



US Army Corps
of Engineers
Alaska District

Public Notice of Application for Permit

ANCHORAGE
Regulatory Division (1145)
CEPOA-RD
Post Office Box 6898
JBER, Alaska 99506-0898

PUBLIC NOTICE DATE:	June 14, 2022
EXPIRATION DATE:	July 14, 2022
REFERENCE NUMBER:	POA-2022-00136
WATERWAY:	Cook Inlet

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.

All comments regarding this Public Notice should be sent to the address noted above. If you desire to submit your comments by email, you should send it to the Project Manager's email as listed below or to regpagemaster@usace.army.mil. All comments should include the Public Notice reference number listed above.

All comments 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 Estrella Campellone at (907) 753-2518, toll free from within Alaska at (800) 478-2712, or by email at Estrella.f.campellone@usace.army.mil if further information is desired concerning this notice.

APPLICANT: Sean Dolan, NorthLink Aviation, 717 Fifth Avenue, Suite 12A, New York, NY 10022. Telephone (907) 931-6250. Email: dolan@northlinkaviation.com

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

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.

SPECIAL AREA DESIGNATION: The project is located within ANC security area.

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.

PROPOSED WORK: The proposed project would include the following components: a new aircraft parking apron, connector taxiways 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. Taxiways 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>.

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>).
- 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.

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 (ADEC). The applicant has requested a Water Quality Certification from ADEC.

CULTURAL RESOURCES: The latest published version of the Alaska Heritage Resources Survey (AHRs) has been consulted for the presence or absence of historic properties, including those listed in or eligible for inclusion in the National Register of Historic Places. There are no cultural resources in the permit area or within the immediate vicinity of the permit area. The permit area has been determined to be the footprint of the project and immediately adjacent areas. Consultation of the AHRs constitutes the extent of cultural resource investigations by the U.S. Army Corps of Engineers (Corps) at this time, and we are otherwise unaware of the presence of such resources.

The FAA Draft EA stated that the closest documented historic site is the Nike Point Site (TYO-00101), which has been determined eligible for its association with military activities in Alaska during the Cold War. Because the proposed project is at approximately one-quarter mile from Nike Point Site, the Corps has determined the proposed project would have no effect on this historic site. Therefore, the Corps has made a No Historic Properties Affected (No Effect) determination for the proposed project. This application is being coordinated with the State Historic Preservation Office (SHPO), federally recognized tribes, and other consulting parties. Any comments SHPO, federally recognized tribes, and other consulting parties may have concerning presently unknown archeological or historic data that may be lost or destroyed by work under the requested permit will be considered in our final assessment of the described work. The Corps is requesting the SHPO's concurrence with this determination.

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

We have determined the described activity would have no effect on any listed or proposed threatened or endangered species and would have no effect on any designated or proposed critical habitat, under the Endangered Species Act of 1973 (87 Stat. 844). Therefore, no consultation with the U.S. Fish and Wildlife Service or the National Marine Fisheries Service (NMFS) is required. However, any comments they may have concerning endangered or threatened wildlife or plants or their critical habitat will be considered in our final assessment of the described work.

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).

We have determined the described activity would not adversely affect EFH in the project area.

TRIBAL CONSULTATION: The Corps 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 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 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.

