily Sitka Sentinel on September 9, 2025, and the City of Sitka website.

## **Overview**

The City and Borough of Sitka (CBS) hosted an open house for the Draft Supplemental Environmental Assessment (SEA), prepared pursuant to the National Environmental Policy Act (NEPA), to assess the proposed new Seaplane Base (SPB). The CBS is seeking to address capacity, safety, operational, and condition deficiencies at the existing Sitka SPB through the Proposed Action of deactivating the existing SPB and constructing a new SPB.

The open house provided copies of the Draft SEA for review, information boards displaying project details, and comment forms. Comment forms requested that feedback be emailed or written and postmarked to the Federal Aviation Administration Alaska Region Office of Airports by 5:00 PM Alaska Time on October 13, 2025. No written comments were received during the open house.

Throughout the meeting, members of the project team were available to answer questions and gather feedback.

## **Summary of Discussion**

Project team members noted the following comments or questions from participants during the open house:

- Support for the new seaplane base
- Desire for the new seaplane base to benefit not only local pilots but also serve as an economic driver for the community
- Interest in the project to accommodate floatplane access and facilitate the transfer of patients from nearby communities to local healthcare facilities

**DEPARTMENT OF TRANSPORTATION**  
**Federal Aviation Administration**

Notice of Availability, Notice of Public Comment Period, and Request for Comment on the Draft Supplemental Environmental Assessment for Sitka Seaplane Base in Alaska.

The Federal Aviation Administration (FAA) provides notice that a Draft Supplemental Environmental Assessment (SEA), prepared pursuant to the National Environmental Policy Act (NEPA) (42 United States Code §§ 4321 – 4355), to assess the City and Borough of Sitka's (CBS) proposed new Seaplane Base (SPB) is available for review and comment.

The CBS is seeking to address capacity, safety, operational, and condition deficiencies at the existing Sitka SPB through the Proposed Action of deactivating the existing SPB and constructing a new SPB. The Federal action requested of the FAA by CBS is to approve the Proposed Action, deactivate the current SPB and fund construction of the relocated SPB through FAA's Airport Improvement Program.

The FAA's approval of Proposed Action is considered a major federal action under NEPA and requires a NEPA review. The Draft SEA is submitted for review pursuant to NEPA, FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, Section 4(f) of the Department of Transportation Act (49 U.S.C. § 303), and Section 106 of the National Historic Preservation Act (16 U.S.C. § 470). The Draft SEA will be available for public review beginning on September 9, 2025, and ending on October 13, 2025.

A public open house will be held on Thursday, October 9, 2025, from 5:00 to 7:00 PM at Harrigan Centennial Hall, Steelhead Room, located at 330 Harbor Drive, Sitka, AK.

The Draft SEA is available for online review at: <https://www.cityofsitka.com/sitka-seaplane-base-siting-study>

Comments on the Draft SEA may be submitted electronically to [sitkaspb@dowl.com](mailto:sitkaspb@dowl.com). Written comments may be mailed to the address provided below and should be post marked by 5:00 PM Alaska Time on Friday, October 13, 2025.

Federal Aviation Administration, Alaska Region Office of Airports  
222 West 7th Avenue, MS#14  
Anchorage, AK 99513

All substantive comments received will be responded to in the Final SEA.

**PRIVACY NOTICE:** Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

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Search

## New Sitka Seaplane Base (SPB)

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The existing Seaplane Base has been operating for 65 years and is at the end of its useful life. The Assembly passed an action plan to construct a new facility just inside the breakwater on Japonski Island (end of Seward Street) making this a top priority to secure Federal Funding, land, and ultimately construction. Federal funding\* is anticipated to cover 93.75% of the cost of construction and another \$150k per year in entitlements for the Airport Capital Improvements Program (ACIP). For this reason, it is essential for the project development to follow the required Federal funding process.

There are 5 main phases required to complete to be eligible to proceed to the next stage and receive Federal funding:

1. Planning and Environmental Review (current funded stage): Completed
2. Layout plan (current funded stage): Completed
3. Land acquisition: Completed summer 2021
  - \*Federal Grants for 2021 will be 100% covered
4. Environmental Analysis: To be completed December 2025 (*Anticipated*)
5. Environmental Permitting: Fall 2026 (*Anticipated*)
6. *Final Design: Complete October 2026 (Anticipated)*
7. Construction: 2027-2028 (*Anticipated*)

## 2025

[Draft SEA V5 508.pdf](#)

[Appendix A Sitka SPB Final EA Report 508.pdf](#)

[FEIS Appx A - Alts 508.pdf](#)

[FEIS Appx B - Revised EFH 508.pdf](#)

[FEIS Appx C - BA 508.pdf](#)

[FEIS Appx D1 - Field Memo 508.pdf](#)

[FEIS Appx D2 - DOE and Findings 508.pdf](#)

[FEIS Appx D3 Revised Section 4f - June 2021 508.pdf](#)

[FEIS Appx D4 - S106 Consultation 508.pdf](#)

[FEIS Appx E - Noise and Traffic Analyses 508.pdf](#)

[FEIS Appx F - Wetlands Report 508.pdf](#)

[FEIS Appx G - Scoping Outreach 508.pdf](#)

[FEIS Appx H - Draft EA Meeting 508.pdf](#)

[FEIS Appx I - Draft EA Comment Response 508.pdf](#)

[Appendix B All Siting Studies 20250627 508.pdf](#)

[Appendix C Species Consults 508.pdf](#)

[Appendix D IHA 508.pdf](#)

[Appendix E 106 508.pdf](#)

[Appendix F Section 4f 508.pdf](#)

[Appendix G Noise 508.pdf](#)

[Appendix H USACE 508.pdf](#)

[Appendix I Climate Change 20250903 508.pdf](#)

[Appendix J G2G 508.pdf](#)

\*Public comment period is open from September 9th to October 13th. Please provide comments via email to [sitkaspb@dowl.com](mailto:sitkaspb@dowl.com)

## 2024

[Sitka SPB Compiled Noise Study Memo 2024.01.31.pdf](#)

## **2021**

- [1a. Final Environmental Assessment with Finding of No Significant Impacts \(FONSI\) 6.9.2021.pdf](#)
- [2. Signed FONSI 6.9.2021.pdf](#)
- [3a. SPB Facility Layout Plan Concept.pdf](#)
- [4. SPB Concept Site Sections.pdf](#)
- [5. SPB Airport Layout Plan.pdf](#)
- [6. SPB Airport Capital Improvement Project.pdf](#)
- [7. SPB Preliminary Wind and Wave Study.pdf](#)
- [8. SPB Draft Environmental Assessment Public Meeting PowerPoint Presentation 2.17.2021.pdf](#)
- [9. SPB Draft Environmental Assessment Public Meeting Notes 2.17.2021.pdf](#)
- [10. SPB Pilot Public Meeting Notes 6.24.2020.pdf](#)
- [11. SPB Pilot Public Meeting Notes 6.24.2020.pdf](#)
- [12. Alternative Sites 2016 SPB Siting Analysis.pdf](#)
- [13. Alternative Sites 2012 SPB Siting Analysis.pdf](#)

## **2019**

New Sitka Seaplane Base Fact Sheet  
New Sitka Seaplane Base Development  
New Sitka SPB Location Map  
New Sitka SPB Project Concept Map

- 1. Aviation Stakeholder Meeting Notes & Presentation 12.11.19
- 2. Public Meeting Notes & Presentation 12.11.19
- 3. Agency Meeting Notes.& Presentation 12.12.19

## **2012 & 2016**

The Seaplane Base Siting Analysis presentation was delivered in 2012 at public meeting in Sitka. The presentation reviewed the need for seaplane base (SPB) improvements in Sitka, summarized the SPB site selection process, and recommended a preferred site for detailed planning and environmental review prior to design and construction. The siting analysis was updated in 2016.

[2016 Siting Analysis Update](#)

[2012 Siting Analysis](#)

## **2002**

[Sitka Seaplane Base Master Plan 2002](#)

Questions about this project should be directed to:

Joseph Bea  
907-747-1803  
joseph.bea@cityofsitka.org

## **11/1/2016**

The Sitka Seaplane Base [Siting Analysis Update](#) is now available for download.

[Click here to view the Siting Analysis Update.](#)

## **2/17/2016**

The Sitka Seaplane Base Siting Analysis Update Public [Meeting Notes](#) from Wednesday, February 17, 2016.

[Click here to view the Siting Analysis Update Public Meeting Notes.](#)

## **6/25/12**

The Sitka Seaplane Base [Siting Analysis](#) is now available for download.

[Click here to view the Siting Analysis.](#)

**4/16/12**

The Seaplane Base Siting Analysis presentation (see below) was delivered at an April 11, 2012 public meeting in Sitka. The presentation reviews the need for seaplane base (SPB) improvements in Sitka, summarizes the SPB site selection process, and recommends a preferred site for detailed planning and environmental review prior to design and construction.

Please review the presentation and provide us with your email comments by April 30, 2012.

