



US Army Corps
of Engineers
Alaska District

Juneau Field Office
Regulatory Division (1145)
CEPOA-RD
Post Office Box 22270
Juneau, Alaska 99802-2270

Public Notice of Application for Permit

PUBLIC NOTICE DATE:	April 6, 2023
EXPIRATION DATE:	April 21, 2023
REFERENCE NUMBER:	POA-1981-00320
WATERWAY:	Gastineau Channel

Interested parties are hereby notified that a Department of the Army (DA) permit application has been received for work in waters of the United States (U.S.) 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 Randal Vigil at (907) 201-5022 or by email at Randal.P.Vigil@usace.army.mil if further information is desired concerning this public notice.

APPLICANT: Juneau International Airport, City and Borough of Juneau, 1873 Shell Simmons Drive, Suite 200, Juneau, AK 99801.

AGENT: Phillip W. Adams, 1873 Shell Simmons Drive, Suite 200, Juneau, AK 99801.

LOCATION: The project site is located within Section 31 and 32, T. 40 S., R. 66 E., and Section 1, T. 41 S., R. 66 E., Copper River Meridian; USGS Quad Map Juneau B-2; Latitude 58.356185° N., Longitude 134.58039° W.; Juneau International Airport (JNU); 1873 Shell Simmons Drive, in Juneau, Alaska.

SPECIAL AREA DESIGNATION: The Medium Intensity Approach Lighting System with Runway Indicator Lights (MALSR) project component would be located within the Mendenhall Wetlands State Game Refuge.

PURPOSE: The applicant's stated purpose is to install additional approach lighting systems to improve aircraft alignment with the runway and improve pilot transition to visual references for landing at JNU at night and during poor weather conditions and construct a Fuel Farm Access Road to create safer traffic conditions by keeping fuel supply trucks off public streets.

PROPOSED WORK: The applicant requests authorization for the discharge of 7,123 cubic yards of fill material into one acre of waters of the U.S., including wetlands, and work, including the installation of structures in navigable waters of the U.S. Refer to the enclosed DA permit application and drawings for details.

ADDITIONAL INFORMATION: The proposed Fuel Farm Access Road was evaluated pursuant to the National Environmental Policy Act (NEPA) in the Federal Aviation Administration, Final Environmental Impact Statement (FEIS) published on April 17, 2007, for proposed improvements to JNU, and the proposed MALSR was evaluated under NEPA in an October 14, 2008, supplement to the FEIS. DA permit POA-1981-00320-M22 dated May 13, 2009, authorized JNU improvements that included the currently proposed Fuel Farm Access Road and MALSR. DA permit POA-1981-00320-M26 issued on April 7, 2014, extended the time limit to complete the work authorized by DA permit POA-1981-00320-M22 to April 30, 2019. However, the previously authorized work was not completed prior to permit expiration. Under the current proposal, there would be no increase in project footprint or scope of work.

Unavoidable impacts to the aquatic environment from the JNU improvements (DA permit POA-1981-00320-M22), including the currently proposed Fuel Farm Access Road and MALRS, were offset by compensatory mitigation in the form of an in-lieu-fee payment to the Southeast Alaska Land Trust.

The applicant would require an Alaska Department of Fish and Game, Fish Habitat Permit and Alaska Department of Natural Resources easement.

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

a. Avoidance: The described work is the minimum footprint for the installation of the approach lighting and maintenance road.

b. Minimization: a 16-foot width of area adjacent to the access road is expected to experience disturbance during construction. Disturbed areas will be regraded to natural contours and left to naturally re-vegetate. The MALSR anticipates an additional disturbance area of approximately 57,600 square feet will be required for a temporary access road, temporary storage of excavated materials, heavy machinery travel and operations, and other periphery construction activities.

c. Compensatory Mitigation: No compensatory mitigation is proposed. See Additional Information section of this public notice.

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 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 vicinity of the permit area. The permit area has been determined to be the footprint of the proposed project within the waters of the U.S. it would occur in. 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 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: 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 (Magnuson-Stevens 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).

The project area is within mapped EFH for Chinook (*Oncorhynchus tshawytscha*), chum (*Oncorhynchus keta*), coho (*Oncorhynchus kisutch*), pink (*Oncorhynchus gorbuscha*), and sockeye (*Oncorhynchus nerka*) salmon.

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 Corps, 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 rights or resources. 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 NEPA. 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) Perform work in or affecting navigable waters of the United States – Section 10 Rivers and Harbors Act 1899 (33 U.S.C. 403).

(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).

Permit application and project drawings are enclosed with this public notice.

District Commander
U.S. Army, Corps

Enclosures

U.S. Army Corps of Engineers (USACE) APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT For use of this form, see 33 CFR 325. The proponent agency is CECW-CO-R.		Form Approved - OMB No. 0710-0003 Expires: 08-31-2023	
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://dpcl.d.defense.gov/Privacy/SORNSIndex/DOD-wide-SORN-Article-View/Article/570115/a1145b-ce.aspx			
(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)			
1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE
(ITEMS BELOW TO BE FILLED BY APPLICANT)			
5. APPLICANT'S NAME First - Patricia Middle - K. Last - Wahto Company - Juneau International Airport, City & Borough of Juneau E-mail Address - patty.wahto@jnuairport.com		8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required) First - Phillip Middle - W. Last - Adams Company - Juneau International Airport, City & Borough of Juneau E-mail Address - phil.adams@jnuairport.com	
6. APPLICANT'S ADDRESS: Address- 1873 Shell Simmons DR. STE. #200 City - Juneau State - AK Zip - 99801 Country -USA		9. AGENT'S ADDRESS: Address- 1873 Shell Simmons Dr. STE. #200 City - Juneau State - AK Zip - 99801 Country -USA	
7. APPLICANT'S PHONE NOS. w/AREA CODE a. Residence b. Business c. Fax 907-789-7821		10. AGENTS PHONE NOS. w/AREA CODE a. Residence b. Business c. Fax 907-789-7821	
STATEMENT OF AUTHORIZATION			
11. I hereby authorize, <u>Phillip Adams</u> 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. Patty Wahto Digitally signed by Patty Wahto Date: 2023.03.24 13:45:42 -08'00' SIGNATURE OF APPLICANT 2023-03-24 DATE			
NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY			
12. PROJECT NAME OR TITLE (see instructions) Medium Intensity Approach Lighting System w/Runway Indicator Lights (MALSR)			
13. NAME OF WATERBODY, IF KNOWN (if applicable) Gastineau Channel		14. PROJECT STREET ADDRESS (if applicable) Address City - State- Zip-	
15. LOCATION OF PROJECT Latitude: °N 58 21'03.19" Longitude: °W 134 32'49.22"			
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions) State Tax Parcel ID T40S Municipality Section - 32 Township - Range - 66E			

17. DIRECTIONS TO THE SITE

Approx 8 miles from downtown Juneau, Alaska. Located off east end of RWY 26 approach, Juneau International Airport.

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

Runway 26 MALSR Extension Project

The Juneau Airport previously applied and received a permit for this work under Permit # POA-1981-320-M26 (for this and other work) in 2009. The permit lapsed in April 2019, and the Juneau Airport is reapplying. This project has been delayed due to federal funding (only partial FAA funding appropriated by congress for this system), pending additional funding for the remaining system. Additionally, congressional language is needed to transfer ownership/maintenance of the system to the FAA.

In 2010, under the original permit, the RWY 26 medium-intensity approach lighting system with runway alignment indicator lights (MALSR) was partially installed (800 ft of the 2400 ft full system) with the first four sets of approach lights installed to the 8+00 (800 ft) mark. A control building on building with turn-around was also installed within the first 800 ft as well. A complete MALSR approach lighting system requires an additional ten sets of lights to be installed to 24+00 (2,400 ft).

The proposed MALSR Project would install the remaining ten sets (additional 1600 ft) east of the runway and the current lights which end at 8+00. The lights will continue from the 8+00 light and extend out to the 24+00 (2,400 feet) east of the RWY 26 threshold.

