PUBLIC NOTICE

Alaska Department of Environmental Conservation (DEC)
Wastewater Discharge Authorization Program/401 Certification
555 Cordova Street, Anchorage AK 99501-2617
Phone: 907-269-6285 Email: DEC-401Cert@alaska.gov

Notice of Application for State Water Quality Certification

Public Notice (PN) Date: June 15, 2022
PN Expiration Date: July 15, 2022
PN Reference Number: POA-2022-00136
Waterway: Cook Inlet

Any applicant for a federal license or permit to conduct an activity that might result in a discharge into navigable waters, in accordance with Section 401 of the Clean Water Act (CWA) of 1977 (PL95-217), also must apply for and obtain certification from the Alaska Department of Environmental Conservation that the discharge will comply with the CWA, the Alaska Water Quality Standards, and other applicable State laws.

Notice is hereby given that a request for a CWA §401 Water Quality Certification of a Department of the Army Permit application, Corps of Engineers’ Reference Number indicated above has been received for the discharge of dredged and/or fill materials into waters of the United States (WOUS), including wetlands, as described below, and shown on the project figures/drawings. The public notice and related project figures/drawings are accessible from the DEC website at http://dec.alaska.gov/water/wastewater/.

To comment on the project or request for a public hearing with respect to water quality, submit comments electronically via the DEC public notice site at https://water.alaskadec.commentinput.com/?id=AhZ75 on or before the public notice expiration date.

Applicant: Sean Dolan, NorthLink Aviation, 717 Fifth Avenue, Ste 12A, New York, NY 10022.
phone: 917-842-1153, Email: dolan@northlinkaviation.com

Agent: Theresa Dutchuk, DOWL, 4041 B Street, Anchorage, Alaska 99503.
phone (907) 865-1238. Email: tdutchuk@dowl.com

Project Name: South Airpark Cargo Expansion

Location: The project site is located within Section 4, T. 15 N., R. 4 W., Seward Meridian; USGS Quad Map Anchorage A-8 and Tyonek A-1; Latitude 61.162816° N., Longitude 149.999417° W. From Ted Stevens Anchorage International Airport (ANC), east on International Airport Road, turn right at Jewel Lake Road going south, turn right at Raspberry Road. After approximately 0.3 miles past Sand Lake Road on the north side of Raspberry Road across from Tanaina Drive, Lowell Circle, and Serenity Circle, in Anchorage, Alaska.

Purpose: The applicant’s stated purpose is to develop infrastructure to support air cargo operations at the ANC. The South Airpark Campus was specifically designated for development in the 2014 Anchorage Master Plan update. NorthLink Aviation has acquired a lease for the South Airpark Campus and is proposing to develop cargo facilities, which is planned for construction between the summer of 2022 and November 2023.

Project Description: The proposed project would include the following components: a new aircraft parking apron, connector taxilanes to Taxiway Romeo and future Taxiway Zulu extension, blast fence(s), cargo terminal, fueling and glycol distribution/recovery facilities, ground service equipment/unit load device facility, ground service equipment and vehicular parking areas, road connection to South Airpark Place, retention basin and/or snow storage area, new security and perimeter fencing, and an earthen berm (figure 2 and figure 3). The new aircraft parking apron would include an 80-acre paved surface with 15 hardstands equipped with in-ground fuel hydrants (supplied by transportation pipelines) and in-ground power connections. Taxilanes would connect the aircraft parking apron to the north/south Taxiway Zulu and to the proposed future east/west Taxiway Zulu expansion.
A 90,000 square-foot warehouse and parking lot would provide office facilities and serve as a terminal for cargo storage. The ground service equipment and unit load device facility (and associated outdoor parking) would be located along the southern portion of the paved surface, in addition to storage for diesel fuel. The project would include a first-in-Alaska glycol recovery and recycling system in a structured directly adjacent/connected to the ground service equipment facility. The glycol recycling facility would include indoor storage of glycol and water used for deicing aircraft, as well as glycol concentrators for recycling. A 25-foot-tall earth berm would be constructed and topped with approximately 15-foot tall, wooded vegetation on the southern edge of the proposed development. Blast fences would be placed strategically to redirect the exhaust from jet engines. A retention basin would provide a location for stormwater collection from the new impervious surface and settle potential contaminants. New security measures and perimeter fencing would be placed in accordance with ANC standards.

An access road would be constructed to route vehicular traffic from South Airpark Place to the South Airpark Campus. Additional work may include vegetation clearing, drainage improvements, signing and striping, lighting, and adjusting utilities as needed. Support activities would include staging, stockpiling, material sourcing, and potentially minor disposal of unusable excavation. Staging and stockpiling would occur on the lease lot in areas designated for development. Material would be sourced from local permitted sites and trucked in using existing roads. No improvements to roads would be necessary to truck in fill material. Excavated materials from the project area would be re-used in construction to the greatest extent possible. Material unusable for construction of the cargo infrastructure would be used to build the earth berm. The lease lot would require excavation and fill to grade the area for paving an aircraft apron and hardstands. The proposed project would result in the placement of fill material in 1.10 acres of palustrine wetlands.

All work would be performed in accordance with the enclosed plan (figures 1-2 dated February 17, 2022, and figures 3-4 dated May 2022).

**ADDITIONAL INFORMATION:** A Federal Aviation Administration (FAA) Environmental Assessment (EA) is being completed for the project. The draft EA is available for comments until June 25, 2022, at [https://www.northlinkaviation.com/project](https://www.northlinkaviation.com/project).

**APPLICANT PROPOSED MITIGATION:** The applicant proposes the following mitigation measures to avoid, minimize, and compensate for impacts to waters of the United States from activities involving discharges of dredged or fill material.

a. **Avoidance:** Complete avoidance of impacts to wetlands is not possible to meet the project’s purpose and need of the project. Other facility locations outside of airport property would not be within the airport’s secure area. Space within ANC is limited and locations for development must be designated as such in the Airport Layout Plan (ALP). ANC has specifically leased the proposed location for development activities (ADA-32351 [https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=200086](https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=200086)).

b. **Minimization:** The size of the facility is necessary to help meet the demand for cargo parking at ANC. Minimizing the proposed project area would minimize the number of hardstands the project could offer. The Contractor would be required to minimize impacts to waters of the U.S. by preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the Alaska Pollutant Discharge Elimination System’s (APDES) Construction General Permit (CGP). Compliance with the CGP requires implementing best management practices (BMPs) during construction to reduce or eliminate erosion and sediment transport and discharge from the construction area. It would also require to permanently stabilize disturbed ground as soon as practicable. The area would be filled by side dump truck; fill material would be temporary staged in uplands located at the southeast area of the project footprint. Fill is being acquired from Quality Asphalt Paving, 240 West 68th Avenue, Anchorage, Alaska 99518.

c. **Compensatory Mitigation:** The proposed project would have unavoidable wetland impacts; therefore, the applicant has proposed to compensate for the loss of 1.10 acres of palustrine wetlands by acquiring
approximately 0.77 debits from the Great Land Trust In-Lieu Fee program for the Anchorage Service Area at a ratio of 1:1 using the Anchorage Debit-Credit Methodology.

After reviewing the application, the Department may certify there is reasonable assurance the activity, and any discharge that might result, will comply with the CWA, the Alaska Water Quality Standards, and other applicable State laws. The Department also may deny or waive certification.

The permit application and associated documents are available for review. For inquiries or to request copies of the documents, contact dec-401cert@alaska.gov, or call 907-269-6285.