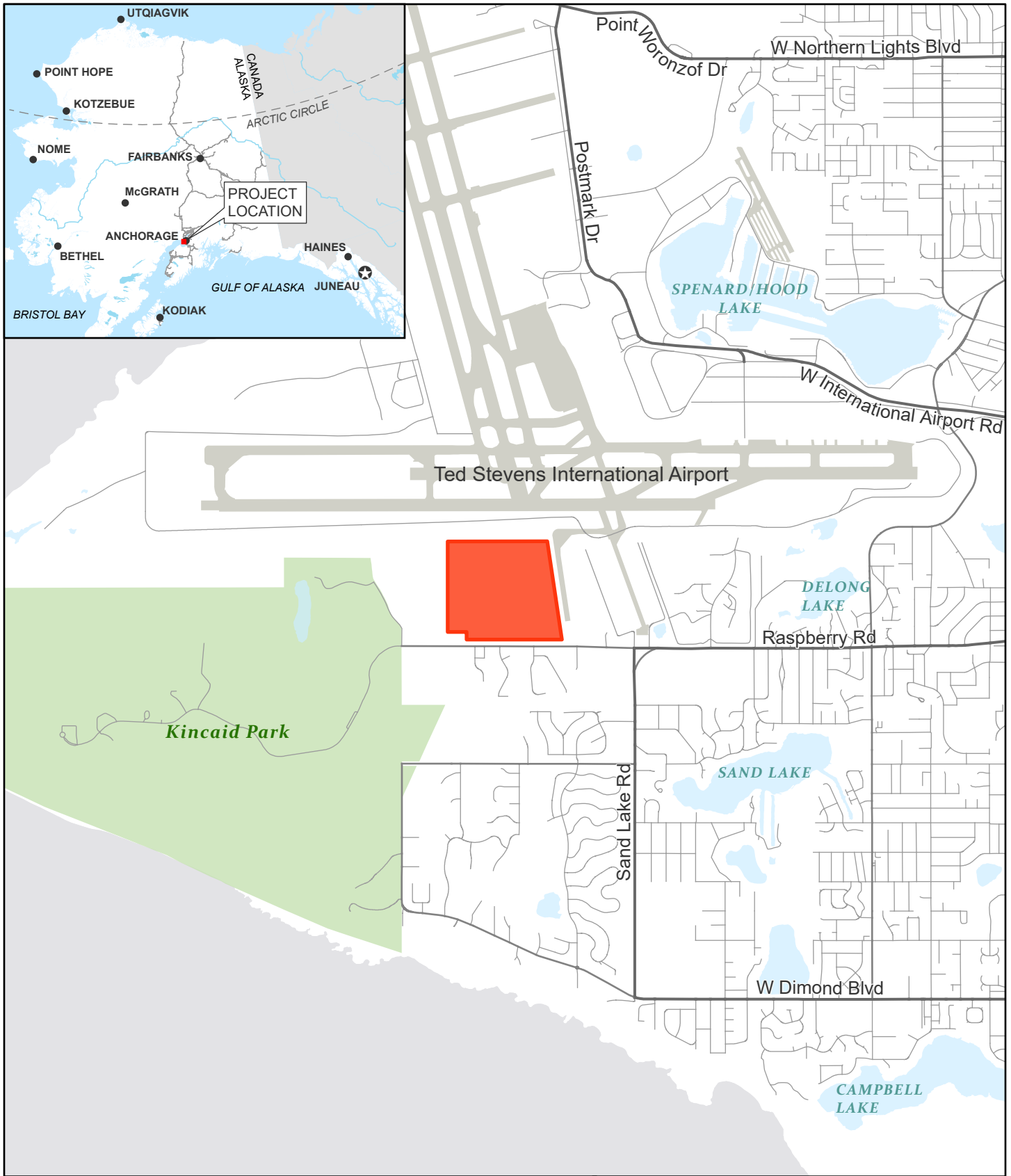
AUTHORITY: This permit will be issued or denied under the following authorities:

(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 are enclosed with this Public Notice.

