

MEMORIAL
AIRPORT

APPENDIX G



U. S. Department
Of Transportation

**Federal Aviation
Administration**

Helena Airports District Office

2725 Skyway Drive, Suite 2
Helena, Montana 59602

Phone: (406) 449-5271

Fax: (406) 449-5274

November 4, 2020

Mr. Andrew Werk Jr., President
Fort Belknap Indian Community
656 Agency Main Street
Harlem, MT 59526

Subject: Invitation for Government-to-Government Tribal Consultation for Proposed
Improvements at the Driggs-Reed Memorial Airport at Driggs, Idaho

Dear President Werk:

The Federal Aviation Administration (FAA) is examining the environmental impacts regarding proposed improvements at the Driggs-Reed Memorial Airport at Driggs, Idaho. A project description and layout are enclosed with this letter. The proposed improvements and their associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The FAA intends to complete Section 106 in conjunction with the NEPA process.

The FAA has identified your Tribe as potentially having an interest in the project area. In accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800, the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking, and is inviting you to participate in government-to-government consultation in the Section 106 process. We are also initiating this consultation in accordance with Executive Order 13175, Consultation and Coordination with Indian and Tribal governments and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures.

The *Class III Cultural Resources Inventory and Architectural History Survey of the Driggs-Reed Memorial Airport* (CRI) was recently completed for the Airport (dated September 2020). The CRI was completed as a supplement to a 2014 CRI, and both are enclosed with this letter. Only one previously recorded property was identified within the Area of Potential Effect (APE) – Site 10TN67 (Grant Teton Canal). Two newly recorded historic-age properties were identified, but are not recommended as eligible to the National Register of Historic Places (NRHP). These properties include the Driggs-Reed Memorial Airport (NRD-1) and Runway 4/22 (FN-35). No archaeological resources were identified in the APE during either survey. A determination of Adverse Effects to Historic Properties may be reached due to the necessity that the Grand Teton Canal will be placed into several culverts due to the proposed improvements. That determination has yet to be decided, or coordinated with the Idaho State Historic Preservation Office (SHPO).

If you have any information to add to these surveys that should be considered, would like to open government-to-government consultation for the proposed project, or have any comments on the improvements or information that the FAA should consider before contacting the Idaho State Historic Preservation Office (SHPO), please contact Diane Stilson, the Environmental Specialist at our office. Diane can be contacted by phone at (406) 441-5411 or by e-mail at diane.stilson@faa.gov.

Thank you in advance for your response.

Sincerely,

**STEVEN L
ENGBRECHT**

 Digitally signed by STEVEN L
ENGBRECHT
Date: 2020.11.03 19:22:58 -07'00'

Steve L. Engebrecht, Acting Manager
Helena Airports District Office

Enclosures:

Project Description and Project Layout
Cultural Resource Inventory (2020)
Cultural Resource Survey (2014)

cc: (Via e-mail)

Michael Blackwolf, Tribal Historic Preservation Officer
City of Driggs, Idaho (Airport Sponsor)
Aviation, Inc.
file

Proposed Improvements at the Driggs-Reed Memorial Airport at Driggs, Idaho

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The purpose of the Proposed Action is to support a safe and viable Airport now and into the future. To accomplish this, improvements and modifications must be made to facilities at the Airport in accordance with the FAA's recommended design standards and guidance to address deficiencies in the Airport's Runway Protection Zone (RPZ) and Runway Object Free Area (ROFA) as identified in the most recent Airport Master Plan Update (2020 AMP).

