



US Army Corps
of Engineers
Alaska District

Public Notice of Application for Permit

FAIRBANKS FIELD OFFICE
Regulatory Division (1145)
CEPOA-RD
2175 University Avenue, Suite 201E
Fairbanks, Alaska 99709-4927

PUBLIC NOTICE DATE: June 24, 2015

EXPIRATION DATE: July 23, 2015

REFERENCE NUMBER: POA-2004-1223

WATERWAY: Yukon River

Interested parties are hereby notified that a Department of the Army permit application has been received for work in waters of the United States as described below and shown on the enclosed project drawings.

Comments on the described work, with the reference number, should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. Please contact Melissa Riordan at (907) 474-2166, by fax at (907) 474-2166, or by email at melissa.c.riordan@usace.army.mil, if further information is desired concerning this notice.

APPLICANT: Alaska Department of Transportation and Public Facilities, 2301 Peger Road, Fairbanks, Alaska 99709 POC: Mr. Brett Nelson

LOCATION: The project site is located within Sections 5 and 6, T. 21 N., R. 74W.; Sections 30 and 31, T. 22 N., R. 74W.; Sections 25, 35 and 36, T. 22 N., R. 75W., Seward Meridian; USGS Quad Map Marshall D-3; Latitude 61.9532° N., Longitude -162.9244° W.; 2.8 miles from Pilot Station, Alaska.

PURPOSE: The applicant's stated purpose is to provide safe and reliable air transportation to the community of Pilot Station.

PROPOSED WORK: The project is to relocate the Pilot Station Airport to resolve current safety and operational issues as the airport and improve the runway, apron, and other facilities. The project would construct a 4,000-foot by 75-foot runway with a 4,600-foot by 150-foot runway safety area; a 218,000-square foot apron aviation support area and snow removal equipment building pad; a 463-foot by 50-foot taxiway; and a 2.8-mile long, two-lane, all weather gravel access road. All work would be performed in accordance with the enclosed plan, (sheets 1-9), dated June 16, 2015.

ADDITIONAL INFORMATION: An Alaska Pollution Discharge Elimination System Permit would be contractor furnished upon award of contract.

APPLICANT PROPOSED MITIGATION: The applicant proposes the mitigation measures to avoid, minimize, and compensate for impacts to waters of the United States from activities involving discharges of dredged or fill material. See Applicant's Proposed Mitigation Statement available at <http://www.poa.usace.army.mil/Missions/Regulatory/PublicNotices.aspx>.

WATER QUALITY CERTIFICATION: A permit for the described work will not be issued until a certification or waiver of certification, as required under Section 401 of the Clean Water Act (Public Law 95-217), has been received from the Alaska Department of Environmental Conservation.

CULTURAL RESOURCES: The lead Federal agency, Federal Aviation Authority (FAA), is responsible for compliance with the requirements of Section 106 of the National Historic Preservation Act. A permit for the described work will not be issued until the Section 106 process has been completed.

ENDANGERED SPECIES: No threatened or endangered species are known to use the project area.

ESSENTIAL FISH HABITAT: The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996, requires all Federal agencies to consult with the NMFS on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

No EFH species are known to use the project area. We have determined the described activity would not adversely affect EFH in the project area.

TRIBAL CONSULTATION: The Alaska District fully supports tribal self-governance and government-to-government relations between Federally recognized Tribes and the Federal government. Tribes with protected rights or resources that could be significantly affected by a proposed Federal action (e.g., a permit decision) have the right to consult with the Alaska District on a government-to-government basis. Views of each Tribe regarding protected rights and resources will be accorded due consideration in this process. This Public Notice serves as notification to the Tribes within the area

potentially affected by the proposed work and invites their participation in the Federal decision-making process regarding the protected Tribal right or resource. Consultation may be initiated by the affected Tribe upon written request to the District Commander during the public comment period.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, reasons for holding a public hearing.

EVALUATION: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity and its intended use on the public interest. Evaluation of the probable impacts, which the proposed activity may have on the public interest, requires a careful weighing of all the factors that become relevant in each particular case. The benefits, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. The outcome of the general balancing process would determine whether to authorize a proposal, and if so, the conditions under which it will be allowed to occur. The decision should reflect the national concern for both protection and utilization of important resources. All factors, which may be relevant to the proposal, must be considered including the cumulative effects thereof. Among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shore erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people. For activities involving 404 discharges, a permit will be denied if the discharge that would be authorized by such permit would not comply with the Environmental Protection Agency's 404(b)(1) guidelines. Subject to the preceding sentence and any other applicable guidelines or criteria (see Sections 320.2 and 320.3), a permit will be granted unless the District Commander determines that it would be contrary to the public interest.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

AUTHORITY: This permit will be issued or denied under the following authority:

(X) Discharge dredged or fill material into waters of the United States – Section 404 Clean Water Act (33 U.S.C. 1344). Therefore, our public interest review will consider the guidelines set forth under Section 404(b) of the Clean Water Act (40 CFR 230).

Project drawings and a Notice of Application for State Water Quality Certification are enclosed with this Public Notice.