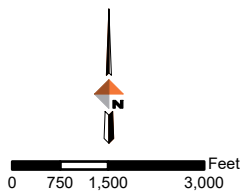
District Commander
U.S. Army, Corps

Enclosure



 Project Location

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



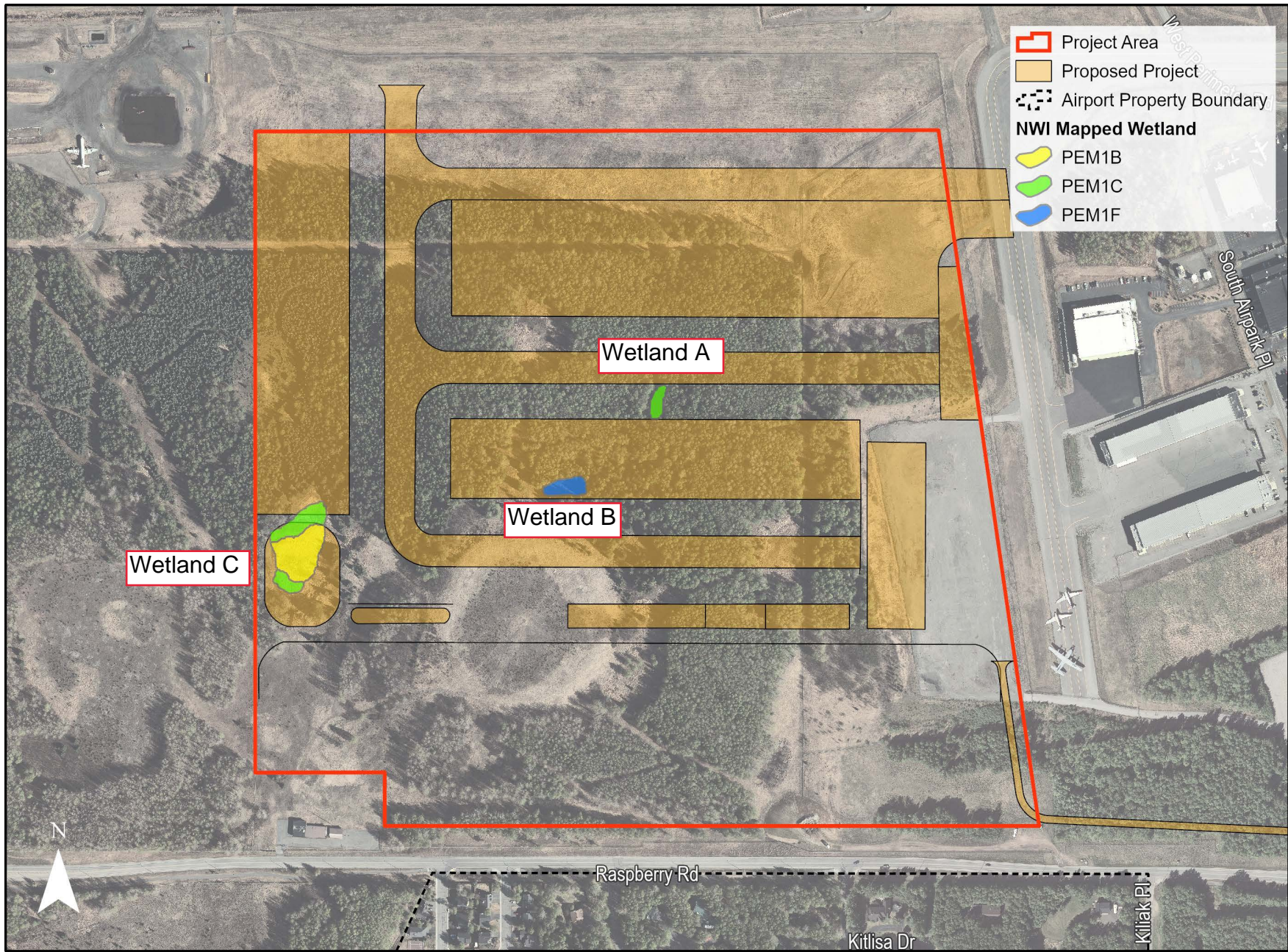
Location Vicinity Map

South Airpark Cargo Expansion Project



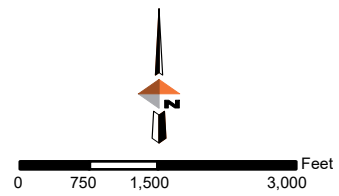
Date: February 17, 2022

Figure 1



Project Area
 Proposed Project
 Airport Property Boundary
NWI Mapped Wetland
 PEM1B
 PEM1C
 PEM1F

Project Location
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 T12N, R4W, Section 4 Seward Meridian
 61.162806° north 149.999417° west