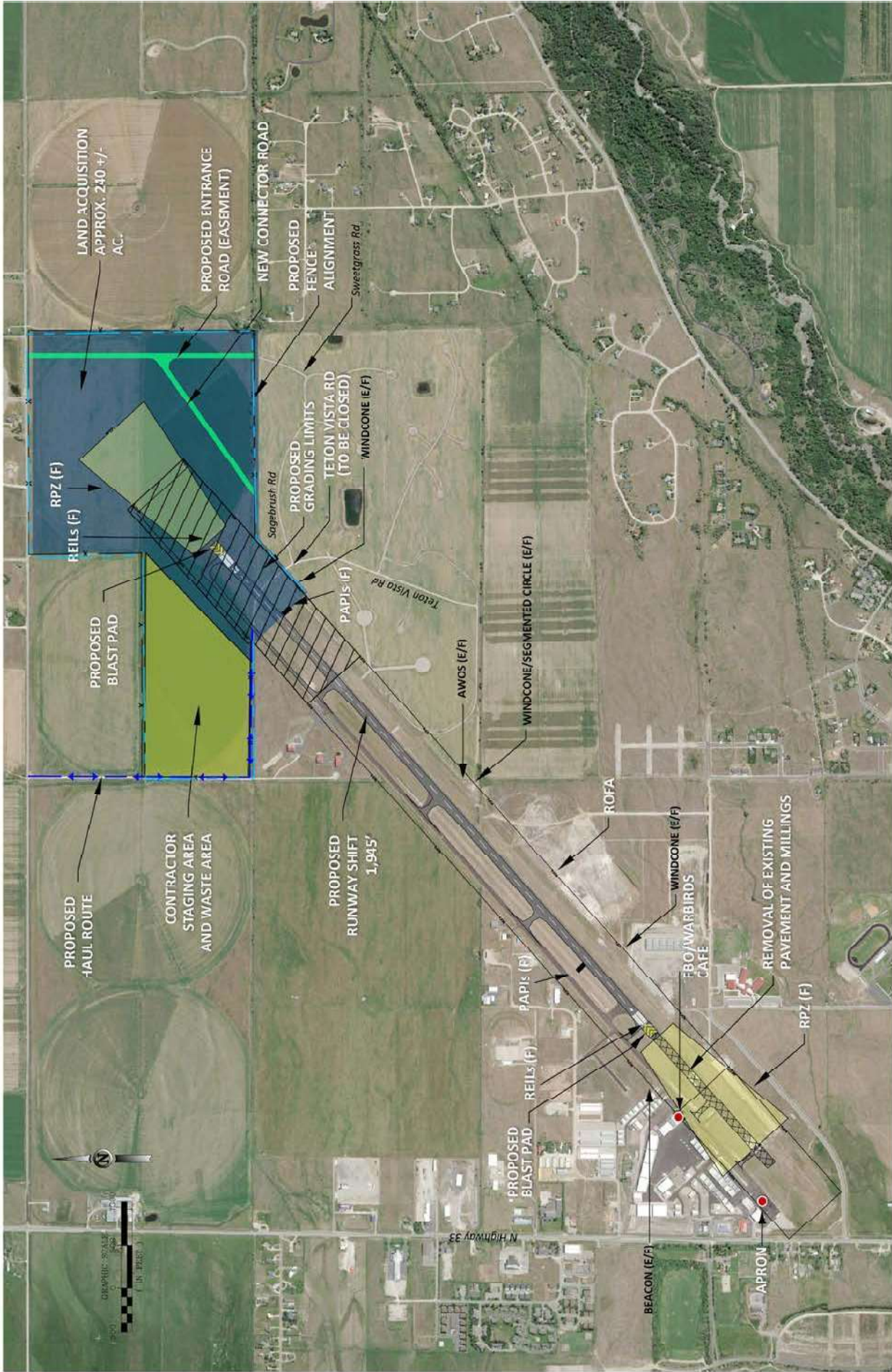
The Proposed Action is needed because the 2020 AMP determined that the current RPZ for the Runway 4 approach end extends over N Highway 33 and encompasses five residential dwellings. Sponsor control over RPZ land is emphasized by the FAA. The shift of Runway 4/22 and associated facilities 1,945 feet to the northeast is proposed in order to remove existing land use compatibility issues at the Airport and allow for a Sponsor-controlled RPZ. As a result of the shifting of Runway 4/22, the existing property fence would be removed, a new wildlife fence installed, and flight procedures would require amendments.

Additionally, the ROFA associated with Runway 4/22 also includes aircraft parking positions and a portion of the Fixed Based Operator (FBO) building. The presence of aircraft parking and a portion of the FBO building violate both RPZ and ROFA requirements established by the FAA. As such, the 2020 AMP recommends that the Runway 4 threshold should be relocated to bring the Airport into compliance with FAA guidelines and standards.

An Environmental Assessment (EA) is being prepared by the engineering firm of Jviation, Inc. in accordance with FAA requirements and guidelines. The FAA has determined that the proposed action is a federal undertaking.