**Disability Reasonable Accommodation Notice**

The State of Alaska, Department of Environmental Conservation complies with Title II of the Americans with Disabilities Act (ADA) of 1990. If you are a person with a disability who may need special accommodation in order to participate in this public process, please contact ADA Coordinator Jason Burnett at 907-269-3056 or TDD Relay Service 1-800-770-8973/TTY or dial 711 within 5 days of the expiration date of this public notice to ensure that any necessary accommodations can be provided.
Ted Stevens International Airport
SAND LAKE
CAMPBELL
LAKE
SPENARD/HOOD
LAKE
DELONG
LAKE
Kincaid Park
Point Woronzof
Park
W Northern Lights Blvd
Postmark Dr
Sand Lake Rd
W Dimond Blvd
Raspberry Rd
Point Woronzof Dr
Ted Stevens International Airport

Imagery Credits:
0 1,500 3,000 750 Feet

POA-2022-00136
Applicant: NorthLink Aviation
Proposed Activity: Cargo Facilities
T12N, R4W, Section 4 Seward Meridian
61.162806° north 149.999417° west

Location Vicinity Map
South Airpark Cargo Expansion Project
Date: February 17, 2022
Figure 1
Request for CWA §401 Water Quality Certification
Alaska Department of Environmental Conservation
Division of Water – Wastewater Discharge Authorization Program
555 Cordova Street, Anchorage AK 99501
email: dec-401Cert@alaska.gov Phone: 907-269-6285

I. Identify the applicable federal license or permit*
Permit License Number: POA-2022-00136 Federal Agency: ☑ USACE, ☐ FERC, or ☐ Other:
*A copy of the federal permit or license application is required to be submitted with the request for the water quality certification. (18 AAC 15.130, 18 AAC 15.180)

II. Project Proponent and Point of Contact
Applicant Information
Sean Dolan
NorthLink Aviation
Chief Executive Officer
717 Fifth Avenue, Ste 12A
New York NY 10022
Mailing Address or PO Box
Email: dolan@northlinkaviation.com
Phone: 917-842-1153
Fax (optional)

Point of Contact or Agent Information
Theresa Dutchuk
DOWL
Environmental Specialist
4041 B Street
Anchorage AK 99503
Mailing Address or PO Box
Email: tdutchuk@dowl.com
Phone: 907-865-1238
Fax (optional)

Statement of Authorization
I hereby authorize _______Theresa Dutchuk______ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit/certification application.

SIGNATURE OF APPLICANT
DATE

III. Name, Location, and Description of Project or Activity
South Airpark Cargo Expansion
Project Name or Title
N/A
Project Street Address (if applicable)

Anchorage AK 99502
City State Zip

Other Location Descriptions if known:
01104123002
Anchorage 04 012N 004W
State Tax Parcel ID Municipality Section Township Range

Estimated Start Date 06/15/2022
Estimated End Date 11/30/2023

Directions to the site:
From Ted Stevens Anchorage International Airport, bear east on International Airport Road. At Jewel Lake Road turn right and follow south until Raspberry Road is reached. Make a right on Raspberry Road and follow past Sand Lake Road. The project area begins approximately 0.3 miles past Sand Lake Road on the north side of Raspberry Road across from Tanaina Drive, Lowell Circle, and Serenity Circle.

Nature of Activity (Description of project, include all features)
Please see supplemental.

Project Purpose (Describe the reason(s) for discharge)
Please see supplemental

For fill material, identify the material source: Quality Asphalt Paving, 240 W 68th Ave, Anchorage, AK 99518

Types of material being discharged and the amount of each type in cubic yards:

<table>
<thead>
<tr>
<th>Type</th>
<th>yd³</th>
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<tbody>
<tr>
<td>Type A</td>
<td>67,100</td>
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</tbody>
</table>

Surface area in acres of wetlands or other waters filled: Acres: 1.1
or, linear feet: N/A
Is dredging involved? ☐ Yes, ☑ No; If yes, how much? _______ acres and volume _______ yd³.

a. Is the dredging considered a ☐ new project, or is it ☐ maintenance? If maintenance, how frequent? ___________________

b. Proposed Placement of dredged material: (provide center coordinates of placement area)

☐ Upland, ☐ in water, ☐ Other: ______________________

<table>
<thead>
<tr>
<th>Activity</th>
<th>Description</th>
<th>Receiving Waterbody Name</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. ☐ ☑</td>
<td>Unnamed Wetland A (Figure2)</td>
<td>Campbell Creek</td>
<td>61.163325</td>
<td>-149.998524</td>
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<tr>
<td>b. ☐ ☑</td>
<td>Unnamed Wetland B</td>
<td>Campbell Creek</td>
<td>61.162600</td>
<td>-150.00370</td>
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<tr>
<td>c. ☐ ☑</td>
<td>Unnamed Wetland C</td>
<td>Campbell Creek</td>
<td>61.162083</td>
<td>-150.05219</td>
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<td>d. ☐ ☐</td>
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<td>e. ☐ ☐</td>
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c. Has a Tier analysis been conducted of the dredged prism? ☐ Yes, ☐ No; If yes, attach tier analysis and sample results.
Note, If marked no, this may later be required upon review of request.
(for example of Tier analysis, see EPA Inland Testing Manual or USACE Seattle District Civil Works DMMP User Manual)

Is any portion of the work already complete? ☐ Yes, ☑ No  If yes, describe the completed work:

IV. Identify the location and nature of any potential discharge that may result from the proposed project and the location of receiving waters;

Name and location of receiving waters, and geographical extent potentially affected by the proposed discharge:
The proposed project is located in the Campbell Creek watershed. On-site runoff is captured by localized storm water infrastructure adjacent Raspberry Road, which is not connected to the MOA storm water system. Therefore the localized storm water is discharged to uplands and is not connected to a receiving waterbody.

Location of potential discharge (Decimal Degrees, 5 places minimum), describe if necessary:

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<tr>
<th>Activity</th>
<th>Description</th>
<th>Receiving Waterbody Name</th>
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Is the project within 1,500 feet of a known contaminated site: ☑ Yes, ☐ No (see DEC Contaminated Sites Program website).
If yes, describe the identified contaminated site(s) or groundwater plume within 1,500 feet.

Please see supplemental

Parameter(s) of Concern: (check all that apply): ☐ Turbidity, ☑ Sediment, ☑ Petroleum Hydrocarbons, ☐ Metals, ☑ Other, Glycol
Identify the parameters of concern that may be present in your discharge. Consider if other parameters may be present from past activities in the area. Describe if known respective concentrations, persistence, and potential impacts to the receiving water and data on parameters that may alter the effects of the discharge to the receiving water.

See supplemental

Impaired Waters: Does a discharge of any parameter identified above occur to an impaired waterbody listed as a Category 4 [304(b)] or Category 5 [303(d)] in the current EPA approved Alaska’s Integrated Water Quality Monitoring and Assessment Report? (See http://dec.alaska.gov/water/water-quality/impaired-waters.aspx for the most recently approved report and category listings.)
If determined necessary and requested by the Department, submit sufficient and credible baseline water quality information for the receiving water which meets the requirements of 18 AAC 70.016(a)(6)(A-C).
Social or Economic Importance (18 AAC 70.016(c)(5): Provide information that demonstrates the accommodation of important social or economic development. The applicant shall complete either a social OR economic importance analysis (or both) for each affected community in the area where the receiving water for the proposed discharge is located. (if additional space is needed, attach separate sheet)

(A) Social Importance Analysis:
( select one or more areas, and describe below)

☐ community services provided;
☐ public health or safety improvements;
☐ infrastructure improvements;
☐ education and training;
☐ cultural amenities;
☐ recreational opportunities

Describe (checked items above or attach as separate document)
See supplemental

(B) Economic Importance Analysis:
( select one or more areas, and describe below)

☐ employment, job availability, and salary impacts;
☐ tax base impacts;
☐ expanded leases and royalties;
☐ commercial activities;
☐ access to resources;
☐ access to a transportation network

Describe (checked items above or attach as separate document)
See supplemental

V. Include a description of any methods and means proposed to monitor the discharge and the equipment or measures planned to treat, control, or manage the discharge
(Example: Provide a brief explanation describing how impacts to waters of the United States are being avoided and minimized on the project site. Include best management practices (BMPs) for sediment and erosion controls that will be implemented to minimize the environmental impacts.)
See supplemental

VI. Include a list of all other federal, interstate, tribal, state, territorial, or local agency authorizations required for the proposed project, including all approvals or denials already received.