Project Area Overview with Wetlands

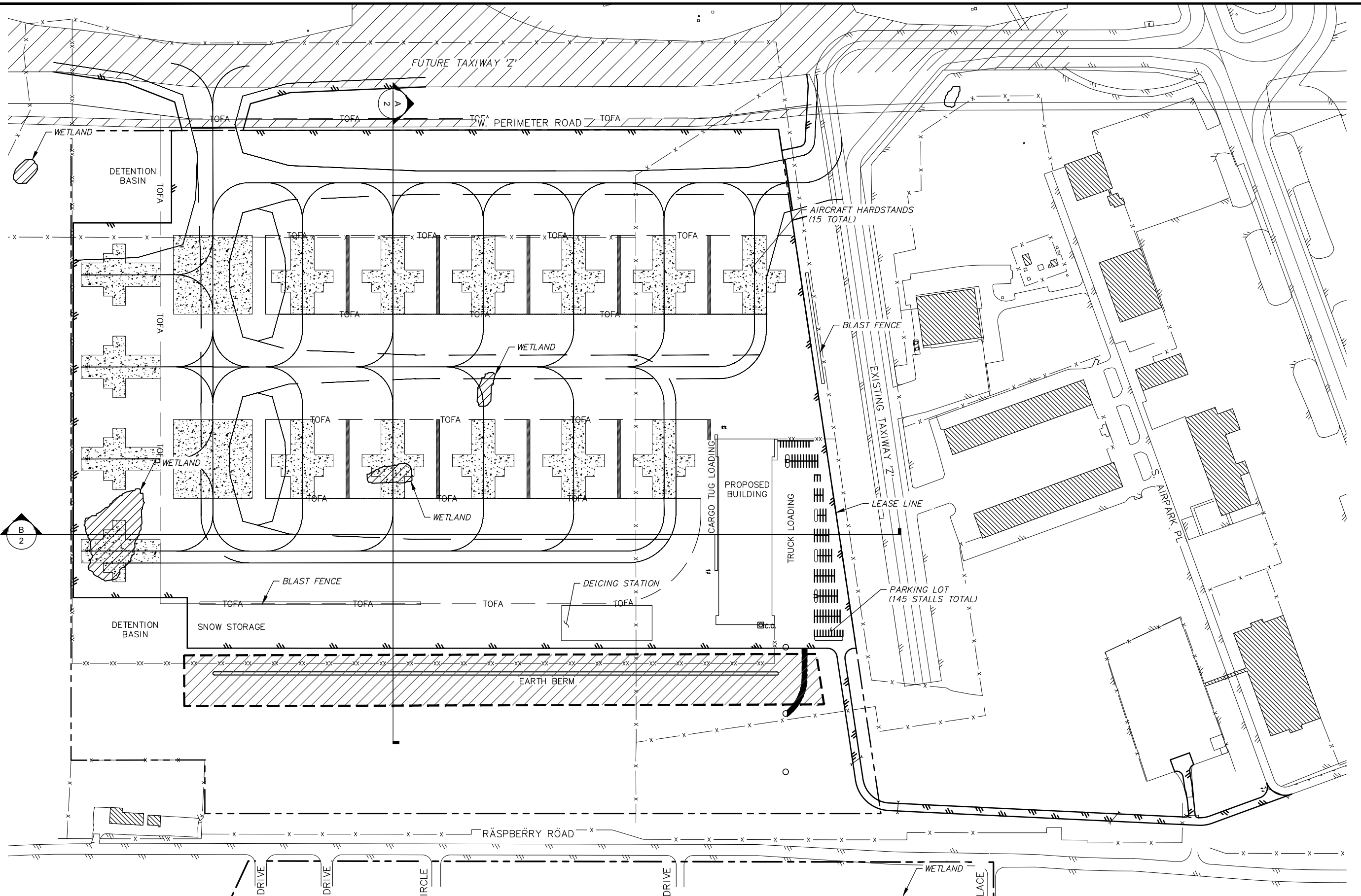
South Airpark Cargo Expansion Project



Date: February 17, 2022

Figure 2

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Proposed Activity: Cargo Facilities
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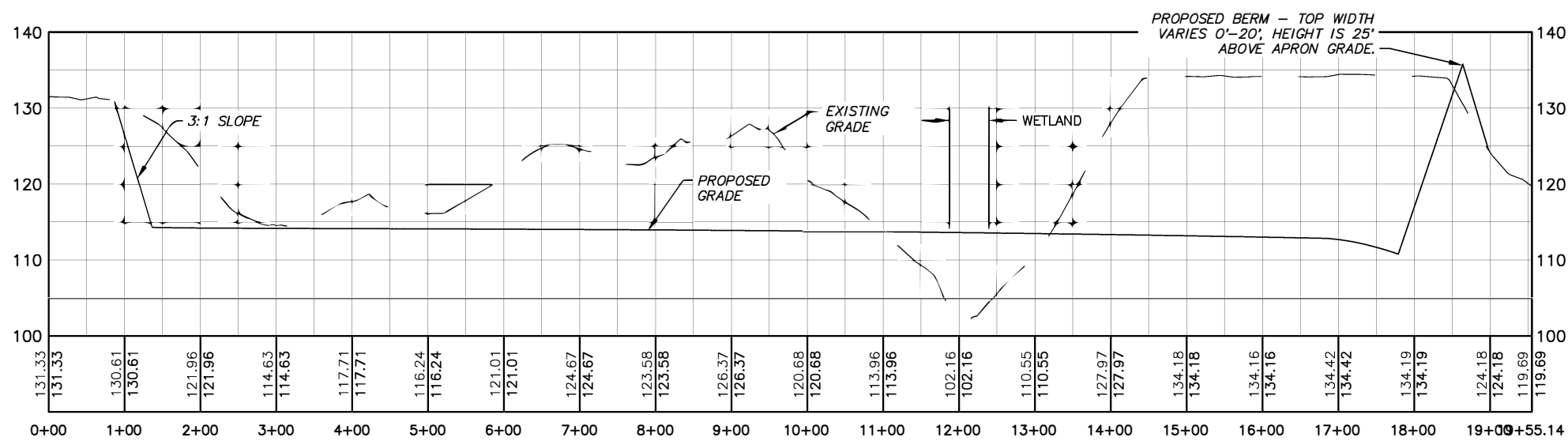
PROJECT: 73130.00
STATUS: PERMIT