The proposed project includes the following, and is shown on the attached layout:

1. Acquisition of approximately 240 acres of agriculture land to support the runway shift, relocated runway protection zone, and runway approach/departure surface
2. Extension of runway pavement by 1,945 feet on the northeast end of the runway (Runway 22)
3. Extension of existing west partial parallel taxiway by 1,945 feet and new connecting taxiway at relocated Runway 22
4. Relocation of the Runway 4 threshold by 1,945 feet
5. Removal of existing pavement south of the relocated Runway 4 end.
6. Construction of paved blast pads off ends of each runway
7. Closure of Teton Vista Road, extension of Sweetgrass Road, and construction of new connector road between Sagebrush and Sweetgrass Roads
8. Removal of existing property fence and construction of new wildlife fence on new property line.
9. Relocation of associated Navigational Aids (NAVAIDs) including the Runway 4 and 22 Precision Approach Path Indicators (PAPIs), and Runway 22 Runway End Identifier Lights (REILs), and runway/taxiway lighting and marking
10. Amending flight procedures to accommodate the shift in runway location





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November 4, 2020

Mr. Devon Boyer, Chairman
Shoshone Bannock Tribes
PO Box 306
Fort Hall, ID 83203

Subject: Invitation for Government-to-Government Tribal Consultation for Proposed
Improvements at the Driggs-Reed Memorial Airport at Driggs, Idaho

Dear Chairman Boyer:

The Federal Aviation Administration (FAA) is examining the environmental impacts regarding proposed improvements at the Driggs-Reed Memorial Airport at Driggs, Idaho. A project description and layout are enclosed with this letter. The proposed improvements and their associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The FAA intends to complete Section 106 in conjunction with the NEPA process.

The FAA has identified your Tribe as potentially having an interest in the project area. In accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800, the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking, and is inviting you to participate in government-to-government consultation in the Section 106 process. We are also initiating this consultation in accordance with Executive Order 13175, Consultation and Coordination with Indian and Tribal governments and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures.

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Thank you in advance for your response.

Sincerely,

Steve L. Engebrecht, Acting Manager
Helena Airports District Office

Enclosures:

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Cultural Resource Survey (2014)

cc: (Via e-mail)

Louise E. Dixey, Cultural Resources Director
City of Driggs, Idaho (Airport Sponsor)
Aviation, Inc.
file

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The purpose of the Proposed Action is to support a safe and viable Airport now and into the future. To accomplish this, improvements and modifications must be made to facilities at the Airport in accordance with the FAA's recommended design standards and guidance to address deficiencies in the Airport's Runway Protection Zone (RPZ) and Runway Object Free Area (ROFA) as identified in the most recent Airport Master Plan Update (2020 AMP).