Detail on 26 MALSR is found in Section 2.7.1 of the Juneau International Airport Final Environmental Impact Statement (FEIS) from 2007. This application is for the approximately 1,600 feet of the remaining MALSR system (access road, slough crossing, lights, turnarounds, and conduit trench) that will be located outside of the east runway safety area (RSA).

The complete 26 MALSR will improve navigational alignment for Runway 26 by lowering aircraft landing minima. The 26 MALSR will consist of 14 MALSR light arrays in the following configuration: 12 light support bars spaced at 200-foot intervals along the extended runway centerline and two additional light bars located 1,000 feet from the runway threshold, one on each side of the runway centerline creating a triple light configuration. The lights will begin at the Runway 26 landing threshold (east end of the runway) and extend 2,400 feet east of the threshold.

The remaining MALSR arrays for RWY 26 MALSR will have light configurations mounted on fiberglass towers. These will be installed primarily in intertidal wetlands and will be located within the Mendenhall Wetlands State Game Refuge (MWSGR). The typical light tower configuration will include two steel piles driven to approximately 20 feet below ground surface. These piles will support a platform above the high tide line which will support the base plate assembly, junction box, and a fiberglass light pole. Lights can be reached either from the light towers or can be folded down to be reached from the ground.

MALSR Access Roads

A 12-foot-wide access road will extend along the MALSR. For 26 MALSR, the access road currently descends the end slope of the RSA at a 5:1 slope to the grade of the surrounding wetlands. The MALSR access road will be constructed at-grade using a geoweb honeycomb placed on geotextile fabric and recessed into the ground up to one foot. The honeycomb will be backfilled and then topped with 2 to 4 inches of the native material excavated to accommodate the mat. The final elevation of the top of the road will be flush with the existing ground surface (approximately 15-22 feet MLLW). Natural vegetation should take hold through the honeycomb and help restore the alignment to a natural function and appearance; the area will continue to be wetland and serve as wildlife habitat. Communications and power cables will be trenched and buried in conduits up to two feet below grade adjacent to the access roads. Vehicle turnarounds, approximately 30 feet by 30 feet (which includes the road surface), will be constructed at the east end of the 26 MALSR access road. The access road edges will be marked with small fiberglass posts or other small markers. The design is required to withstand high tides, storm events and ice drifts during winter.

East Runway Slough Crossing

Approximately 800 feet east of Runway 26 threshold (200 feet from the toe of the RSA), the 26 MALSR access road will cross the East Runway Slough. At this location, the channel is approximately 190 feet wide. Four (4) pre-cast concrete bottomless arch culverts will be installed in the channel (MALSR Figures 7 and 8). Each bottomless arch culvert is proposed to have a width of 48 feet and a length of 40 feet. The channel bed elevations in the culverts will be staggered, ranging from 14 feet to 16 feet with the channel bed of the middle culverts being set at lower elevations to maintain flow at low tide stages. Water flow will be in both directions, depending on whether the tide is ebbing or flowing. The culverts will be inundated and surrounding area (including the 26 MALSR access road) flooded at tides above 20 feet. The arch culverts will be supported by spread footings or a pile foundation, depending on conditions identified in the geotechnical survey.

The culverts will be set in structural fill and the footings protected with riprap. The access road over the culverts will be at elevation 24 feet, above HTL.

Fuel Farm Access Road Project

A new access route between the bulk fuel farm and the general aviation ramp has been proposed by JNU to create safer traffic conditions by keeping fuel supply trucks off public thoroughfares. A new fuel farm access road would also increase airfield efficiency because of the shorter distance trucks would travel to reach the aviation ramp. The new road would provide better security for the Airport and fuel supply trucks, as all fuel loading and transport would take place within the bounds of the Airport fence.

JNU has proposed to build a new access road from the south edge of the tank farm, trending approximately southwest along the Airport property line, and turning south toward the Airport apron. A new intersection would be created at the junction with the unnamed Airport service road. The road would consist of two lanes, each 12 feet wide, with an adjacent 2-foot shoulder on each side. Runoff from the road surface would be captured by drainage channels located adjacent to the shoulders. The drainage channels would be vegetated consistent with Best Management Practices identified in the Stormwater Pollution Control Plan. Sediments, oils and greases, etc. would receive passive treatment during the growing season from plant materials in the channel before discharging to Duck Creek. The road would be paved with asphalt and underlain by select graded gravels and a base of borrow material, meeting CBJ construction standards and suitable for the vehicle types and weights to be transported. A seal coat would not be placed on the surface, because of the road's proximity to Duck Creek.

A bottomless arch culvert or bottomless box culvert would be installed at the Duck Creek crossing. To reduce the culvert length, and therefore reduce impacts to the riparian corridor and aquatic life, the road width would be narrowed to a 16-foot, single-lane crossing for approximately 30 feet. The culvert diameter would be sized according to the width of stream channel crossed. The new road would extend approximately 565 feet from the fuel farm to Alex Holden Way.

Approximately 0.23-acre would be disturbed, including some palustrine scrub-shrub wetlands. Approximately 2,000 cubic yards of fill would be required for road construction.

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

The following description of the project purpose is summarized from the complete description of the MALSR Project's purpose and need found in Section 1.4.2 of the FEIS.

JNU is situated in a mountainous region of southeast Alaska, creating limitations on flight operations. Beyond the challenges created by the mountains, Juneau's weather and ground conditions further complicate flight operations. Flight schedule reliability, particularly for commercial traffic, is reduced due to the weather and terrain conditions. Juneau International Airport is known for its challenging approaches in a non-radar environment. Air carrier Required Navigation Performance (RNP) relies on MALSR to safely lower minimums at JNU. This system is needed by flight crews as they transition from instrument guidance to visual guidance.

The Purpose of installing additional approach lighting systems is to improve aircraft alignment with the runway and improve pilot transition to visual references for landing at JNU at night and during poor weather conditions. This will create safer landing conditions for all aircraft. This project will help to fulfill FAA's statutory responsibility to ensure that the safe operation of the Airport and runway system is the highest aviation priority.

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

20. Reason(s) for Discharge

Native fill is needed in wetlands in order to stabilize the geoweb honeycomb material that will harden the ground surface for access by utility vehicles. Imported structural fill and riprap will be used to construct the culvert crossing for the relocated East Runway Slough to provide a stable foundation for the concrete footer or pile foundation.

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

Type Amount in Cubic Yards	Type Amount in Cubic Yards	Type Amount in Cubic Yards
Structural Fill - 6,299 Cu.yds.	Class II fill (riprap) - 364 cu.Yds.	Channel bed materials - 460 cu.yds. (if required)

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

Acres 1.00 acres of wetlands filled.

or

Linear Feet

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

Approximate Additional Disturbance Areas 57,600 ft² (26 MALSRS)

The described work is the minimum footprint for the installation of the approach lighting and maintenance road. Additionally, a 16-foot width of area adjacent to the access road is expected to experience disturbance during construction. Disturbed areas will be regraded to natural contours and left to naturally re-vegetate. The 26 MALSRS anticipates an additional disturbance area of approximately 57,600 sq ft will be required for a temporary access road, temporary storage of excavated materials, heavy machinery travel and operations, and other periphery construction activities.

24. Is Any Portion of the Work Already Complete? ☐ Yes ☒ No IF YES, DESCRIBE THE COMPLETED WORK

The original 2009 permit lapsed in April 2019. That permit included work on the runway 08 MALSRS and the first 800 ft of the runway 25 MALSRS that is no longer included on this new application.

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- Alaska Department of Natural Resources - Division of Mining, Land, and Water: PO Box 111020

City - Juneau

State - Ak

Zip - 99801

b. Address- Alaska Department of Fish and Game: PO Box 22226

City - Juneau

State - Ak

Zip - 99801

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.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
Alaska Department of Natural Resources - Office of Pr	Alaska Coastal Management Program Consistency Dete		Concurrent with project application		
Alaska Department of Natural Resources - Office of Ha	Title 41 Fish Habitat Permit		Concurrent with project application		
Alaska Department of Natural Resources - Division of	Easement		Concurrent with project application		
Alaska Department of Environmental Conservation	Section 401 Water Quality Certification		Concurrent with project application		

* 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.