District Commander
U.S. Army, Corps of Engineers

Enclosures

BILL WALKER, GOVERNOR

STATE OF ALASKA
DEPT. OF ENVIRONMENTAL CONSERVATION
DIVISION OF WATER
401 Certification Program
Non-Point Source Water Pollution Control Program

ANCHORAGE

DEPARTMENT OF ENVIRONMENTAL CONSERVATION
WQM/401 CERTIFICATION
555 CORDOVA STREET
ANCHORAGE, ALASKA 99501-2617
PHONE: (907) 269-7564/FAX: (907) 334-2415

**NOTICE OF APPLICATION
FOR
STATE WATER QUALITY CERTIFICATION**

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 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 Clean Water Act, the Alaska Water Quality Standards, and other applicable State laws. By agreement between the U.S. Army Corps of Engineers and the Department of Environmental Conservation, application for a Department of the Army permit to discharge dredged or fill material into navigable waters under Section 404 of the Clean Water Act also may serve as application for State Water Quality Certification.

Notice is hereby given that the application for a Department of the Army Permit described in the Corps of Engineers' Public Notice No. **POA-2004-1223, Yukon River**, serves as application for State Water Quality Certification from the Department of Environmental Conservation.

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

Any person desiring to comment on the project, with respect to Water Quality Certification, may submit written comments to the address above by the expiration date of the Corps of Engineer's Public Notice.

Attachment A
Project Purpose and Description
Alaska DOT&PF Northern Region
Pilot Station Airport Relocation Project
POA-2004-1223

April 2015

Introduction and Purpose

The Alaska Department of Transportation and Public Facilities – Northern Region (DOT&PF) is seeking approval for the Pilot Station Airport Relocation Project, which would relocate the existing Pilot Station airport 2.8 miles northwest of the current facility. This project received a U.S. Army Corps of Engineers (USACE) Section 404 permit on December 10, 2004 (POA-2004-1223-4). The permit has been extended twice, once in August 2007, and again in May 2010. The current permit extension expired on December 31, 2014. Due to unforeseen delays, construction of this project has not occurred. DOT&PF is requesting a new Section 404 Individual Permit for unavoidable impacts to wetlands that would result from the construction of the project.

The purpose of the Pilot Station Airport Relocation Project is to provide facility improvements that would resolve current safety and operational issues. Improvements are needed to ensure safe and reliable air transportation for the community of Pilot Station. The following deficiencies were identified at the Pilot Station Airport:

- The current runway width, length, and runway safety area (RSA) do not meet Federal Aviation Authority (FAA) design requirements for the current aircraft fleet mix and are inadequate for accommodating the current and future demands for passengers, mail service, and supplies.
- The existing runway orientation does not sufficiently provide adequate wind coverage. While FAA recommends a minimum of 95% wind coverage, the current orientation provides only 84.32% wind coverage for a 12 mph crosswind component for the most demanding aircraft using the airport.
- Pilot Station experiences an average of 20 cloudy days each month, and flights into the community are sometimes cancelled due to visibility below Visual Flight Rule (VFR) minimums. Consequently there is a need for a new airport that provides safe and dependable service during most weather conditions.
- The separation distances between the existing runway and both the local landfill and sewage lagoon are less than the FAA recommended 5,000 feet minimum.
- Aircraft parked on the existing apron present a Federal Aviation Regulation (FAR) Part 77 airspace penetration. The apron is also too small to accommodate the cargo and passenger demand.
- An access road is located within the Object Free Area (OFA) of the approach to Runway 25.
- The airport is near the school, and resident children play on the runway.

For these reasons, the DOT&PF and FAA propose to relocate the airport and improve the runway, apron, and other facilities. During the 2004-2005 National Environmental Policy Act (NEPA) process, DOT&PF initially considered several build alternatives to meet the needs of the airport. From these alternatives, a build alternative (Proposed Action) and a no-build alternative were selected for analysis in a NEPA

Environmental Assessment (EA). Three other build alternatives were found unreasonable. The EA was published in July 2005, and a Finding of No Significant Impact (FONSI) for the Proposed Action was issued on August 19, 2005. Due to land acquisition and right-of-way issues, no construction activities have been taken since issuance of the FONSI. The design footprint for the relocated airport has been slightly refined, however, the nature of the deficiencies of the existing airport persist, and the purpose of and need for the Pilot Station Airport Relocation Project remain as stated in the 2005 EA.

Compensation for unavoidable impacts on waters of the U.S. shall be provided in accordance with the 2008 Federal Mitigation Rule and subsequent guidance from the Alaska District. These regulations require a mitigation plan based on the functions and values of the affected wetlands, and compensatory mitigation for projects impacting wetlands other waters of the U.S. The wetland Compensatory Mitigation Plan would be developed in coordination with the USACE. The Compensatory Mitigation Plan will include either in-lieu fee compensation, permittee-responsible mitigation, or some combination of both. See Attachment C for the project mitigation statement.

Proposed Action

The Proposed Action would relocate the Pilot Station Airport to a ridgeline approximately 2.5 miles northwest of the village. This project would require the placement of 1,132,100 cubic yards of fill over 76.51 acres of wetlands. No waterbodies will be impacted by the proposed project. All wetlands impacted are previously disturbed by an existing ATV trail and are PSS1/EM1B (saturated scrub-shrub and emergent vegetated wetlands). The airport layout would be based upon Airport Reference Code (ARC) B-II design criteria to accommodate the current and proposed aircraft fleet mix.

The following list identifies specific project actions.