List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in this Application.

<table>
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<tr>
<th>Agency</th>
<th>Type of Approval*</th>
<th>Identification Number</th>
<th>Date Applied</th>
<th>Date Approved</th>
<th>Date Denied</th>
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<tbody>
<tr>
<td>ADNR SHPO</td>
<td>Section 106 Concur.</td>
<td>FAA 2022-00180</td>
<td>05/06/2022</td>
<td>05/12/2022</td>
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<tr>
<td>USACE</td>
<td>PJD</td>
<td>POA-2022-00136</td>
<td>02/15/2022</td>
<td>04/26/2022</td>
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<tr>
<td>USACE</td>
<td>Individual Permit</td>
<td>POA-2022-00136</td>
<td>05/29/2022</td>
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<tr>
<td>FAA</td>
<td>NEPA / FONSI</td>
<td>N/A</td>
<td>04/14/2022</td>
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* Would include but is not restricted to zoning, building, and flood plain permits.
Addresses of Adjoining Property Owners, Lessees, Etc. Whose Property Adjoins the Waterbody(s) listed in Section IV (if more than can be entered here, please attach a supplemental list)

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VII. Attachments:
- **Required**: Copy of the federal license or permit requiring certification under 33 U.S.C. 1341 (Clean Water Act, Section 401) to include all accompanying information, contemporaneous with the submission of the application to the federal licensing or permitting agency. (18 AAC 15.130, 18 AAC 15.180)
- **Required**: Figures and/or Drawings/Plan Sets
  - Tier Analysis of dredged material
  - Sampling Results
  - Baseline Water Quality Information
  - Other/Comments

VIII. Certification Statement:

As per 18 AAC 15.030 signing of applications, all permit or approval applications must be signed as follows:

1. in the case of corporations, by a principal executive officer of at least the level of vice president or his duly authorized representative, if the representative is responsible for the overall management of the project or operation;
2. in the case of a partnership, by a general partner;
3. in the case of a sole proprietorship, by the proprietor; and
4. in the case of a municipal, state, federal or other public facility, by either a principal executive officer, ranking elected official, or other duly authorized employee.

The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief. The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.

Sean
First
Middle
Last
NorthLink Aviation
Company
717 Fifth Avenue, Ste 12A
Mailing Address Street or PO Box
dolan@northlinkaviation.com
Email
Digitally signed by Sean Dolan
Date: 2022.05.31 18:50:01
917-842-1153
Phone
907-269-1172
Fax (optional)
Signature: 

Dolan
Chief Executive Officer
Title
New York
NY
10022
City
State
Zip
Date: May 31, 2022

Submit the CWA §401 Certification Request to DEC-401Cert@alaska.gov.

Include in the subject line the following:

“CWA §401 Certification Request - <Insert Federal Agency and permit number or license number> - <insert project title>”.

Note: DEC does charge a fee for processing CWA §401 water quality certification, see DEC Permit Fee website [https://dec.alaska.gov/water/wastewater/fees#IP-Fee](https://dec.alaska.gov/water/wastewater/fees#IP-Fee)
Instructions for Preparing a Request for CWA §401 Certification for an Individual Permit or License

(General Instruction: If more space is needed than what is provided in the form, attach a sheet with the necessary information and indicate the appropriate section for reference.)

I. Identify the applicable federal license or permit
Include the Federal Agency’s permit license number and identify the corresponding agency for which you are applying for the Alaska DEC CWA §401 certification.

II. Project Proponent and Point of Contact
Enter the name, contact information to include the E-mail address of the responsible party or parties. If the responsible party is an agency, company, corporation, or other organization, indicate the name of the organization and responsible officer and title. If more than one party is associated with the application, please attach a sheet with the necessary information. Point of Contact or Agent Information to be completed if you choose to have an agent.

III. Name, Location, and Description of Project or Activity
Project Name: Please provide name identifying the proposed project, e.g., Landmark Plaza, Burned Hills Subdivision, or Edsall Commercial Center. Include location and description of the project or activity.

Estimate Start/End Dates: What are the anticipated start and end dates for project construction?

Location: Provide Latitude & Longitude in decimal degrees with a minimum of five decimal places, example: 61.21688 N Latitude / 149.87875 W Longitude or 61.21688, -149.87875. Provide street address if applicable, and other location descriptions if known. If the facility or project lacks a street address, indicate the general location of the facility (e.g., intersection of x and y).

Directions to the site: Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site. You may also provide description of the proposed project location, such as lot numbers, tract numbers, or you may choose to locate the proposed project site from a known point (such as the right descending bank of Smith Creek, one mile downstream from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed project site if known.

Nature of the Activity: Describe the overall activity or project. Give appropriate dimensions of structures such as wing walls, dikes (identify the materials to be used in construction, as well as the methods by which the work is to be done), or excavations (length, width, and height). Indicate whether discharge of dredged or fill material is involved. Also, identify any structure to be constructed on a fill, piles, or float-supported platforms. The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper.

Project Purpose: Describe the purpose and need for the proposed project. What will it be used for and why? Also include a brief description of any related activities to be developed as the result of the proposed project. Give the approximate dates you plan to both begin and complete all work.

Types of Material Being Discharged and the Amount of Each Type in Cubic Yards. Describe the material to be discharged and amount of each material to be discharged within Corps jurisdiction. Please be sure this description will agree with your illustrations. Discharge material includes rock, sand, clay, concrete, etc.

Surface Areas of Wetlands or Other Waters Filled. Describe the area to be filled at each location. Specifically identify the surface areas, or part thereof, to be filled. Also include the means by which the discharge is to be done (backhoe, dragline, etc.). If dredged material is to be discharged on an upland site, identify the site and the steps to be taken (if necessary) to prevent runoff from the dredged material back into a waterbody. If more space is needed, attach an extra sheet of paper.

Dredging: Identify if any dredging is involved. If so, quantify the acres and volume to be dredged. Provide an assessment of the dredge prism and sample results to support a Tier analysis. Consult the EPA Inland Testing Manual or the USACE Seattle District Civil Works DMMP User Manual for an example of a Tier analysis of the dredge prism. It is recommended to consult with DEC and Corps prior to conducting sampling during pre-application meetings to avoid delays.

Is any portion of the work already complete: Provide any background on any part of the proposed project already completed. Describe the area already developed, structures completed, any dredged or fill material already discharged, the type of material, volume in cubic yards, acres filled, if a wetland or other waterbody (in acres or square feet). If the work was done under an existing Corps or other federal/state permit, identify the authorization, if possible.

IV. Identify the location and nature of any potential discharge that may result from the proposed project and the location of receiving waters;
Name and Location of potential discharge. Provide latitude and longitude coordinates (Decimal Degrees, minimum 5 decimal places) of potential discharge. Describe the location if necessary. Include the geographic extent potentially affected by the proposed discharge.
Instructions for Preparing a Request for CWA §401 Certification for an Individual Permit or License

Contaminated Sites: Identify any known contaminated sites within 1,500 feet of the proposed project discharge, to include those known by the applicant or known DEC identified contaminated site either in “Active” or “Cleanup Complete – Institutional Controls” status. For more information, see DEC Contaminated Sites website (dec.alaska.gov/spar/csp.aspx) for ability to search via map, database, and background summaries.

Parameters of Concern: Identify the parameters of concern that may be present in your discharge. Consider if other parameters may be present from past activities in the area. Describe if known respective concentrations, persistence, and potential impacts to the receiving water and data on parameters that may alter the effects of the discharge to the receiving water.