Patty Wahto Digitally signed by Patty Wahto Date: 2023.03.24 13:46:20 -08'00'	2023-03-24	Phil Adams Digitally signed by Phil Adams Date: 2023.03.21 14:51:51 -08'00'	2023-03-21
SIGNATURE OF APPLICANT	DATE	SIGNATURE OF AGENT	DATE

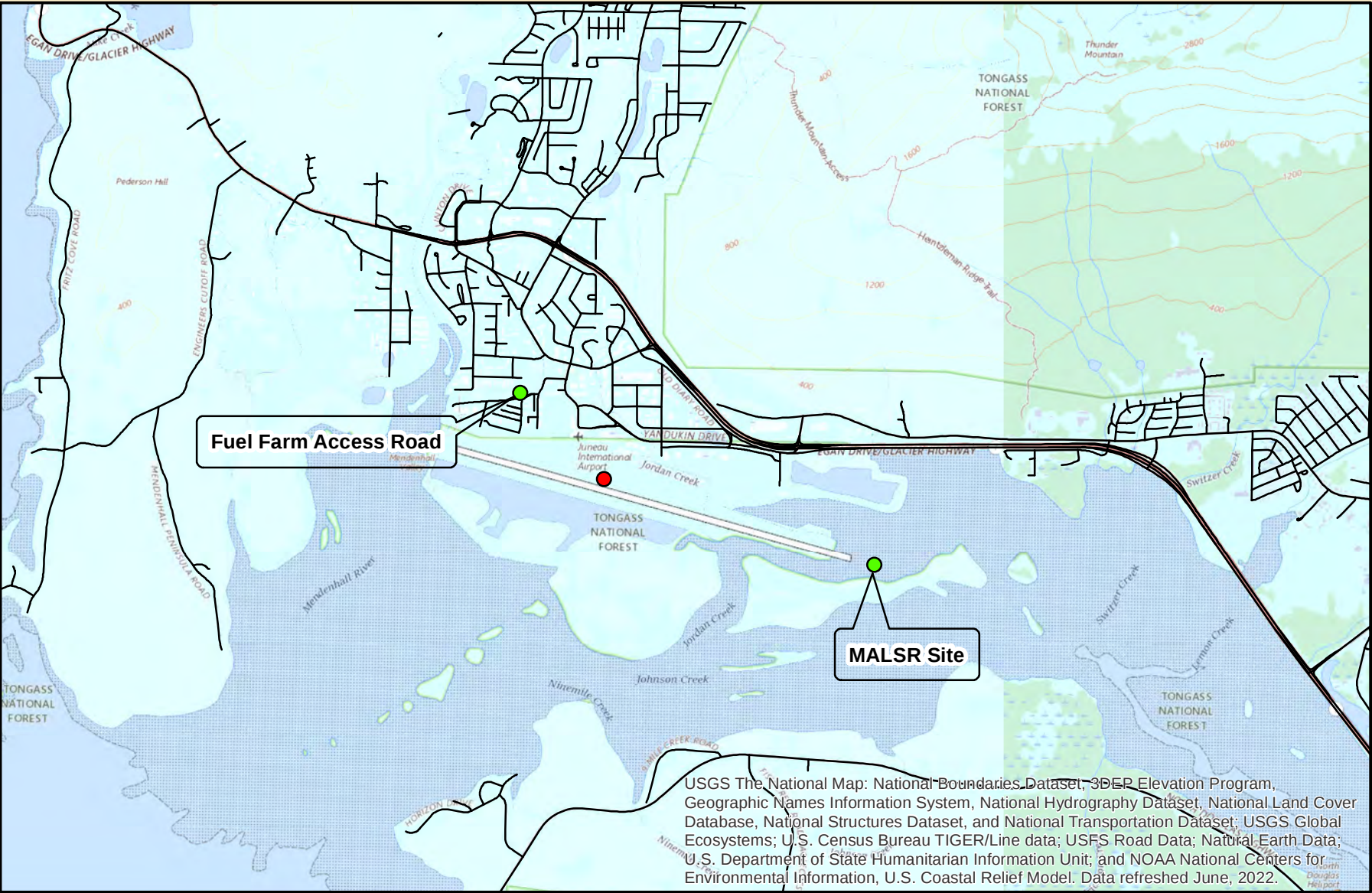
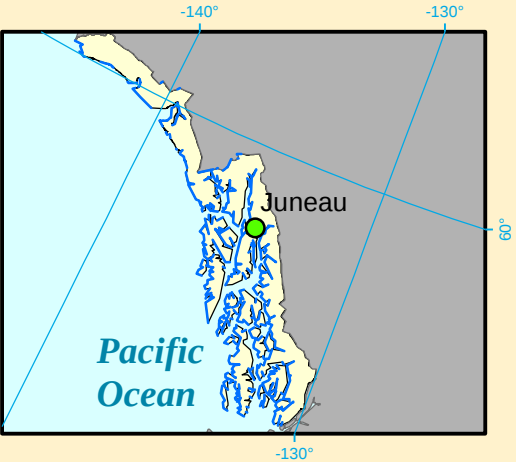
The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

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.