- Construction of a 4,000-foot by 75-foot runway with a 4,600-foot by 150-foot runway safety area (toe-to-toe width of footprint variable from 210-foot to 700-foot wide)
- Construction of a 218,000-square foot apron, aviation support area, and Snow Removal Equipment Building (SREB) pad (toe-to-toe width of footprint variable from 170-foot to 900-foot wide)
- Construction of a connecting 463-foot by 50-foot taxiway (toe-to-toe width of footprint approximately 230-foot wide)
- Construction of a 2.8-mile long, two-lane, all-weather gravel access road

The proposed project would include field staking the footprint, site clearing and grubbing, staging equipment and materials, constructing the road, runway, and pads, and site clean-up.

Typical construction methods would be used to construct the new road, runway, and pads in wetlands. Construction would consist of placing fill, in some cases blasting existing rock, and/or removing existing material to reach the proposed design grade. For the most part, the project will be “balanced” (i.e. fill quantities would be equal to cut quantities) in order to limit disturbance and the amount of fill imported. Where cuts would be required, the overlying vegetation would be grubbed and disposed of at an adjacent upland location; and surfacing material would be laid on the cut rock surface to create the driving surface.

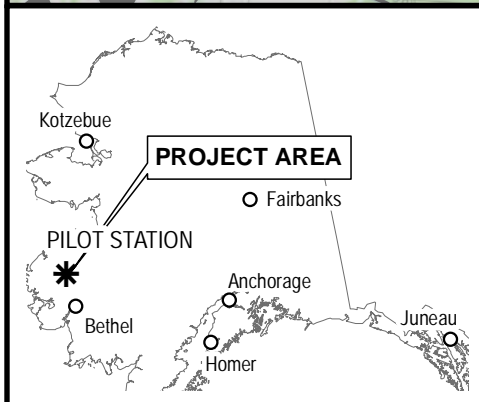
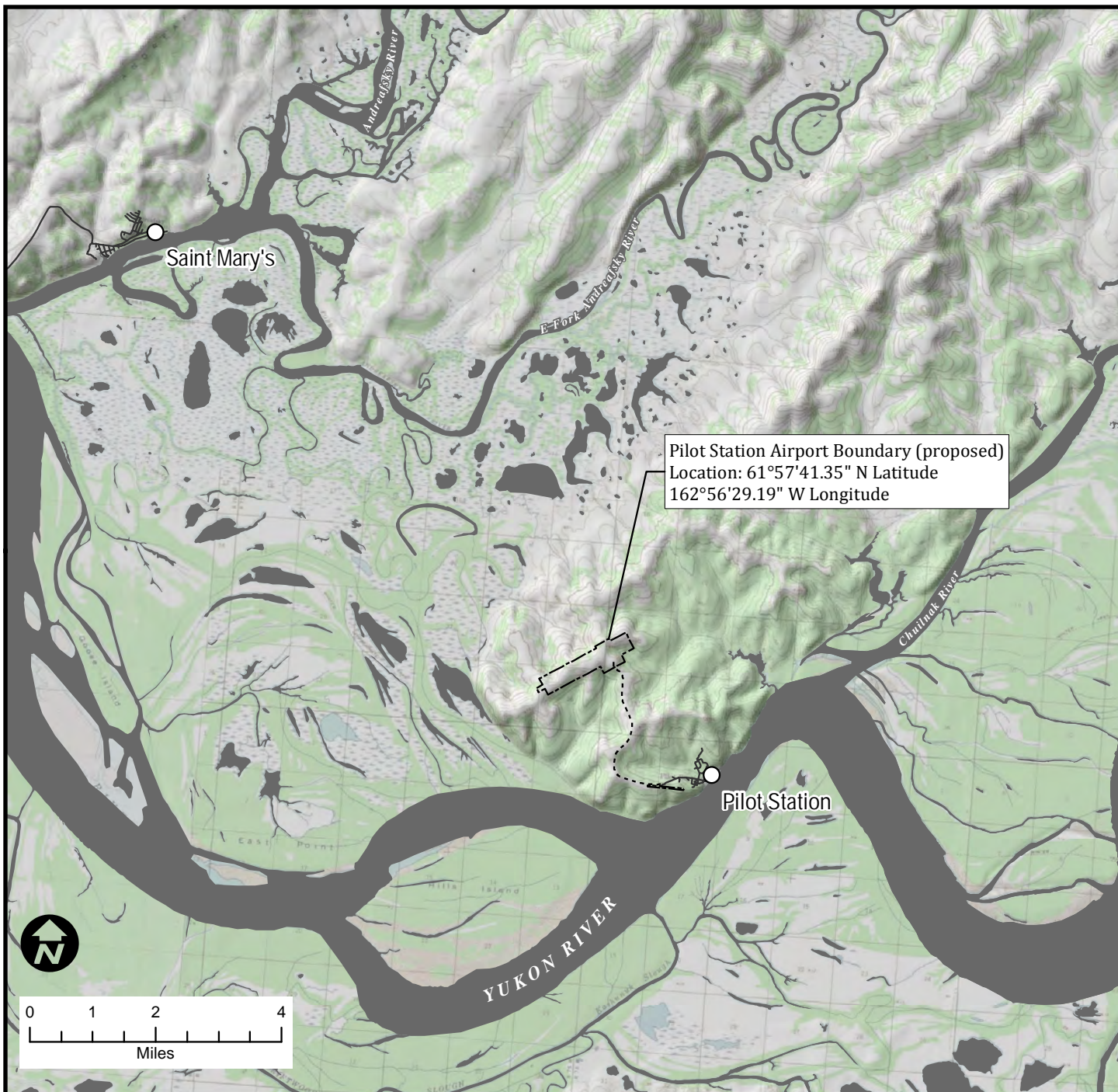
The development of a material site at Pilot Station had been proposed in the 2005 EA. However, because the project will be balanced, it is no longer required. Existing material from cut sections would be used for fill material and surfacing material would be supplied by the Contractor.