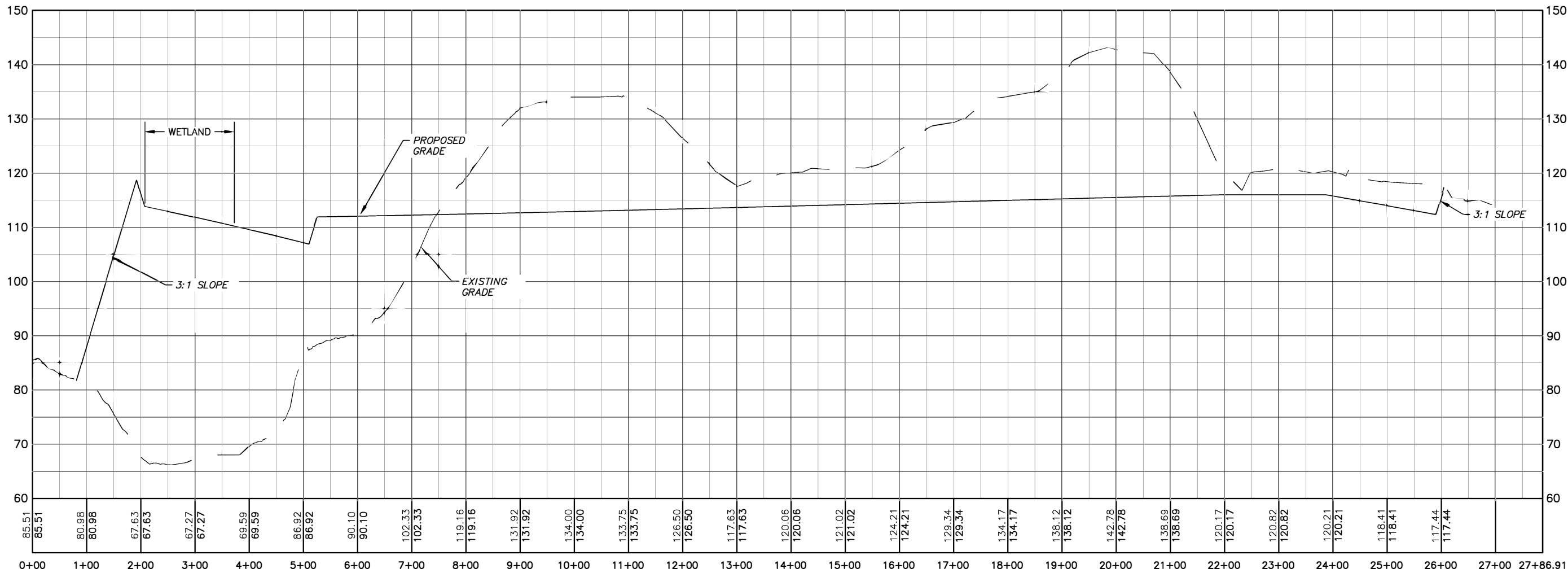
ANC SOUTH AIRPARK CARGO TERMINAL
NORTHLINK AVIATION
WETLAND PERMIT PLAN

DATE
05 2022
SCALE
GRAPHIC
FIGURE
3

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A
2
NORTH SOUTH SECTION
NTS



B
2
EAST WEST ALIGNMENT
NTS

POA-2022-00136
 Applicant: NorthLink Aviation
 Proposed Activity: Cargo Facilities
 T12N, R4W, Section 4 Seward Meridian
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PROJECT: 73130.00
 STATUS: PERMIT



ANC SOUTH AIRPARK CARGO TERMINAL
 NORTHLINK AVIATION
 WETLAND PERMIT PROFILE

DATE
05 2022
 SCALE
GRAPHIC
 FIGURE
4