Alaska

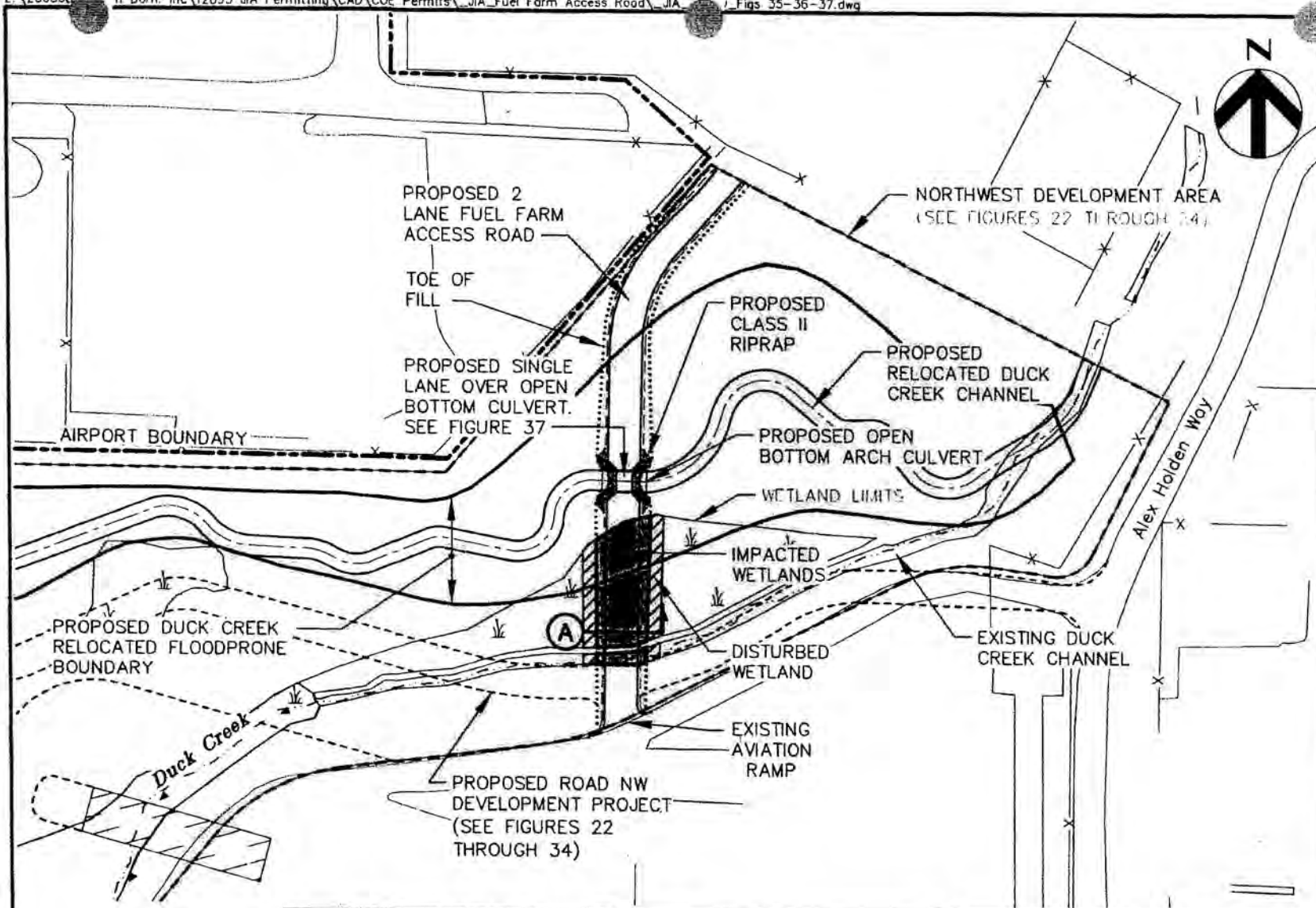


SE Alaska



Location Map

POA-1981-00320, Gastineau Channel
Juneau International Airport, City & Borough of Juneau
MALSR/Fuel Farm Access Road
April 5, 2023



PURPOSE: TO PROVIDE SAFE AND EFFICIENT FUEL TRANSPORT BETWEEN THE BULK FUEL FARM AND THE GENERAL AVIATION RAMP

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

PLAN VIEW

SCALE: 1" = 100'

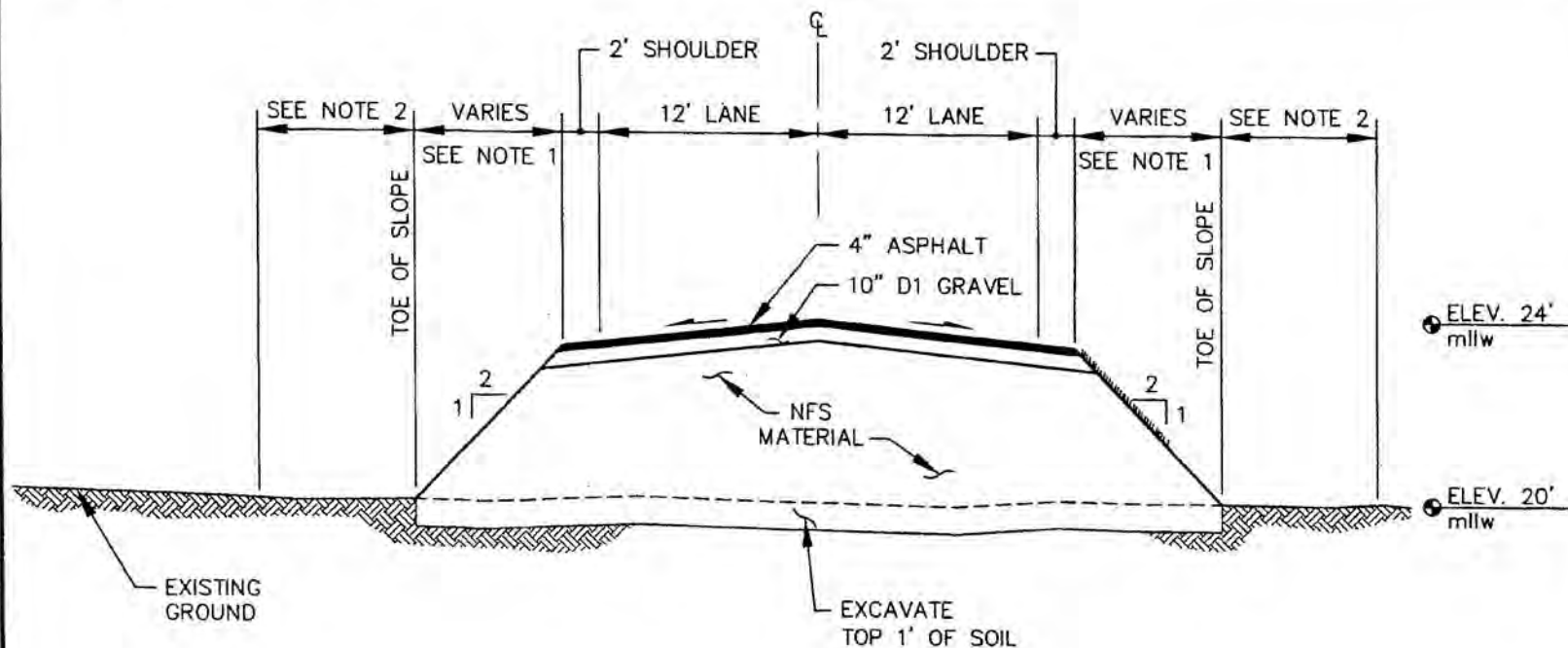
APPLICATION BY:

JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

FUEL FARM ACCESS ROAD PROJECT

POA-1981-00320, Gastineau Channel
Juneau International Airport, City & Borough of Juneau
MALSR/Fuel Farm Access Road
Sheet 1 of 9
April 5, 2023

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.



NOTES

1. THE FILL SLOPES WILL HAVE A 2:1 SLOPE AND SHALL BE TREATED WITH 4" TOPSOIL AND SEEDED WITH UNPALATABLE GRASS SPECIES.
2. THERE WILL ALSO BE DISTURBANCE 10 FEET FROM TOE OF SLOPE.

A FUEL FARM ACCESS ROAD

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

ELEVATIONS ARE PROVISIONAL ONLY, BASED ON CBJ's 2001 LIDAR DATA THAT HAS NOT BEEN FULLY CONFIRMED BY QUALITY CONTROL PROCEDURES. THIS INFORMATION IS PROVIDED FOR PLANNING PURPOSES ONLY, AND MAY BE REVISED IN THE FUTURE. FAA, CBJ, AND HDR ASSUME NO LIABILITY FOR THE USE OF THIS DATA.

PURPOSE: TO PROVIDE SAFE AND EFFICIENT FUEL TRANSPORT BETWEEN THE BULK FUEL FARM AND THE GENERAL AVIATION RAMP
 DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31
 COPPER RIVER MERIDIAN