The existing airport, the proposed footprint, and upland locations will be used for staging materials and equipment.

Construction is planned to commence in the fall of 2015.

The existing airport would be closed and abandoned after the new airport is opened. The vacated airport land would be disposed of in accordance with FAA grant assurances, which requires its sale at market value.

The updated design would discharge approximately 1,132,100 cubic yards over 76.51 acres of wetlands, which is the entire cut/fill area associated with the construction. The original USACE permit issued on December 10, 2004 (POA-2004-1223-4) was for 1,188,000 cubic yards over 75 acres of wetlands. The project has remained mostly unchanged with small modifications resulting in the reduction of 55,900 cubic yards of fill discharged into wetlands and only 1.51 more acres of wetlands permanently filled.



LOCATION AND VICINITY MAP SHEET 1 OF 6

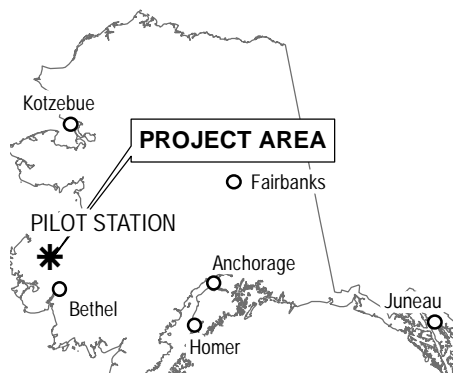
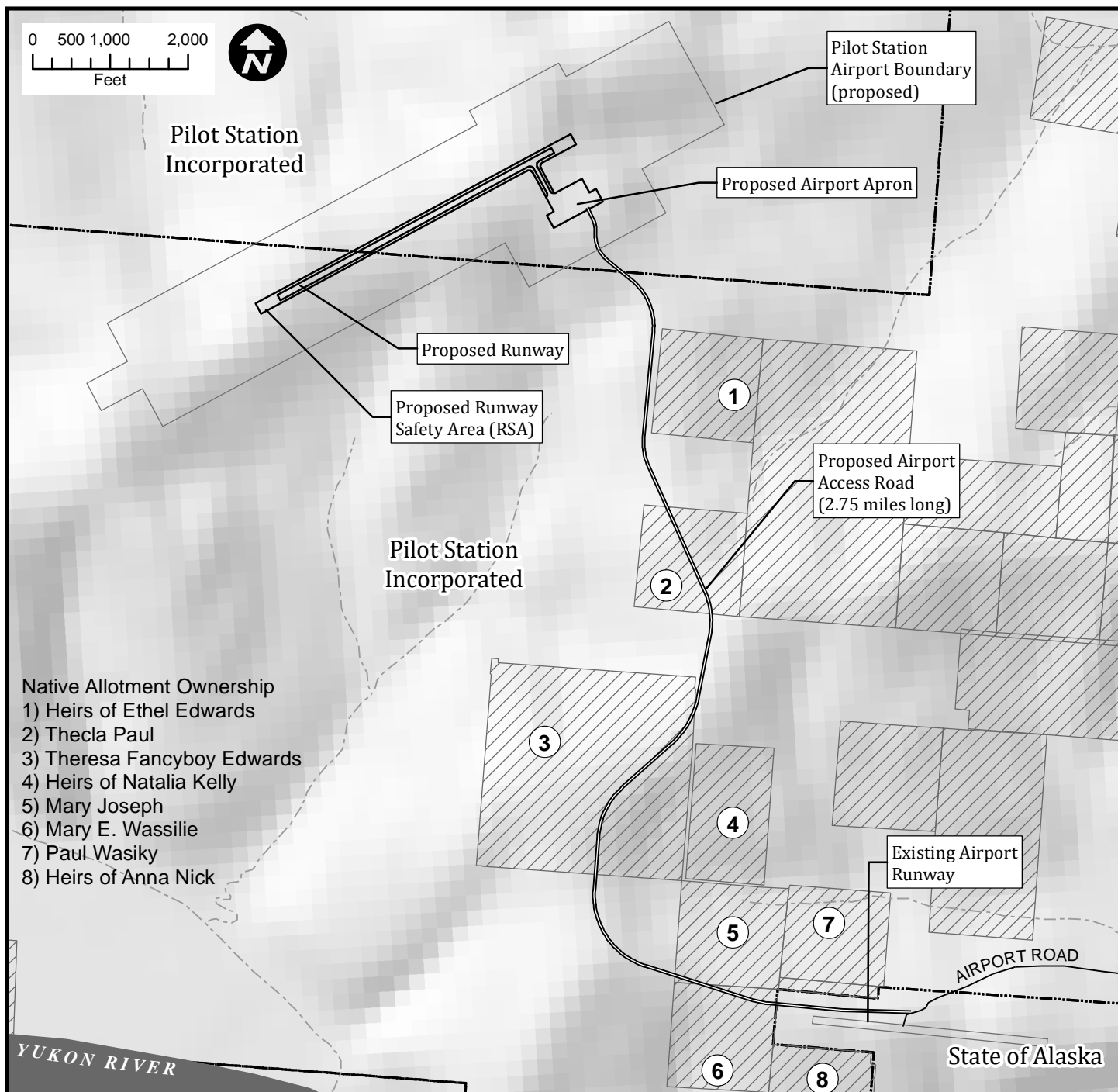
LEGEND