Impaired Waters: Does a discharge of any parameter identified may occur to an impaired waterbody listed as a Category 4 [304(b)] or Category 5 [303(d)] in the current EPA approved Alaska’s Integrated Water Quality Monitoring and Assessment Report? See http://dec.alaska.gov/water/water-quality/impaired-waters.aspx for the most recently approved report and category listings.

Social or Economic Importance Analysis: select as appropriate and provide a description per 18 AAC 70.016(c)(5).

V. Include a description of any methods and means proposed to monitor the discharge and the equipment or measures planned to treat, control, or manage the discharge

Nature of potential discharge and potential environmental impacts on the receiving water: Provide a brief explanation describing how impacts to waters of the United States are being avoided and minimized on the project site. Include best management practices (BMPs) for sediment and erosion controls that will be implemented to minimize the environmental impacts.

VI. List of all other federal, interstate, tribal, state, territorial, or local agency authorizations required for the proposed project, including all approvals or denials already received;

You may need the approval of other federal, state, or local agencies for your project. Identify any applications you have submitted and the status, if any (approved or denied) of each application. You need not have obtained all other permits before applying for the CWA §401 certification.

VII. Attachments:

Required: Provide a copy of the federal license or permit application requiring certification under 33 U.S.C. 1341 (Clean Water Act, Section 401) to include all accompanying information, contemporaneous with the submission of the application to the federal licensing or permitting agency. This would include all site drawings and maps and illustrations.

VIII. Certification Statement

As per 18 AAC 15.030 Signing of applications, all permit or approval applications must be signed as follows:

5) in the case of corporations, by a principal executive officer of at least the level of vice president or his duly authorized representative, if the representative is responsible for the overall management of the project or operation;

6) in the case of a partnership, by a general partner;

7) in the case of a sole proprietorship, by the proprietor; and

8) in the case of a municipal, state, federal or other public facility, by either a principal executive officer, ranking elected official, or other duly authorized employee.

For more information regarding CWA §401 Certifications, see the DEC website at http://dec.alaska.gov/water/wastewater/wetlands, or contact:

Alaska Department of Environmental Conservation
Division of Water – Wastewater Discharge Authorization Program
555 Cordova Street, Anchorage AK 99501
email: dec-401Cert@alaska.gov Phone: 907-269-6285

Submit the CWA §401 Certification Request to DEC-401Cert@alaska.gov. Include in the subject line the following:

“CWA §401 Certification Request - <Insert Federal Agency and permit number or license number> - <insert project title>”.

Note: DEC does charge a fee for processing CWA §401 water quality certification which will typically be assessed after the certification decision is issued. See DEC Permit Fee website https://dec.alaska.gov/water/wastewater/fees#IP-Fee
Section III

Location Information

The proposed project is located in Sections 4, Township 12 North, Range 4 West, Seward Meridian at latitude 61.162806 degrees north and longitude 149.999417 degrees west (U.S. Geological Survey [USGS] Quadrangle Anchorage and Tyonek) (Figure 1).

Nature of Activity

NorthLink Aviation proposes to construct cargo facilities at the South Airpark Campus of Ted Stevens Anchorage International Airport (ANC) near Raspberry Road in Anchorage, Alaska. The proposed development features parking spaces for air cargo freighters, taxilane connections to adjacent taxiways, and a cargo terminal facility. The proposed project would include the following components (Figure 2 and Figure 3):

- New aircraft parking apron
- Connector taxilane(s) to Taxiway Romeo and future Taxiway Zulu extension
- Blast fence(s)
- Cargo terminal
- Fueling and glycol distribution/recovery facilities
- Ground service equipment/unit load device facility
- Ground service equipment and vehicular parking areas
- Road connection to South Airpark Place
- Retention basin and/or snow storage area
- New security and perimeter fencing
- Earthen berm

The new aircraft parking apron will include an 80-acre paved surface with 15 hardstands equipped with in-ground fuel hydrants (supplied by transportation pipelines) and in-ground
power connections. Taxilanes connect the aircraft parking apron to the north/south Taxiway Zulu and the proposed future east/west Taxiway Zulu expansion. A 90,000 square-foot warehouse and parking lot would be located in the southeast corner of the least lot and would provide office facilities and serve as a terminal for cargo storage. The ground service equipment and unit load device facility (and associated outdoor parking) would be located along the southern portion of the paved surface, in addition to storage for diesel fuel. The project will include a first-in-Alaska glycol recovery and recycling system in a structured directly adjacent/connected to the ground service equipment facility. The glycol recycling facility will include indoor storage of glycol and water used for deicing aircraft, as well as glycol concentrators for recycling. A 25-foot-tall earth berm will be constructed and topped with approximately 15-foot-tall, wooded vegetation on the southern edge of the proposed development. Blast fences would be placed strategically to redirect the exhaust from jet engines. A retention basin will provide a location for stormwater to be collected from the new impervious surface and settle potential contaminants. New security measures and perimeter fencing will be placed in accordance with ANC standards. An access road would be constructed to route vehicular traffic from South Airpark Place to the South Airpark Campus. Additional work may include vegetation clearing, drainage improvements, signing and striping, lighting, and adjusting utilities as needed.

Support activities would include staging, stockpiling, material sourcing, and potentially minor disposal of unusable excavation. Staging and stockpiling will occur on the lease lot in areas designated for development. Material would be sourced from local permitted sites and trucked in using existing roads. No improvements to roads would be necessary to truck in fill. Excavated materials from the project area will be re-used in construction to the greatest extent possible. Material unusable for construction of the cargo infrastructure will be used to build the earth berm.

**Project Purpose**

The purpose of the proposed project is to develop infrastructure to support air cargo operations at ANC. The South Airpark Campus was specifically designated for development in the ANC 2014 Master Plan update. NorthLink Aviation has acquired a lease for the South Airpark Campus and proposes to develop cargo facilities beginning in summer of 2022 to support the growing air cargo industry at ANC.

As transpacific air cargo volumes have grown, ANC has become a leading air cargo airport, creating a need for additional infrastructure to park and service planes and move cargo. The cargo industry is a growing sector of ANC and airport cargo infrastructure is now beyond capacity during peak times, with anticipated decreases in capacity on the horizon. ANC currently has 28 hardstands available to air cargo carriers (excluding UPS and FedEx which have their own infrastructure facilities). The hardstand infrastructure is forecast to decrease by up to 14 available hardstands due to expected expansions (by UPS) and the growth of international passenger traffic (which would remove ANC’s North Passenger Terminal as an option for cargo freighter parking).

The project is expected to begin construction July 2022 and be complete November 2023.
Section IV

Contaminated Sites

The proposed project is adjacent is within 1,500 feet (ft) of 11 Alaska Department of Environmental Conservation (ADEC) listed contaminated sites. Nine of the sites are listed as cleanup complete and two are active. ADEC site AIA Fire Training Pit (Hazard ID 414) was recently reopened due to recent detection of per- and -polyfluoroalkyl substances (PFAS). PFAS testing performed as a part of the proposed project has not detected PFAS compounds in any location above recommended cleanup levels. Surface and subsurface testing was conducted in the project area for PFAS compounds and all PFAS detections were below recommended cleanup ranges¹. The project area is not expected to contain hazardous levels of PFAS.

ADEC Site AIA Signature Flight Support UST Dispenser (Hazard ID 26838) is a commercial hangar with a leaking underground storage tank. A Phase I Environmental Site Assessment was conducted by a qualified environmental professional and the assessment found limited likelihood of encountering contaminated media². The site report on the ADEC website³ states “the lateral and vertical extent of contamination was not determined, but expected to be limited.”