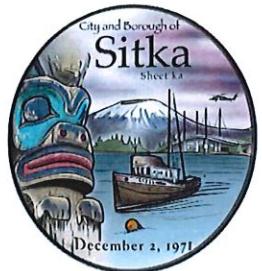
Click the following link to view the [Seaplane Base Siting Analysis Presentation.](#)



## **Address**

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City & Borough of Sitka Alaska  
100 Lincoln St.  
Sitka, AK 99835



# SITKA SEAPLANE BASE – DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

## OPEN HOUSE SIGN-IN SHEET

**Thursday, October 9, 2025, 5:00 – 7:00 PM, Sitka, Alaska**

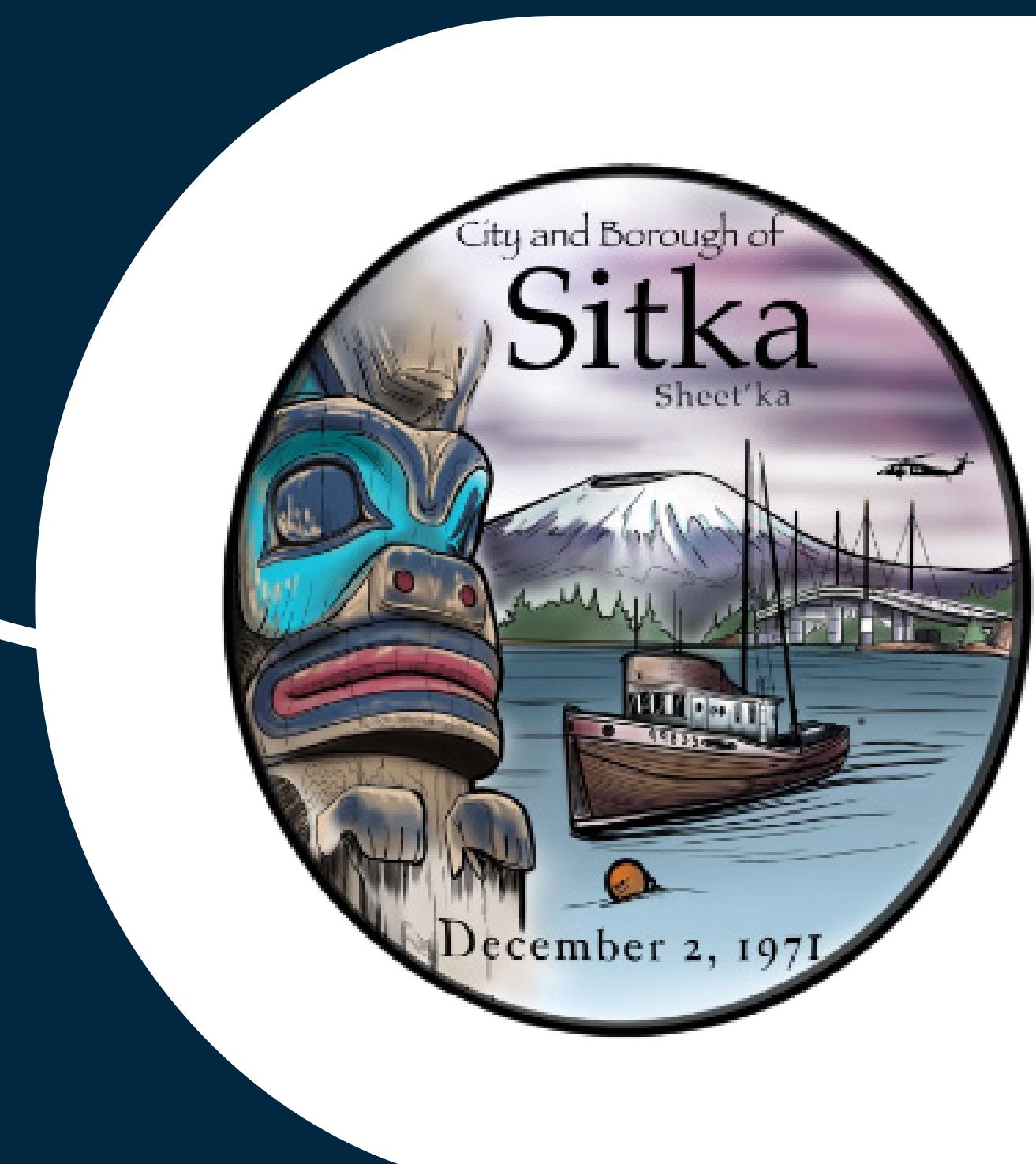
NAME (PLEASE PRINT)	PHONE	EMAIL
Talli Vittetoe	907-5460-2000	t.vittetoe@dowl.com
Rebecca Hinshaw	907 738 6744	rep.hinshaw@akleg.gov
Reta Chapman	307. 262. 1652	retachapman@atlanticaviation.com

# WELCOME

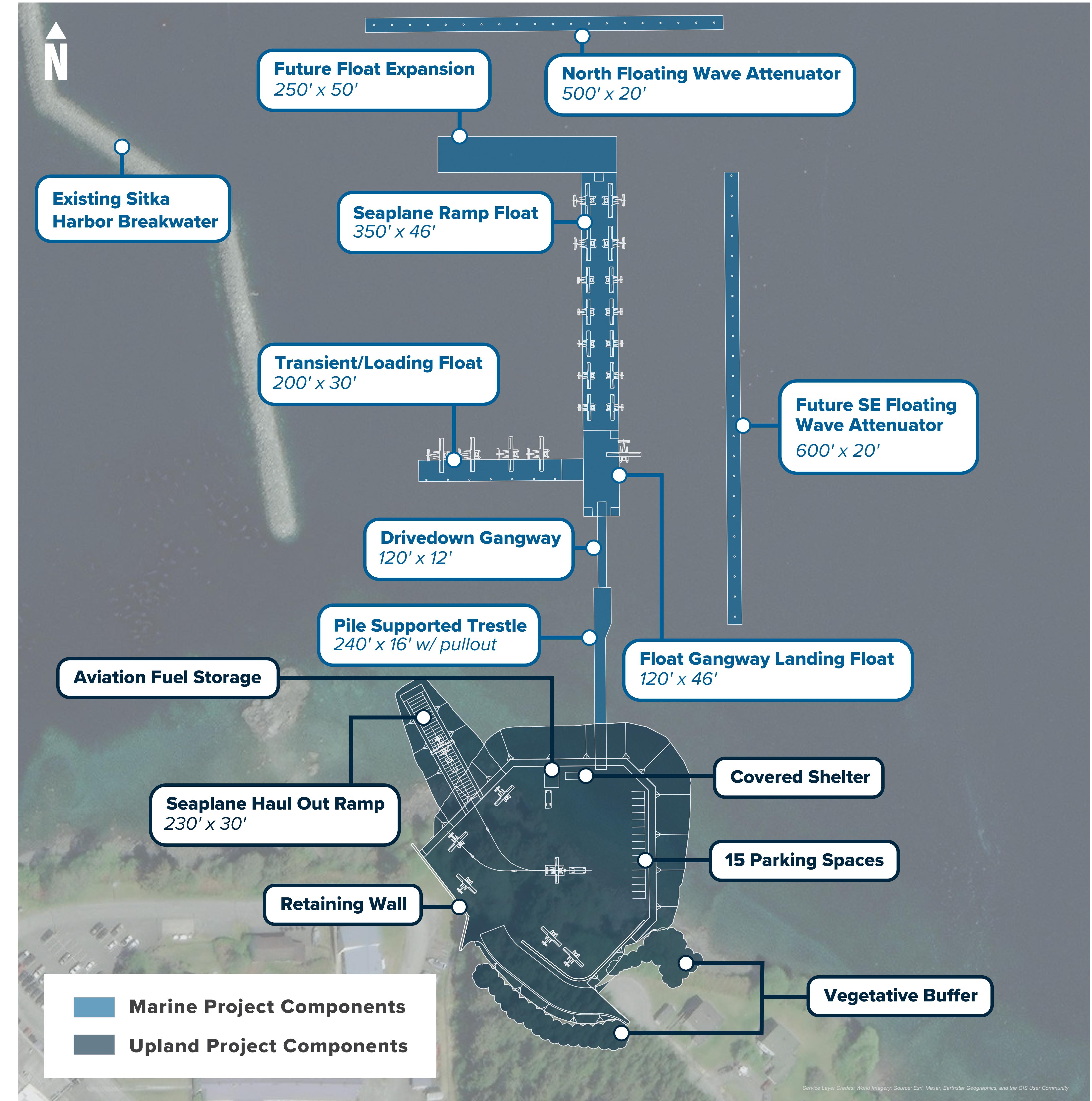
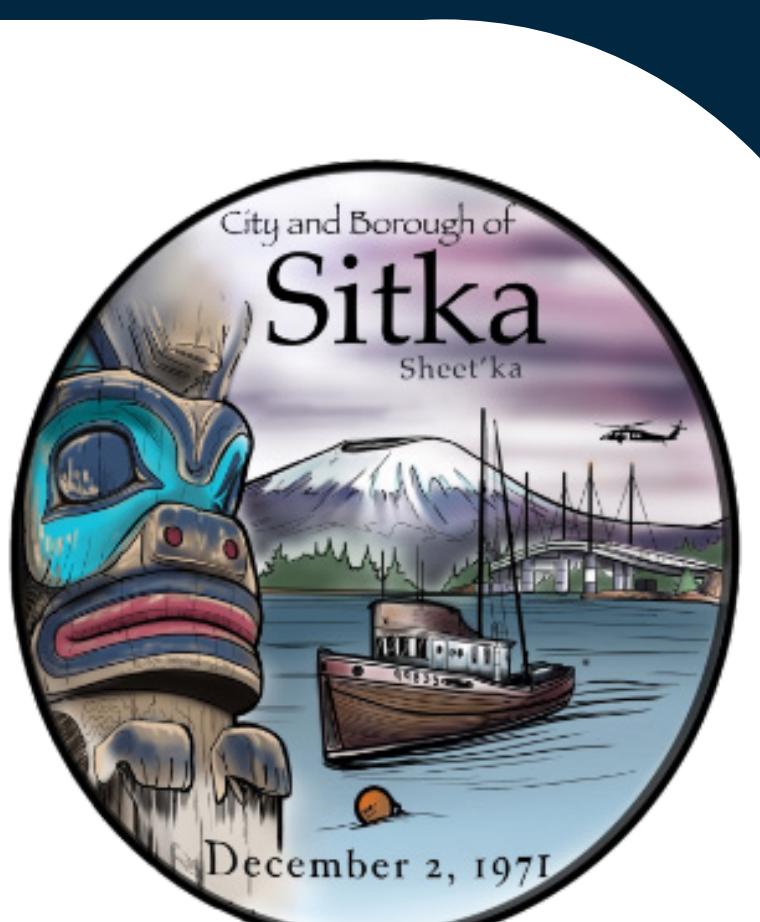
Welcome to the Sitka Seaplane Base Draft  
Supplemental Environmental Assessment  
Open House