- Proposed Airport Boundary
- Proposed Airport Road
- Existing Roads
- Water Body

USACE PERMIT # POA-2004-1223,
YUKON RIVER
NAME: PILOT STATION AIRPORT
RELOCATION, Project # 62581

LOCATION: USGS Marshall D-3;
Seward Meridian;
T21N, R74W, Secs 5, 6; T22N, R74W,
Secs 30, 31; T22N, R75W
Secs 25, 35, 36

POA-2004-1223, Yukon River
Applicant; ADOT&PF
Pilot Station Airport
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PROJECT FEATURES AND GENERAL LAND OWNERSHIP SHEET 2 OF 6

LEGEND

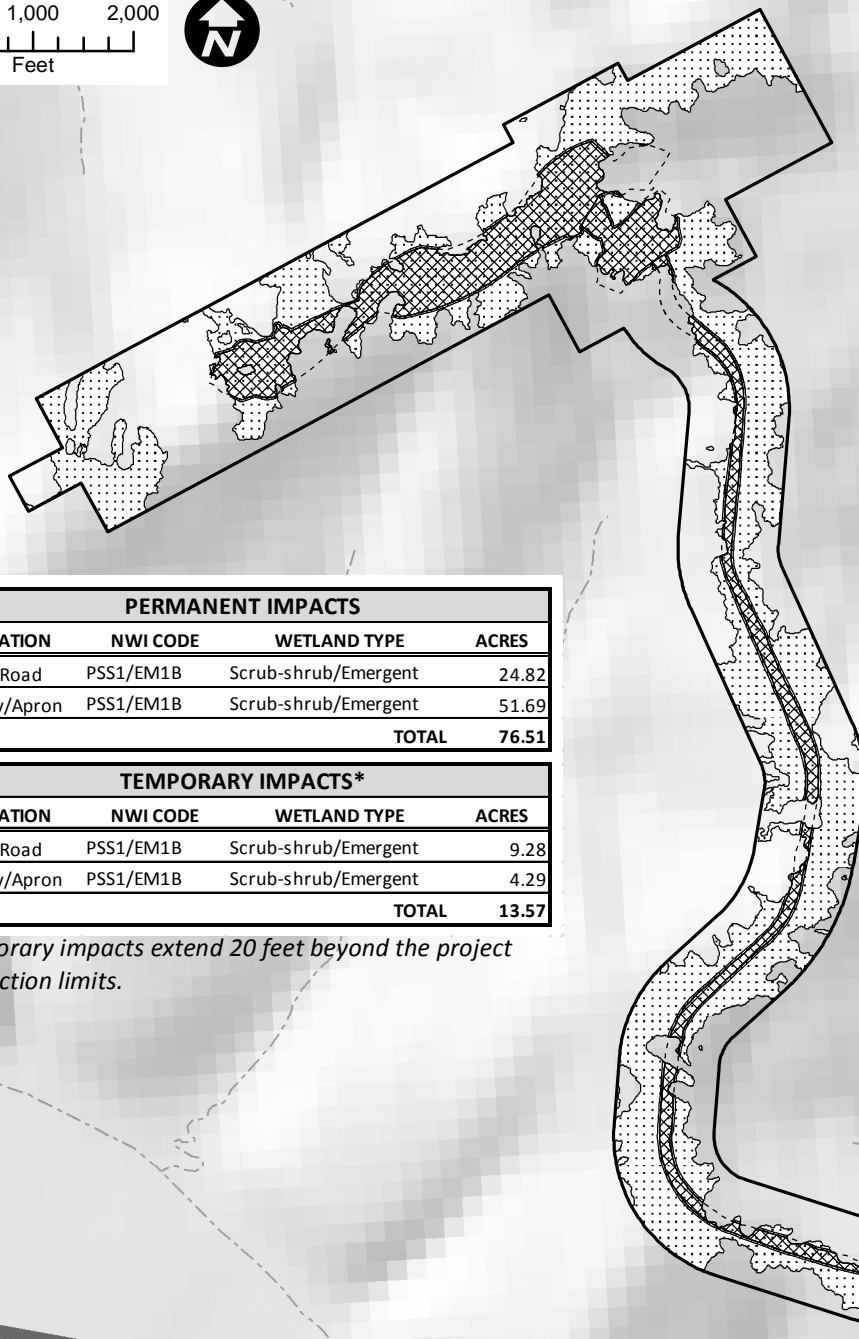
- Proposed Airport Access Rd
- Existing Roads
- Water Body
- ▨ Native Allotments
- ~ Stream

USACE PERMIT # POA-2004-1223,
YUKON RIVER
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POA-2004-1223, Yukon River
Applicant; ADOT&PF
Pilot Station Airport
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0 500 1,000 2,000
Feet



PERMANENT IMPACTS

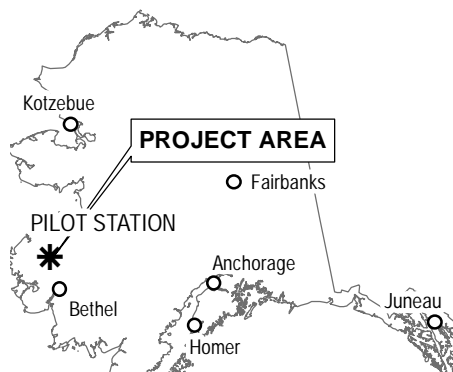
LOCATION	NWI CODE	WETLAND TYPE	ACRES
Access Road	PSS1/EM1B	Scrub-shrub/Emergent	24.82
Runway/Apron	PSS1/EM1B	Scrub-shrub/Emergent	51.69
TOTAL			76.51

TEMPORARY IMPACTS*

LOCATION	NWI CODE	WETLAND TYPE	ACRES
Access Road	PSS1/EM1B	Scrub-shrub/Emergent	9.28
Runway/Apron	PSS1/EM1B	Scrub-shrub/Emergent	4.29
TOTAL			13.57

* Temporary impacts extend 20 feet beyond the project construction limits.