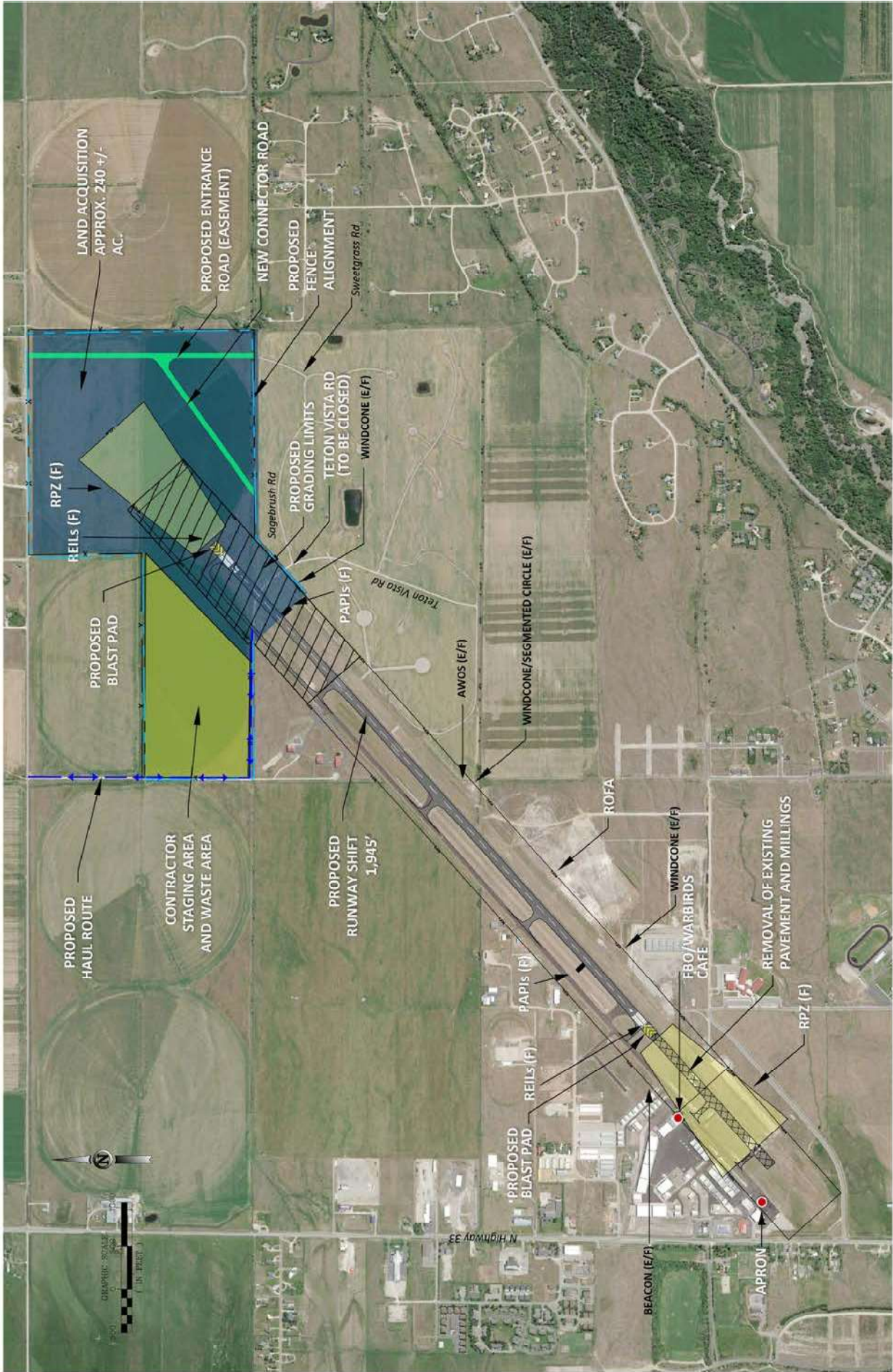
The Proposed Action is needed because the 2020 AMP determined that the current RPZ for the Runway 4 approach end extends over N Highway 33 and encompasses five residential dwellings. Sponsor control over RPZ land is emphasized by the FAA. The shift of Runway 4/22 and associated facilities 1,945 feet to the northeast is proposed in order to remove existing land use compatibility issues at the Airport and allow for a Sponsor-controlled RPZ. As a result of the shifting of Runway 4/22, the existing property fence would be removed, a new wildlife fence installed, and flight procedures would require amendments.

Additionally, the ROFA associated with Runway 4/22 also includes aircraft parking positions and a portion of the Fixed Based Operator (FBO) building. The presence of aircraft parking and a portion of the FBO building violate both RPZ and ROFA requirements established by the FAA. As such, the 2020 AMP recommends that the Runway 4 threshold should be relocated to bring the Airport into compliance with FAA guidelines and standards.

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November 4, 2020

Vernon Hill, Chairman
Karen Snyder, Co-Chair
Shoshone Tribe of the Wind River Reservation
PO Box 538
Fort Washakie, WY 82514

Subject: Invitation for Government-to-Government Tribal Consultation for Proposed Improvements at the Driggs-Reed Memorial Airport at Driggs, Idaho

Dear Chairman Hill and Co-Chair Snyder:

The Federal Aviation Administration (FAA) is examining the environmental impacts regarding proposed improvements at the Driggs-Reed Memorial Airport at Driggs, Idaho. A project description and layout are enclosed with this letter. The proposed improvements and their associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The FAA intends to complete Section 106 in conjunction with the NEPA process.