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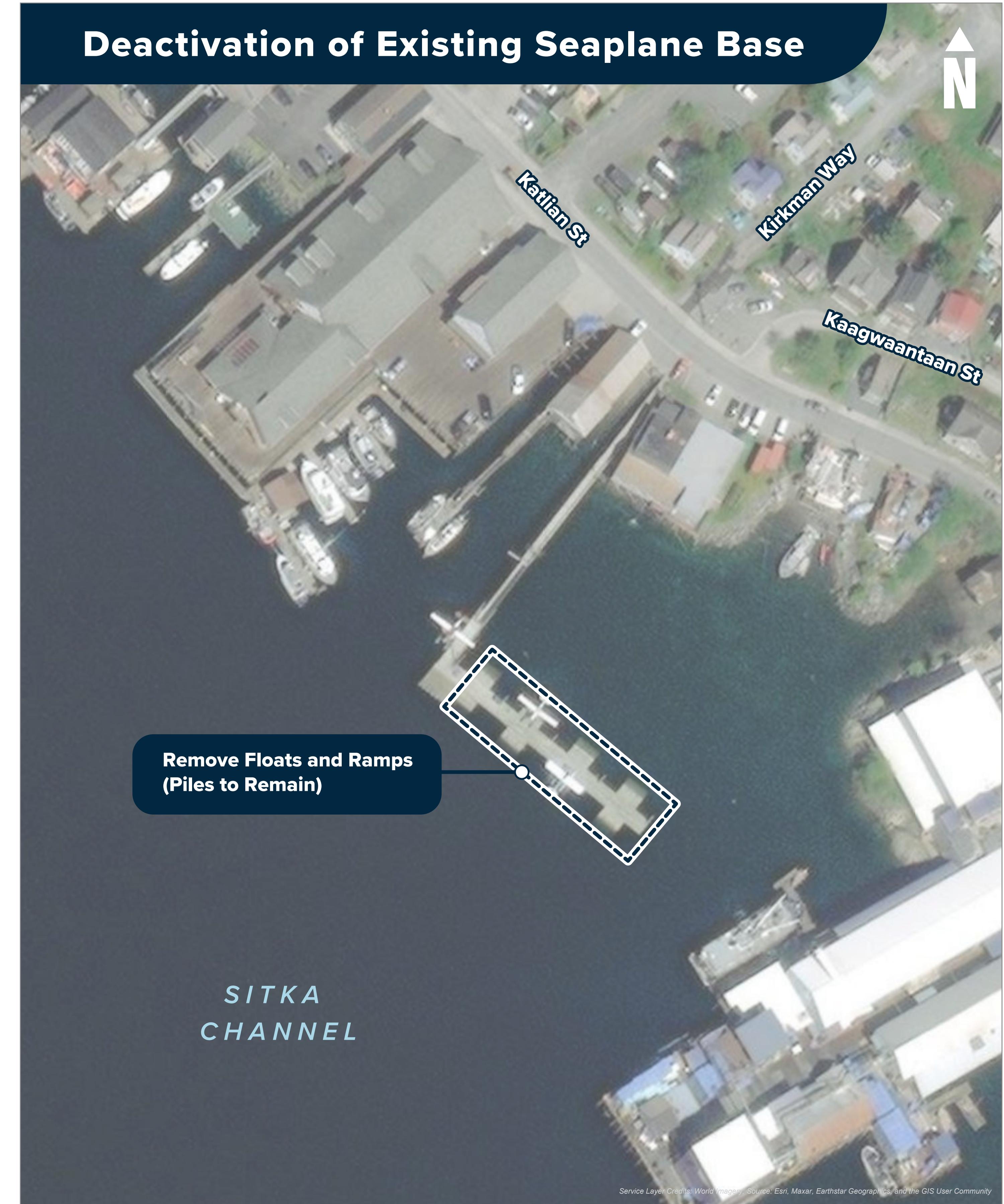
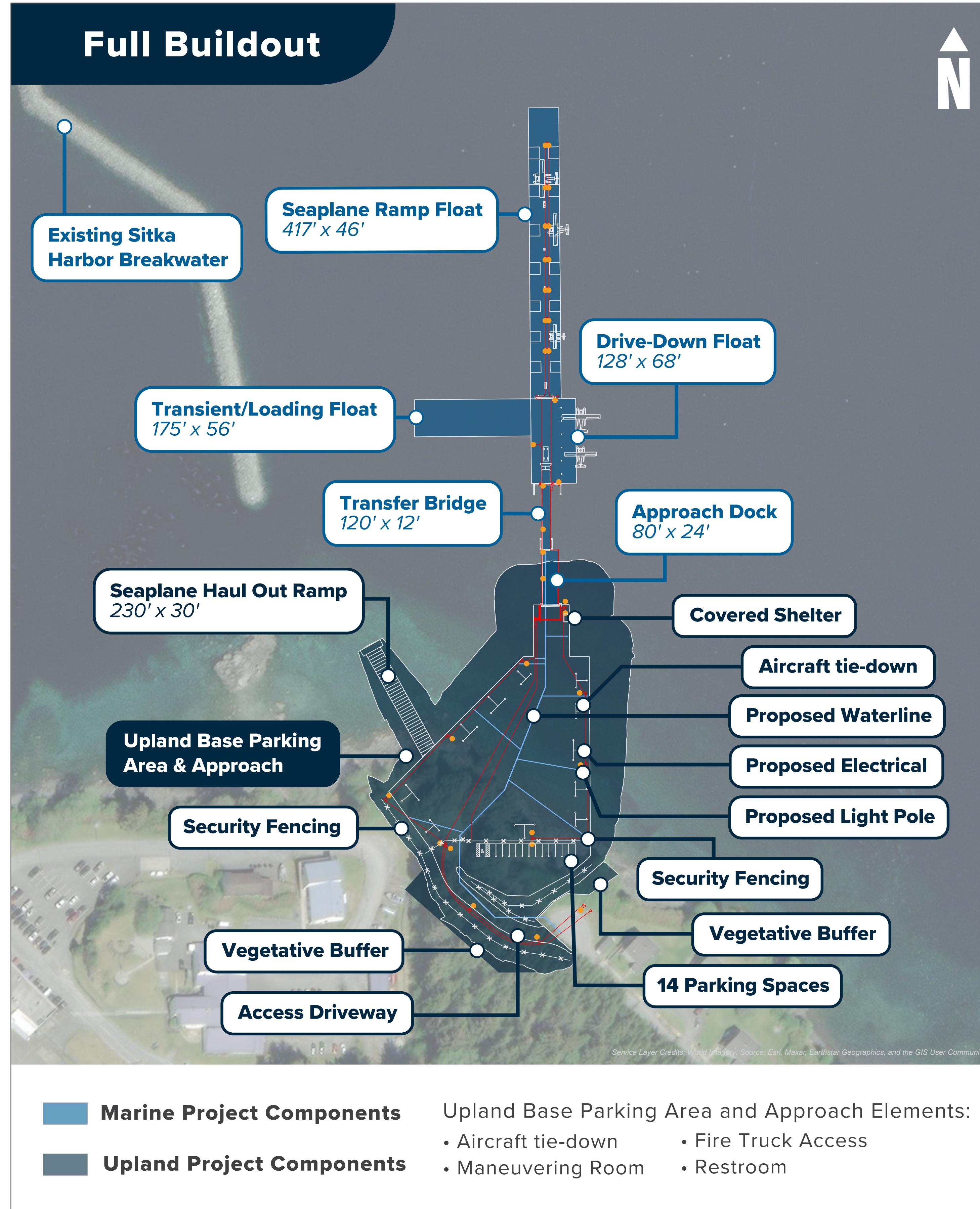
OCTOBER 2025