YUKON RIVER



PROJECT WETLAND IMPACTS SHEET 3 OF 6

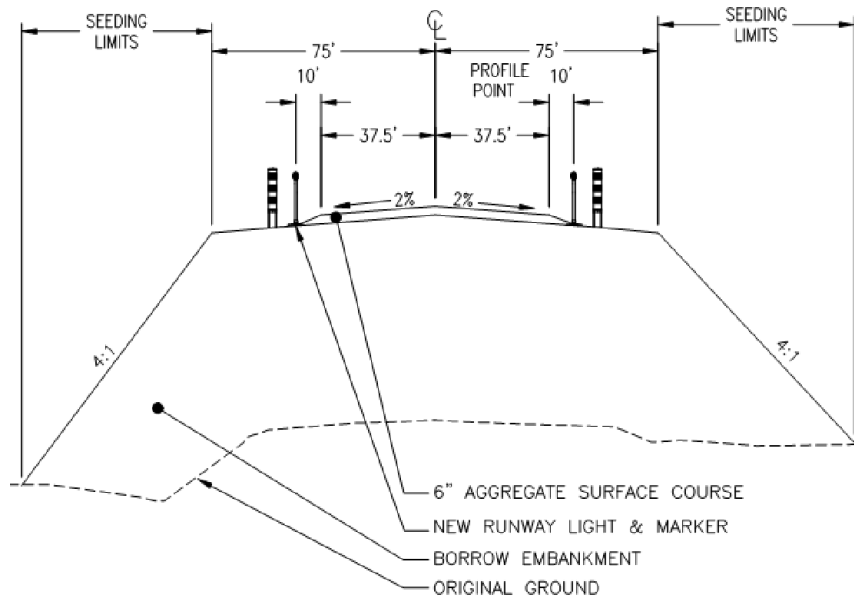
LEGEND

- Construction Limits
- Wetland Impacts
- Temporary Wetland Impacts
- Wetlands
- Existing Roads
- ~ Stream
- Water Body

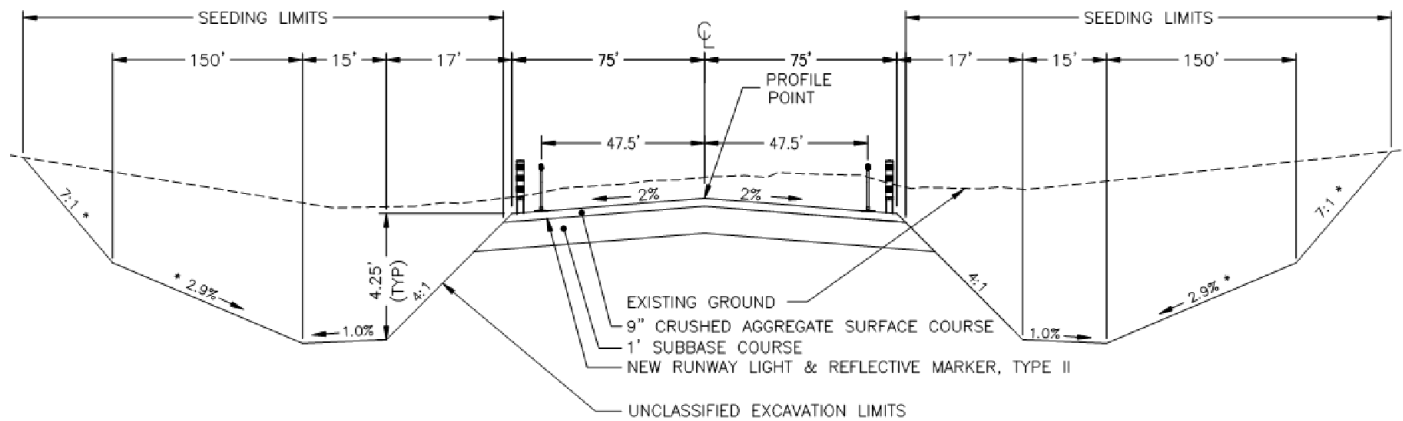
USACE PERMIT # POA-2004-1223,
YUKON RIVER
NAME: PILOT STATION AIRPORT
RELOCATION, Project # 62581

LOCATION: USGS Marshall D-3;
Seward Meridian;
T21N, R74W, Secs 5, 6; T22N, R74W,
Secs 30, 31; T22N, R75W
Secs 25, 35, 36