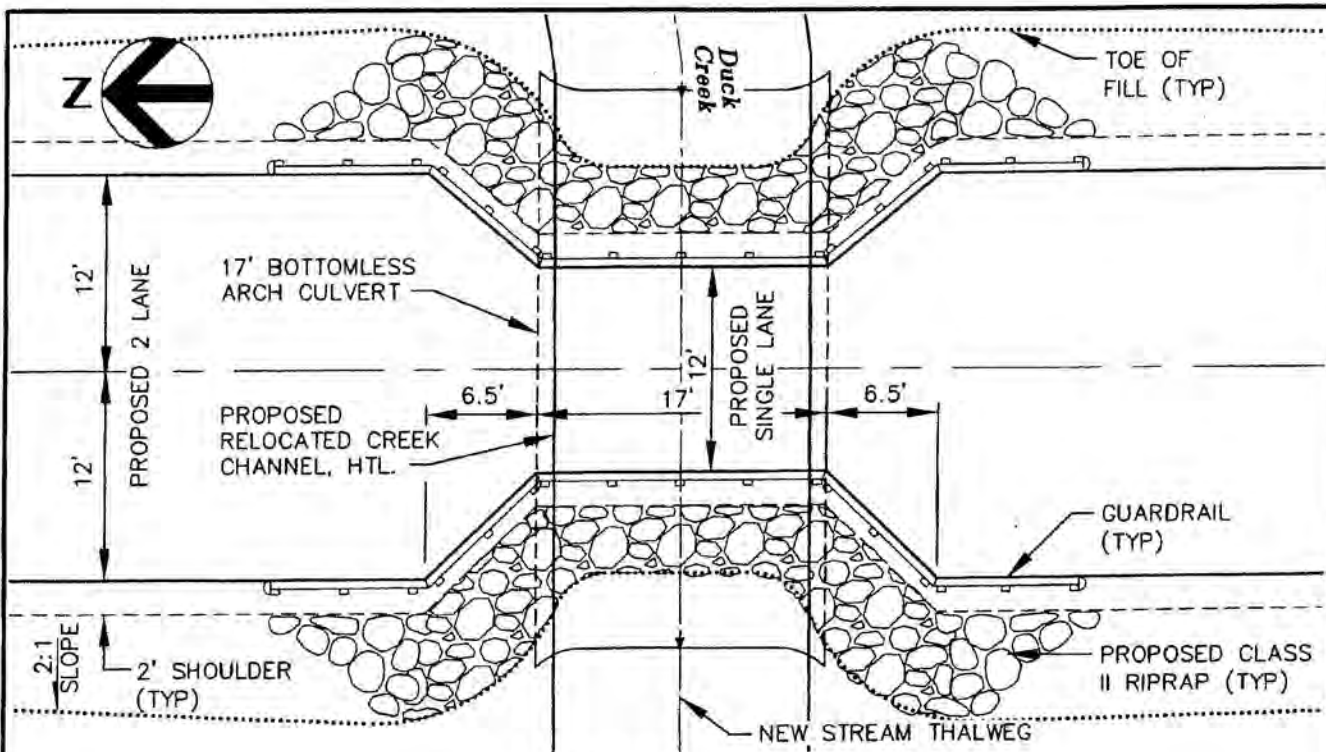
CROSS SECTION

NOT TO SCALE
 APPLICATION BY:
 JUNEAU INTERNATIONAL AIRPORT
 1873 SHELL SIMMONS DRIVE
 SUITE 200
 JUNEAU, ALASKA
 99801

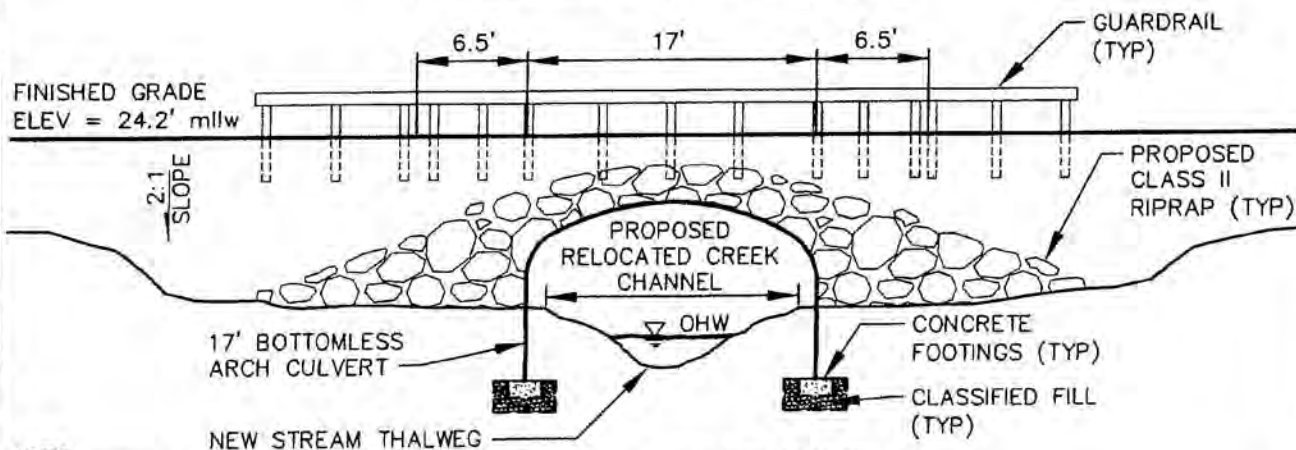
FUEL FARM ACCESS ROAD PROJECT

POA-1981-00320, Gastineau Channel
 Juneau International Airport, City & Borough of Juneau
 MALSR/Fuel Farm Access Road
 Sheet 2 of 9
 April 5, 2023

Z:\2008\Borson Dorn, Inc.\12893 JIA Permitting\CAD\CDE Permits\JIA_Fuel Farm Access Road\JIA_Crossing_Figs 35-36-37.dwg



DUCK CREEK CROSSING PLAN VIEW



NOTES:

1. SEE FIGURES 22 THROUGH 34 FOR NORTHWEST DEVELOPMENT PROJECT AND DUCK CREEK RELOCATION.
2. CROSSING WILL BE CONSTRUCTED BEFORE WATER IS DIRECTED INTO THE CHANNEL IT CROSSES.

3. ELEVATIONS ARE PROVISIONAL ONLY, BASED ON CBJ's 2001 LIDAR DATA THAT HAS NOT BEEN FULLY CONFIRMED BY QUALITY CONTROL PROCEDURES. THIS INFORMATION IS PROVIDED FOR PLANNING PURPOSES ONLY, AND MAY BE REVISED IN THE FUTURE. FAA, CBJ, AND HDR ASSUME NO LIABILITY FOR THE USE OF THIS DATA.

DUCK CREEK CROSSING END SECTION

SOURCE DATA PROVIDED BY CBJ, AND SWCA INC.

PURPOSE: TO PROVIDE SAFE AND EFFICIENT FUEL TRANSPORT BETWEEN THE BULK FUEL FARM AND THE GENERAL AVIATION RAMP
DATUM: MEAN LOW LOW WATER (MLLW)

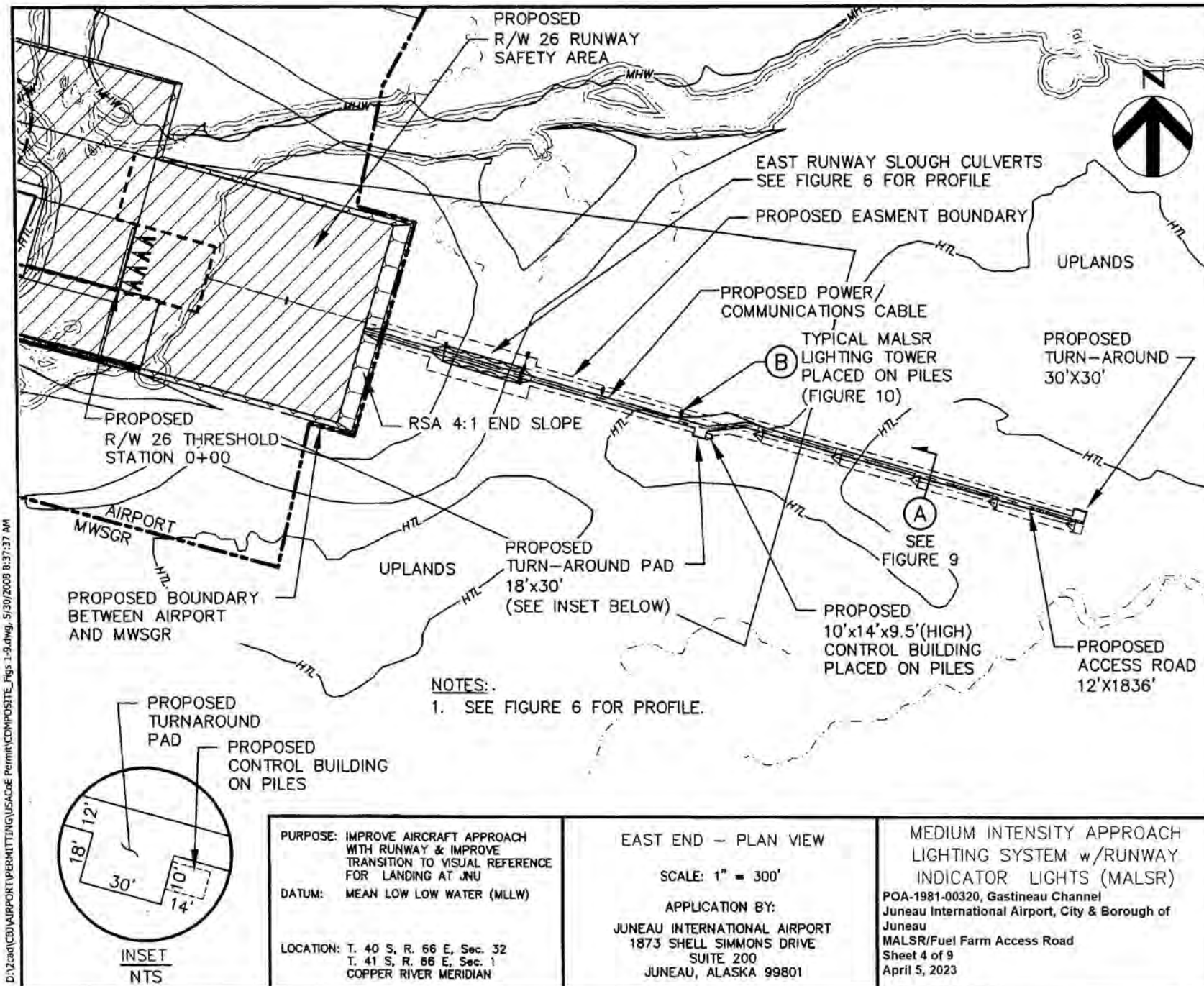
LOCATION: T. 40S, R. 66E, Sec. 31
COPPER RIVER MERIDIAN