Table 1: ADEC Contaminated Sites within 1,500 ft of the Proposed Project

<table>
<thead>
<tr>
<th>Hazard ID</th>
<th>Site Name</th>
<th>Status</th>
<th>Approximate Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>414</td>
<td>AIA Fire Training Pit</td>
<td>Active</td>
<td>200ft</td>
</tr>
<tr>
<td>23335</td>
<td>FCC, 1990 tank pull</td>
<td>Cleanup Complete</td>
<td>100ft</td>
</tr>
<tr>
<td>23323</td>
<td>Federal Communications Commission</td>
<td>Cleanup Complete</td>
<td>100ft</td>
</tr>
<tr>
<td>23319</td>
<td>F.S. Air Service</td>
<td>Cleanup Complete</td>
<td>800ft</td>
</tr>
<tr>
<td>26838</td>
<td>AIA Signature Flight Support UST Dispenser</td>
<td>Active</td>
<td>1,100ft</td>
</tr>
</tbody>
</table>

¹ Chemtrack 2021 PFAS Site Environmental Investigation Report and Chemtrack 2022 Subsurface soil PFAS Investigation, available upon request
² Chemtrack 2021 Phase I Environmental Site Assessment, available upon request
³ https://dec.alaska.gov/Applications/SPAR/PublicMVC/CSP/SiteReport/26838
<table>
<thead>
<tr>
<th>Site Number</th>
<th>Property Name</th>
<th>Cleanup Status</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>912</td>
<td>F.S. Air Service</td>
<td>Cleanup Complete</td>
<td>1,250ft</td>
</tr>
<tr>
<td>914</td>
<td>MarkAir - Anchorage 2</td>
<td>Cleanup Complete</td>
<td>1,050ft</td>
</tr>
<tr>
<td>23924</td>
<td>MarkAir Facility (Former)</td>
<td>Cleanup Complete</td>
<td>1,100ft</td>
</tr>
<tr>
<td>23691</td>
<td>United Parcel Service</td>
<td>Cleanup Complete</td>
<td>1,100ft</td>
</tr>
<tr>
<td>24739</td>
<td>AIA Lynden Incorporated Facility</td>
<td>Cleanup Complete</td>
<td>1,100ft</td>
</tr>
<tr>
<td>24900</td>
<td>Troy Air Hangar</td>
<td>Cleanup Complete</td>
<td>1,200ft</td>
</tr>
</tbody>
</table>

**Parameters of Concern**

During construction activities, impacts would be short in duration and mitigated through BMPs stated in the construction SWPPP as required by the Construction General Permit (CGP). Parameters of concern during construction are incidental releases of hydrocarbons from oil/fuel spills from construction equipment.

Once construction is complete storm water runoff will be mitigated through a retention pond where sediment and oil/fuel will be contained to avoid spread of contaminants outside of the proposed facility. Glycol is expected at the facility as a part of aircraft deicing. A glycol recovery and recycling system will be in place such that glycol will not exit the facility grounds and be reused to the extent possible.

**Impaired Waters**

The project is not connected to any receiving waters, but is within the Campbell Creek watershed. Campbell Creek is listed as a 303(d) category 4a water for fecal coliform. The input of fecal coliform has been attributed to pet waste. Campbell Creek has an Environmental Protection Agency-approved Total Maximum Daily Load (TMDL). The proposed project will not be a source of fecal coliform and will not impact the TMDL.
Social or Economic Importance

The proposed project is expected to create jobs and provide a benefit to the economy. The proposed facility will create jobs both for construction and during operations. In addition, the project will provide additional facilities for the growing cargo sector of Ted Stevens Anchorage International Airport.
**Section V**

Because stormwater will be managed through BMPs during construction, and during operation stormwater discharges will be collected into a retention basin and/or recovered and recycled when containing glycol, water quality standards are not expected to be impacted by the proposed development.
Section V

Include a description of any methods and means proposed to monitor the discharge and the equipment or measures planned to treat, control, or manage the discharge

A Storm Water Pollution Prevention Plan (SWPPP) has been prepared for the proposed project and is available upon request. Measures are outlined in the SWPPP to avoid and minimize impacts to waters of the United States.

The sequence for implementation of control measures will be as follows:
1. Before beginning work on-site, determine current drainage patterns for the project site, areas of concentrated water flow, work areas that will be susceptible to erosion and surface waters that need to be protected
2. Select the best management practices based on existing site conditions, the principles in this plan and the measures shown in the figures section (SWPPP available upon request)
3. Strive to first prevent erosion, then minimize erosion and then trap any sediment before it leaves the project site
4. Plan for the need for BMPs to be installed as the work progresses and changes. Add the installation and removal of BMPs to the project schedule in Appendix C.
5. Install selected BMPs before beginning work in an area or as is required to reduce pollutants.
6. Mark the location and type of all BMPs installed or removed along with the date of installation and your initials on the site maps in Appendix A.
7. Inspect erosion control measures and any location where a concentrated flow of water leaves the site, fill out the inspection report, evaluate erosion prevention procedures and reevaluate work areas susceptible to erosion and drainage patterns.
8. Make changes as necessary, update SWPPP if needed to modify or change any of the control measures, record changes in the amendment log and/or corrective action log.
9. Remove temporary structures when no longer needed or after final stabilization.

Measures to protect Campbell Creek during construction include:
1. Prevent the spill of any hazardous material by keeping the lids on all containers, providing adequate secondary containment and protecting containers from rain and wind.
2. Do maintenance and store hazardous materials as far away as possible from any storm drain entrance.
3. Do fueling and place sanitation facilities as far away from any storm drain entrance as possible.
4. Initiate stabilization on all disturbed areas by the end of the next work day after work has stopped in an area.
5. Prevent any leaks or spills of any portable sanitation facilities.

Facility operations will avoid and minimize impacts to waters of the United States through the use of a stormwater detention pond and a glycol recovery and recycling system. Stormwater discharges are expected to be captured by the detention pond and not leave the facility limits.
Section IV

Adjoining Property Owners

The proposed project is a lease lot of the South Airpark Campus on Ted Stevens Anchorage International Airport Property. Adjoining properties are all on Airport Property and listed by lessee.

<table>
<thead>
<tr>
<th>Lessee Name</th>
<th>Lessee Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchorage Amateur Radio Club</td>
<td>6721 Raspberry Rd, Anchorage, AK 99502</td>
</tr>
</tbody>
</table>
South Airpark Cargo Expansion Project

POA-2022-00136
Applicant: NorthLink Aviation
Proposed Activity: Cargo Facilities
T12N, R4W, Section 4 Seward Meridian
61.162806° north 149.999417° west

Imagery Credits:
0 1,500 3,000 750 Feet

Date: February 17, 2022
Figure 1
Project Location

POA-2022-00136
Applicant: NorthLink Aviation
Proposed Activity: Cargo Facilities
T12N, R4W, Section 4 Seward Meridian
61.162806° north 149.999417° west

Project Area Overview with Wetlands

South Airpark Cargo Expansion Project

Imagery Credits:

J:\33\63467-01\60GIS\Carto\Environmental\Environmental.aprx  Feb 17, 2022  3:44 PM  User: tjameson
June 1, 2022

Estrella Campellone, Project Manager
U.S. Army Corps of Engineers, Alaska District
Alaska District Office Attn: CEPOA-RD
P.O. Box 6898
JBER, AK 99506-0898

Subject: South Airpark Cargo Expansion Project, POA-2022-00136
              Department of the Army (Wetlands Fill) Permit Application

Dear Ms. Campellone,

NorthLink Aviation is seeking a Section 404 Individual Permit for the construction of proposed cargo facilities at the South Airpark Campus of Ted Stevens Anchorage International Airport (ANC). Located along the southern extent of ANC property along Raspberry Road, the proposed project would be sited on an approximately 120-acre area within Section 4, Township 12 North, Range 4 West, Seward Meridian (U.S. Geological Survey [USGS] Quadrangle Anchorage and Tyonek). Upon receipt of the appropriate permits and authorizations, the proposed project would begin construction in summer of 2022 and all improvements are anticipated to be complete in fall 2023. NorthLink Aviation has contracted DOWL to obtain required permits and authorizations.