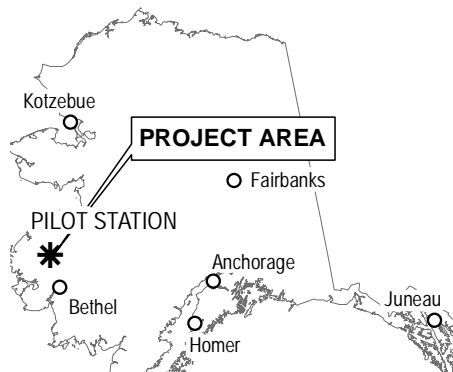
POA-2004-1223, Yukon River
Applicant; ADOT&PF
Pilot Station Airport
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RUNWAY TYPICAL SECTION



RUNWAY TYPICAL CUT SECTION



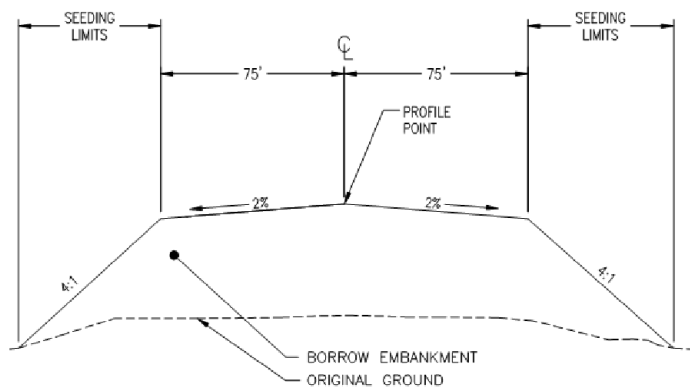
**TYPICAL SECTIONS -
RUNWAY
SHEET 4 OF 6**

Drawings Not To Scale

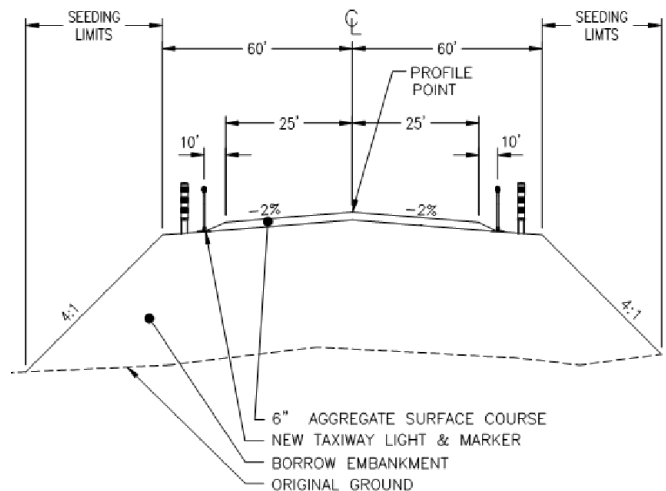
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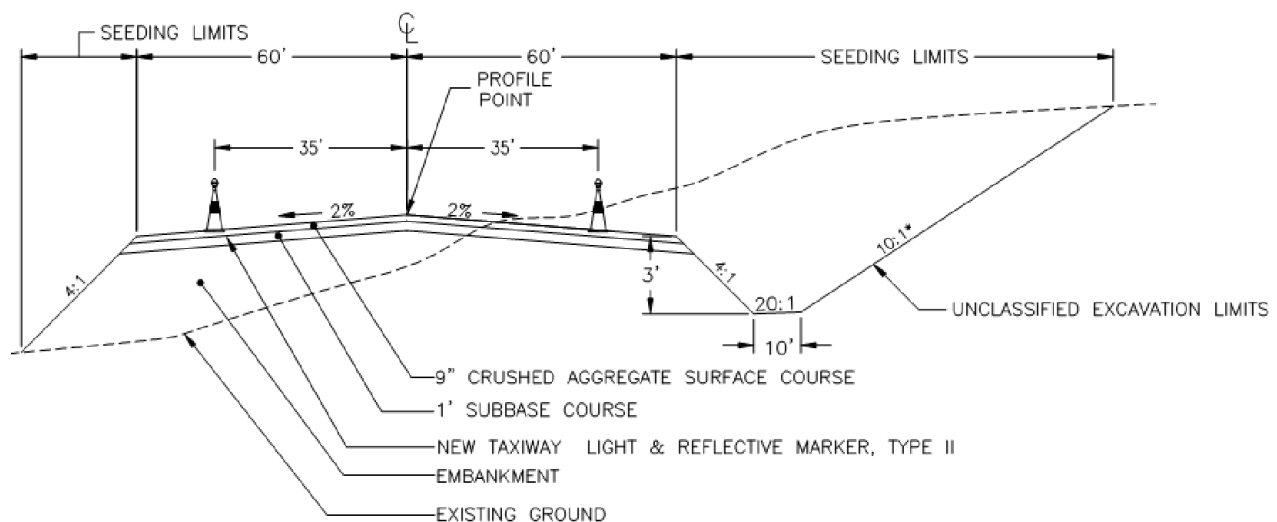
POA-2004-1223, Yukon River
Applicant; ADOT&PF
Pilot Station Airport
Sheet 7 of 9, Date: 6/16/2015