DUCK CREEK CROSSING DETAILS

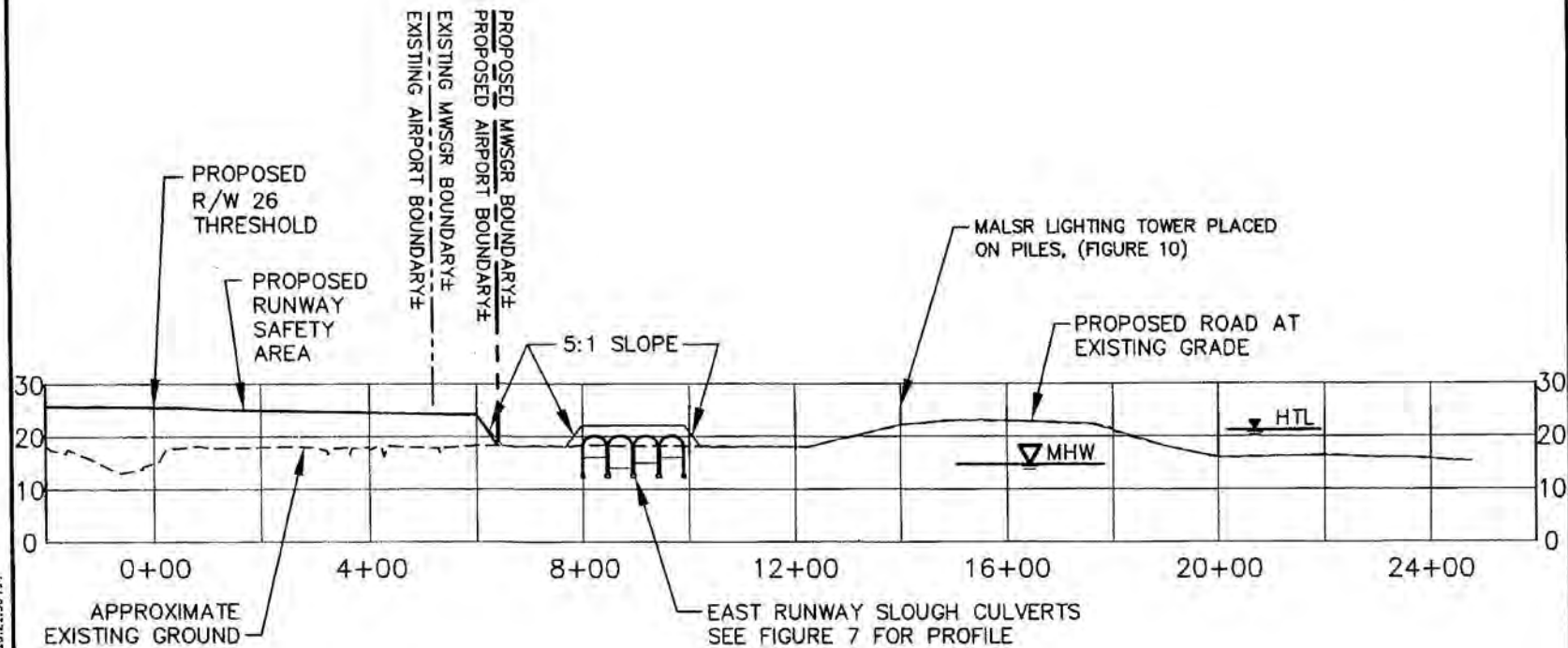
NOT TO SCALE
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

FUEL FARM ACCESS ROAD PROJECT

POA-1981-00320, Gastineau Channel
Juneau International Airport, City & Borough of Juneau
MALSR/Fuel Farm Access Road
Sheet 3 of 9
April 5, 2023



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NOTES:

STA# ARE FOR VISUAL
REFERENCE ONLY

PURPOSE: IMPROVE AIRCRAFT APPROACH
WITH RUNWAY & IMPROVE
TRANSITION TO VISUAL REFERENCE
FOR LANDING AT JNU
DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40 S, R. 66 E, Sec. 32
T. 41 S, R. 66 E, Sec. 1
COPPER RIVER MERIDIAN

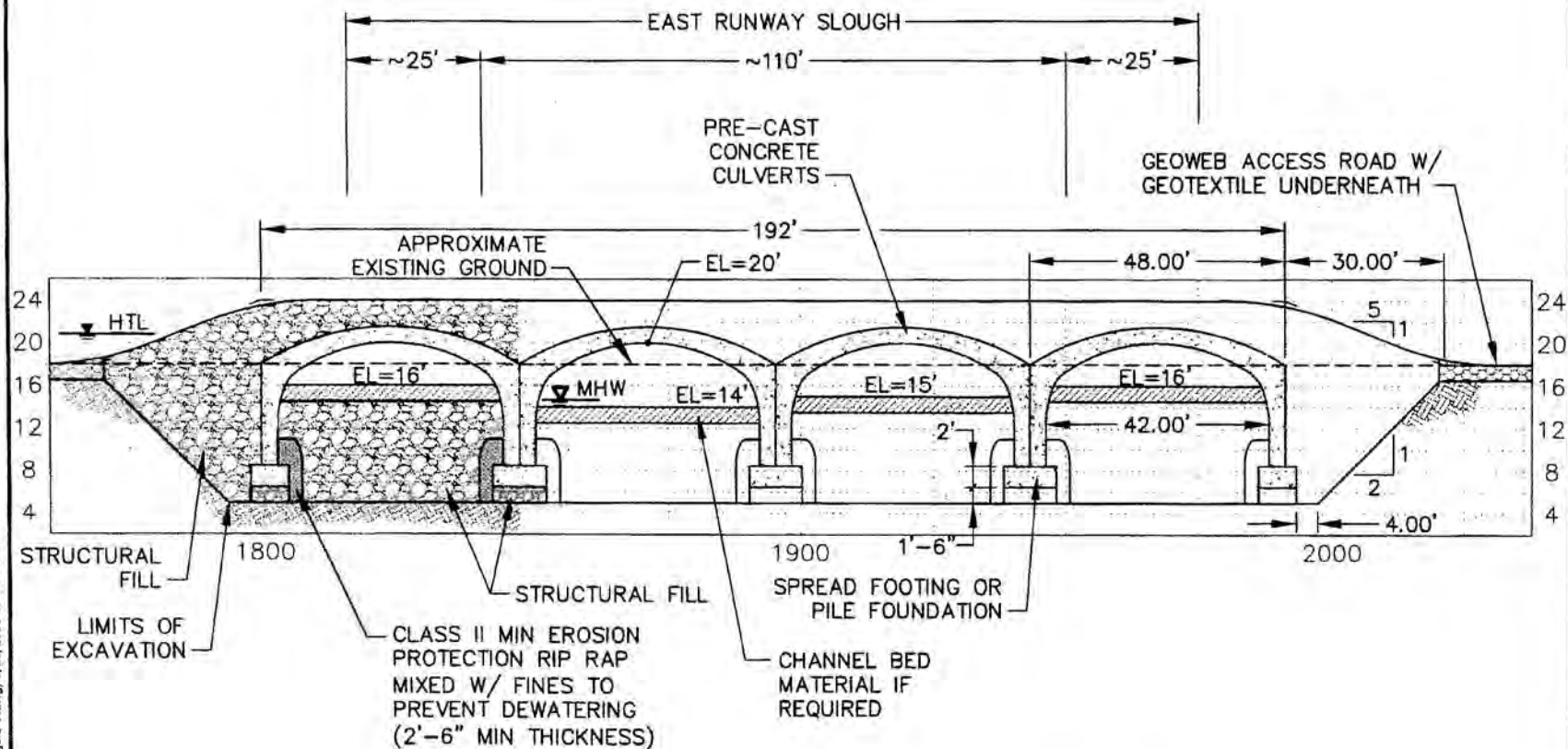
RNWX 26 ACCESS RD/ MALSR
PROFILE
NOT TO SCALE