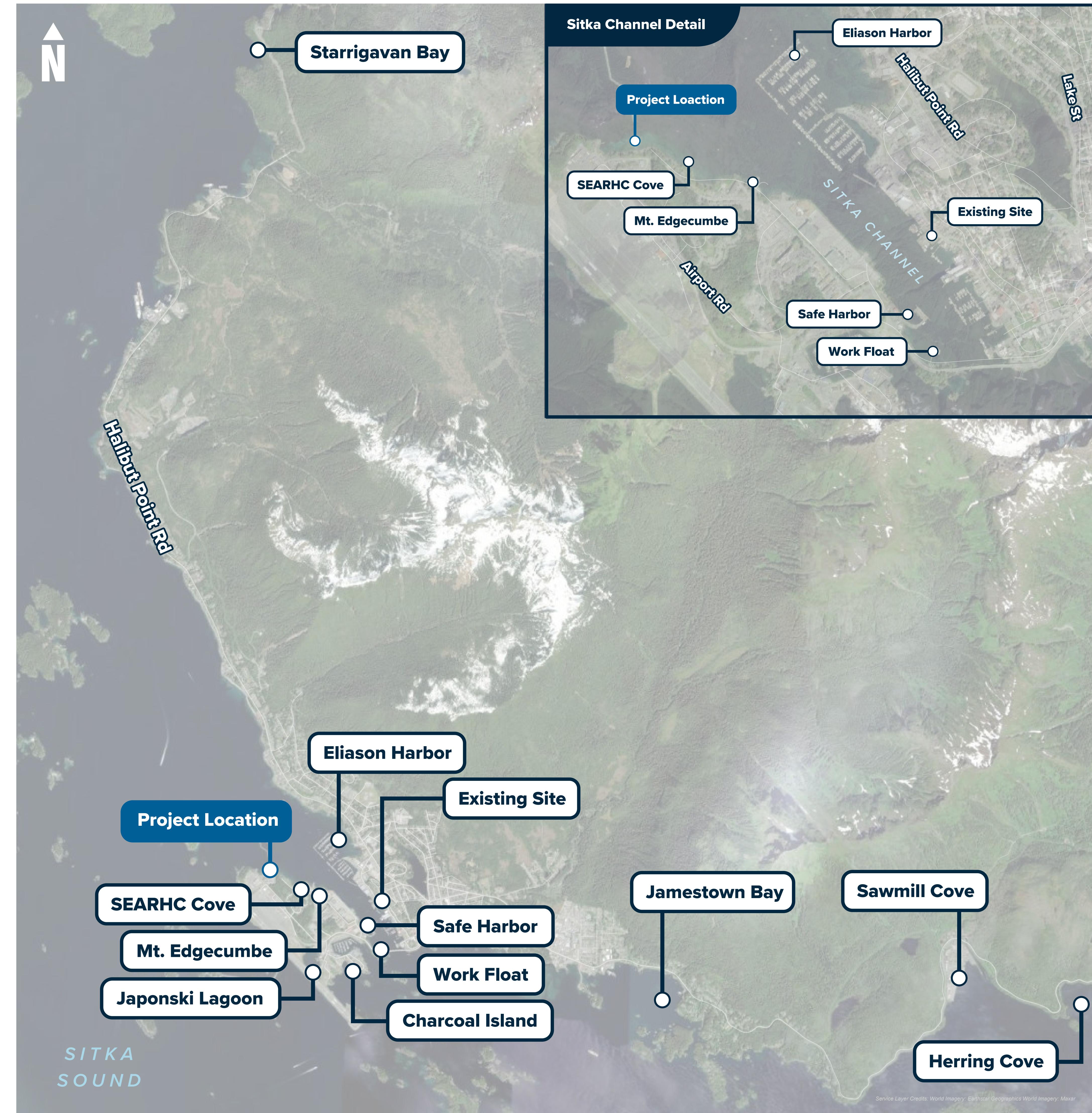
# PREVIOUS PROPOSED ACTION



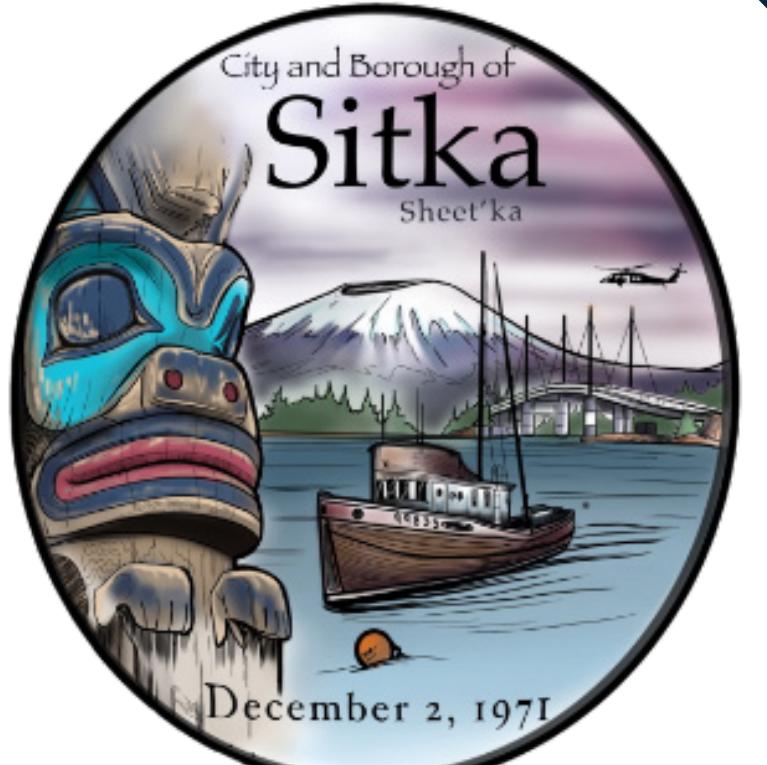
# CURRENT PROPOSED ACTION



# ALTERNATIVES DISMISSED FROM DETAILED ANALYSIS



# EXISTING/ FUTURE NO ACTION NOISE IMPACTS



## Tracks

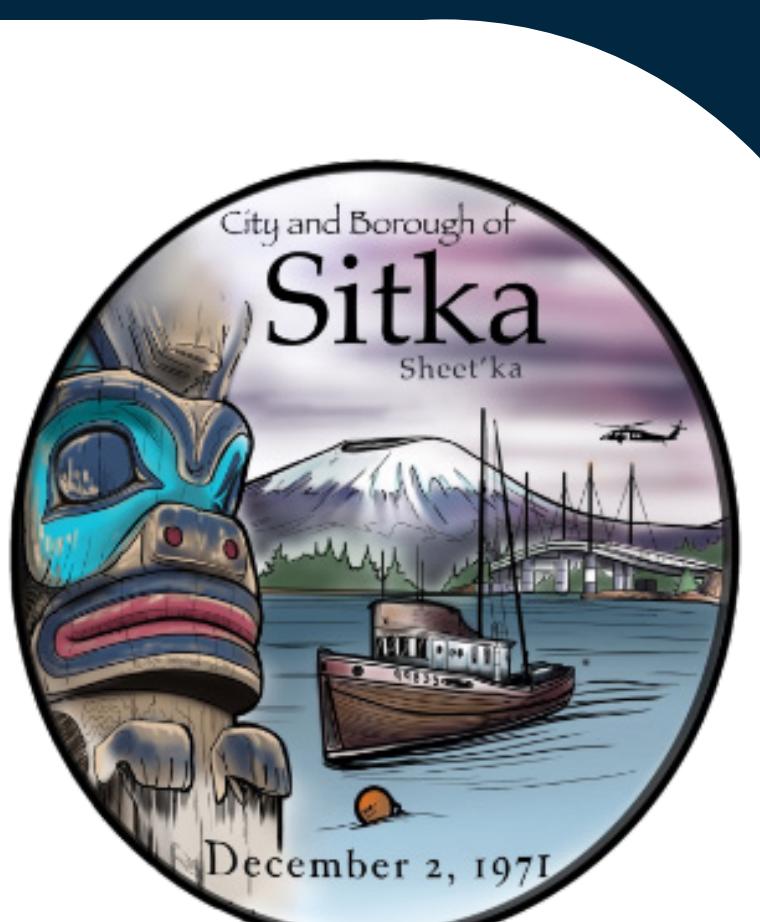
- 12W Approach
- 30W Approach

## Noise Contour

- 65 DNL
- 70 DNL
- 75 DNL

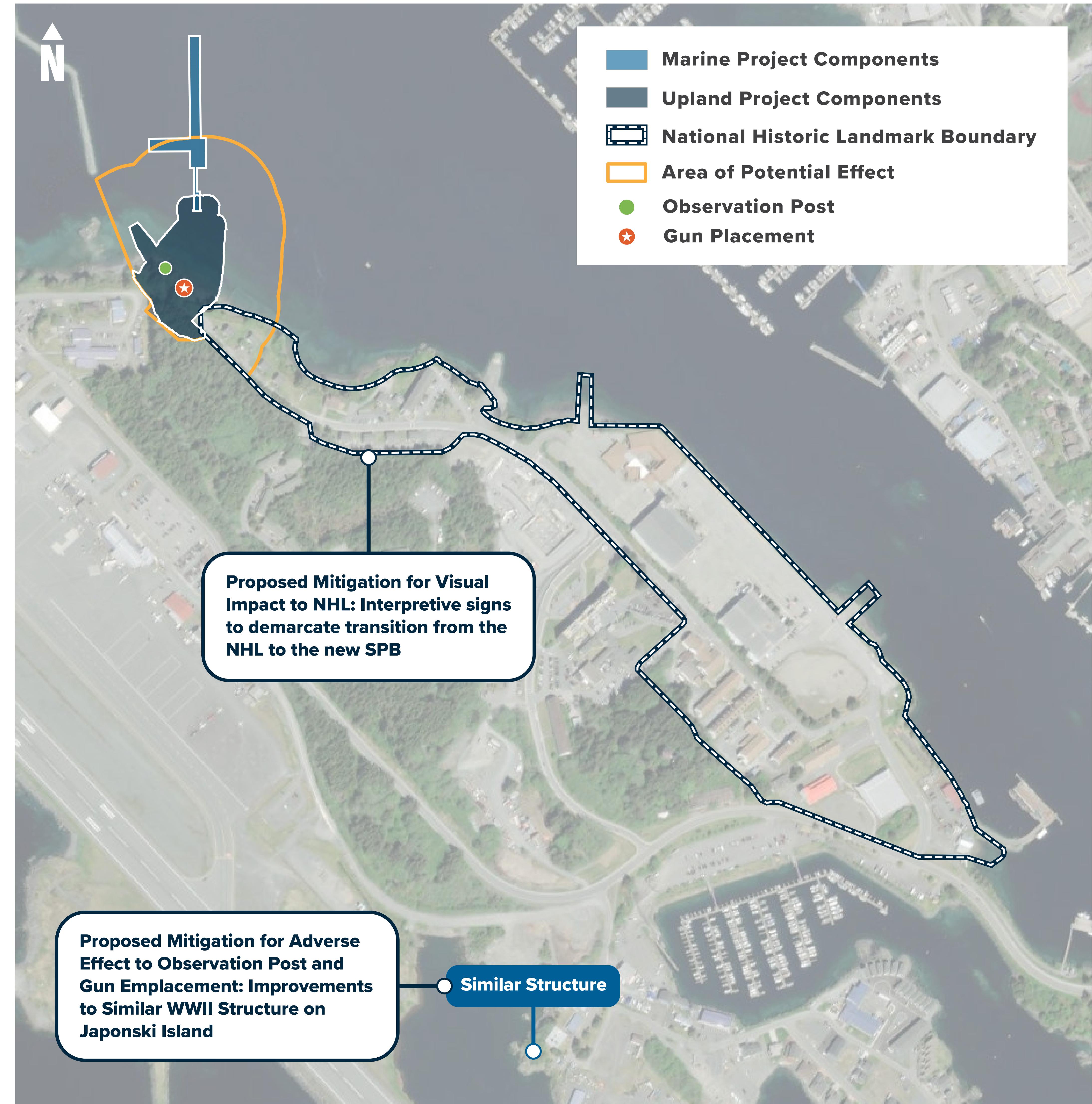
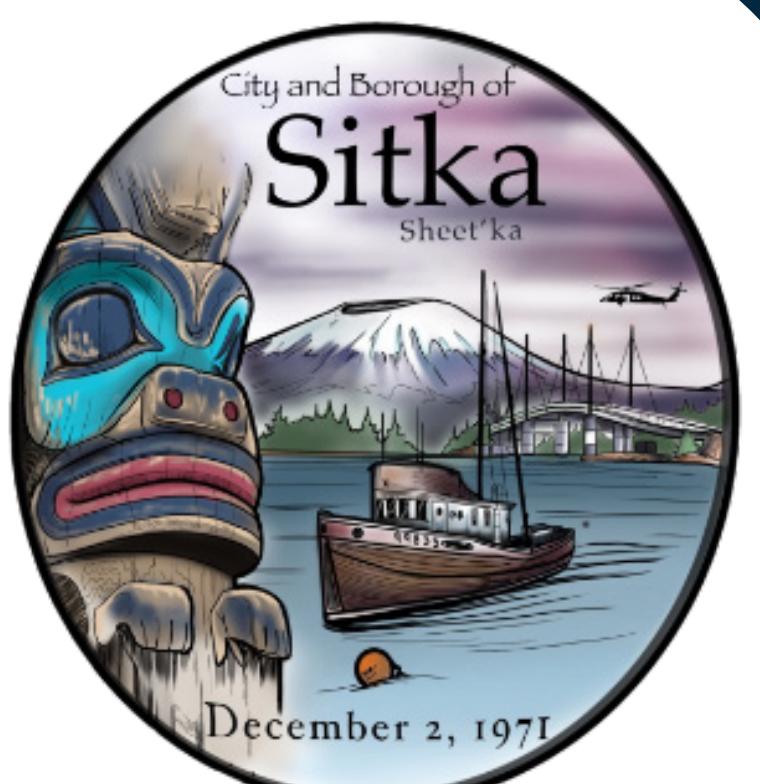
ID	Noise Level (dB)	Receptor Name
1	61	Mt. Edgecumbe HS
2	53	Mt. Edgecumbe Housing
3	52	SEARHC Hospital - Existing
4	55	SEARHC Hospital - New
5	55	SEARHC Community Health Services
6	53	Building 1200-1202
7	60	Eliason Harbor - 1
8	54	Eliason Harbor - 2

# COMPARISON OF 2021 & CURRENT PROPOSED ACTION



Component	2021 Proposed Action	Current Proposed Action
<b>Marine Components</b>	<b>1.65</b>	<b>0.97</b>
Seaplane Float with Ramps (sf <sup>a</sup> )	16,100	19,182
Transient Loading Float (sf)	6,000	9,800
Drivedown Float (sf)	1,440	8,704
Float Gangway Landing Float (sf)	5,520	No Longer In Project
Pile-supported Trestle (sf)	3,840	No Longer In Project
Future Float Expansion (sf)	12,500	No Longer In Project
Floating Wave Attenuator North and Southeast (sf)	22,000	No Longer In Project
Transfer Bridge (sf)	Not Included	1,440
Approach Dock (sf)	Not Included	1,940