The South Airpark Cargo Expansion Project would expand parking facilities for air cargo freighters, add taxilane connections to adjacent taxiways, and construct a cargo terminal facility. The proposed project would fill approximately 1.1 acres of wetlands and other waters of the U.S. that are regulated under Section 404 of the Clean Water Act.

Enclosed is the Department of Army Permit application for the South Airpark Cargo Expansion Project. Also included is supplemental project information with figures, and an Anchorage Debit Credit Method Workbook.

If you have any questions about matters discussed above, or materials enclosed, please contact NorthLink’s representative for this project, Theresa Dutchuk, at DOWL (907) 865-1238 or tdutchuk@dowl.com.

Thank you for your time and consideration in this matter.

Sincerely,

Sean Dolan
Chief Executive Officer
NorthLink Aviation
Enclosures:
Engineering Form 4345
Supplemental Information
Project Figures
ADCM Workbook
Section 106 Concurrence Letter

Cc:
Theresa Dutchuk, Senior NEPA Specialist, DOWL
U.S. Army Corps of Engineers (USACE)

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

33 CFR 325. The proponent agency is CECW-CO-R.

The public reporting burden for this collection of information, OMB Control Number 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. PLEASE DO NOT RETURN YOUR APPLICATION TO THE ABOVE EMAIL.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act, Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned. System of Record Notice (SORN). The information received is entered into our permit tracking database and a SORN has been completed (SORN #A1145b) and may be accessed at the following website: http://dpcld.defense.gov/Privacy/SORNsIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

<table>
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<th>2. FIELD OFFICE CODE</th>
<th>3. DATE RECEIVED</th>
<th>4. DATE APPLICATION COMPLETE</th>
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(ITEMS BELOW TO BE FILLED BY APPLICANT)

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<tr>
<th>5. APPLICANT'S NAME</th>
<th>8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)</th>
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</thead>
<tbody>
<tr>
<td>First - Sean</td>
<td>First - Theresa</td>
</tr>
<tr>
<td>Middle -</td>
<td>Middle -</td>
</tr>
<tr>
<td>Last - Dolan</td>
<td>Last - Dutchuk</td>
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<tr>
<td>Company - NorthLink Aviation</td>
<td>Company - DOWL</td>
</tr>
<tr>
<td>E-mail Address - <a href="mailto:dolan@northlinkaviation.com">dolan@northlinkaviation.com</a></td>
<td>E-mail Address - <a href="mailto:tduck@dowl.com">tduck@dowl.com</a></td>
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<thead>
<tr>
<th>6. APPLICANT'S ADDRESS:</th>
<th>9. AGENT'S ADDRESS:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address- 717 Fifth Avenue, Ste 12A</td>
<td>Address- 4041 B Street</td>
</tr>
<tr>
<td>City - New York</td>
<td>City - Anchorage</td>
</tr>
<tr>
<td>State - NY</td>
<td>State - AK</td>
</tr>
<tr>
<td>Zip - 10022</td>
<td>Zip - 99503</td>
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<tr>
<td>Country - US</td>
<td>Country - US</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>7. APPLICANT'S PHONE NOs. w/AREA CODE</th>
<th>10. AGENTS PHONE NOs. w/AREA CODE</th>
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<tbody>
<tr>
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<td>a. Residence</td>
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<tr>
<td>b. Business</td>
<td>b. Business</td>
</tr>
<tr>
<td>c. Fax</td>
<td>c. Fax</td>
</tr>
<tr>
<td>917-842-1153</td>
<td>503-502-9189</td>
</tr>
<tr>
<td>907-931-6350</td>
<td>907-865-1238</td>
</tr>
</tbody>
</table>

STATEMENT OF AUTHORIZATION

11. I hereby authorize, Theresa Dutchuk to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

SIGNATURE OF APPLICANT: Sean Dolan

DATE: 2022-05-31

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

<table>
<thead>
<tr>
<th>12. PROJECT NAME OR TITLE (see instructions)</th>
<th>13. NAME OF WATERBODY, IF KNOWN (if applicable)</th>
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</thead>
<tbody>
<tr>
<td>South Airpark Cargo Expansion</td>
<td>Unnamed Wetland, Campbell Creek Watershed</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>14. PROJECT STREET ADDRESS (if applicable)</th>
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</thead>
<tbody>
<tr>
<td>Address N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>15. LOCATION OF PROJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Latitude: N 61.162806</td>
</tr>
<tr>
<td>City - Anchorage</td>
</tr>
<tr>
<td>Zip- 99502</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Tax Parcel ID 01104123002 Municipality Anchorage</td>
</tr>
<tr>
<td>Section - 04 Township - 012N Range - 004W</td>
</tr>
</tbody>
</table>
17. DIRECTIONS TO THE SITE
From Ted Stevens Anchorage International Airport, bear east on International Airport Road. At Jewel Lake Road turn right and follow south until Raspberry Road is reached. Make a right on Raspberry Road and follow past Sand Lake Road. The project area begins approximately 0.3 miles past Sand Lake Road on the north side of Raspberry Road across from Tanaina Drive, Lowell Circle, and Serenity Circle.

18. Nature of Activity (Description of project, include all features)
Please see supplemental

19. Project Purpose (Describe the reason or purpose of the project, see instructions)
Please see supplemental

---

**USE BLOCKS 20-23 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED**

20. Reason(s) for Discharge
Permanent fill is required as a base course for the construction of an apron and hardstands for a cargo terminal facility. The apron will require excavation and fill to grade the property suitable for the development. The constructed apron will be approximately 80 acres of paved surface requiring fill of 1.1 acres of wetlands. All impacts to wetlands will be permanent, no temporary impacts will be required.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:

<table>
<thead>
<tr>
<th>Type</th>
<th>Amount in Cubic Yards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unclassified and Select Material, Type A</td>
<td>67,100 cubic yards</td>
</tr>
</tbody>
</table>

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)

<table>
<thead>
<tr>
<th>Acres</th>
<th>Linear Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>N/A</td>
</tr>
</tbody>
</table>

23. Description of Avoidance, Minimization, and Compensation (see instructions)
See supplemental

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address- All adjoining land is owned by the State of Alaska, see supplemental for adjoining lessees.

City - State - Zip -

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>TYPE APPROVAL*</th>
<th>IDENTIFICATION NUMBER</th>
<th>DATE APPLIED</th>
<th>DATE APPROVED</th>
<th>DATE DENIED</th>
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<tbody>
<tr>
<td>ADNR SHPO</td>
<td>Section 106 Concur.</td>
<td>FAA 2022-00180</td>
<td>2022-05-06</td>
<td>2022-05-12</td>
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<tr>
<td>FAA</td>
<td>NEPA / FONSI</td>
<td>N/A</td>
<td>2022-04-14</td>
<td>TBD</td>
<td></td>
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</tbody>
</table>

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.
SUPPLEMENTAL INFORMATION SHEET

U.S. Army Corps of Engineers
Department of Army (Wetlands) Permit

South Airpark Cargo Expansion Project
POA-2022-00136

June 2022

Project Proponent/Applicant
NorthLink Aviation
Sean Dolan
dolan@northlinkaviation.com
717 Fifth Avenue, Ste 12A
New York, NY 10022
(907)931-6350

Blocks 15 and 16: Location Information

The proposed project is located in Sections 4, Township 12 North, Range 4 West, Seward Meridian at latitude 61.162806 degrees north and longitude 149.999417 degrees west (U.S. Geological Survey [USGS] Quadrangle Anchorage and Tyonek) (Figure 1)

Block 18: Nature of Activity

NorthLink Aviation proposes to construct cargo facilities at the South Airpark Campus of Ted Stevens Anchorage International Airport (ANC) near Raspberry Road in Anchorage, Alaska. The proposed development features parking spaces for air cargo freighters, taxilane connections to adjacent taxiways, and a cargo terminal facility. The proposed project would include the following components (Figure 2 and Figure 3):