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA 99801

MEDIUM INTENSITY APPROACH
LIGHTING SYSTEM w/RUNWAY
INDICATOR LIGHTS (MALSR)

POA-1981-00320, Gastineau Channel
Juneau International Airport, City & Borough of
Juneau
MALSR/Fuel Farm Access Road
Sheet 5 of 9
April 5, 2023

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ACCESS ROAD / CULVERTS PROFILE VIEW

NOT TO SCALE

PURPOSE: IMPROVE AIRCRAFT APPROACH
WITH RUNWAY & IMPROVE
TRANSITION TO VISUAL REFERENCE
FOR LANDING AT JNU
DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40 S, R. 66 E, Sec. 32
T. 41 S, R. 66 E, Sec. 1
COPPER RIVER MERIDIAN

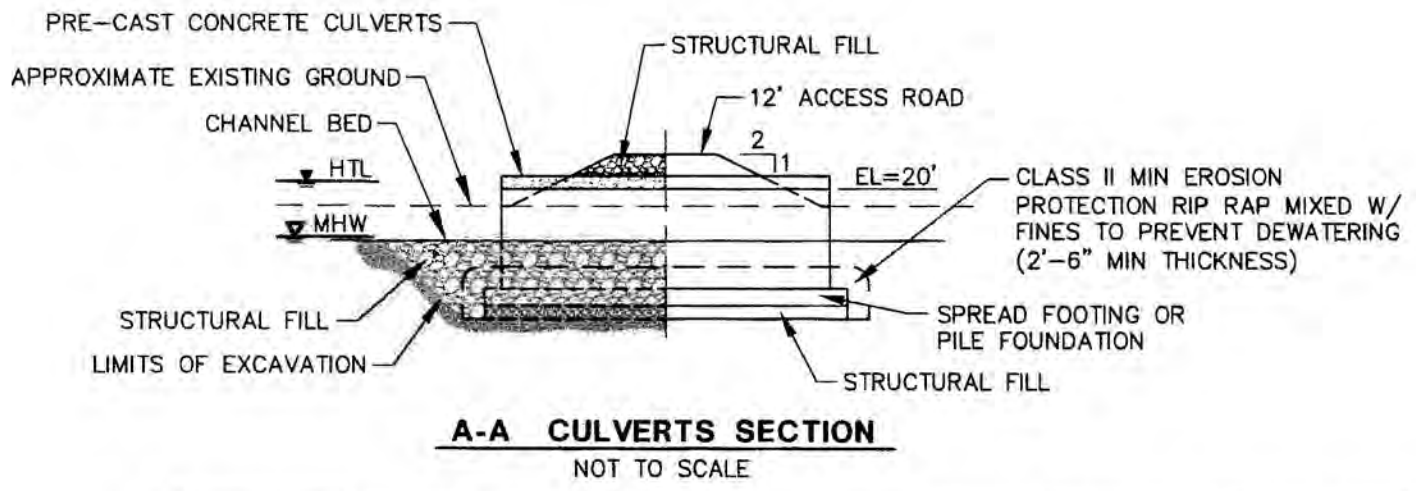
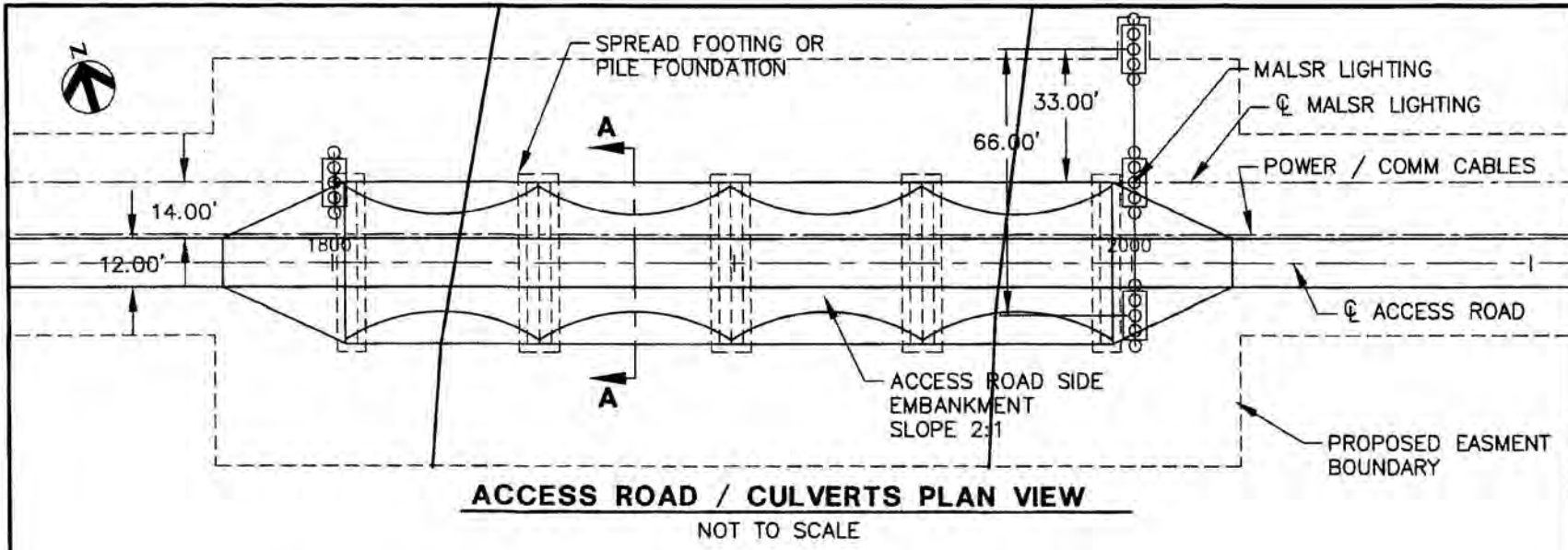
**ACCESS ROAD/ MALSR
PROFILE**
NOT TO SCALE