<b>Upland Base Parking Area and Approach (acres)</b>	<b>2.0 <sup>b</sup></b>	<b>1.96 <sup>b</sup></b>
Seaplane Haul Out Ramp (sf)	6,900	6,900
Utilities	Electricity, Water, and Lighting	Electricity, Water, and Lighting
Parking Spaces	15	14
Security Fencing (linear ft)	362	934
Vegetative Buffer (acres)	0.3	0.12
Access Driveway (sf)	7,200	4,600
Covered Waiting Area	Yes	Yes
Fuel Storage and Access Facilities	Yes	No
Accommodations For Future Expansion, Including Aircraft Maintenance Facilities	Yes	No
<b>Other Actions</b>		
Deactivation of Existing SPB	No	Yes
DNR Easement	Yes	No
Retaining Wall	Yes	No
Construction Phasing	Half of the Entire Project First, Then the Full Buildout	Upland Base Parking Area and Approach First, Then Marine Components

# STATUS OF SECTION 106 CONSULTATION



# Affidavit of Publication

STATE OF ALASKA  
FIRST JUDICIAL DISTRICT ) ss.  
AT SITKA, ALASKA

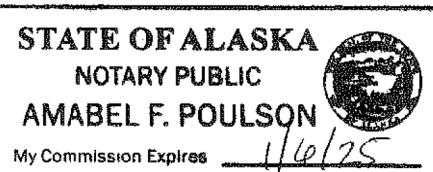
Sarah Smith, being first sworn, says she or he is the publisher, managing editor or business manager of the DAILY SITKA SENTINEL, a newspaper printed and published in Sitka, Alaska, and legally qualified as a medium of official and legal publications, and that the Legal Ad a copy of which is hereto annexed, was published in the Daily Sitka Sentinel on:

9/9

Signature \_\_\_\_\_

Sworn and subscribed to  
before me this 20th day of October, 20 25

Notary Public for Alaska



## LEGAL NOTICE

### Department of Transportation - Federal Aviation Administration

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Contact Name	Entity Type	Entity Name
Aaron Christie	Project Team (Applicant)	DOWL
Alan Veys	Local	
Alex Lawrence	State Agency	ADNR
Alicia Foss	Federal Agency	FAA
Amy Ainslie	Local Business/Stakeholder	Sitka Historic Preservation
Andrew Schanno	Federal Agency	USCG
Andy Coykendall	Local	
Anne Davis	Tribal Entity	Sitka Tribe of
Anne Elise Pollnow	Local	Sea Level
Becky Larsen	Local	
Benjamin Laws	Federal Agency	NOAA
Benjamin Soiseth	State Agency	ADOT&PF
Bernie Gurule	Local Public Institution	MEHS
Bert Stedman	State Agency	Alaska Legislature
Bob Sam	Local	
Brian McLaughlin	Federal Agency	USCG
Butch Laughlin	Local	Talon Lodge
Butch Williams	Local	Kupreanof Flying
Casey Campbell	Local	
Chris Montanus	Local	Pacific Airways
Chuck McGraw	Local	
Chuck Olson	Local	
Cole Rhoden	Local	Pacific Wing
Dave Doyon	Local Business/Stakeholder	Misty Fjords Air & Outfitting
Dave Hilte	Local	
David Brumley	Federal Agency	USCG
David Gann	Federal Agency	NOAA
David Langford	Local Public Institution	MEHS
David Seris	Federal Agency	USCG
David Wycoff	Federal Agency	USCG
Diana Bob	Tribal Entity	Sitka Tribe of
Dick Somerville	Project Team (Applicant)	PND
Dionne Brady-Howard	Tribal Entity	Sitka Tribe of Alaska
Doug Reimer	Local	Nordic Air
Douglass Cooper	Federal Agency	USFWS
Dwayne Lambeth	Local	Dove Island Lodge
Dwayne Meadows	Federal Agency	NOAA
Ed Kiesel	Local	Ward Air

Contact Name	Entity Type	Entity Name
Kari Lundgren	Local Business/Stakeholder	
Kate Kanouse	State Agency	ADFG
Kelli Cropper	Project Team (Applicant)	CBS
Kelly Boddy	State Agency	ADOT&PF
Kendall Campbell	Project Team (FAA)	FAA
Kevin Knox	Local	
Kevin Mulligan	Local	Fisherman's Inn
Kim Nekeseroff	Local	
Kimberly Merris	Local	
Kristi Ponozzo	Project Team (FAA)	FAA
Lacey Sanders	State Agency	OMB
Laurel Smith	State Agency	ADNR
Laurel Smith	State Agency	ADNR
Lawson Bordley	Project Team (FAA)	FAA
Lee Cole	State Agency	ADNR
Linda Shaw	Federal Agency	NOAA
Linda Speerstra	Federal Agency	USACE
Lori Weed	State Agency	ADEED
LT Jesse O'Neal	Federal Agency	USCG
Lucas Byker	Federal Agency	NOAA
Lyle Kessler	Federal Agency	USCG
Mandy Keogh	Federal Agency	NOAA
Marie	State Agency	ADOT&PF
Mark Hodges	Project Team (Applicant)	CBS
Mark Ridgway	Federal Agency	USCG
Matthew Brody	Federal Agency	USACE
Mckenzie	State Agency	DNR-SHPO
Meggie Stogner	Federal Agency	NOAA
Melissa Haley	Project Team (Applicant)	CBS
Michael Harmon	Project Team (Applicant)	CBS
Michael Tencza	Federal Agency	USACE
Michele Shirakura	Federal Agency	USCG
Mike Bills	Local Business/Stakeholder	CAP
Mike Steadman	Local	Alaska Seaplanes
Miranda Bacha	Local Public Institution	MEHS
Moira Meek	Federal Agency	USCG
Nicole Johnson	Local	
Paul Khera	State Agency	ADOT&PF

Elizabeth Gratton	Federal Agency	USFWS
Ellen Ward	Federal Agency	NOAA
Emily Marr	Federal Agency	USCG
Flo Seviers	Local	
Francois Bakkes	Local	
Gary Thomson	Local	Admiralty Air
Gerry Hope	Tribal Entity	Sitka Tribe of
Greg Albrecht	State Agency	ADFG
Greg McIntyre	Local Public Institution	SEARHC
Gretchen Harrington	Federal Agency	NOAA
Harvey Brandt	Local	
Ian Putnam	Federal Agency	USCG
Ivan Grutter	Local	Pilot
Jack Gilbertsen	Federal Agency	FAA
Jackson D.	Local	Pilot
Janelle Vanasse	Local Public Institution	MEHS
Jared Green	Local	SIT Flight Services
Jay Sweeny	Project Team (Applicant)	CBS
Jayson Moore	Local	SIT Aviation
Jeanie Frank	Local	
Jeff Feldpausch	Tribal Entity	Sitka Tribe of
Jennie Spegon	Federal Agency	USFWS
Jennifer Pederson-	Federal Agency	NPS
Jenny Liljedahl	Project Team (Applicant)	PTS
Jeremiah Johnson	Project Team (Applicant)	CBS
Jesse Collins	Federal Agency	USCG
Jesse Lindgren	State Agency	ADFG
Jim Edson	Local	
Jim Hartman	Local	
Jim Rypkema	State Agency	ADEC
Joan S.	Local Public Institution	SEARHC
John King	State Agency	ADNR
John Leach	Project Team (Applicant)	CBS
John Murray	Local	
John Wachtel	Federal Agency	NPS
Jolie Harrison	Federal Agency	NOAA
Jon Kurland	Federal Agency	NOAA
Jonathan Kreiss-Tomkins	State Agency	Alaska Legislature
Jonathan Linquist	Federal Agency	FAA
Joseph Bea	Project Team (Applicant)	CBS

Paul Lerma	Local	
Phil Conner	Local	
Phil Younger	Local	Talon Lodge
Rachel Jones	Project Team (Applicant)	CBS
Randal P. Vigil	Federal Agency	USACE
Randy Ruaro	State Agency	Alaska Legislature
Rebecca	State Agency	Alaska Legislature
Rebecca Paulson	Local	
Richard Forst	Local	
Richard Peterson	Tribal Entity	CCHITA
Robert Starbard	Tribal Entity	Hoonah Indian
Robin Reich	Project Team (Applicant)	Solstice
Ron Handerson	Local	
Ron Salmon	Local	
Sarah Meitl	State Agency	ADNR-SHPO
Scott Harris	Local	Harris Air
Sean McDermott	Federal Agency	NOAA
Senator Bert	State Agency	Alaska Legislature
Shane Snyder	Local	Pilot
Shilo Williams	Project Team (Applicant)	CBS
Sierra Franks	Federal Agency	NOAA
Sonny Cropley	Local Business/Stakeholder	
Stan Eliason	Project Team (Applicant)	CBS
Stephanie	Federal Agency	USFWS
Steve Brockman	Federal Agency	USFWS
Steve Brockman	Federal Agency	USFWS
Steve Merkel	Local Public Institution	SEARHC
Theresa	Tribal Entity	Organized Village of
Tiger Johnson	Local	Taquan Air
Tim Mearig	State Agency	ADEED
Tom Middendorf	Project Team (Applicant)	DOWL
Tor Svendson	Local	
Trish Neal	Tribal Entity	Alaska Association
Venus Larson	Federal Agency	FAA
Ward Air	Local	
William 'Bill' Lantz	Local	
Willow Weimer	State Agency	ADEC