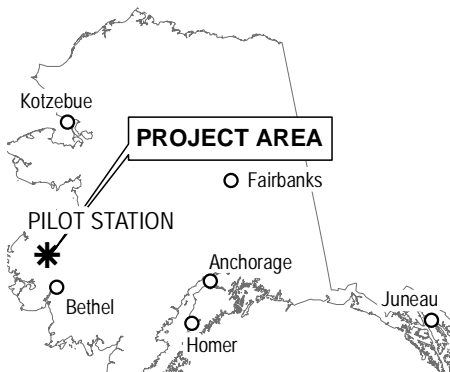
SAFETY AREA TYPICAL SECTION



TAXIWAY TYPICAL SECTION



TAXIWAY TYPICAL SECTION



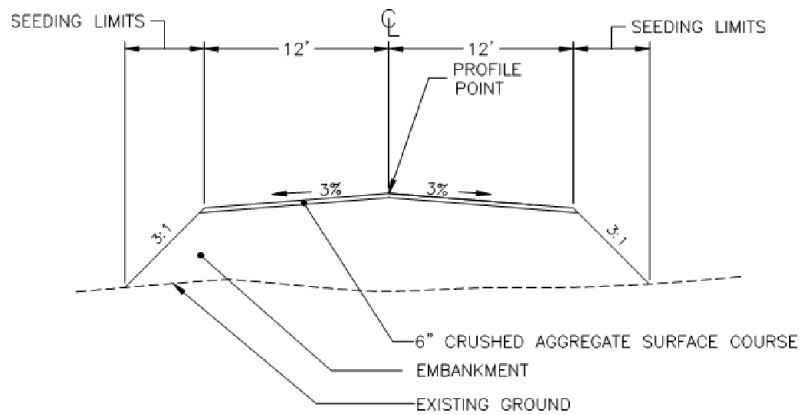
TYPICAL SECTIONS - SAFETY AREA AND TAXIWAY SHEET 5 OF 6

Drawings Not To Scale

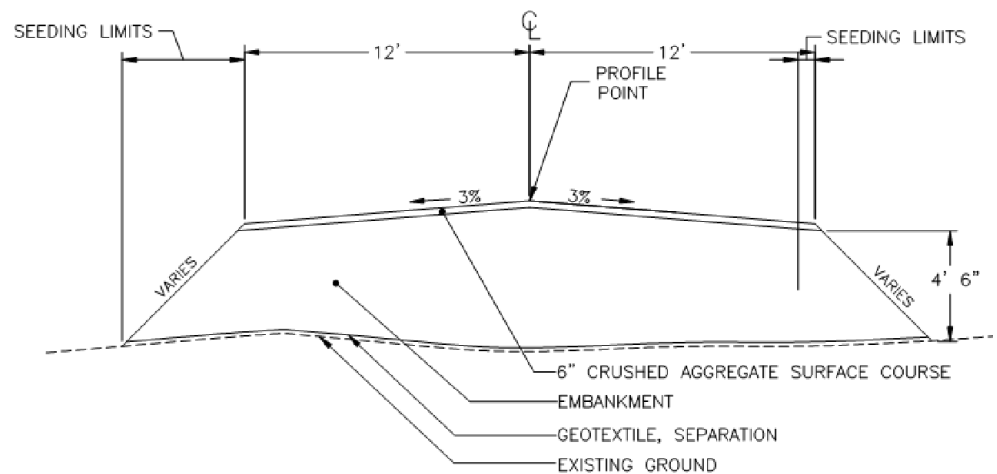
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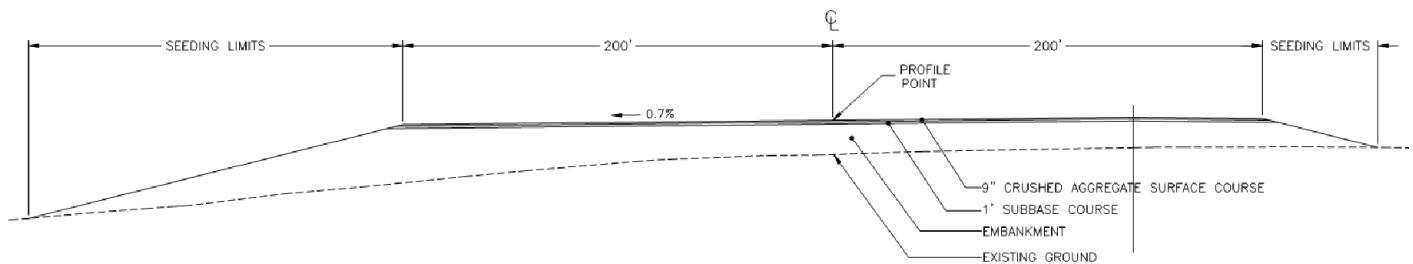
POA-2004-1223, Yukon River
Applicant; ADOT&PF
Pilot Station Airport
Sheet 8 of 9, Date: 6/16/2015



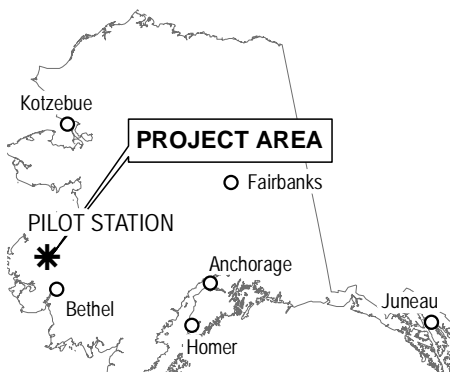
TRAIL ACCESS TYPICAL SECTION



ACCESS ROAD TYPICAL SECTION



APRON TYPICAL SECTION



TYPICAL SECTIONS - APRON, ACCESS ROAD, AND TRAIL ACCESS SHEET 6 OF 6

Drawings Not To Scale

USACE PERMIT # POA-2004-1223,
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