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Steve L. Engebrecht, Acting Manager
Helena Airports District Office

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cc: (Via e-mail)

Joshua Mann, Tribal Historic Preservation Officer
City of Driggs, Idaho (Airport Sponsor)
Jviation, Inc.
file

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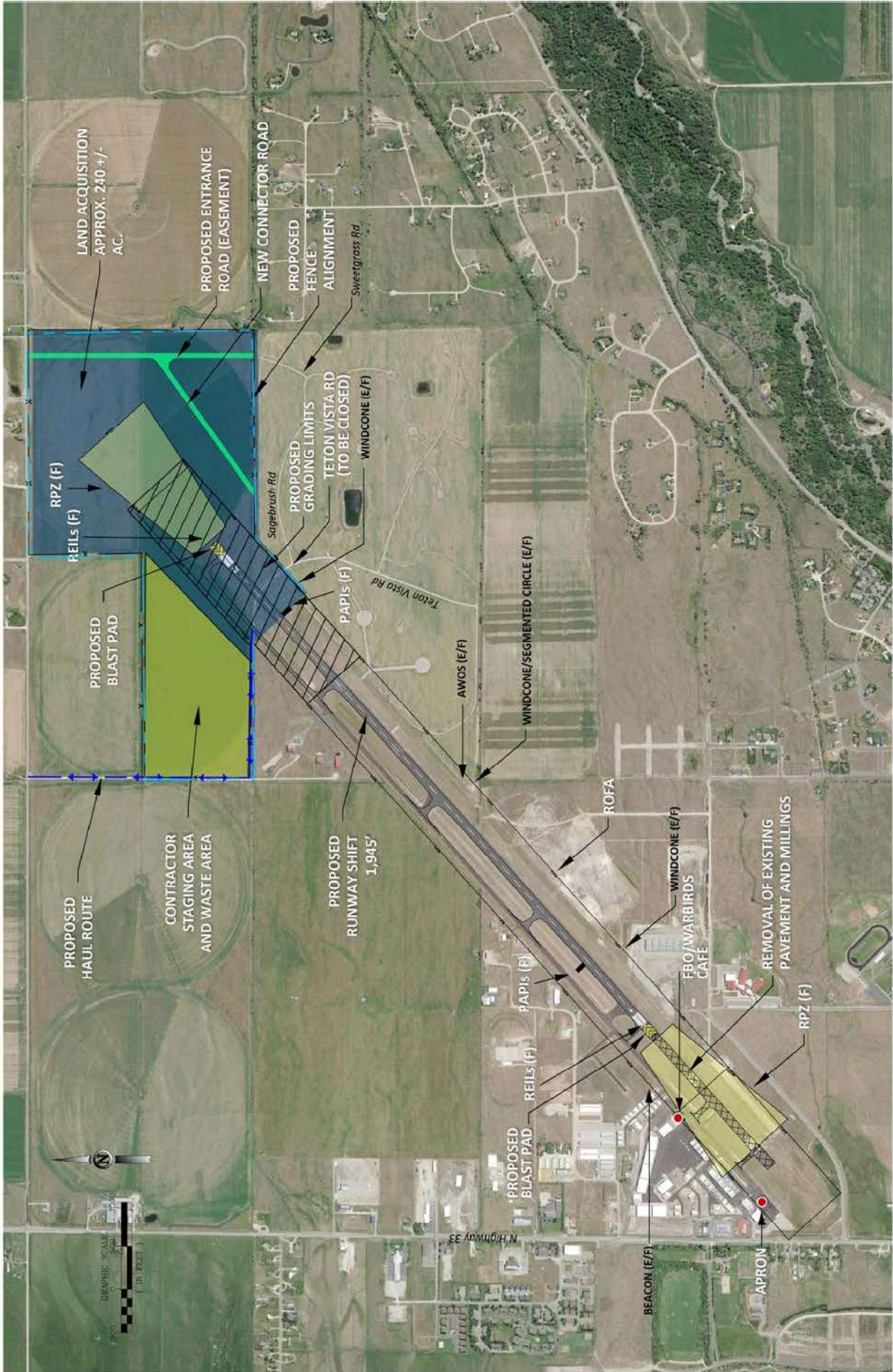
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November 4, 2020

Mr. Raymond Tsumpti, Chairman
Confederated Tribes of the Warm Springs Reservation of Oregon
1233 Veterans Street
PO Box C
Warm Springs, OR 97761

Subject: Invitation for Government-to-Government Tribal Consultation for Proposed
Improvements at the Driggs-Reed Memorial Airport at Driggs, Idaho

Dear Chairman Tsumpti:

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Robert Brunoe, Tribal Historic Preservation Officer
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