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA 99801

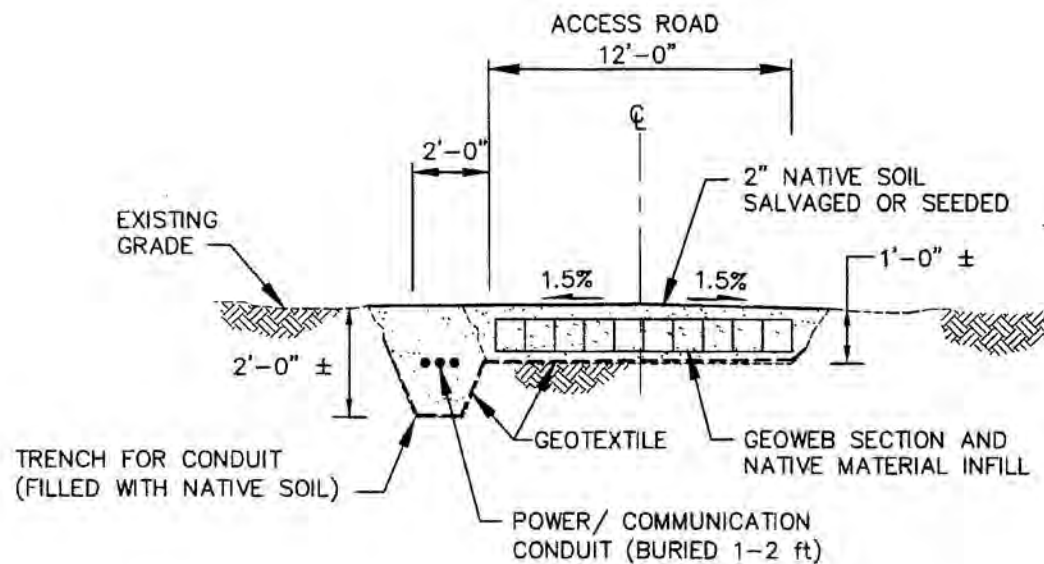
**MEDIUM INTENSITY APPROACH
LIGHTING SYSTEM w/RUNWAY
INDICATOR LIGHTS (MALSR)**

POA-1981-00320, Gastineau Channel
Juneau International Airport, City & Borough of Juneau
MALSR/Fuel Farm Access Road
Sheet 6 of 9
April 5, 2023

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PURPOSE: IMPROVE AIRCRAFT APPROACH WITH RUNWAY & IMPROVE TRANSITION TO VISUAL REFERENCE FOR LANDING AT JNU DATUM: MEAN LOW LOW WATER (MLLW) LOCATION: T. 40 S, R. 66 E, Sec. 32 T. 41 S, R. 66 E, Sec. 1 COPPER RIVER MERIDIAN	EAST RUNWAY SLOUGH CULVERTS - PLAN VIEW SCALE: 1" = 300' APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801	MEDIUM INTENSITY APPROACH LIGHTING SYSTEM w/RUNWAY INDICATOR LIGHTS (MALSR) POA-1981-00320, Gastineau Channel Juneau International Airport, City & Borough of Juneau MALSR/Fuel Farm Access Road Sheet 7 of 9 April 5, 2023
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(A) TYPICAL ACCESS ROAD WITH CONDUIT TRENCH
NOT TO SCALE

PURPOSE: IMPROVE AIRCRAFT APPROACH
WITH RUNWAY & IMPROVE
TRANSITION TO VISUAL REFERENCE
FOR LANDING AT JNU
DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40 S. R. 66 E. Sec. 32
T. 41 S. R. 66 E. Sec. 1
COPPER RIVER MERIDIAN

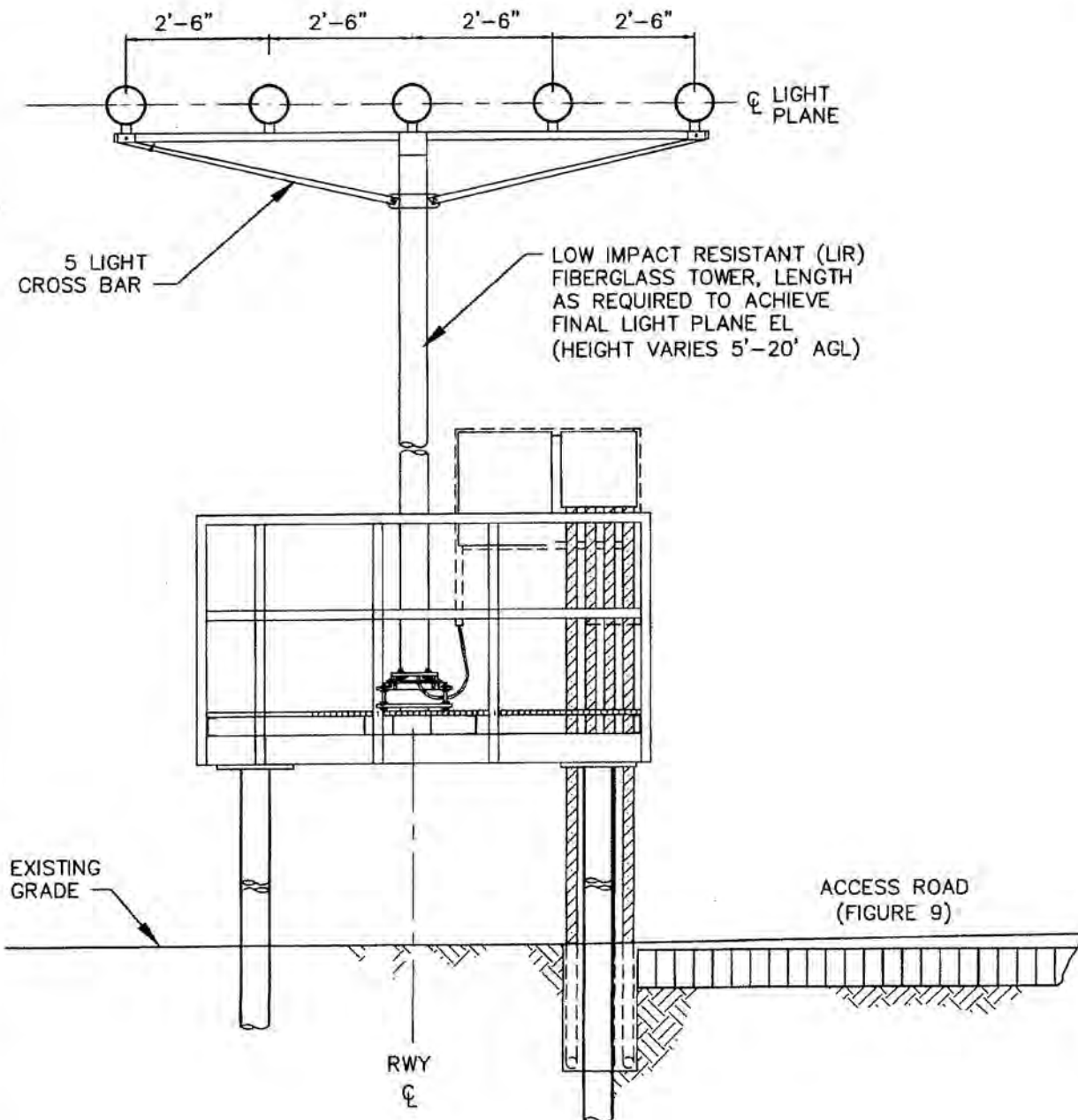
**ACCESS ROAD
WITH CONDUIT TRENCH
TYPICAL SECTION**

NOT TO SCALE

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA 99801

**MEDIUM INTENSITY APPROACH
LIGHTING SYSTEM w/RUNWAY
INDICATOR LIGHTS (MALSR)**

POA-1981-00320, Gastineau Channel
Juneau International Airport, City & Borough of Juneau
MALSR/Fuel Farm Access Road
Sheet 8 of 9
April 5, 2023



(B) TYPICAL MALS LIGHT TOWER ON PILES

PURPOSE: IMPROVE AIRCRAFT APPROACH
WITH RUNWAY & IMPROVE
TRANSITION TO VISUAL REFERENCE
FOR LANDING AT JNU

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40 S, R. 66 E, Sec. 32
T. 41 S, R. 66 E, Sec. 1
COPPER RIVER MERIDIAN

MALS LIGHT TOWER PLAN & SECTION VIEW

NOT TO SCALE

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA 99801

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM w/RUNWAY INDICATOR LIGHTS (MALSRI)

POA-1981-00320, Gastineau Channel
Juneau International Airport, City & Borough of Juneau
MALSRI/Fuel Farm Access Road
Sheet 9 of 9
April 5, 2023