**Reviewers:** Kristi Ponozzo (KP), Kendall Campbell (KC)  
**DOWL Responder:** Emily Creely

**Document Name:** DRAFT SUPPLEMENTAL ENVIRONMENTAL ASSESSMENT

**Published:** Published September 10, 2025

Commenter/ Received	Section	Overall Comment	Detailed Comments	Response	Change to SEA
SEARHC Received via email October 8, 2025	4.9 Noise	The DSEA does not adequately measure the true impact the noise from the seaplane base will have on Mt. Edgecumbe Medical Center.	Increased seaplane traffic exists. Moreover, the day-night sound level (DNL) is not an appropriate measure of the impact the proposed seaplane base will have on MEMC. The preparers of the DSEA are aware of other methods of calculating noise impact but chose not to consider alternative methods. For example, the N-Above-Ambient method is more appropriate to determine the noise impact on facilities on Japonski Island.	<p>The NEPA significance threshold is triggered if a proposed Federal action "would increase noise by DNL 1.5 dB or more for a noise sensitive area as defined in 14 Code of Federal Regulations Part 150 that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe." For example, an increase from DNL 65.5 dB to 67 dB would be considered a significant impact, as would an increase from DNL 63.5 dB to 65 dB.</p> <p>The FAA's noise analysis is summarized in Appendix G (Noise Study). That analysis shows all study area are substantially less than DNL 65 dB and there would be no increase of noise greater than DNL 1.5 dB within the DNL 65 dB at any noise sensitive area. Assumptions about increased seaplane traffic are a part of that analysis as explained in Appendix G.</p> <p>Supplemental analysis using metrics other than DNL were not conducted since the estimated DNL values summarized in the Supplemental EA at Table 6 did not exceed significance threshold and were well below DNL 65 dB.</p> <p>Existing noise from aircraft in Sitka Channel is long standing. Meanwhile, flight operational profiles will not change in the before and after scenarios. Flight patterns to and from Sitka Channel are also not expected to change. Other factors such as aircraft climb/descent rates, aircraft power settings, and altitudes are also not expected to change from current operations. When considering the adjustment in the waterlane location, most noise levels <i>decreased</i> in the "after" model. (Table 6.)</p> <p>Although the FAA's focus is on aviation noise related to this proposed project, there are other noise sources in the area such as the nearby part 121 commercial airport and commercial fishing vessels. Adding these or other noise sources to the baseline and the proposed conditions would not change the noise results. In the circumstances described, and given the Table 6 noise table results, supplemental metrics would also show noise levels decreasing at most modeled location and so would not provide additional insight into the noise environment beyond that provided by the DNL metric or change the significance findings for purposes of this environmental analysis.</p>	NA
				<p>Section 3.3.2 of the 2021 EA States: blasting and rock excavation would be required along the southern hillside. Blasting would likely take one month during which there could be several small blasts followed by rock removal and placement for proposed embankments.</p> <p>Table 3 of the 2021 EA states: short-term construction noise would be mitigated through a blasting plan to minimize impacts on adjacent properties and marine transport of fill.</p> <p>The USFWS Biological Opinion summarizes blasting plans including a summary of timing and decibels: One blasting event per day on 47 days (not consecutive) at an estimated 90 decibels (dB; at the blast center) per event at 50 feet.</p> <p>As noted in the 2021 EA, the water lane is shifting approximately 2,000 feet north into the Western Anchorage, resulting in a larger amount of space between the operations area and the receptors, including Mt. Edgecumbe, which will decrease the noise experienced by MEMC. The proposed project will reduce noise effects from the current water lane and noise exposure. The new base could increase the number of operations; however, the increased distance reduces the overall noise exposure to MEMC resulting from arrivals and departures.</p>	<p>The following is added to Section 4.9.2: As stated in the 2021 EA and 2024 USFWS Biological Opinion (Appendix C), One blasting event is anticipated per day on 47 days (not consecutive) at an estimated 90 decibels (dB; at the blast center) per event. The FHWA Construction Noise Handbook indicates the inverse square law demonstrates the inversely proportional relationship between source sound pressure and distance from the sounds source (-6 dB per doubling of distance). The noise from construction equipment would dissipate at a rate of 6 dB per doubling of the distance from the source to the receptor (50 feet). SEARHC is approximately 2,000 feet from blasting source to the north. At the distance of 2,000 feet, the construction noise would be reduced by 30 dB.</p>

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					<p>Therefore, construction noise from blasting would not exceed 60 dB.</p> <p>Additionally, construction-related noise impacts are addressed through development of a blast plan and coordination with CBS through construction permitting.</p> <p>A blast plan for construction would be developed and coordinated with NPS, SEARHC, and Mount Edgecumbe High School to incorporate measures to monitor and minimize the potential for blasting effects on the structures on Seward Avenue.</p>
			<p>The DSEA does not address the likely effectiveness of the fly-friendly voluntary program to adequately address the needs of MEMC patients.</p>	<p>Fly Friendly Programs are nationwide airport-led initiatives encouraging pilots and operators to adopt noise-reducing and sustainable aviation practices. Participation in the program is voluntary. The FAA supports these local initiatives through educational resources and noise reporting programs and support. Many airports have reported success with these types of programs.</p> <p>A link to the Fly Friendly Program may be found at the City of Sitka Public Works page, Sitka Rocky Gutierrez Airport Terminal:  <a href="https://www.cityofsitka.com/departments/PublicWorks/SitkaRockyGutierrezAirport">https://www.cityofsitka.com/departments/PublicWorks/SitkaRockyGutierrezAirport</a></p> <p>Elements of the plan address maintaining the lowest propeller RPM necessary for safe flight and taxiing to minimize noise. The program also recommends restrictions on late-night operations.</p> <p>The Fly Friendly Program is long-term and it is not possible to address, with precision, likely effectiveness over an upcoming year.</p>	<p>Although the water lane shift was captured in the 2021 EA, it was not included in the proposed action summary (Section 2.3), Therefore a new bullet would be added to Section 2.3:</p> <p>Existing Water Lane</p> <p>Shift approximately 2,000 feet to the north.</p> <p>The proposed shifting of the waterlane was identified as needed in 2002 in the Sitka Seaplane Base Master Plan, due to identified risks associated with the existing waterlane and the need for relocation. This waterlane, or general route seaplanes use to access the area, has been in existence since the 1930s and noise associated with seaplanes has been a sustained impact associated with that current and historical waterlane use. The 2016 Updated Siting Analysis provided an approximate location for a waterlane west of the existing waterlane but an exact location was not defined. As part of the SPB project in Fall 2020, planners determined the proposed waterlane location to minimize taxi distance and user conflicts</p> <p>Additionally, a line will be added to Table 1.</p>

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			The DSEA does not address the fact that in the summer, quiet hours begin at the hospital well before it is too dark to fly, despite repeated assertions from the project team that operations would not occur at night.	The AEDT tool used to model noise impacts specifically accounts for noise sensitivity at night as timing inputs for night hours in the AEDT tool is 10 pm to 7am. It adds a 10 decibel 'penalty' to reflect greater sensitivity to noise during these hours. Overall, AEDT's approach to nighttime noise analysis ensures that the increased sensitivity and regulatory considerations associated with nighttime operations are effectively modeled and assessed. These were included in the noise analysis, that ultimately did not predict operations to cause significant noise impacts to sensitive noise receptors, including SEARHC.	NA
			The DSEA does not provide any sound attenuation cost subsidies for SEARHC, such as payment for windows, building materials, and insulation that could reduce sound. If the project moves forward, cost subsidies for noise retardant measures are more likely to mitigate the serious impacts of noise on MEMC and SEARHC behavioral health facilities than programs that rely on voluntary compliance from pilots	SEARHC quiet hours are from 7 pm to 7 am and there won't be any restrictions on use during summer when it is light from 5 am to 10 p.m. The Fly Friendly program as currently drafted limits touch and go activity to only 0700 through 1900. While there is no local ordinance that prevents flights from 11PM to 4AM the Fly Friendly program encourages pilots from creating noise during these hours. The Fly Friendly Program link—noted above already—is below: <a href="https://www.cityofsitka.com/departments/PublicWorks/SitkaRockyGutierrezAirport">https://www.cityofsitka.com/departments/PublicWorks/SitkaRockyGutierrezAirport</a> Per 14 CFR Part 150, the FAA cannot require noise mitigation or funding of noise mitigation measures for sensitive noise receptors below the 65 dB DNL. All noise receptors, including all the SEARHC locations, were modeled below the 65 dB DNL. Additionally, the proposed shift in the water lane northeast of the existing lane reduces the modeled noise attenuation to all SEARHC facilities by 2 dBs when considering arrival and departures noise.	NA
4.10 Socioeconomic Impacts and Children's Environmental Health and Safety Risk	The DSEA does not address the health impacts of lead emissions	The negative effects of lead exposure to hospital patients and newborns—who are especially vulnerable to the kinds of health effects described by the EPA—constitute a “potential for significant impact” that requires “specialized analysis to properly evaluate” per the FAA Handbook. Yet, no assessment has been conducted.  An assessment of effects of lead air pollution should also be evaluated in the “Socioeconomic Impacts and Children’s Environmental Health and Safety Risk” section.	Lead is a regulated particle included in the NAAQS for which an air quality screening was completed for Section 4.2 of the SEA (Table 2). Section 4.2.1 (Page 15) explains how the 2024 FAA Aviation Emissions and Air Quality Handbook was used to review the project and why the Proposed Action does not meet the FAA threshold for conducting an emissions inventory.  Page 15:  “Thresholds are defined by an annual budget, e.g. the threshold for construction equipment is 125 pieces of equipment in a year which equates to 125 pieces of equipment operating at 16 hours a day, for 356 working days. Construction of the SPB is estimated to require 27 pieces of equipment operating 10 hours a day for 96 working days. Guidance suggests that project emission estimates should be relative to the threshold; the SPB will use 3.7% of the construction emissions budget(threshold). <ul style="list-style-type: none"><li>• FAA Threshold: 125 pieces of equipment x 16 hours x 365 days=730,000 operating hours</li><li>• SSB Construction: 27 pieces of equipment x 10 hours x 96 days= 26,920 operating hours</li><li>• Proportion of project emissions: 26,920/730,000= 3.7 % x1 25=4.6 Pieces of Equipment”  Further the Proposed Action was found to not contribute to or worsen violations of NAAQ and FAA determined that no further air quality analysis was required. In addition, Section 4.5 of the SEA reviewed the project limits for hazardous materials, including lead. No lead or lead containing materials were identified.  Due to the negative lead results of both of the referenced reviews above, no further lead exposure review was determined to be necessary. References to these reviews are recommended to be included in the SEA.</li></ul>	The following sentence(s) are added in Section 4.10.1.2:  While no changes to the affected environment have been made for this resource topic, it is important to note that the FAA has prepared updated consideration/reviews for lead containing materials and/or emissions which are potentially harmful to children. As documented in Section 4.2 of this SEA, an air quality screening was completed for the project for all regulated air pollutants, including lead. Additionally, in Section 4.5 of this SEA, a review of potentially hazardous materials was completed for the Project and no lead containing materials were identified. Due to the negative lead results of both of these studies, no further analysis for lead was recommended. No impacts to Children's Environmental Health & Safety Risks regarding lead, are anticipated under the Proposed Action. For additional details of each of the respective reviews, please refer to Sections 4.2 and 4.5 for air quality and hazardous materials information, respectively.	

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4.9 Traffic and 4.10 Socioeconomic Impacts and Children's Environmental Health and Safety Risk	The DSEA does not adequately address SEARHC's concerns that increased traffic could delay emergency vehicles	The DSEA does not evaluate whether an emergency vehicle could safely get around a towed seaplane on Seward Avenue during the non-restricted times, or whether other restricted times are necessary.	The DSEA does not address the impact seaplane base air traffic will have on medical flights. The project team needs to evaluate how new and additional flight paths could create enhanced risk or hindrance for air emergency medical evacuations to MEMC and address mitigation options for any risks to air ambulance traffic.	<p>Any oversize vehicle (such as a plane) would need to obtain a special use /Over Sized Vehicle permit through the State of Alaska and CBS to travel on public roads. The permit documentation will describe plans to follow to ensure continuity of emergency services during any transit of aircraft. Transport of aircraft along Tongass Drive or Seward Avenue would ultimately be an unusual or atypical event. If such transport were to occur, it would have to be planned in advance and permitted as described in the FSEA, Section 4.10.1.1. With consideration of the existing regulatory environment, the layout of Japonski Island, the size of the SPB, the 2021 traffic analysis, and comments received from the public and pilots, we cannot find that disruption to traffic patterns or interference with emergency vehicles are likely or would result in substantial interference.</p>	Additional information has been made to Section 4.10.2.2 of the Final SEA.
				<p>A change in seaplane base location will not change the flight patterns in the Sitka Channel or impact flights coming into the Sitka Rocky Gutierrez Airport. For flights conducted under VFR, the minimum standard separation for simultaneous VFR takeoffs/landings of 700 feet is met as the distance between the water lane and the runway at Rocky Gutierrez is well over 700 feet apart. Meanwhile, SPB operations will effectively be "parallel" to the main airport operations and aircraft will operate opposite each other. The water lanes, or flight operations, would be similar to what they are currently.</p> <p>MEMC does not have a dedicated helicopter pad and all medivac operations using fixed wing aircraft would use the main runway at the Sitka Rocky Gutierrez Airport. All helicopter medivac operations by the Coast Guard or private helicopters would also use the main runway (at Rocky Gutierrez) for approach and departure, Operations in the Sitka Channel are not likely to directly affect medical flight operations.</p> <p>Sitka Rocky Gutierrez Airport is under Class E airspace and has an area defined for Special Visual Flight Rules (VFR) operations which are defined in 14 CFR 91.157 (<a href="https://www.ecfr.gov/current/title-14/section-91.157">https://www.ecfr.gov/current/title-14/section-91.157</a>). The Special VFR rules mandate that operations must be conducted with an ATC clearance, clear of clouds, and except for helicopters, when flight visibility is at least 1 statute mile, as well as time restrictions. These rules therefore require positive radio contact when operating VFR under these conditions. Additionally, vigilance shall be maintained by each person operating an aircraft at all times so as to see and avoid other aircraft, 14 CFR 91.113 . For these reasons, as well, landings at Sitka Channel and at Sitka Rocky Gutierrez Airport are unlikely to conflict.</p> <p>In poor weather conditions, meanwhile, seaplanes would have to obtain a special VFR clearance. That is because controlled airspace (Class E) extends to the surface in the area encompassing Sitka Rocky Gutierrez and the harbor area, and no IFR landings will occur in the waterlane. A special VFR clearance would not be granted if that clearance conflicts with an Instrument Flight Rules (IFR) arrival at the Sitka Rocky Gutierrez Airport. This is a situation that exists today and would not change with the relocation of the seaplane dock.</p>	NA

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	5.3 Government to Government Consultation	The FAA and CBS have not explained their decision- making with respect to tribal consultation. Insufficiencies in the Tribal consultation process.	It is not clear how the FAA determined that the listed Tribes are the only Tribes uniquely affected by the project. SEARHC objects to the FAA's failure to send consultation letters to other Tribes served by SEARHC and Mt. Edgecumbe Medical Center. In addition, SEARHC objects to insufficiencies in the Tribal consultation process on this project in violation of Executive Order 13175 and FAA Order 1210.20.	<p>FAA recognizes the significance of the Mt. Edgecumbe Hospital to all of the communities SEARHC serves. Since the original consultation letters to Tribes were sent in 2019, the number of federally recognized Tribes and Tribal organizations consulted on this project has varied depending on Tribal interest, requested participation, and policy changes. The FAA's federal Trust responsibility to federally recognized Tribes has not changed and per Executive Order 13175 the FAA has engaged in government-to-government consultation to ensure we are meaningfully meeting our Trust responsibility. Per FAA's Tribal Consultation Policy 1210.10 and the DOT Tribal Consultation Policy 5301.1A, the FAA is obligated to consult with federally recognized Tribes as well as Tribal entities created by ANCSA on all actions that have Tribal implications or may impact trust resources or Tribal rights.</p> <p>In determining what Tribes and Tribal organizations to consult, the FAA takes into consideration whether the proposed federal action may have a direct effect on Tribal rights and resources in the vicinity of the project area. For the proposed Supplemental NEPA effort the FAA began by inviting those Tribes who previously expressed interest in the proposed action (Sitka Tribe of Alaska) as well as the ANCSA Regional Corporation (Sealaska) and the Regional Tribal Non-profit Organization (Central Council Tlingit &amp; Haida Indian Tribes of Alaska).</p> <p>The FAA relies, in part, on both local and regional consulting parties—such as SEARHC—to assist in identifying Tribal interests and rights beyond the immediate vicinity of the project location that may be impacted by the proposed action. We received no requests for other Tribal interests to be involved. For the Supplemental EA, the FAA has made significant Tribal and 106 consultation efforts as set out in Sections 5.2 and 5.3.</p>	The May 14, 2025, Findings Letters to Consulting Parties will be added to Appendix E.
Pilot Stakeholders Provided during in- person meeting on September 16, 2025	2.3 Proposed Action Alternative	Pilots discussed potential inclusion of wave attenuators for structural longevity purposes. Noted that log booms could be used as a cost effective wave attenuator.	There was both support for and feelings that they [wave attenuators] were unnecessary. Pilots acknowledged the large price tag and encouraged use of log booms for wave attenuators (They do not want the price of them to have a negative impact on FAA's support of the current design concept.)  Wave attenuators were supported if they were for structural longevity purposes vs operations as pilots won't fly when it is overly windy where waves would be a hazard to operations.	Wave attenuators were excluded from the current project scope by CBS. If needed in the future, we can look at a low cost option such as a log boom. They were originally conceived during the planning phase to protect the float system from larger storm waves. They would also improve wave and boat wake protection for any seaplanes moored alongside the transient float.	NA
		Pilots would like to have fuel services on the property if possible.	Having fuel services for out of town pilots would be hugely helpful. Currently, Aero Services is an alternative source for fuel; however, pilots spoke of service concerns such delivery delays and lack of drivers with CDL which limits their serviceable area.  Pilots mentioned support for a large fuel tank on the uplands with a cart walk system.	Fuel systems on the floats were explored during early design however the fueling scope was deleted by CBS due to their preference for a private vendor to supply fuel instead of CBS providing fuel distribution equipment on the floats.	NA
		Pilots would like additional detail about vehicle access to the floats.	Pilots would like to be able to drive vehicles on the floats. The designed pile arrangement does not allow for this.	Vehicle access is provided on the Drive Down Float and Vehicle Turnaround Float only. Large vehicles were not anticipated on the ramp floats or Ph 2 Transient float. Significant cost implications to change to vehicle access on those two floats. Small vehicles such as ATVs can transit those floats.	NA

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		Pilots would like additional detail about vehicle access to the floats.	Pilots desire a composite material for the berth ramps vs wood and Confirm berth ramp slopes are at an angle to allow for the plane floats to be out of the water.	Ramps are currently designed with timber decking for required structural capacity. A composite overlay is possible however will create some low friction concerns that should be discussed further – planes slipping backwards on ramp or over shooting the ramp. Slope is at 7:1 which will likely achieve this goal.	NA
		Pilots would like additional detail about the transient float location, which is currently off center.	Pilots would like to see this centered or switch the offset to be on the west side of the float due to wind.	The transfer bridge lands on the Drive Down Float and was specifically located off center at CBS request to allow the addition of a pedestrian only gangway alongside in the future. Will need further explanation on reasons for switching the bridge offset – switching it will have no impact on wind.	NA
		Pilots expressed concern marine traffic within the Sitka Channel.	The Sitka Channel is very busy and can be hard to land in at times. The use of buoys designating “no anchorage” in the water lane was discussed; however, the pilots did not think this would be received well by the marine folks. Kayakers are the biggest concern.	CBS and project team to explore educational opportunities to inform all marine traffic of the water lane. Project team to send draft Fly Friendly program out to attendees for comments.	NA