- New aircraft parking apron
- Connector taxilane(s) to Taxiway Romeo and future Taxiway Zulu extension
- Blast fence(s)
- Cargo terminal
- Fueling and glycol distribution/recovery facilities
- Ground service equipment/unit load device facility
- Ground service equipment and vehicular parking areas
- Road connection to South Airpark Place
- Retention basin and/or snow storage area
- New security and perimeter fencing
- Earthen berm

The new aircraft parking apron will include an 80-acre paved surface with 15 hardstands equipped with in-ground fuel hydrants (supplied by transportation pipelines) and in-ground power connections. Taxilanes connect the aircraft parking apron to the north/south Taxiway Zulu and the proposed future east/west Taxiway Zulu expansion. A 90,000 square-foot
warehouse and parking lot would be located in the southeast corner of the least lot and would provide office facilities and serve as a terminal for cargo storage. The ground service equipment and unit load device facility (and associated outdoor parking) would be located along the southern portion of the paved surface, in addition to storage for diesel fuel. The project will include a first-in-Alaska glycol recovery and recycling system in a structured directly adjacent/connected to the ground service equipment facility. The glycol recycling facility will include indoor storage of glycol and water used for deicing aircraft, as well as glycol concentrators for recycling. A 25-foot-tall earth berm will be constructed and topped with approximately 15-foot-tall, wooded vegetation on the southern edge of the proposed development. Blast fences would be placed strategically to redirect the exhaust from jet engines. A retention basin will provide a location for stormwater to be collected from the new impervious surface and settle potential contaminants. New security measures and perimeter fencing will be placed in accordance with ANC standards. An access road would be constructed to route vehicular traffic from South Airpark Place to the South Airpark Campus. Additional work may include vegetation clearing, drainage improvements, signing and striping, lighting, and adjusting utilities as needed.

Support activities would include staging, stockpiling, material sourcing, and potentially minor disposal of unusable excavation. Staging and stockpiling will occur on the lease lot in areas designated for development. Material would be sourced from local permitted sites and trucked in using existing roads. No improvements to roads would be necessary to truck in fill. Excavated materials from the project area will be re-used in construction to the greatest extent possible. Material unusable for construction of the cargo infrastructure will be used to build the earth berm.

The proposed project will require the placement of fill in 1.1 acres of wetlands. A preliminary jurisdictional determination was received from the USACE on April 26, 2022.

**Block 19: Project Purpose and Need**

The purpose of the proposed project is to develop infrastructure to support air cargo operations at ANC. The South Airpark Campus was specifically designated for development in the ANC 2014 Master Plan update. NorthLink Aviation has acquired a lease for the South Airpark Campus and proposes to develop cargo facilities beginning in summer of 2022 to support the growing air cargo industry at ANC.

As transpacific air cargo volumes have grown, ANC has become a leading air cargo airport, creating a need for additional infrastructure to park and service planes and move cargo. The cargo industry is a growing sector of ANC and airport cargo infrastructure is now beyond capacity during peak times, with anticipated decreases in capacity on the horizon. ANC currently has 28 hardstands available to air cargo carriers (excluding UPS and FedEx which have their own infrastructure facilities). The hardstand infrastructure is forecast to decrease by up to 14 available hardstands due to expected expansions (by UPS) and the growth of international passenger traffic (which would remove ANC’s North Passenger Terminal as an option for cargo freighter parking).

The project is expected to begin construction July 2022 and be complete November 2023.

**Block 22: Surface Area in Acres of Wetlands Filled**
The proposed project will require fill and excavation of the lease lot in order to grade the area for paving an aircraft apron and hardstands (Figure 4). Three discrete wetlands (A-C) locations are proposed for fill as shown on Figure 2 and described in the following list:

- Wetland A
  - This 0.09-acre Freshwater Emergent Wetland habitat is classified as a PEM1C
- Wetland B
  - This 0.16-acre Freshwater Emergent Wetland habitat is classified as a PEM1F
- Wetland C
  - This 0.48-acre Freshwater Emergent Wetland habitat is classified as a PEM1B
  - This 0.33-acre Freshwater Emergent Wetland habitat is classified as a PEM1C

The wetlands are proposed to be filled by side dump truck from fill material staged in the southeast area of the project area. Fill is being acquired from Quality Asphalt Paving, 240 W 68th Ave, Anchorage, AK 99518.

**Block 23: Avoidance, Minimization, and Compensation**

**Avoidance and Minimization**

Complete avoidance of impacts to wetlands is not possible to meet the project’s purpose and need. Other facility locations outside of airport property would not be within the airport’s secure area. Space within ANC is limited and locations for development must be designated as such in the Airport Layout Plan (ALP). ANC has specifically leased the proposed location for development activities (ADA-323511).

The size of the facility is necessary to help meet the demand for cargo parking at ANC. Minimizing the proposed project area would minimize the number of hardstands the project could offer. The Contractor will be required to minimize impacts to waters of the U.S. by preparing and implementing a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the Alaska Pollutant Discharge Elimination System’s (APDES) Construction General Permit (CGP). Compliance with the CGP requires implementing best management practices (BMPs) during construction to reduce or eliminate erosion and sediment discharge from the construction area and to permanently stabilize disturbed ground as soon as practicable.

A Federal Aviation Administration (FAA) Environmental Assessment (EA) is being completed for the project. The Draft EA will be published for public review.

**Mitigation Measures**

The proposed project would have unavoidable wetland impacts incurring approximately 0.77 debits (see attached Anchorage Debit/Credit Methodology). To compensate for these unavoidable impacts, NorthLink proposes to pay an in-lieu fee to the Great Land Trust for released credits that were generated from a variety of mitigation projects for the Anchorage Service Area at a ratio of 1:1 for a total of 0.77 credits.

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1 https://aws.state.ak.us/OnlinePublicNotices/Notices/View.aspx?id=200086
Migratory Birds Avoidance Measures

ANC has contracted with the U.S. Department of Agriculture (USDA) Wildlife Services (WS) for the purpose of Wildlife Hazard Management since 1996. WS has been tasked with mitigating wildlife/aviation conflicts and employs various techniques to ensure airport property is free of wildlife. To this end, there is no suitable habitat for terrestrial or avian wildlife on airport property, or in the project area. Wildlife services conducted a migratory bird and eagle nest survey in April of 2022 and found no evidence of migratory birds or eagle nests. Wildlife Services continues to monitor airport property, including the South Airpark for evidence of wildlife, as such no impacts to migratory birds is expected.

Cultural or Historic Resources Avoidance Measures

No cultural or historic resources are expected to be impacted by the proposed project. A National Historic Preservation Act Section 106 Concurrence of No Historic Properties Affected was received from the State Historic Preservation Office for the project on May 12, 2022 (attached). If cultural resources are encountered during construction, all ground disturbing activities would cease in the immediate area, and the contractor would immediately notify the State Historic Preservation Officer.

Block 25: Adjoining Property Owners

The proposed project is a lease lot of the South Airpark Campus on Ted Stevens Anchorage International Airport Property. One adjoining property is on Airport Property and listed by lessee.

<table>
<thead>
<tr>
<th>Lessee Name</th>
<th>Lessee Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchorage Amateur Radio Club</td>
<td>6721 Raspberry Rd, Anchorage, AK 99502</td>
</tr>
</tbody>
</table>
Project Figures
POA-2022-00136
Applicant: NorthLink Aviation
Proposed Activity: Cargo Facilities
T12N, R4W, Section 4 Seward Meridian
61.162806° north 149.999417° west

Date: February 17, 2022

Location Vicinity Map

South Airpark Cargo Expansion Project
South Airpark Cargo Expansion Project

Figure 2

POA-2022-00136
Applicant: NorthLink Aviation
Proposed Activity: Cargo Facilities
T12N, R4W, Section 4 Seward Meridian
61.162806° north 149.999417° west

Project Area Overview with Wetlands

Date: February 17, 2022
Anchorage Wetland Debit Credit Methodology Calculations
## Debit-Producing Project

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<th>POA-2022-00136</th>
<th>Date:</th>
<th>5/2/2022</th>
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<tbody>
<tr>
<td>Applicant:</td>
<td>MOA</td>
<td>Watershed:</td>
<td>Campbell Creek</td>
<td>Prepared by:</td>
<td>JRG</td>
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Sheet/Figure # Depicting Polygon #'s (list by sheet, if more than one):

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<th>POA #:</th>
<th>Date:</th>
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</thead>
<tbody>
<tr>
<td>Proponent:</td>
<td></td>
<td>Watershed:</td>
<td>Prepared by:</td>
</tr>
</tbody>
</table>

Sheet/Figure # Depicting Polygon #'s (list by sheet, if more than one):
<table>
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<th>S.</th>
<th>T.</th>
<th>U.</th>
<th>V.</th>
<th>W.</th>
<th>X.</th>
<th>Y.</th>
<th>Z.</th>
</tr>
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<tbody>
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<td>Polygon ID</td>
<td>Polygon Description</td>
<td>Dominant Indirect Impacts Factor</td>
<td>Size Factor</td>
<td>Aggregate Indirect Impacts Factor (Col WCol X)</td>
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<td>PEM1F</td>
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<td>0</td>
<td>1.00</td>
<td>0.16 ac</td>
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<td>0.09 ac</td>
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<td>0.09 ac</td>
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## Spreadsheet 2a: Debits for Development & Construction Activities

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<th>Direct Impacts</th>
<th>New Indirect Impacts</th>
<th>Z.</th>
</tr>
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<td>Landform</td>
<td>REV</td>
<td>Description</td>
<td>Debit Ratio</td>
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<td>Wetlands</td>
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<td>inundated through June; &gt;2500sf; natural or naturalized</td>
<td>1.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td>inundated in spring or autumn; &gt;2500sf; natural or naturalized</td>
<td>1.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td>inundated in spring or autumn; &gt;2500sf; natural or naturalized</td>
<td>1.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>inundated in spring or autumn; &gt;2500sf; natural or naturalized</td>
<td>1.5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>rarely or never inundated; inclusion in REV 2 aquatic area</td>
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</table>

### Notes
- **K.** Landform
- **L.** REV
- **M.** Description
- **N.** Debit Ratio
- **O.** Impacts Permanent or Temporary? (P or T)
- **P.** Financial Assurance? (Y or N)
- **Q.** Duration of Impacts (in days)
- **R.** Aggregate Existing Indirect Impacts Factor
- **S.** ID# (if nec)
- **T.** Size
- **U.** Debits
- **V.** ID# (if nec)
- **W.** Size
- **X.** New Indirect Impacts Factor
- **Y.** Debits
- **Z.** Total Debits (Col U+Col Y)
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<th>3</th>
<th>4</th>
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<td>P</td>
<td>N/A</td>
<td>N/A</td>
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</table>

| REV 1 Sub-totals | 0.00 | ac | 0.00 | ac | 0.09 | ac | 0.005 | 0.005 |

| REV 2 Sub-totals | 0.00 | ac | 0.00 | ac | 0.00 | ac | 0.00 | 0.00 |

| REV 3 Sub-totals | 0.00 | ac | 0.00 | ac | 0.00 | ac | 0.00 | 0.00 |

| REV 4 Sub-totals | 0.00 | ac | 0.00 | ac | 0.00 | ac | 0.00 | 0.00 |

| Debit Totals | 0.76 | | 0.01 | 0.77 |
Spreadsheet 6: Project Debit-Credit Summary

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<th>Debit-Producing Project</th>
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</thead>
<tbody>
<tr>
<td>Name of Project:</td>
</tr>
<tr>
<td>Watershed:</td>
</tr>
<tr>
<td>Applicant:</td>
</tr>
<tr>
<td>POA #:</td>
</tr>
<tr>
<td>Prepared by:</td>
</tr>
<tr>
<td>Date:</td>
</tr>
<tr>
<td>Size of Direct Impacts:</td>
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<tr>
<td>Waterways</td>
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<tr>
<td>Subtidal Zone</td>
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<tr>
<td>Intertidal Zone</td>
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<tr>
<td>Total Non-waterways</td>
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</table>

### Project Debits Summary

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<th>T.</th>
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<th>V.</th>
<th>W.</th>
<th>X.</th>
<th>Y.</th>
<th>Z.</th>
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</thead>
<tbody>
<tr>
<td>REV</td>
<td>Subtidal Zone</td>
<td>Intertidal Zone</td>
<td>Waterways</td>
<td>Waterbodies</td>
<td>Wetlands</td>
<td>Uplands</td>
<td>Total Debits (T+U+V+W+X+Y)</td>
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### Project Debit-Credit Balance

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<th>Number of Credits by Project Type</th>
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<th>Y.</th>
<th>Z.</th>
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<tr>
<td>REV</td>
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<td>Restoration</td>
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<td>N/A</td>
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</tr>
<tr>
<td>Totals</td>
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<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

$^1$Positive numbers represent net credits and negative numbers net debits.

$^2$Credits offset debits on a one-to-one basis, regardless of REV (or cost).
Section 106 Concurrence Letter
May 12, 2022

File No.: 3130-1R FAA 2022-00180

Jack Gilbertson
Federal Aviation Administration
222 W. 7th Ave
Anchorage, AK 99513-7587

Subject: NorthLink Aviation South Campus Cargo Development Project Finding of Effect

Dear Mr. Gilbertson:

The Alaska State Historic Preservation Office (AK SHPO) received your documentation (submitted by DOWL on behalf of the FAA via file transfer, dated May 6, 2022) on May 6, 2022. Following review, we offer the following concurrence statements (see Table 1).

Table 1.

<table>
<thead>
<tr>
<th>AHRS Number</th>
<th>Site Name</th>
<th>Recommendations</th>
<th>SHPO Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>ANC-04645/TYO-00373</td>
<td>Anchorage FCC Secondary Monitoring Station Antenna Array</td>
<td>Not Eligible</td>
<td>Concur</td>
</tr>
<tr>
<td>TYO-00374</td>
<td>Anchorage FCC Secondary Monitoring Station Buildings/House</td>
<td>Not Eligible</td>
<td>Pending – request more information</td>
</tr>
</tbody>
</table>

After review of the documentation for the FCC Secondary Monitoring Array (ANC-04645/TYO-00373), our office agrees that it is significant under Criterion A but no longer retains integrity to convey that significance. As such, we concur with the determination of not eligible for ANC-04645/TYO-00373.

The FCC Secondary Monitoring Station Building/House (TYO-00374) is also significant under Criterion A for its broad association with Cold War era communications and defense and may possess integrity to convey that significance. The FCC’s Radio Intelligence Division (RID) monitored clandestine radio transmissions during the Cold War and the vernacular style and modest architecture of the buildings may be intentionally inconspicuous. Concurrence with the determination of not eligible for TYO-00374 is pending, and our office recommends further efforts regarding the history of FCC’s RID program and the involvement of the Anchorage, Alaska facilities.

TYO-00374 is outside of the proposed NorthLink Aviation South Campus Cargo Development Project’s area of potential effects. As such, our office concurs with the finding of No Historic Properties Affected for the undertaking as proposed. Please note that our office may need to re-evaluate our concurrence if changes are made to the project’s scope or design.
Thank you for the opportunity to review and comment. Please contact Liz Ortiz at liz.ortiz@alaska.gov if you have any questions or if we can be of further assistance.

Sincerely,

[Signature]

Judith E. Bittner  
State Historic Preservation Officer

JEB:lm0

ECc: