Appendix G: Public Involvement

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ANCHORAGE DAILY NEWS
AFFIDAVIT OF PUBLICATION

Account #: 100515 DOWL
4041 B STREET, ANCHORAGE, AK 99503

Order #: W0027886 Cost: $224.12

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Adam Garrigus being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

02/16/2022

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed

Subscribed and sworn to before me
this 21st day of February 2022.

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES
7/14/2024

NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL ASSESSMENT

Project Title: NorthLink Aviation South Airpark Cargo Expansion

NorthLink Aviation, in cooperation with the Federal Aviation Administration is soliciting comments and information on a proposal to construct air cargo infrastructure at the South Airpark Campus of Ted Stevens Anchorage International Airport. The proposed project will require an Airport Layout Plan approval from the Federal Aviation Administration and therefore is subject to the National Environmental Policy Act. An environmental assessment is being prepared for the project to consider any environmental impacts. The purpose of the proposed project is to develop infrastructure to support air cargo operations at Ted Steven's Anchorage International Airport.

The proposed work requiring federal approval would include:

* Construct new aircraft parking apron
*Construct taxilane connectors to taxiways

This proposed project will comply with Section 106 of the National Historic Preservation Act; Executive Orders: 11990 (Wetlands Protection), 11988 (Floodplain Protection), 12898 (Environmental Justice), 11593 (Historic Preservation), 13084 (Consultation and Coordination with Indian Tribal Governments), the Clean Air Act, Clean Water Act, Fish and Wildlife Coordination Act, and U.S. DOT Act Section 4(f).

Construction for the proposed project is anticipated to begin in summer 2022. To ensure that all possible factors are considered, please provide written comments to the following address by March 31, 2022.

Sean Dolan, CEO
NorthLink Aviation
info@NorthLinkaviation.com
1-917-842-1153

If you have any questions or require additional information, please contact Matt VanGoethem, Project Manager, at 865-8214 or Theresa Dutchuk, NEPA Specialist, at 865-1238.

Pub: Feb. 16, 2022

JADA L. NOWLING
Notary Public
State of Alaska
My Commission Expires Jul 14, 2024

SHARE:

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FCC Informational Alert

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CLICK HERE to download the flyer.

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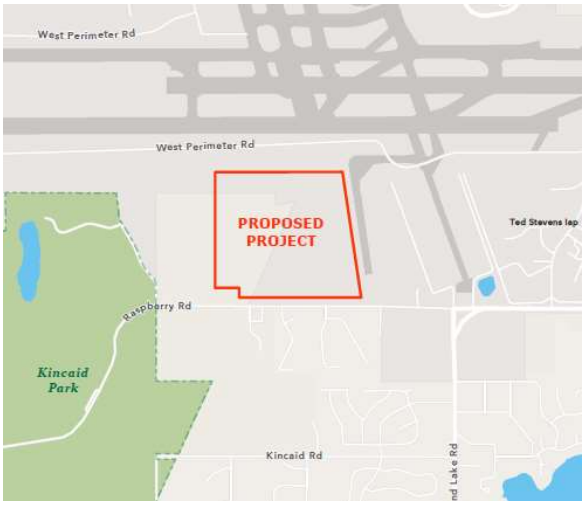

This communication is being sent out by the Federation of Community Councils, Inc. on behalf of Ted Stevens International Airport. The contents of the communication are the responsibility of Northlink Aviation, not of the Federation of Community Councils, Inc.

Community Councils Center
www.communitycouncils.org
info@communitycouncils.org
277-1977

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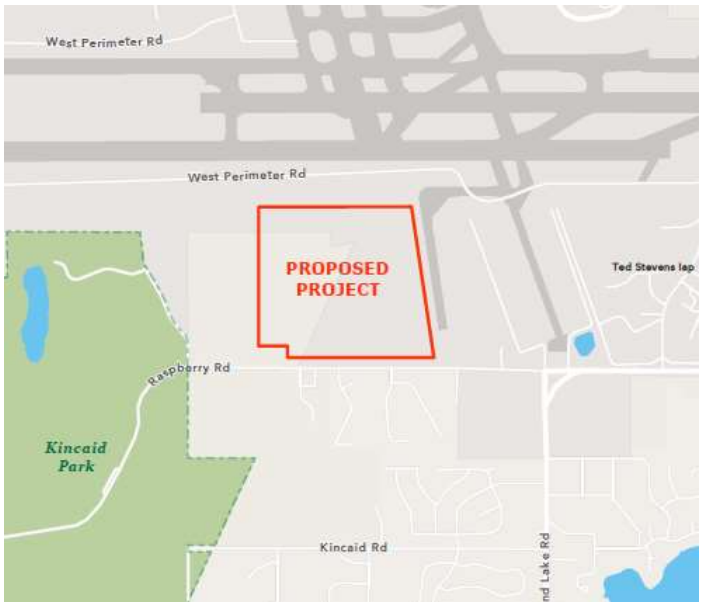
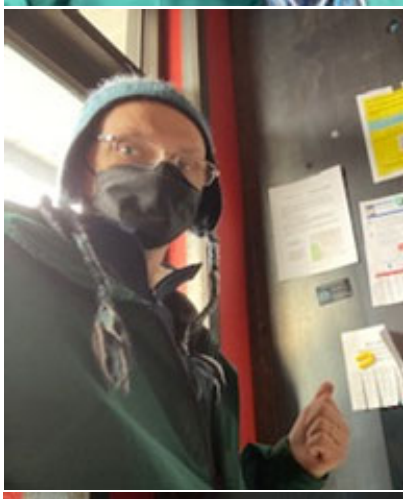
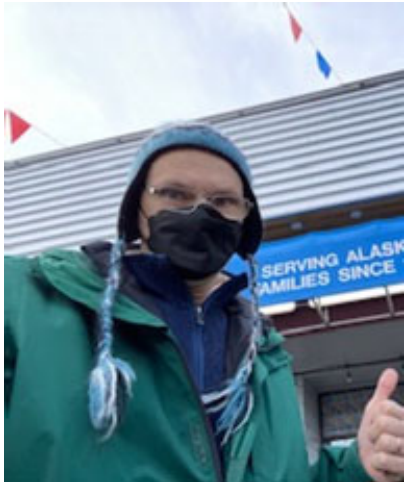


Kaladi Brothers 6861 Jewel Lake Road

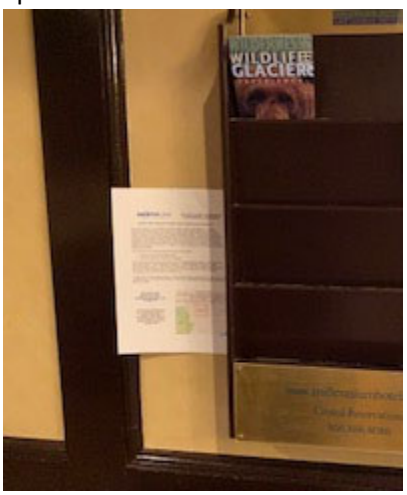


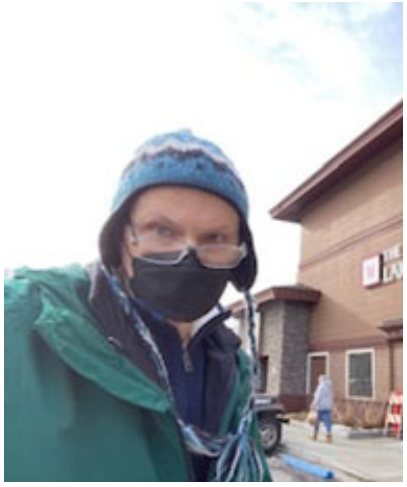
Tastee Freeze (three signs) 3901Raspberry Road



Piper's Bar – Coast Inn at Lake Hood 3450 Aviation Ave

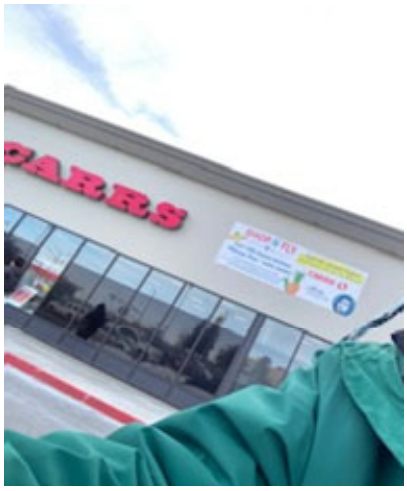
Lake Front Hotel 4800 Spenard Road





Writer's Block Café 3956 Spenard

Carr's on Jewel Lake and 4800W Dimond Blvd



Places that didn't have public notice capacity near Raspberry…

33.63467.01
Northlink Public Comment Log
Comments prior to Draft EA 1-25
Comments following Draft EA 26-63

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
1	12/9/2021 Email	Rhonda Grove	Hello Sean, I do hope your trip to Alaska was ok, and thanks for making yourself available during what I know must have been a very busy day. While it was challenging to participate by zoom, I appreciated John making that happen. As you might have noticed, concerns about Covid are heightened once again, with Omicron variant. In large part, that was why I chose not to participate in person. Please be safe. I feel awkward for my interruptions, and thanks for allowing me a bit of time to speak. One time that I tried to interject was concerning the idea of fill… and it is ok that my timing was off. Here is what I wanted to express: the idea that design is being adapted based on concern about not wanting to fill seems antithetical to the claims about making the project top notch. What I would do in your shoes is make a berm that is forested in front and very tall such that, in driving by your lease westward on Raspberry road, us neighbors, Anchorage residents, and visitors from around the world do not do an eyeroll as they pass by an ugly though profitable airport. Thank you for your congeniality and patience. - Rhonda	12/10/2021 Dear Rhonda, Thank you very much for the email. As always, if it's helpful, I am happy to give you a call (or vice versa) to discuss any of these issues. With regard to the berm, leveling land and the location of the building, I think we are in agreement and I apologize if I created any confusion. First, you are absolutely correct that we need to level the property properly, which we intend to do. Part of the rationale for moving the building is that it allows us to more efficiently construct the terminal. Because the southwest corner of the terminal requires a lot of fill, we would not have to wait for that fill to be completed before starting the construction of the building (if we can move it to the southeast corner). With regard to the berm, you are also absolutely correct and I think we are in complete agreement. I want to see a tall, forested berm that preserves the feel of Rasberry Road as much as possible. Unfortunately, I cannot correct for the aesthetic challenges of prior development, but I want our facility to be as invisible as possible, which is again part of the reason why I think eliminating the hangar is a big deal. The berm will be constructed with material from the site.	3.6.2.1 Visual Resources / Visual Character	Visual resources

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				I am looking forward to talking more next week. Please let me know if either of the proposed times for the zoom meeting works well for you. I hope you have a great weekend. Thank you very much. Best regards, Sean		
2	12/13/2021 Email	Ed Korn-field	Hi Sean, Parker has asked us (the SLCC Subcommittee) to present a report at the Sand Lake Community Council meeting tonight. I've attached a draft of the information we gathered from our meeting last Wednesday. I want to give you an opportunity to fact check or suggest additions before we present. Sorry for the short window. I've included the picture you shared with us of the current proposed site plan. Since it was part of the CBP pamphlet you shared with us, I want to honor our agreement not to share the contents. Let me know if its still on the table and you have no objections to us presenting it at the meeting tonight. I have to say, I'm concerned about the additional number of hard stands and the greater impact the density will have on the adjacent communities. Feel free to call me if you if you think it would be more expedient. My cell is [redacted]. Thank you, Ed Kornfield	12/13/2021 Dear Ed, I hope you are doing well and had a great weekend. Thank you very much for the note. I think the summary you put together is great. I did have two suggestions: - I think that it is important to highlight that with the removal of the hangar, the maximum height of the building has come down by at least half (to 40-50ft from 100ft with the hangar). This is part of our plan to try and be as invisible as possible. - With regard to the ownership of NorthLink Aviation LLC, I would say the company is effectively owned and controlled by Tiger Infrastructure Partners (which includes a co-investment from the Alaska Future Fund). IC Alaska (Russell and John), myself and one of the members of the board (Alan Ginsberg) also have ownership interests. I appreciate the shoutout for ESG. In case anyone is looking for more color/information on how Tiger	2.2 Proposed Action	Land use

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Secretary, SLCC Subcommittee for TSAIA South Campus Air Cargo Development	approaches ESG, the following link may be helpful (https://link.edgepilot.com/s/c875b004/oKKDKKytnEOa8SWiT4ooQA?u=http://www.tigerinfrastructure.com/esg) I am fine with you sharing the slides/diagrams you attached (I very much appreciate you asking). I just want to make sure that everyone knows that the site layout is very likely to change with the building being moved to the southeast (from the southwest). My hope is that showing these site layouts tonight doesn't create any misunderstanding. Jason Gamache at MCG has promised me new plans, including 3D renderings by this weekend, so I am hoping to have them posted on the NorthLink website early next week. I will let you know before this happens. I understand your concern regarding the additional hardstands. I think one of the helpful elements of the 3D renderings we are going to share is that you can better visualize what you will and will not see from Raspberry Road. There is of course the other list of concerns which I don't want to discount, which we are planning to cover during tomorrow's zoom session. I don't want to preempt tomorrow's meeting, but in the spirit of being transparent, I can send you some of my initial thoughts on the agenda items (I'll send in a separate email). Please let me know if there is anything that I can do to be helpful regarding this evening's meeting. Thank you very much. Best regards, Sean		
3	12/13/2021 Email	Rhonda Grove	Hello Sean,	12/15/2021	3.6.2.1	Visual resources

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Here is the article Linda mentioned - Jeff Lowenfels is very responsive to questions, he has been writing this garden column for decades. It would be much appreciated to get a forested area going ASAP, I would like to see an acoustic wall atop the 40 foot berm and then tiered plantings down to the level of Raspberry Road, starting just in front of the wall and flowing down in a beautiful way. Think of it as your legacy gift to the neighborhood that you project developers are impacting so badly. - Rhonda https://link.edgepilot.com/s/d3b4c88b/SbfGZ4jvuEiRkTiyHYGfDA?u=https://www.adn.com/alaska-life/gardening/2021/12/09/this-once-criticized-anchorage-road-landscaping-project-has-really-paid-off/	Dear Rhonda, Thank you for sharing this article. If you have a chance, would you mind forwarding me Jeff's email and/or cell so that I can reach out to him. Part of my approach is that I want to utilize as much local expertise as possible to make this project a success on a number of different levels. Selecting the correct type of trees for planting the berm and potentially supplementing the vegetation for the area that is part of the 700ft offset is very important. Thank you again for the time last night. I really appreciate the opportunity to discuss these issues with you, Linda, Ed and Parker. Thank you again. Best regards, Sean	Visual Resources / Visual Character	
4	2/23/2022 Email	Linda Swiss	Sean: Sorry for not getting back to you sooner but I am on a much needed vacation. Thank you for offering to set up a meeting to update us on the consultations with various regulatory agencies that are underway and sending the information on the Environmental Assessment and public notice. Is this notice required by the Municipality of Anchorage, the State of Alaska, or FAA? As to the meeting, is it possible to meet on March 2 at 6:00 PM? Some in this group are not available on March 1.	2/23/2022 Linda, Thank you very much for the note. I hope you are doing well. In terms of the notice related to the NEPA filing, the FAA is the governing federal agency for the process, so you could say the FAA is the one that required it. In terms of the meeting schedule, I unfortunately have a conflict on March 2nd. Would it be possible to meet the following week on Wednesday, March 9th at 6PM?	N/A	Informative

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Please let us know. Thank you, Linda	Thank you again. Best regards, Sean		
5	2/24/2022 Email	Rhonda Grove	Hello all, Regarding the request by NorthLink for public comments regarding NEPA, I did find it on Anchorage Daily News, through a google search marketplace.adn.com a good way down the page. Is this the entirety of NorthLink's outreach to let folks know about the public comment opportunity? In all likelihood very few people will see this and thereby will miss out on their chance to comment. Would NorthLink consider a more effective outreach such as mailers and postings in public places near the neighborhood affected (say, Tastee Freez, Kaladis, Carrs Jewel Lake, etc)? Perhaps a Public Relations firm could help in this outreach effort. - Rhonda	2/24/2022 Dear Rhonda, I hope you are doing well. Thank you very much for the email. We wanted to make sure that the SLCC Subcommittee had the notice so that there was plenty of time for all interested parties to provide feedback. I am happy to take your suggestion and will make sure we have notices posted at the locations you listed within the next week. In terms of the location of the notice, I am attaching the pdf again. The notice was on page A14 of the February 16th edition of the ADN. I find it easiest to go on the "e-Edition" part of the website to get to the older editions of the paper. Thank you very much. Best regards, Sean	5.1 Public Involvement	Public involvement
6	2/25/2022 Email	Andrea Snow-den	Sean, Can you please add area codes to the phone numbers listed on the public notice before they are posted anywhere else? Your phone number has one listed, but not for the other two numbers. As of October 2021, 10-digits are required to call in Alaska and since your area code is 917, this could be especially confusing. Also, would it be possible to post a photo/drawing of the proposed project, to include the Area from Sand Lake Rd to the entrance to Kincaid park along with the postings so people can visualize the exact size and location of the project? V/R,	2/26/2021 Andrea, Thanks very much. We are going to incorporate these comments and put together a revised notice with these changes which we will send to this team and post around the neighborhood. I hope you have a great weekend. Thanks again. Best regards, Sean	5.1 Public Involvement	Public involvement

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Andrea			
7	3/3/2022 Email	Gaylord Buss-intini	Mr. Dolan, As a member of the Sand Lake community for many years, it has recently come to my attention that the construction of a new cargo terminal will soon begin. While I have no problem with the terminal specifically, I am aware that many plane maintenance materials, such as wing waxes and nose oils, do use the well-known carcinogen PFAS. I myself lost my grandfather to cancer due to the increase in the amount of PFAS used in meat and similarly meaty substances during the food shortage of 1943. I am sure NorthLink Aviation has taken the utmost caution in these matters, but I hope you can understand my concern for my neighborhood, my wife, her boyfriend, and myself. As such, if the use of PFAS is unavoidable, I have listed some possible solutions to this issue below. 1. Not use PFAS-I believe this is self-explanatory, perhaps sulfuric acid would make a suitable replacement. 2. Move the location of the cargo terminal-While I do care about myself, it does not extend to other places outside of my field of view, such as near Campbell Lake. 3. Begin transitioning NorthLink Aviation to focus on a baking format-Baking is a highly reputable practice that employs only a few carcinogens. I hope an agreement that satisfies both parties can soon be met. I await your swift response, Gaylord Bussintini	3/3/2021 Dear Gaylord, Thank you very much for your email. I really you appreciate you reaching out to me. I want to assure you that under no circumstance will NorthLink Aviation allow PFAS or any other carcinogen to be used in any way, shape or form in the construction or operation of our terminal. It is completely unacceptable in 2022 to use these chemicals that are well known carcinogens. I am sorry that you lost your grandfather due to PFAS. Any new development obviously generates a lot of questions and concerns because of the way it can impact a community. I am aware of a website and a news article (based on the same source) expressing concern about PFAS in our project. You will forgive me, but I am particularly passionate about safety and the environment and I have told everybody (and am willing to certify in writing) that PFAS and other carcinogens will have no part in our project. As we hopefully move forward with our development, I want to be as accessible as possible in terms of answering questions. If you or any of your neighbors have questions, please feel free to email me or call me ([redacted]) anytime. I meet regularly with a subcommittee of the Sand Lake Community Council (Linda Swiss, Rhonda Grove, Peter Heninger, Mark Snowden and Andrea Snowden), but am happy to talk to anybody who has questions about the project.	3.3.1, 3.3.2 Hazardous Material, Solid Waste, and Pollution Prevention; Appendix C	Contamination

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				Thank you again for the email. Best regards, Sean		
8	3/4/2022 Email	Andrea Snow-den	Thanks for the updated notice, Sean. That is much better than just the newspaper notice. There are a lot of concerns I have about the construction phase including noise, traffic, mud on the road, etc., but the biggest one is the temporary road. From the plans you outlined, this road would be accessed through the UPS training facility entrance road and then make a quick left to parallel Raspberry Rd very closely. As I'm sure you know, our neighborhood is strongly opposed to any entrance for this project being west of Sand Lake Rd which led to the change of the planned road location. Although the location of this temporary road is different than previous proposed roads, some of the concerns are the same. Here are my primary issues with it: 1. That entrance is on the top of a hill and not a good or safe place for large trucks and equipment to be entering and exiting. Currently there isn't much traffic out of the UPS lot and the vehicles that utilize it are personal vehicles. That being said, there have been numerous times over the years when I've been driving west on Raspberry Rd up that hill and a vehicle has pulled out in front of me as it turned left from that road. In each occurrence, I merely slowed down a tad and the other driver sped up their turn as they saw me so it wasn't dangerous, but the reason this happens is because it is difficult to see the approaching traffic from the east. Large trucks and equipment will not be able to maneuver quickly and with the large amount of Kincaid Park traffic in spring and summer I think it will become a very dangerous hill!	3/5/2022 Andrea, Thank you very much for the email. I have passed along your email to the design and construction team. I very much appreciate your feedback and concern. I will keep you posted on our plans for the initial access. We are working with the airport, the MOA and other stakeholders to figure out the best plan. With regard to the heavy trucks transporting gravel, we are working with the airport to use airport roads so we can circumvent Raspberry Road. Again, I will keep this team posted as our plans are better defined. Regardless, you have my commitment that we will be extremely focused on safety, including abundant safety staffing/flaggers and appropriate signage. For the avoidance of doubt, the full-time access to the terminal will be through South Airpark Place (across from Sand Lake Road). In terms of clearing, I don't believe we would be cutting any trees for a temporary access that would not be part of the permanent access. Please let me know if this is helpful and if you have any follow-up questions. Thank you very much. Best, Sean	2.2 Proposed Action; 3.5.2 Noise; 3.3.2 Hazardous Material, Solid Waste, and Pollution Prevention	Construction related impacts; Traffic

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			2. This road location is at odds with your commitment to be a good neighbor and aim for no substantial change to the feel of the neighborhood and drive to the park. Not only will cars likely have to wait behind slow moving vehicles, the construction vehicles will be RIGHT next to Raspberry Rd! So, anyone driving, walking, biking, or roller-skiing past will see, hear, and smell them. I realize that there is no way to eliminate seeing and hearing the construction as the project is built, but having the road set back behind trees and accessed via South Air Park would help in minimizing it. 3. From the large construction projects that have occurred off of Sand Lake Rd in recent years, there has been a lot of mud on the road from construction vehicles and moving of dirt. This has been followed periodically by slow moving street sweepers to clean it up. If Raspberry gets muddy from this temporary road and street sweepers are needed it will only add to the danger of this hill and the traffic. 4. I hate the idea of clear-cutting trees for a temporary road. Why can't the planned project entrance road be built and used during construction? As far as the NextDoor comments, I think you've probably heard most of the things discussed on that thread. Regards, Andrea			
9	3/14/2022 Email	Andrea Snow-den	Sean, As I mentioned in the last Zoom meeting, here are a few concerns I have regarding the noise study.	3/14/2022 Andrea, I hope you are doing well. Thank you very much for the email.	Appendix E; Appendix G	Noise; Visual resources; Public involvement

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			• The modeling was all based on one Spanish study of taxiing airplanes. But, the airplanes were at a constant speed in that study. When an airplane starts to taxi, the power setting is MUCH higher than once it is in motion. Higher power settings are louder so I don't feel like the modeling is realistic. Is there another source to use that is more realistic? Or, couldn't Tenor collect data at another cargo ramp that has B-747s (i.e. UPS)? • Even if the berm is 25ft tall, the modeling didn't seem to take into account that our homes are up to 200ft higher than Raspberry Rd. With an airplane engine in the far north corner of the site, I'd guess that the sound will travel right from the airplane engine to my window because I will be above the berm. Maybe you can show us more 3-D modeling that includes this consideration.	I have forwarded your concerns regarding the noise study to MCG (who is working with Tenor) so that we can come back to you with some additional analysis. I will follow-up with this group once we have had a chance to discuss this with Tenor. In terms of the placement of the flyer, we placed them at Kaladdi Brothers, Tastee Freez, Carrs (Campbell Lake), the Lakefront Hotel and Pipers. Please let me know if you have any other suggestions for placement. Also, I am attaching the announcement again to this email. Please feel free to email/post as you see fit. I will post it on my LinkedIn account (as well as NorthLink's). Thanks very much. Best regards, Sean		
10			• I also have a question about the public out-reach. Where exactly has the public comment flyer been posted? -Andrea	3/15/2022 Dear Andrea, I hope you are doing well. Per your email Sunday evening, please find below responses to your questions prepared by Erik Miller-Klein at Tenor. Please let me know if you have any followup questions or concerns. Thank you very much. Best regards, Sean [Matt, Based on a review of their questions and concerns a few items come up. 1. All aircraft noise sources are going to include some fair approximation of the noise impact due to the complexity of the sound source (power of the engine, directivity of the noise		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				from the engine/wing, orientation of the aircraft). Our model accounts for the potential variation in engine power and sound amplitude by using the sound power levels at static locations on the south side of the site, which reduces the distance to the nearest receivers. No directivity reductions were included in our analysis, though the research showed that the orientation effects the sound level by up to a 10 dB reduction. The orientation of the nose of the aircraft during start-up and departure will have an impact, and the duration of increased engine power to overcome friction will not be continuous when the planes navigate through the airpark. We had approached multiple airports about completing our own measurements and could not get security and safety clearances, but as the research paper noted getting close enough with an accurate setup is a major challenge. The research paper is a more robust evaluation of aircraft taxing then what can be easily replicated at ANC to ensure the same level of accuracy and standard deviation. 2. A topographical map shows that the airpark site has an elevation of approximately 125-feet and the tallest residential point is 282-feet and an additional 1,250-feet from the airpark. Based on a review of a satellite image it does not appear that it is line of sight with the trees on the south side of Raspberry Road. Not including the acoustical benefit from an additional few hundred feet of vegetation and assuming a direct line of site to the airpark, the distance reduction is about 6 dB, which is comparable to the 25-feet berm.		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				Without knowing the exact location, vegetation, and height of their home it is difficult to accurately confirm the noise impact at their specific residence.]		
11	3/18/2022 Email	Andrea Snow-den	NorthLink/Sean/Theresa, Will/can there be trees planted between the berm and Raspberry Rd? It would be nice to have them as a form of visual screening not to mention helping with noise mitigation. In order to help year-round, the trees would need to include spruce or other coniferous varieties. I'm trying to make sure I've sent you all of my concerns regarding the project prior to the 31st comment period deadline, so wanted to get this one in, too. -Andrea	3/18/2022 Dear Andrea, Thanks very much for the email. Much appreciated. Our plan is to plant the offset and the berm with trees. I will come back to you on tree types, but spruce or other coniferous varieties that are native and will thrive I believe is the plan. We really want to be as invisible as possible from Raspberry Road. Have a great weekend. Thank you again. Best regards, Sean	2.2 Proposed Action; 3.6.2 Visual Resources / Visual Character	Visual resources
12	3/23/2022	Linda Swiss	Sean: Thank you for providing an update on the geotechnical work at TSAIA. We appreciate you keeping us informed as to what is going on in the area and your cooperation in meeting regularly with us. As to future meetings and questions, please provide a response on the following: 1. Do you have an estimated time when we can expect to be able to view 3-D renderings of the site plan? 2. We would be interested in a tour of the airport. Please advise us of suggested dates/times. 3. We are interested in future meetings to address the fueling system and de-icing systems. Please advise if this can happen.	3/23/2022 Dear Rhonda, I hope you are doing well. Thank you very much for the email. Here is a quick update: 1. The geotechnical work is not actually going to start until next week. I will let you know exact timing, but I am hoping the team can start Monday (3/28). 2. I will chase the team to get the 3D renderings. I apologize for the delay. 3. I would be happy to coordinate a tour of the airport. It would need to be during business hours, but I could see if we could start earlier, say 8AM. Please let me know your preferred date(s)	N/A	Informational

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			4. Has NorthLink given additional consideration to communicating issues on noise, construction activities, storm water runoff, etc. that provides a more direct feedback loop to the neighborhood? It would be preferable to have a direct link to a person (depending on the issue) rather than simply populating a website with questions/concerns. This is especially true during construction activities which will have a significant impact on the neighborhood. We would be interested in your thoughts on this. Thanks, Sean, for any help you can provide. Linda	and I will get to work on scheduling. The tour is usually about an hour. 4. We will schedule additional meetings on the fuel system and the deicing system. Both systems are still being engineered, so I would prefer to hold off on this for a few weeks so that we can present the plans we intend to build. 5. On communication, please let me know what you would like to see in terms of best practice. I am available directly to anyone in the community via phone and email anytime. That being said, I want to make sure we have the systems in place that efficiently document and respond to any concerns. Again, please let me know what you would like to see on this front and we can get to work on our side. Thank you very much. Best regards, Sean		
13	3/24/2022 Email	Linda Swiss	Sean: Thanks for your recent response to my general questions. No worries you addressed the reply to Rhonda rather than me ;). One other question - at the beginning of this project, IC Alaska Airport's promotional material indicated creation of 220 jobs for this development. That was based on a hangar being constructed with jobs for aircraft mechanics. Is there a more recent estimate of the numbers and types of jobs expected to be created for this development? Has an economic analysis been done on the impacts of this project? If so, we would appreciate copies of any of those documents/information you have available.	3/24/2022 Dear Linda, Thank you very much for the note and your understanding. With regard to the economic impact of the NorthLink air cargo terminal, we have not conducted a study. The reason we haven't conducted a study is that it's not part of the permitting process and it is generally accepted that new infrastructure has a positive economic impact on the community when it is not displacing existing activities. The impact of the terminal project has undoubtedly changed with the removal of the hangar from the project. We just didn't think building a 100-foot-	Appendix B	Socio-economic

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Thanks, Linda	high hangar structure (that would be well above the berm) was the best fit for the neighborhood and what we are trying to accomplish in terms of being a good neighbor. I think of the economic impact the NorthLink terminal project is generating in three different ways: 1) construction, 2) ongoing terminal operations and 3) service providers (deicing, fueling, ground service, snow removal, etc.). From your question, I believe you are most focused on ongoing terminal operations – what is permanent and is directly attributable to the construction of the project. I would categorize the economic impact of the ongoing operation of the terminal in terms of cargo handling and non-cargo activities. For non-cargo operations, we will be hiring approximately 20 employees to manage the operation, maintenance and accounting/compliance reporting for the terminal. This involves everything from the head of operations, to shift managers, to accountants. This team of people will be responsible for ensuring the smooth operation of the terminal and that our air carrier customers have exactly what they need when they land (and are billed efficiently, etc.). Beyond the jobs impact, we expect that the parking infrastructure we are building will play a critical role in attracting and retaining air carriers flying to ANC. Currently, ANC is facing a meaningful shortage of parking infrastructure for air cargo freighters. In terms of the economic impact of cargo operations, a key part of NorthLink's strategy is to build a warehouse at the terminal that will allow air carriers (and their freight forwarding customers) the ability to unload and load cargo while transiting ANC. ANC is unique in that it is exempt from the Jones Act via the Stephens Amendment, which is		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				designed to facilitate the exchange of cargo. Currently, aircraft very rarely open their cargo doors to capitalize on the Stephens Amendment when they transit ANC, and we believe this is a meaningful, untapped economic opportunity for Anchorage. To provide the infrastructure to capture this economic opportunity, NorthLink will be building an approximately 100,000 square foot warehouse that will allow carriers to quickly download and upload cargo. The warehouse will have approximately 10,000 square feet of cold storage capacity to support the shipment of Alaskan seafood to high value markets. To manage all of the cargo operations and the warehouse, NorthLink forecasts that approximately 150 workers will need to be hired. This includes ramp staff, warehouse staff, and professionals responsible for tracking cargo as it arrives and departs. While significant and very important to the Anchorage economy, I have not included the construction impact in this discussion because it is temporary. In terms of the economic impact related to service providers (the companies and individuals that will be fueling planes, moving stairs, deicing, removing snow, etc.) it is difficult to delineate between what is a relocation of existing jobs versus what is new growth. We expect that the employment for service providers will grow as a result of the terminal project, but it is difficult to quantify that growth with conviction at this point. I hope this information is helpful. Please let me know if you have any additional questions. Thank you very much. Best regards, Sean		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
14	3/24/2022 Email	Sylvia Panza-rella	Hi Sean, This is Sylvia Panzarella and we "met by zoom" at the last meeting. I have a question regarding the NEPA process review. My understanding is it involved many studies, one of which involves the impact on wildlife, nesting areas, etc. It was also said that the clear cutting of trees was to start before that process was complete. This does not add up. How can you begin clearing an area before that study is through? Thank-you for a response in advance. Sincerely, Sylvia Panzarella	3/25/2022 Dear Sylvia, Thank you very much for the email. Your question hits upon one of the more interesting aspects of our permitting process. I want to make sure that we are being as responsive as possible, but at the same time, I don't want to paraphrase the NEPA review process, which is governed by the FAA. I have attached a memo from the FAA which provides excellent detail that covers the heart of your question and provides information on the relevant federal regulations that cover what an airport developer can do in advance of the FAA completing it's NEPA review. NorthLink is required to follow the FAA's guidance on this matter. Once you have had a chance to review, we would be happy to answer any follow-up questions. Thank you again. Best regards, Sean	Appendix B	Early work; Construction related impacts
15	3/25/2022 Email	Sylvia Panza-rella	Hi Sean, Thank-you for your reply. I am assuming Northlink feels comfortable with clear cutting the trees before the NEPA review is done. That is, without an environmental review of it's affects on wildlife, nesting birds, etc. Is this a correct assumption? When will this begin? Thank-you, Sylvia Panzarella	3/25/2022 Dear Sylvia, Thank you for your email. The reason why I sent the FAA memo to you was not to be evasive. The reason for sending you the memo is that there is a lot of nuance in terms of what we are allowed to do, when and why and that is documented well in the memo. We are just	Appendix B	Construction related impacts

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				entering the NEPA review process, so I can't say with conviction what we are going to be allowed to do, when and why. Any action we are allowed to pursue can only be initiated once all of the relevant regulatory authorities (FAA, ANC, MOA, etc.) have conducted the necessary review and have provided the required permits/approvals. Completing work, such as the geotechnical work, is never about whether we are comfortable, it is about whether we have received all of the necessary permits and approvals in writing. Furthermore, just as we did with the geotechnical work, we will share the permits and notice of the start of work well before any crew comes onsite. I hope this response is helpful. Please feel free to give me a call at [redacted] anytime if you would like to discuss further. I want to be as responsive as possible to your concerns. One other thing to note: I like to copy all of the SLCC Subcommittee members on emails like this one so that everyone is in the loop real time in terms of concerns that are expressed and how we are addressing them. We want to be as open and transparent as possible with the Subcommittee and that means keeping everyone in the loop. I hope you understand. Thank you very much. Best regards, Sean		
16	3/30/2022 Email	Gina Wilson-Ramirez	To whom it may concern:	3/30/2022 Dear Dr. Wilson-Ramirez,	3.5.2 Noise; Appendix B;	Construction related impacts Traffic

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			I am a physician who lives at the top of Tanaina Road. I am very concerned about the airport expansion project effects on health of people and wildlife. As you may already know, there are several studies about how noise pollution can lead to poor health outcomes such as hypertension and strokes. We already deal with significant noise and I do not feel that a sound barrier will be able to impede noise to my home since I am at the top of the hill. How much sound pollution is expected? From what I have read, there is sound mapping software for airports to establish expected noise levels to help determine where noise mitigation is needed. Will these studies be done and will this information be available to the community? I also worry about diesel fuel particulates that spills over my house when planes fly directly overhead. What will be the flight traffic pattern with this expansion? How many planes each day are expected? Are there existing studies documenting current diesel fuel particulates in the community and how is this expected to increase? Also, I worry about traffic. I really feel that the expansion should enter through the Sand Lake Rd area of the airport rather than Tanaina. Raspberry Road is part of the Tony Knowles Coastal Trail well used by locals and tourists alike. Many children use this road to bike to school, including my son as Kincaid Elementary School is down the road. I myself have been hit by a car while on my bike in a crosswalk so I understand first hand the dangers of traffic. Kincaid Park, a jewel of Anchorage, is adjacent to the airport. It is not uncommon to hear airport noise while skiing or biking in the park. I fear that	Thank you very much for your email. I very much appreciate you sending your concerns to us so that they can be incorporated into our National Environmental Policy Act (NEPA) application process with the FAA. Your input will be included in our Environmental Assessment that we will be filing to document community concerns about the project. I did want to respond to the concerns you expressed because we want to have an open and honest dialogue with all members of the community. Regarding concerns around noise, we have commissioned an acoustical engineer (Tenor) to analyze the noise impact of the terminal on the Sand Lake neighborhood. I have attached the study, which is also available on our company's website (www.northlinkaviation.com/project) . Given the size of the earthen berm we are building to deflect noise from terminal operations, the study concludes that NorthLink's terminal will not contribute noise to the neighborhood compared to what you are experiencing today. Once you have had a chance to review the study, we would welcome any questions that you may have about the study, assumptions, calculations, etc. We hosted a two-hour meeting with the Sand Lake Community Subcommittee and the engineer who wrote the report. The Subcommittee provided comments on the report which were included in the version attached (and posted) If you are interested, I would be happy to coordinate a conversation for you and Erik (the report author) to speak as well.	3.2.2 Section 4(f)	Socio-economic

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			an area that has been set aside for peaceful recreation for the municipality will be polluted with the increased noise. Moreover, I worry about wildlife and the effects of losing more habitat and the stress of noise. The area of expansion is an area where wildlife like moose, bear and lynx are often seen. I understand the need for an airport expansion. I wished that the expansion was in an area not adjacent to a community, an elementary school, a popular trail and a very frequented park. We must also ask ourselves in this economy if we even have workers to fill positions created by this expansion as it appears many industries are having difficulties filling positions. It would be a catastrophe to destroy the natural habitat for a project failure. The business plan does not add up to me. It appears that most planes are serviced in areas that are cost effective. Anchorage is expensive compared to many areas. I hope this issues will be addressed to the community in the future with transparency Thank you, Gina Wilson-Ramirez, MD, MPH, MA	With regard to air pollution, NorthLink will not be having any impact on airplane traffic, runways or takeoff patterns. We are building the terminal because the airport has run out of space to accommodate the cargo freighter coming to the airport. NorthLink will not be contributing to any air emissions at ANC since we are serving planes that are already coming to the airport. Underlying our approach to the development is a deep commitment to being a good neighbor. Regarding traffic, this means first and foremost that our employees, customers and service providers need to drive safely. I am a father of three and the sign, “drive like your kids live here,” is one that has always resonated with me. I intend to build (and enforce) a culture that is absolutely committed to safety at the terminal and outside of the terminal. That being said, we have undertaken a traffic study to make sure that our operations safely integrate into Raspberry Road. Kincaid Park is a jewel. Since our terminal will be a quarter of mile away from the park and located on airport land, we will not be impacting the park and the activities enjoyed by visitors. This is another area where the noise study is helpful in terms of understanding the impact of the project. In terms of employment, we expect to provide competitive compensation packages to our employees and build an environment focused on safety, mutual respect, diversity and teamwork.		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				I hope you will forgive me for the long email, but I wanted to be as responsive as possible to your email. Please feel free to email me or call me ([redacted]) anytime if you would like to discuss your concerns or just ask questions about the project. We want to be as open and transparent as possible about the project and addressing concerns. Thank you again for your email. Best regards, Sean		
17	3/31/2022 Email	Keven Kleweno	To whom it may concern: I am submitting the following comment in response to response to the "Notice of Intent to Prepare an Environmental Assessment," that was published on February 16, 2022. On February 7, 2002, the Airport Subcommittee of the Sand Lake Community Council met with Tenor Engineering Group where they presented their noise study dated February 3, 2022. The study looked at 21 planes completing 42 trips per day. Based on the increase in the number of trips and fights into Ted Stevens Anchorage International Airport (TSAIA) due to the proposed development, I am concerned about the increase in jet exhaust that could impact the health of the athletes and other members of the public using Kincaid Park when the winds are from the North. In addition, I am concerned that the increase jet exhaust will impact the residents of the subdivisions along the	4/6/2022 Dear Linda, Rhonda, Peter, Andrea, Mark, Ed, Sylvia and Keven, I hope you are doing well. I wanted to send you a quick update note. First, thank you to those of you that provided written comments in advance of the filing of our draft Environmental Assessment for the NEPA review process. We appreciate the thought and effort that went into all of the comments provided. Theresa (cc'd) has them and is incorporating them into the draft. Second, we heard from the FAA earlier this week regarding the Section 163 determination on our NEPA review process. Based on the FAA's determination, NorthLink will not be conducting any pre-construction activities on the site in advance of concluding the NEPA process aside from the geotechnical work that is currently	Appendix B	Air Quality

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			southern boundary of the TSAIA when the winds are from the North. I am requesting that during the development of the Environmental Assessment that you include this concern in your evaluation of the proposed project. Sincerely: Keven K Kleweno, P.E.	underway. Please let me know if you have any questions on this. Thank you very much. Best regards, Sean		
18	3/31/2022 Email	Keven Kleweno	To whom it may concern: I am submitting the following comment in response to response to the "Notice of Intent to Prepare an Environmental Assessment," that was published on February 16, 2022 Recently, this document 'Phase I Environmental Site Assessment'dated May 18, 2021 was posted to the NorthLink web site, and is available at the following UR: https://www.northlinkaviation.com/documents/FG/northlinkaviation/project/617011_South_Airpark_P1_ESA_210518.pdf As noted in the above referenced report, the report is an environmental site assessment (ESA). PFAS sampling data from a contaminated site adjacent to the west of NorthLink's lease was available and in the possession of Chemtrack at the time the ESA was prepared, according to information contained in the ESA. Reference data in Anchorage International Airport Wide Characterization Report' (AIAAWCR) URL https://dec.alaska.gov/Applications/SPAR/PublicMVC/CSP/SiteReport/27120.	4/6/2022 Dear Linda, Rhonda, Peter, Andrea, Mark, Ed, Sylvia and Keven, I hope you are doing well. I wanted to send you a quick update note. First, thank you to those of you that provided written comments in advance of the filing of our draft Environmental Assessment for the NEPA review process. We appreciate the thought and effort that went into all of the comments provided. Theresa (cc'd) has them and is incorporating them into the draft. Second, we heard from the FAA earlier this week regarding the Section 163 determination on our NEPA review process. Based on the FAA's determination, NorthLink will not be conducting any pre-construction activities on the site in advance of concluding the NEPA process aside from the geotechnical work that is currently underway. Please let me know if you have any questions on this.	3.3.2 Hazardous Materials, Solid Waste, and Pollution Prevention; Appendix C	Contamination

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			The 'Phase I Environmental Site Assessment' report fails to account for the sampling data available to ChemTrack during report writing, instead stating that PFAS is potentially present to the northwest of the site. Included in the AIAAWCR were sample results for water that had accumulated in the fire training pit. Results for PFAS were as follows: PFOA 5,600 ppt; PFOS 268,000 ppt; PFHpA 44,700 ppt; PFHxS 37,800 ppt; PFNA 5,290 ppt. Analysis and Recommendations: Phase I Environmental Site Assessment with respect to PFAS contamination: The report contains misleading statements regarding the presence of contaminated sites near by the NorthLink lease. The ESA report, dated May 18, 2021, is out of sync with respect to DEC contaminated sites reports. Since the report was published, the State of Alaska, Department of Environmental Conversation (ADEC) contaminated sites database has been updated with PFAS information for sites near the NorthLink lease. One report was recently posted in the DEC contaminated sites database, titled 'Anchorage International Airport Wide Characterization Report' , authored by Kenton Curtis, of TSAIA, report date February 2020. Although only posted recently to the DEC contaminated sites database, this report was available earlier, having been completed February 2020, and is mentioned in the Phase 1 Environmental Site Assessment. This report includes high PFAS levels in surface water samples taken at the fire training pit to	Thank you very much. Best regards, Sean		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			the west of the NorthLink lease. Examples of the test results on samples collected are as follows: PFOA 5,600 ppt; PFOS 268,000 ppt; PFHpA 44,700 ppt; PFHxS 37,800 ppt; PFNA 5,290 ppt. This is the assessment of the fire burn pit in the Phase 1 Environmental Site Assessment. Note the omission of PFAS surface water sample data. An Airport Wide Characterization Report for perfluorinated compounds (PFAS) was published in February 2020 and was reviewed. The sampling effort included groundwater sampling at the radio property to the west of the subject property; no PFAS were detected in this sample. Surface water flow direction at sites nearest the subject property at sample locations with results above ADEC limits are away from the property. In addition, in the section User Provided Information of Phase I Environmental Site Assessment we have: Scott Lytle – Environmental Manager, AIA Mr. Lytle provided information about potential environmental concerns near the subject property. He stated that PFAS is potentially present to the northwest of the site at an active fire pit (in use since at least the 1970s). The area was cleaned up in 1988-1990 and a new lined fire pit was installed over the top of the former unlined pit. PFAS and AFFF was used there as well as to the south and east as fire prevention of wooded areas in dry years during training. [my emphasis] The cleanup in 1988-1990 was for earlier hydrocarbon contamination, not for PFAS (see entries			

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			in the ADEC contaminated sites database for Hazard ID 414). ADEC is now considering reopening the site as an active contaminate site based on the data in 'Anchorage International Airport Wide Characterization Report.' The characterization of PFAS as 'potentially' present in the fire pit is contradicted by the sampling data contained in 'Anchorage International Airport Wide Characterization Report' which was in ChemTrack's possession at the time they wrote the ESA report. The ESA report should read 'A highly contaminated site exists directly to the northwest of the NorthLink lease'. A geographic search for sites near the NorthLink lease today would return the fire pit, hazard ID 414, which now contains data from 'Anchorage International Airport Wide Characterization Report' showing high PFAS levels in the fire pit. Given this information, the authors of the Phase I Environmental Site Assessment should revisit this evaluation considering the currently available data. Similarly, PFAS sampling data gathered as part of the Taxiway Z extension project, show above permitted levels of PFAS in the ground under Taxiway Z extension, and recommend extracting and storing in a controlled site the dirt in a volume defined by the in subsurface core sampling in the Taxiway Z project area. This should also be a REC, Recognized Area of Concern, adjacent to the NorthLink lease. References: TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT PFAS SITE INVESTIGATION Taxiway Z West Expansion Project Area			

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Prepared By: Restoration Science & Engineering, LLC Prepared For: CRW Engineering Group, LLC 911 West 8th Avenue, Suite 100 September 24, 2021 Phase I Environmental Site Assessment Prepared by: ChemTrack Anchorage International Airport Wide Characterization Report prepared by Kenton Curtis, Ted Stevens Anchorage International Airport I am requesting that the PFAS contamination as noted in the above referenced reports be addressed in the proposed Environmental Assessment. Sincerely, Keven K Kleweno			
19	3/31/2022 Email	Keven Kleweno	To whom it may concern: I am submitting the following comment in response to response to the "Notice of Intent to Prepare an Environmental Assessment," that was published on February 16, 2022. Sheet No. 45, Figure 4, Appendix A of the February 2022 Storm Water Pollution Prevention Plan (SWPPP) developed for Cornerstone Construction notes that there are Private Drinking Water Wells within 0.3 miles from the southern boundary of the proposed South Airpark Cargo Expansion. As noted on Sheet No. 45, the residents of the subdivision within 0.3 miles from the southern boundary of the proposed South Airpark Cargo Expansion have their own drinking water source wells. The Tanina Hills Subdivision, which is	4/6/2022 Dear Linda, Rhonda, Peter, Andrea, Mark, Ed, Sylvia and Keven, I hope you are doing well. I wanted to send you a quick update note. First, thank you to those of you that provided written comments in advance of the filing of our draft Environmental Assessment for the NEPA review process. We appreciate the thought and effort that went into all of the comments provided. Theresa (cc'd) has them and is incorporating them into the draft. Second, we heard from the FAA earlier this week regarding the Section 163 determination on our NEPA review process. Based on the FAA's determination, NorthLink will not be conducting any	4.0 Environmental Commitments; 3.3.2 Hazardous materials, Solid Waste, and Pollution Prevention	Contamination

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			located within 0.3 miles southern boundary of the proposed development has 25 lots. Each owner of each lot has their own drinking water source well which results in 25 separate private drinking water source wells. From the report titled: "Overview of Environmental and Hydrogeologic Conditions at Three Federal Aviation Administration Facilities near Anchorage International Airport, Anchorage, Alaska." This publication was prepared by the U.S. Geological Survey (Open-File Report 94-712-W) in cooperation with the Federal Aviation Administration. This report is dated 1995. Figure 2, Page 4, titled: "Water-table contours and estimated ground-water flow direction near Anchorage International Airport, Lake Hood, and Point Woronzof, Anchorage, Alaska (modified from Dearborn and Freethey, 1974; Zenone and Donaldson, 1974; and Glass, 1986). From my review of the Figure 2 of the referenced report, I agree that the in the areas around the three Federal Aviation Administration Facilities the groundwater flow direction is to the north. However, if one reviews the lower section of Figure 2, it shows that the groundwater flow direction in the proposed development could be in the west to southwest direction. If the groundwater flow direction as noted in Figure 2 of the report is correct, there are 25 separate private drinking water source wells in Tanina Hills Subdivision that are at risk of contamination if development occurs in the recharge area of the 25 private drinking water source wells.	pre-construction activities on the site in advance of concluding the NEPA process aside from the geotechnical work that is currently underway. Please let me know if you have any questions on this. Thank you very much. Best regards, Sean		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Currently, there is information that shows there are two private drinking water source wells in the Tanina Hills Subdivision that have detectable levels of Per- and Polyfluoroalkyl Substances (PFAS) in the water being provided to the owners. I am requesting that the possibility of the existing 25 private drinking water system source wells located in Tanina Hills Subdivision be addressed in the proposed Environmental Assessment. Sincerely: Keven K Kleweno, P.E.			
20	3/31/2022/email	Linda Swiss	Hi Sean, I tried to reach Theresa Dutchuk earlier today (4:25 PM) to inquire about extending the deadline for comments on NorthLink's project. I was unable to reach her or leave a voice mail as the phone number she provided kept ringing and did not direct me to voice mail. I also tried to reach Matt VanGoethem shortly after but was able to leave him a voice mail. He has not called me back yet. In talking with the Municipality of Anchorage, Alaska Dept. of Fish and Game, and Water Division of the Alaska Dept. of Environmental Conservation, I discovered that none of them had even heard of this project. For them to provide meaningful comments, they need information on the project. Is it possible to extend the deadline to provide input? Additionally, it is not clear if your notice of intent is required by the NEPA process. Is this a regulatory requirement? If it is a regulatory requirement,	Dear Linda, I hope you are doing well. Thanks for the note. I am cc'ing Theresa and Matt so that everyone is on the same page. Matt is traveling today and Theresa was tied up in meetings with the NorthLink team. If you ever have a question and can't reach somebody, please give me a call or shoot me an email (as you did) and I will make sure we get back to you quickly. I would be curious to know who you reached out to at the agencies you mentioned. I don't expect that everyone at the agencies listed knows about our project, but I can say with conviction that the Municipality of Anchorage, for example, knows us (they sent us a property tax assessment). The notice period and request for comments before the filing of the draft Environmental Assessment is considered best		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			should we send copies of the comments to FAA or other federal, state, or municipal agencies? Please excuse me if this was covered in the NEPA meeting, but I am not familiar with the NEPA process. This is a lot of information for us to sift through on which to provide input. Please remember we are simply citizens trying to understand procedural issues as well as technical issues. Thanks. I look forward to your response. Linda Swiss	practice, but is not a regulatory requirement. The reason for this is that the NEPA process includes a public comment period once it is issued to the public. As we discussed during our NEPA meeting, we have reached out to a number of state and federal agencies during this period (and received acknowledgement). If you would like to have a follow-up session to discuss additional questions on the NEPA process, please let me know and we can schedule it for whenever convenient. I agree with you, the NEPA process covers a lot of information (because it includes a wide range of federal regulations that a developer needs to strictly adhere to). Please send over any additional questions you have and we will respond with information/answers ASAP or cover during a zoom session with Theresa. Thank you again for the note. Best regards, Sean		
22	3/31/2022 Email	Laura Sherman	Thank you for the opportunity to provide comments on these two construction activities. I am excited at the prospect of economic growth of this project but I am very worried over it's chosen property. I have several concerns over many aspects of cramming this project into our Sand Lake community because we were never zoned for it, but my primary concern I'll address here is what NorthLink Aviation will do next with the knowledge that	None	3.4.2 Hazardous Materials, Solid Waste, and Pollution Prevention	Land use Contamination

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			per- and polyfluoroalkyl substances (PFAS) are in their leased site and awareness that more discovery is needed before construction. I've read the report about a very small scale effort to investigate PFAS contamination on the surface of the site at South Air Park/Campus. The October 2021 document on NorthLink's website describes 9 small holes that were hand dug; 8 locations accurately recorded in the report but the GPS made an error on the 9th. The shallow soil samples were taken at just 6 inches deep (the majority of the samples), 3 at 12 inches and the last one was 16 inches deep. Although the laboratory detected PFAS at several of the holes, they lacked the instrumentation to calculate it so it was estimated. Finally, at the quality control phase, three of the samples were dismissed due to mistakes in technique. Most important to the effort though, was the local environmental business' final recommendation to NorthLink. Their conclusion was that NorthLink needed to evaluate subsurface soils "due to the highly mobile characteristics of the chemicals". They emphasized an investigation into the compounds in subsurface soil prior to excavation and transport offsite during construction. This is an important necessity because PFAS compounds do not stay suspended on the surface soil and it doesn't remain floating at a depth you can find with a hand trowel. The responsible thing to do is take action on the advice of the environmental firm. The area needs a large scale site			

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			assessment of the subsurface to best understand the PFAS within the property intended for NorthLink's large scale project. The behavior of PFAS compounds is move out and down, below the surface. Initially, when released at the surface, PFAS will flow outward from the source zone with the direction of rainwater runoff where it will enter surface waters like our lakes and ponds where we fish. This has already happened. The site's surrounding municipal lakes have not had large scale assessments yet as the impatience of airport expansion exceeds the manpower and finances of the municipality and government scientists right now. We know through local or independent testing, lakes to the east, west and south of NorthLink's site have confirmed PFAS contaminants in them. But relevant to the final statement on the October 2021 report, PFAS will continuously seep down further through the subsurface. It will not dilute, evaporate, take care of itself or disappear. The contaminant plume will grow larger outward under the surface and it will become more difficult to manage every time the soil is disturbed, for instance during construction or heavy use. An example of this would be the smaller airport expansion projects of recent years that also border NorthLink's site. The current airport subsurface plume area is still unknown because the airport, landlord to NorthLink, has not yet complied with Alaska			

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			Department of Environmental Conservation's (ADEC) call for an independent assessment of PFAS contamination airportwide so that it a plan could be developed for control and containment. Because PFAS does not follow easily predictable movement in shape or pattern visible from surface gradient, this additional assessment is essential. The endeavor needs qualified environmental teams with experienced hydrogeologists who are specialized in complex assessments. It needs laboratories capable to complete the tests and the samples need to be handled correctly to pass quality control. I am unsure if it's the airport or the State that lacks the manpower or finances to fulfill ADEC's determination, but it seems the impatience of expansion continues to derail any priority over safety, public health and environmental responsibilities. It's also unclear to me whether the airport will ever comply or be forced to in the future, but NorthLink can be responsible and manage their own site. If left undisturbed PFAS will migrate through various subsurface features at relatively slow speeds over years until it reaches our groundwater. The Anchorage confined, unconfined aquifers and Cook Inlet will all increase in contamination levels if no action is taken at the airport, but NorthLink has a responsibility over their site. The aquifers running underneath are used for our over 300 private and public drinking water wells in our neighborhoods. They water our gardens, fill our children's swimming pools, and Alaskan's eat the fish harvested from the inlet. There are ways to avoid disturbing it, action can be taken to control it and there are on-going advancements in ways to			

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			remediate it. However, if there is reckless disturbance of the soil structure, it will bring some PFAS back to a wider area on the surface, some substances will become airborne and the rest of the contaminated plume will move and leach down to our water sources much faster. By my best understanding, NorthLink knew of high concentrations of PFAS at sites just adjacent to theirs and they still entered into a lease with the airport. And as of October 2021, I know NorthLink has knowledge of surface contamination on their leased property and even though that's not very useful information, NorthLink learned that their real concern is likely deeper below. I know NorthLink has been educated on PFAS contamination in many surrounding surface, subsurface areas and detection has already begun to reveal itself in Sand Lake drinking water wells. If NorthLink does not gain a comprehensive understanding of the concentrations of PFAS under the surface of their site and pushes to excavate anyway, it will be clear to our community we should trust NorthLink with caution because they are careless with risks related to this effort and future use of the site. It will be clear that NorthLink does not mind the long term damage they could knowingly be doing to the construction and airport workers, flight crews, customers, our families, the nearby school, patrons of Kincaid Park, nearby businesses, wildlife or the ecosystem. As we are all learning more about the devastating effects of PFAS from the news, environmental communities and government, we should all be watching what NorthLink chooses for			

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			us or to us because it will set a meaningful precedent. Thank you for allowing us to comment again and thank you for allowing us to be stakeholders in this process. Regards, Laura Sherman, resident of Sand Lake and on a well that was recently tested for PFAS			
23	3/30/2022 Email	Linda Swiss	Sean: I tried to reach Theresa Dutchuk earlier today (4:25 PM) to inquire about extending the deadline for comments on NorthLink's project. I was unable to reach her or leave a voice mail as the phone number she provided kept ringing and did not direct me to voice mail. I also tried to reach Matt VanGoethem shortly after but was able to leave him a voice mail. He has not called me back yet. In talking with the Municipality of Anchorage, Alaska Dept. of Fish and Game, and Water Division of the Alaska Dept. of Environmental Conservation, I discovered that none of them had even heard of this project. For them to provide meaningful comments, they need information on the project. Is it possible to extend the deadline to provide input? Additionally, it is not clear if your notice of intent is required by the NEPA process. Is this a regulatory requirement? If it is a regulatory requirement, should we send copies of the comments to FAA or other federal, state, or municipal	Dear Linda, I hope you are doing well. Thanks for the note. I am cc'ing Theresa and Matt so that everyone is on the same page. Matt is traveling today and Theresa was tied up in meetings with the NorthLink team. If you ever have a question and can't reach somebody, please give me a call or shoot me an email (as you did) and I will make sure we get back to you quickly. I would be curious to know who you reached out to at the agencies you mentioned. I don't expect that everyone at the agencies listed knows about our project, but I can say with conviction that the Municipality of Anchorage, for example, knows us (they sent us a property tax assessment). The notice period and request for comments before the filing of the draft Environmental Assessment is considered best practice, but is not a regulatory requirement. The reason for this is that the NEPA process includes a public comment period once it is issued to the public. As we discussed during our NEPA meeting, we have reached out to a number of state and federal agencies during this period (and received acknowledgement). If you would like to have a follow-up session to discuss additional questions on the NEPA process, please let me know	5.2 Agency Involvement	Agency Coordination

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			agencies? Please excuse me if this was covered in the NEPA meeting, but I am not familiar with the NEPA process. This is a lot of information for us to sift through on which to provide input. Please remember we are simply citizens trying to understand procedural issues as well as technical issues. Thanks. I look forward to your response. Linda Swiss	and we can schedule it for whenever convenient. I agree with you, the NEPA process covers a lot of information (because it includes a wide range of federal regulations that a developer needs to strictly adhere to). Please send over any additional questions you have and we will respond with information/answers ASAP or cover during a zoom session with Theresa. Thank you again for the note. Best regards, Sean		
24	3/31/2022 Email	Linda & Tyler Swiss	This is in response to NorthLink Aviation's "Notice of Intent to Prepare an Environmental Assessment" published on February 16, 2022. We appreciate the opportunity to provide comments on NorthLink Aviation's South Airpark Cargo Expansion project at Ted Stevens Anchorage International Airport (TSAIA) and are hopeful the environmental assessment will address the following issues and concerns that are critical to the nearby neighborhood. It is worth noting that this development is proposed adjacent to the closest neighborhood surrounding TSAIA. There are no areas around TSAIA with this much activity so close to housing. As such, this project requires careful planning to minimize impacts to the neighborhood. Risks to the community must be clearly understood and communicated. Public Notice: Notifying the public about NorthLink's project is the first step in the process. It is			Public involvement; Contamination; Construction related impacts

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			appreciated that NorthLink has met with and communicated regularly with the Airport Subcommittee of the Sand Lake Community Council. While publishing and posting the Notice of Intent was done, it appears from talking with Municipality of Anchorage and other State of Alaska agency personnel that knowledge of this project was limited. Additional outreach efforts should be made to notify the general public as well as federal, state, and municipal agencies. The scope and size of this development warrants this additional outreach. To reach a larger audience, we suggest that project information be mailed to the public (similar to what is done in political campaigns) in addition to publishing it in local newspapers and posting it at area businesses. Contact information should be accurate including voice mail and email addresses. Private Drinking Water Well Issues: As the owner of a private drinking water well, contamination of groundwater by environmental pollutants is a great concern. Potential contaminates include known pollutants such as per- and polyfluoroalkyl substances (PFAS) detected in nearby soil and water, fuel spills, glycol from de-icing fluids, runoff from pavement and construction activities, stormwater, as well as oil/water mixtures and other unknown substances associated with aircraft operations. Spills of any of these contaminates could potentially impact drinking wells, thus posing a significant public health hazard. This concern is exacerbated by the close proximity of wells to NorthLink Aviation's			

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			South Airpark Cargo Expansion project. As noted on Sheet No. 45, Figure 4, Appendix A of the Stormwater Pollution Prevention Plan (SWPPP) developed for Cornerstone Construction dated February 2022, there are private drinking water wells within 0.3 miles from the southern boundary of the proposed South Airpark Cargo Expansion. The Tanaina Hills Subdivision, located within 0.3 miles of the southern boundary of the proposed development, contains approximately 25 lots. Each lot owner has their own drinking water source well resulting in 25 separate private drinking water source wells. Recent tests of drinking water in the Tanaina Hills Subdivision indicate two private drinking water source wells in the Tanaina Hills Subdivision have detectable levels of Per- and Polyfluoroalkyl Substances (PFAS) in the water being provided to the owners. As owners of Lot 20, Tanaina Hills Subdivision and the corresponding private drinking well, we suggest the proposed Environmental Assessment address the existing 25 private drinking water system source wells located in Tanaina Hills Subdivision. It is further recommended that the hydrology in the area be examined to get a better understanding of the area watershed. Stormwater Pollution Prevention Plan Issues: In the February 2022 Storm Water Pollution Prevention Plan (SWPPP) developed for Cornerstone			

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			Construction found on NorthLink's website, the following comment was noted on page 8, Section 3.2: Drainage Patterns are shown in the site maps in Appendix A. Runoff from the project area flows through the Anchorage Storm Drain System to Campbell Creek. Appendix A, Sheet No. 42 provides no information that substantiates that runoff from the project area will flow through the Anchorage Storm Drain System to Campbell Creek Nowhere could it be found that runoff from construction activities would enter Campbell Creek based on the Municipality of Anchorage drainage map found at: https://experience.arcgis.com/experience/3ddb1b27bfb14fa9b32d774c165e4b4d/?data_id=dataSource_add_from_url_entry-17acbc9803a-layer-25%3A37005. If stormwater does flow to Campbell Creek, there may be impacts to endangered species, fisheries, and other wildlife. Sheet No. 42, Appendix A appears to show the stormwater outlet discharge locations either in the swales along the north side of Raspberry Road or in the wetlands near the southwest corner of the proposed cargo expansion. Again, this does not show flow into Campbell Creek as noted in the February 2022 SWPPP. Using the site maps found in Appendix A, it appears that the wetlands, located in the southwest			

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			corner of the proposed project, receive stormwater being collected from Serenity Road and the south side of Raspberry Road. It appears the collected stormwater is moved by pipe to the north side of Raspberry Road and discharged into the existing wetlands located within the proposed development boundaries. In reference to the 1995 report "Overview of Environmental and Hydrogeologic Conditions at Three Federal Aviation Administration Facilities near Anchorage International Airport, Anchorage, Alaska," prepared by the U.S. Geological Survey (Open-File Report 94-712-W) in cooperation with the Federal Aviation Administration, Figure 2, Page 4 references "Water-table contours and estimated ground-water flow direction near Anchorage International Airport, Lake Hood, and Point Woronzof, Anchorage, Alaska (modified from Dearborn and Freethey, 1974; Zenone and Donaldson, 1974; and Glass, 1986)". This figure shows groundwater flow direction to the north in the areas around the three Federal Aviation Administration Facilities. It is noted that the lower section of Figure 2 shows the groundwater flow direction in the proposed development may be to the west - southwest direction. If the groundwater flow direction as noted in Figure 2 of the report is correct, there are 25 separate private drinking water source wells in Tanaina Hills Subdivision that are at risk of contamination if development occurs in the recharge area of these private			

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			drinking water source wells. Protection of the recharge area is critical.From the site maps found in Appendix A of the February 2022 SWPPP, the stormwater collected at the intersections of Lowell, Tanaina and Raspberry Roads is collected in pipes and moved to the north side of Raspberry Road where the stormwater appears to be discharged into a swale along the north side of Raspberry Road, finally flowing into the above referenced wetlands for storage and treatment. From the site maps found in Appendix A of the February 2022 SWPPP, it is difficult to determine if there is a large biodiversity in the wetlands. The existing wetlands are used to store and treat the stormwater runoff collected from the above noted intersections as it percolates into the subsurface to recharge groundwater in the area. In addition, Appendix C, Section 2 Review of Stormwater Drainage Networks in TSAIA's 2014 Master Plan Update found HERE includes: Basin E captures stormwater runoff from all airfield facilities west of Taxiway R including Runway 15-33, the West Airpark, and the western portion of the South Airpark and drains to Cook Inlet via NPD-E. Aircraft deicing and snow management activities occur in this basin. (emphasis added) Based on this information, it is important to accurately determine impacts from stormwater runoff. It is important to address potential contaminants as well as to minimize the impacts to fisheries and the endangered beluga whale.			

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			We recommend the Environmental Assessment address the existing wetland uses with the proposed development boundaries. Further, we recommend verification that stormwater will indeed flow to Campbell Creek. Noise Issues: Tenor Engineering Group's report "ANC South Airpark Cargo Terminal – From the site maps found in Appendix A of the February 2022 SWPPP, the stormwater collected at the intersections of Lowell, Tanaina and Raspberry Roads is collected in pipes and moved to the north side of Raspberry Road where the stormwater appears to be discharged into a swale along the north side of Raspberry Road, finally flowing into the above referenced wetlands for storage and treatment. From the site maps found in Appendix A of the February 2022 SWPPP, it is difficult to determine if there is a large biodiversity in the wetlands. The existing wetlands are used to store and treat the stormwater runoff collected from the above noted intersections as it percolates into the subsurface to recharge groundwater in the area. In addition, Appendix C, Section 2 Review of Stormwater Drainage Networks in TSAIA's 2014 Master Plan Update found HERE includes: Basin E captures stormwater runoff from all airfield facilities west of Taxiway R including Runway 15-33, the West Airpark, and the western portion of the South Airpark and drains to Cook Inlet via NPD-E. Aircraft deicing and snow management activities occur in this basin. (emphasis added)			

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			Based on this information, it is important to accurately determine impacts from stormwater runoff. It is important to address potential contaminants as well as to minimize the impacts to fisheries and the endangered beluga whale. We recommend the Environmental Assessment address the existing wetland uses with the proposed development boundaries. Further, we recommend verification that stormwater will indeed flow to Campbell Creek. Noise Issues: Tenor Engineering Group's report "ANC South Airpark Cargo Terminal – Environmental Noise Impact Study" dated February 24, 2022 located on NorthLink's website states: The predicted Day-Night Average Noise Level (DNL) from the new Airpark operations only (21 planes completing 42 trips) is 54 dBA. This is less than the DNL of 62 dBA from existing airport operations documented for this community. The FTA noise impact criteria note 'No Impact" if the project DNL does not exceed 59 dBA. (emphasis added) It is not clear – and seems illogical – that noise from the proposed 120-acre development with 15 hardstands less than 2,000 ft. from neighborhood homes would be "less than the DNL of 62 dBA from existing operations…" There are no aircraft currently taxiing at this site, yet Tenor claims the noise will be "less"? While the model used may mathematically show this to be the case, it does not make sense to those unfamiliar with noise models.			

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			Additionally, information on TSAIA's website on Ground Noise Study Public Response found HERE points out: The next step in the study will be to analyze approximately 1,000 hours of noise-monitoring data (including approximately 200 hours of operations logging at attended measurement sites) and correlate measured sound levels in community locations with specific sources of ground-noise at the airport. (emphasis added). This is contrasted with Tenor's much more limited testing of "24-hour noise measurements … conducted at the southwest corner of the Anchorage Airport (noise monitor locations)." The conclusions reached in Tenor's study are based on a small set of data and are not well understood by the public. In order to prove the assertion that "less" noise will be detected, it is suggested that Tenor amend the noise study to include noise monitoring samples taken during more than one season in a year over a period of more than 24 hours to justify the conclusions in the noise study. Air Quality Issues: Tenor Engineering Group based its noise study on an increase of 21 planes completing 42 trips per day. It is expected that this increase in aircraft taxiing will result in increased air emissions. These emissions are expected to impact nearby residents as well as the public including skiers, bikers, and users of Kincaid Park. The increase in jet exhaust may be further exacerbated when winds are from the North.			

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			It is recommended that the Environmental Assessment verify the Clean Air Act will be followed accordingly, and the expected increase in air emissions from jet aircraft be considered in the Environmental Assessment. Cultural Resources: As TSAIA is located in an area used by the Dena'ina peoples before the settlement of the Municipality of Anchorage, it is important to determine and document activities in the area prior to expansion at South Airpark. This area was significant during World War II including military activities associated with Nike sites and anti-aircraft missilebases that protected the United States during the Cold War. In addition, it was used as a central hub for commerce and air traffic, before environmental laws were developed to protect the public from air, water, and other environmental pollution. It is recommended that the area of the proposed development be carefully surveyed for evidence or artifacts of past populations. NEPA and Phase 1 Environmental Site Assessment: Peter Heninger's March 31, 2022 comments to NorthLink Aviation on NEPA and the Phase 1 Environmental Assessment are incorporated by reference. This includes information contained in the Summary, Analysis and Recommendations, and Reference documents. We appreciate the opportunity to provide input on this process and urge NorthLink Aviation to consider the concerns expressed in these comments. We look forward to			

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			engaging in further discussions and consideration of our recommendations. Sincerely, Linda Swiss and Tyler Swiss Lot 20, Tanaina Hills Subdivision 6920 Kitlisa Drive Anchorage, AK 99502			
25	3/31/2022 Email	Keven Kleweno	To whom it may concern: I am submitting the following comment in response to response to the "Notice of Intent to Prepare an Environmental Assessment," that was published on February 16, 2022. In the February 2022 Storm Water Pollution Prevention Plan (SWPPP) developed for Cornerstone Construction, which is found on your website, I found the following comment in Section 3.2 found on Page 8 of the above noted February 2022 SWPP: Drainage Patterns are shown in the site maps in Appendix A. Runoff from the project area flows through the Anchorage Storm Drain System to Campbell Creek. Appendix A, Sheet No. 42 provides no information that substantiate that runoff from the project area will flow through the Anchorage Storm Drain System to Campbell Creek. Based on the site maps found in Appendix A of the February 2022 SWPPP, Sheet No. 42 appears to show the stormwater outlets discharge locations either in the swales along the north side of Raspberry Road or wetlands near the southwest corner of the proposed cargo	Dear Linda, Rhonda, Peter, Andrea, Mark, Ed, Sylvia and Keven, I hope you are doing well. I wanted to send you a quick update note. First, thank you to those of you that provided written comments in advance of the filing of our draft Environmental Assessment for the NEPA review process. We appreciate the thought and effort that went into all of the comments provided. Theresa (cc'd) has them and is incorporating them into the draft. Second, we heard from the FAA earlier this week regarding the Section 163 determination on our NEPA review process. Based on the FAA's determination, NorthLink will not be conducting any preconstruction activities on the site in advance of concluding the NEPA process aside from the geotechnical work that is currently underway. Please let me know if you have any questions on this. Thank you very much. Best regards, Sean	3.7 Water Resources	Construction related impacts

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			expansion. Again, not into Campbell Creek as noted in the February 2022 SWPPP. Using the site maps found in Appendix A, it appears that the wetlands, located in the southwest corner of the proposed project, receives stormwater being collected from the Serenity and Sorenly Roads intersection with the south side of Raspberry Road. It appears the collected stormwater is moved, by pipe, to the north side of Raspberry Road and discharged into the existing wetlands located within the proposed development boundaries. From the site maps found in Appendix A of the February 202 SWPPP, the stormwater collected at the intersections of Lowell and Tanaina Roads with Raspberry Road is collected in pipes and moved to the north side of Raspberry Road where the stormwater appears to be discharged into a swale along the north side of Raspberry Road and finally flows into the above referenced wetlands for storage and treatment. From the site maps found in Appendix A of the February 2022 SWPPP, it is hard to determine if the wetlands have a large biodiversity. The existing wetlands are used to store and treat the stormwater runoff collected from the above noted intersections it percolates into the subsurface to recharge groundwater in the area. I am requesting that the existing wetland uses with the proposed development boundaries be addressed in the proposed Environmental Assessment.			

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Sincerely:			
26	***6/2/22 Comment form at meeting***	***Viper Transitio ns Kyle Kaiser, President***	***Viper Transitions is on board to help. Let's put some veterans to work and strengthen our communities!***	***N/A***	***N/A***	***N/A***

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
27	*6/2/22 Comment form at meeting*	*None*	*1) Will a signal light be put in at Sand lake road & raspberry?* *2) Will trees be stocked for people to come and get similar on some road projects.*	*Light signal will be up to Central Region DOT&PF.* *It is likely that trees will be stockpiled for firewood collection.*	*N/A*	*N/A*
28	*6/2/22 Comment form at meeting*	*None*	*This is an excellent idea/project to move forward with the needs of the city of Anchorage and the State of Alaska. This airport is an economic engine and should be viewed as such.* *Regarding the earthen berm, this is a very good idea and planting as many conifer trees as is reasonably possible and within FAA requirements, will help to reduce airplane noise.* *To the nay sayers unless they lived in their homes before December of 1951, they have failed to do their due diligence. Airport expansion should have been considered on their part.* *Keep moving forward. This is a good idea! BTW the meeting was conducted in a responsible manner.*	*N/A*	*N/A*	*Noise*

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29	*6/2/22 Comment form from meeting*	*Jill Maxwell*	*Saddened by this open house, Sean says often that he wants to be a good neighbor but he is not working with concerns of people in this room.* *1. The comment period MUST be extended to show compromise and good neighborlyness[sic], to allow Anchorage public to realize what is happening, to find ways to meet their needs and Anchorage needs.* *2. The paperwork given here tonight states emphatically that there will be NO problems. There are problems and they need to be addressed.* *I heard tonight that there are problems with snow removal; legislators have been addressed but do nothing. That there are animals living in area, that there is a contaminated site nearby (next to proposed area) which no one is cleaning up. That construction will be a problem to neighbors and Kincaid. The bad you are doing far outweighs the lack of good things.*	*N/A*	*Wildlife: Appendix B Hazardous Materials: 3.3*	*Snow removal, wildlife, hazardous materials*

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30	*6/2/22 Email*	*Andrea Snowden*	*Thank you for the information, Sean. So far in my review of the draft EA and Appendices, I noticed two issues that I wanted to bring up before the Open House: 1. On page 44 of the draft under the noise section, is the statement "For the noise assessment, the concern is that the basis of the model only factored in taxiing speeds and not takeoff." from my feedback? If so, that is not accurate. My concern was with the study (Aircrafts' taxi noise emission 2 paper from the Grupo de Investigación en Instrumentación from 2008) that was used for modeling and that it was based on aircraft taxiing at a constant speed on for 200m on a taxiway not taxiing in and out of parking spots and ramps which requires much more power (and therefore noise). I hope that makes sense. I just want to be sure the concerns are properly documented and understood. 2. In Appendix G the Public Comment Log lists my name as Andrew in the NAME column each time. Respectfully, Andrea*	*Changed as requested in EA*	*5.1, Appendix G*	*N/A*
31	*6/3/22 Email*	*Andrea Snowden*	*Sean, It was nice to actually meet face to face last night. I will have more comments prior to the June 25th deadline, but below are the two specific items I mentioned last night: From page 25 of the EA draft: Current and proposed noise abatement measures include: 1. Preferential runway use which maximizes departures to and from the north and west,*	*Removed "Current and proposed noise abatement measures include…" Removed "proposed installation of a flight tracking and noise management system." Edited page 31 as recommended.*	*3.5*	*Noise*

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			reducing overflights over the adjacent communities; and *2. Proposed installation of a flight tracking and noise management system designed to aid in tracking single noise events and in responding to questions/complaints from the public* *Can you tell me more about the "proposed installation of a flight tracking and noise management system"? I have not heard anything about this. Also, do you have a contact at the airport that I could specifically discuss modifying airport procedures to place more emphasis on "preferential runway use"? Pilots could do more to avoid takeoffs to the south if some wording was added to some of our flying charts.* *On page 31:* *The base of the berm is expected to be approximately 200 feet. South of the earth berm approximately 500 feet of vegetation will remain from the Proposed Action to Raspberry Road...Because of the 450 feet of vegetation and the 25-foot earth berm mitigation...* *So, is the berm 200 feet deep (measured North to South) and then there is another 500 feet to Raspberry? Why is 450 feet mentioned later in the paragraph?* *Thanks,* *Andrea*			

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32	*6/15/22 Email*	*Andrea Snowden*	*Sean, What other agencies will be involved in this NEPA process besides the FAA, US Army Corps of Engineers, and Alaska Department of Environmental Conservation? Andrea*	*Dear Andrea, Thank you for the email. In addition to the FAA and the USACE, the following agencies are also involved: - The State Historic Preservation Office - The Alaska Department of Transportation / Ted Stevens Anchorage International Airport - Two divisions of the Alaska DEC involved: Division of Contaminated Sites and Division of Water - US Department of Agriculture I hope this is helpful. Please let me know if you would like any additional information. Thank you very much. Best regards, Sean*	*5.2*	*Agency Coordination*
33	*6/3/22 Email*	*Sybille Hogan*	*Hi, I live in the Sand Lake Neighborhood and am concerned about the amount of noise that this project will generate. I want to be able to sit outside in my yard and not be plagued by noise pollution from this new addition to the airport. My house lies directly off the long North/South runway. My address is […]. We already have to listen to Cargo jets fly overhead on windy days and at random because pilots want to. There are no times in the day when flying over the neighborhoods in Anchorage is not allowed. Ground noise can be heard almost any day. My worry is that this will increase the amount of ground noise due to the close proximity to the houses. I also want to know more about the berm that is intended to decrease noise towards the neighborhood. We pay a large amount in property taxes and would find that to be unjust to us if we cannot*	*Dear Sybille, Thank you very much for your email and sending us your concerns about NorthLink's south campus air cargo terminal project. I am cc'ing Theresa Dutchuk at DOWL who is NorthLink's National Environmental Policy Act (NEPA) specialist so that your comments are incorporated into the FAA's review of our project. With regard to noise, this is an issues we have worked hard to address. As you note, we are building a sizeable (25 foot high) berm which will be planted with trees. The berm will play an important role in dampening the noise from the terminal and also obscuring view of the terminal from Raspberry Road (the terminal will be setback 700 feet and be behind the berm). I have attached a copy of the acoustical engineering study that we have published on our website (Project Information - NorthLink Aviation) (which we have shared with the Sand Lake Community Council*	*3.5*	*Noise*

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			enjoy our property as other individuals in Anchorage are able to. I understand that the cargo use of the airport brings in large amounts of revenue, I want to balance that with livability of the properties closest to this new addition. *Thank you,* *Sybille Hogan*	*Subcommittee and received their comments on (which are incorporated)). If you have any questions about the acoustical engineering study or any other aspect of the project, please reach out to me directly or the email address you used.* *Thank you very much.* *Best regards,* *Sean*		
34	*6/20/22 Email*	*Carmen Bydalek*	*To whom it may concern:* *I am writing to express my concerns about the Airport expansion project. As you know Alaska experiences powerful earthquakes. Perhaps you might also be aware of the erosion that is happening along that particular coastline. So if you build this airport creating even more vibrational activity, you will be spending more money in order to shore it up, until it eventually falls into Cook Inlet.* *You should consider relocating it to Wasilla.* *Carmen*	*N/A*	*N/A*	*Earthquakes*

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35	*6/20/22 Email*	*Andrea Snowden*	*Sean/NorthLink, I think I've already made it clear that I believe your Environmental Impact Noise Study is inaccurate based on the study (Asensio, C., Pagan R., Lopez, J.M., Noise and Vibration Worldwide, 2008) used for modeling, but I just discovered that the FAA (as directed by Congress and the FAA Reauthorization Act of 2018) completed a nationwide, multi-year survey in 2021 that may redefine the Day-Night average sound Level (DNL) 65dB threshold for "significant" aircraft noise exposure. This could make a significant difference in Tenor's noise study and needs to be considered as part of the NEPA process. This survey suggests that 65dB "may no longer be an adequate guide for federal policy makers" and shows the annoyance levels are more accurately between 50-55dB. After a 30-day extension, the FAA finished taking public comments regarding this survey in April of 2021 and apparently are still reviewing the 4000+ comments received to the docket (FAA-2021-0037-001). Were you aware of this survey and the potential for the DNL threshold to change? In the Tenor study conducted for NorthLink it was estimated that the noise level would be 54dB. If the threshold changes based on this survey, it will likely place your estimated DNL in a much higher noise exposure category. Although already apparent to those of us that live near the airport, I think this is more evidence that the project will "significantly affect the quality of the human environment" and demands an Environmental Impact Statement (EIS).*	*Dear Andrea, Thank you very much for the email. I hope you are doing well. Per your email, we are aware of the survey and we will coordinate with the FAA to address any issues that may arise from the noise analysis. Please let us know if you have any questions or additional concerns. Thank you very much. Best regards, Sean The FAA is essentially acknowledging that Day-Night Average Noise Level (DNL) is not as effective as looking at the hourly averages and maximums from noise impacts. The noise assessment is actually the direction they want groups to go to understand the short-term impacts of activities, rather than averaging 10-minutes of activities over a 24 hour period (that includes credits during quiet periods). As noted in the analysis, we evaluated the instantaneous noise impact. The FAA "Noise Survey did not examine the appropriateness of the DNL metric". The noise study would not be impacted by the FAA results or any changes to the standards because we evaluated noise as the impact compared to existing conditions. The study would only be impacted if Anchorage airport had restrictions on flights by more than 15% due to noise, which is highly unlikely based on the economic costs.*	*3.5*	*Noise*

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			Please see the below documents for more information and let me know if you have any newer information on findings and changes related to the survey. *https://crsreports.congress.gov/product/pdf/r/r46920* *Federal Airport Noise Regulations and Programs - Congress* *Federal Airport Noise Regulations and Programs September 27, 2021 Congressional Research Service* *https://crsreports.congress.gov R46920* *crsreports.congress.gov* *https://www.kaplankirsch.com/News-Publications/News/137302/FAA-Releases-Long-Awaited-* *Study-on-Noise-Annoyance* *FAA Releases Long-Awaited Study* *on Noise Annoyance* *FAA’s use of the Day Night Average Sound* *Level metric (DNL) and* *the 65 decibel* *(dB) DNL threshold for significant noise has been a* *controversial issue for decades. Partly in* *response to this controversy, FAA, at the direction of* *Congress, initiated a comprehensive study on the* *www.kaplankirsch .com* *https://www.regulations.gov/document/FAA-2021-0037-0001* *Respectfully,* *Andrea Snowden*			

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36	*6/15/22 Email*	*Toby Steinberger & Peter Bradshaw*	*Sean -* *Thanks for taking my call yesterday morning. As we discussed, I am concerned about the trucks travelling down Raspberry Road, particularly between Jewell Lake and Sand Lake Road. Bicyclist use the Raspberry Road as the primary road to bike to Kincaid Park to access the bike trails there. It is important for safety purposes that the truckers and the cyclists stay in each of their lanes. At many places along both sides of the road, there is no clear white line to alert truckers and cyclists where they should travel. While there is a biking trail on the south side of the road, it is more than 30 years old, and is not maintained. It is unsafe.* *Also I am concerned that truckers will litter the road with gravel and other debris (including branches from removed trees).* *The State maintains the portion of Raspberry Road between Jewel Lake Road and Sand Lake Road. NorthLink Aviation should work with the State to make sure that the road is properly striped with white lines. Placing a white line down both sides of the road would be inexpensive way to maintain a safe environment for cyclists. In addition, Northlink Aviation and the State should regularly sweep the road shoulder to make sure that the road shoulder is clear of debris during construction, as undoubtedly, the trucks will accidently drop gravel and branches on the road.* *Toby Steinberger & Peter Bradshaw*	*Dear Toby,* *I hope you are doing well. I apologize for not responding sooner. Thank you very much for both emails and the call. I am copying Theresa Dutchuk (NEPA Specialist with DOWL) and Todd Petrie (Project Manager with Cornerstone, our general contractor). We will follow-up with the DOT on the road painting. Our intention is to keep the road clean during construction with regular sweeping. If you see any issues, please do not hesitate to reach out to me.* *Please let me know if you have any other questions or concerns regarding the project.* *Thank you very much.* *Best regards,* *Sean*	*N/A*	*Construction*

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37	*6/16/22 Email*	*Rhonda Grove*	*1. Hello Sean,* *Here is the article Linda mentioned - Jeff Lowenfels is very responsive to questions, he has been writing this garden column for decades. It would be much appreciated to get a forested area going ASAP, I would like to see an acoustic wall atop the 40 foot berm and then tiered plantings down to the level of Raspberry Road, starting just in front of the wall and flowing down in a beautiful way. Think of it as your legacy gift to the neighborhood that you project developers are impacting so badly.* *- Rhonda* *2. Just a reminder of an earlier exchange that wasn't followed up on by you. Apologies that I hadn't included the group, just my lack of professionalism and thoughtfulness showing.* *At any rate, I still think it's of value to consult Jeff, he's got a lot of experience and heart in the game and I believe that he cares immensely about our town.*	*1. Dear Rhonda,* *Thank you for sharing this article. If you have a chance, would you mind forwarding me Jeff's email and/or cell so that I can reach out to him. Part of my approach is that I want to utilize as much local expertise as possible to make this project a success on a number of different levels. Selecting the correct type of trees for planting the berm and potentially supplementing the vegetation for the area that is part of the 700ft offset is very important.* *Thank you again for the time last night. I really appreciate the opportunity to discuss these issues with you, Linda, Ed and Parker.* *Thank you again.* *Best regards,* *Sean* *2. Dear Rhonda,* *Thank you very much for the email. As we discussed Saturday evening during our call, we have engaged Corvus Design as our landscape architect. As we get closer to finalizing the planting plan for the offset and the berm, our team will reach out to Mr. Lowenfels for his input on the plan. My understanding is that Mr. Lowenfels has been busy running for Congress the last several months.* *Thank you very much.* *Best regards,* *Sean*	*3.6*	*Visual Resources*

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38	*6/20/22 Email*	*Patty Dolese*	*Please stop the purchase of the 120 acres for the Aircargo company. I am shocked to hear that this is being considered without ample notice to the public withoutan environmental impact review process and voter approval which seems to have been quickly bypassed. Kincaid and Sand Lake are wonderful recreational and residential sites highly used by the Anchorage community due to the wildlife, trails, lake etc. it is a vital community and residential resource that makes Anchorage a wonderful city to live in.* *I have lived in Anchorage in the Turnsgain and now Sand Lake area since 1960 and have watched the Kincaid and Sand Lake area grow into a wonderful place. The area is home to many residents and considered one of the nicest places to live in Anchorage. The additional chemical, air pollution along with the noise and increased traffic not to mention the clear cutting of 120 acres removing vital wildlife habitat will highly impact this neighborhood and recreational site to an extreme detriment to Anchorage residents and property owners for the sheer profit of a private company doing business in the wrong place. This must be stopped and the voices of the Anchorage residents be heard, reviewed and if necessary, be voted upon. Surely there is a more appropriate site that does not impact the value of this area to its residents, wildlife and the recreational users of Anchorage.* *Patty Dolese*	*There is no purchase of 120 acres. An environmental assessment under NEPA has been prepared for this project. Airport property uses are not subject to voter approval. There will be no significant impact to air quality. The project will have a 700 foot vegetated setback, not 120 acres of clearcut. Any wildlife habitat that is removed is not vital, the animals will find habitat elsewhere. The USDA Wildlife Services program actively manages the Airport property to prevent wildlife strikes against aircraft that present threats to human life.*	*3.2, 3.6, Appendix B*	*Visual Resources, Air Quality, Wildlife, Recreation*

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39	*6/22/22 Email*	*Matt Claman*	*Jack:* *We have been working with neighbors of the airport who have concerns about the proposed Northlink Aviation development near Raspberry Road.* *The public comment period for the draft Environmental Assessment is currently set to close this Saturday, June 25th. The concerned residents learned about the public comment period at the June 2nd Open House held by Northlink Aviation. Upon review, the invitation to the public meeting, which is attached to this email, does not mention the public comment period. My office attended the public meeting along with a number of interest parties. To give the public a reasonable time from when they actually received notice of the public comment period, we recommend extending the public comment period for the draft Environmental Assessment until Saturday, July 2nd. This additional week will allow community members a reasonable time to effectively present their concerns and questions within 30 days of the day they received notice about public comment.* *In addition, the FAA may want to consider scheduling an additional open house in which it can provide more details about the public process required by NEPA and how the FAA will review the draft Environmental Assessment in light of public comments and project information.* *Sincerely,*	*Dear Representative Claman,* *Thank you very much for the meeting yesterday. I very much appreciate your time.* *Per your email to Mr. Jack Gilbertson, please find attached the presentation that our NEPA specialist, Theresa Dutchuk, gave to the Sand Lake Community Council Subcommittee on March 9th. The presentation provides some helpful insight into the NEPA process and was part of a two hour meeting that we had with the Subcommittee to make sure they were well informed on the NEPA process and the critical importance of public input in the process.* *It is important to note that in advance of submitting the draft Environmental Assessment in April, we invited comments on the project starting February 16th (please see the attached notice). We received detailed comments from most of the members of the SLCC Subcommittee during the 45 day comment period that ended 3/31. These comments were incorporated into the draft Environmental Assessment that was filed with the FAA and are included in the appendices the draft Environmental Assessment (Project Information - NorthLink Aviation). (Please see Appendix G which starts on pdf page 467)* *Finally, you will hopefully forgive me, but I want to emphasize that we have had seven meetings with the SLCC Subcommittee, starting in December 2021, on a range of topics that were intended to answer questions and address concerns. Since the SLCC passed a resolution*	*5.1*	*Public Involvement*

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			Matt Claman	*in December 2020 (please see the attached) asking the project developers to work with a neighborhood committee as part of the development process, that is exactly what we have done when the lease was signed and I came on board as CEO. In the process, I have striven to be honest, transparent and respectful in all of our discussions.* *I thought you might find this information and background helpful.* *Thank you very much.* *Best regards,* *Sean*		
40	*6/21/22 Email*	*Mia Costello*	*Craig,* *After the recent public meeting about the airport expansion, Anchorage residents still have unanswered questions and unaddressed concerns. And many still aren't aware of the proposed expansion at all. Would it be possible to hold a second public meeting on the expansion, sending prior notice to a larger area, and extend the public comment period for several more weeks?* *Sincerely,* *Mia*	*1. Senator,* *Thank you for the inquiry. In regards to your questions I assume you are referencing the proposed air cargo development project by NorthLink Aviation on the south side of Anchorage International Airport.* *That project is in the environmental review process, which is a federal process under the Federal Aviation Administration (FAA). DOWL Engineer prepared a draft Environmental Assessment (EA) document which was released for public review in late May 2022. NorthLink held a Public Meeting at the Lakefront Hotel on June 2, 2022. The public process remains open; however, public comments must be submitted by Saturday, June 25, 2022. At that time the public review period ends, unless extended by either NorthLink or the FAA.*	*5.1*	*Public Involvement*

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				I would recommend that anyone with concerns about the project first review the EA document on the NorthLink website, northlinkaviation.com, and then submit their comments, which could include a request for delay, based on a specific concern. *The FAA has the authority to extend a public comment period.* *To submit comments to NorthLink, have them sent to info@northlinkaviation.com.* *To send to the FAA, please submit direct to Jack Gilbertson, FAA Alaska Region Lead Environmental Program Specialist. His email is Jack.Gilbertsen@faa.gov.* *To ensure your request is properly considered, I will also be sending this email to NorthLink and the FAA to let them know of your concerns. If there is any further information you require, please do not hesitate to contact me direct.* *Craig [Campbell]* *2. Senator,* *Please accept my apologies for stating that the FAA can extend the public process. I have had a discussion with Jack Gilbertson (FAA), who correctly advised me that since no federal funds are being used for this project, the discretion for an extension resides with NorthLink. As stated on the NorthLink website, comments in relation to the EA are to be submitted to NorthLink, who will consider requests received through the public process.* *Again, sorry for my inaccurate information.* *Craig [Campbell]*		

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41	*6/23/22 Email*	*Linda Swiss*	*Director Campbell: Thank you for clarification about the public process and FAA's involvement with extending the deadline. My question is since this project has received public funds from the State of Alaska (between $5 and $10 million from Alaska First Fund as part of the Alaska Permanent Fund), would it not then be in the State of Alaska's authority to extend the public comment period? It is not clear to us residents who is actually in charge of this entire project, and this misunderstanding is an example. Please let me know. Thank you, Linda Swiss*	*Linda, Thank you for your email. To clarify who is actually in charge of this project, I would direct you back to the NorthLink Environmental Assessment (EA) document, which can be found on the NorthLink website, under the Project Information page at northlinkaviation.com. You will see on the cover page that the EA was prepared by DOWL for the FAA, on behalf of the sponsor, Alaska Department of Transportation, under which the Anchorage International Airport is a subunit. As stated in the document "Because some improvements to the South Airpark Campus described above would require Federal Aviation Administration (FAA) Alaskan Airports Division Airport Layout Plan (ALP) approval (a federal action under the National Environmental Policy Act [NEPA]), an Environmental Assessment (EA) is being prepared." Since the project is proposed by NorthLink, NorthLink is the company responsible for the developing the EA, using DOWL as the environmental consultant for writing the official document. The public process for this project has been conducted by NorthLink. As sponsor of the project, the Anchorage International Airport is committed to environmentally compliant development. To ensure environmentally compliant development, we require developers at the airport to meet all state and federal environmental conditions, as set forth by both state and federal laws and regulations.*	*5.1*	*Public Involvement*

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				That is the process currently being undertaken by NorthLink. *You, and others, have asked for an extension to the public comment period, asserting that there has not been sufficient public notice. From my research, it appears NorthLink has met with the Sand Lake Community Council (SLCC) Subcommittee seven times to discuss this project. Those meetings were requested in a SLCC resolution passed in December 2020, asking that project developers work with neighborhood committee members as part of the development process.* *It is my understanding that NorthLink published notice of this project in the Anchorage Daily News on February 16th, providing a 45-day area-wide public comment period on the development. On March 9th, a meeting was held with the SLCC where the NorthLink environmental consultant, DOWL, presented the attached briefing.* *As you will also recall, my staff and I met with you and members of your subcommittee in my office on April 5th to specifically discuss this project and the concerns of the SLCC. Likewise, we always have an airport representative participate in the regularly scheduled SLCC monthly meetings.* *Finally, Northlink released the draft EA in May and provided for a 30 day public notice, specifically notifying you and members of the SLCC subcommittee on May 24, 2022 of the draft EA release and public meeting date of June 2, 2022. The public*		

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				comment period ends on June 25th, which is 35 days after NorthLink sent you notification of the draft EA release. *At this time, NorthLink has provided sufficient public notice of this project. However, I recognize that the community has specific concerns regarding this project, and the airport continues to welcome input from the community as development proceeds, even if that input is provided outside of the formal public comment period connected to this regulatory approval process. I have read your subsequent email directed to the Alaska Department of Environmental Conservation and believe that the ADEC is also an appropriate channel through which to identify your specific environmental concerns regarding this project, which I encourage you and other community members to continue doing.* *If you need further information from me, please do not hesitate to contact me direct.* *Craig*		

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42	*6/25/22 Email*	*Kevin Kleweno*	*To whom it may concern:* *First, I am requesting an additional 30-day review period. I am concerned that the FAA should be able to extend the comment period based on public input, not Northlink. My experience with public comment periods, if the comment period ends on a weekend, it is automatically extended to the next Monday. Second, the applicant does not control if the regulatory agency decides to extend the public comment period or not. So I am concerned that there is a policy that we the public does not understand.* *Not knowing if there will be an extension granted, I have attached my draft comments. I found that authors were not complete in determining affected environments. It appears that they focused only on Kincaid Park. They did not look at the Anchorage Coastal Wildlife Refuge or the wetlands and lakes, such as Delong Lake to the east.* *In addition, the lack of understanding on how PFAS states in the environment after being released was concerning.* *Thank you for this opportunity to provide comments.* *Keven K Kleweno, P.E.*	*Due to the distance, it is unlikely that Anchorage Coastal Wildlife Refuge or Delong Lake will be impacted by the proposed project. The Environmental Assessment considered direct impacts to wetlands in the project area.*	*3.7*	*Wetlands and Waterbodies*

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43	*6/26/22 Email*	*Camille Heninger*	*What do you plan to do about the PFAS contamination that has been reported at your site? Is there a plan in place to clean it up?*	*Two PFAS studies have been conducted and PFAS is non-detect in the project area.*	*3.3*	*Hazardous Materials*
44	*6/25/22 Email*	*Judith Conte*	*June 25, 2022* *NorthLink Aviation has recently submitted a draft Environmental Assessment (EA) for a large cargo terminal on the south side of Ted Stevens Anchorage International Airport (TSAIA) as part of the National Environmental Policy Act (NEPA) process (POA-2022-00136 Public Notice, Cook Inlet, Anchorage) and a Department of the Army permit application has been received for work in waters of the United States.* *As a resident of the nearby neighborhood of Spenard, I believe that NorthLink's proposed project will have a significant impact on my property, my well that I use for all water delivery to my home, and also to the surrounding environment. Therefore, I urge you to delay all permitting and/or approval until more research is conducted and corrections made.*	*1. Two PFAS studies have been conducted and PFAS is non-detect in the project area.* *2. The SWPPP is outside the scope of this NEPA document. ADEC has the authority over the SWPPP.* *3. It is not possible for 15 aircrafts to be taxiing in and out of the apron at the same time. At most, three aircrafts will be taxiing. There is no ramp for the proposed project so modeling such a parameter would not be a realistic way to model noise. The conditions at UPS-FedEx do not represent the proposed conditions at the South Airpark project area and therefore monitoring at that location would not provide an accurate analysis. The noise analysis meets FAA standards which are implemented nationwide.*	*3.3, 3.5*	*Hazardous Materials, SWPPP, Noise*

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			I have certain specific and most important concerns including the following: *1. Drinking wells and per- and polyfluoroalkyl substances (PFAS).* *My property well and at least 149 other private drinking wells in Spenard and other nearby residential areas will be significantly impacted by the proposed project (Lot 15, Block23). On April 12, 2022, the Alaska Department of Environmental Conservation (DEC) changed the status of the AIA Fire Training Pit (File # 2100.38.028.26) to "Active" because "New information indicates that the site may present an unacceptable risk due to the presence of PFAS contamination". This site is adjacent to the proposed NorthLink Aviation project. In May 2022, the consulting firm Shannon & Wilson, working with DEC and Alaska Department of Transportation and Public Facilities (DOT&PF), sent a survey to my home and 149 other homeowners around TSAIA to sample private wells for PFAS contamination. Until the DEC testing can be completed and it is determined that the drinking wells neighboring this site are not contaminated, or in danger of contamination by beginning this project, no permitting to start construction should be granted.* *2. Storm Water Pollution Prevention Plan (SWPPP) and Ground Water. Upon review of the SWPPP done by Cornerstone General Contractors (February 2022), conflicting information was found regarding direction of storm water flow. The plan states that storm water on Raspberry Rd discharges to*			

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			Campbell Creek (see Figure 1), but that is not accurate according to other sources. Although the project area does not contain any "drinking water protection areas", there are private drinking wells right across from the site which may be adversely impacted by the project. Because many of our wells in this area have no well logs and are not listed in official databases due to their age, Cornerstone was not even aware of their existence when writing the SWPPP. Because private drinking wells including mine could be directly at risk from spills and run- off of chemicals used at the site, project should not be constructed or at the very least, my home and all the others similarly affected must be connected to city drinking water prior to completion of the project. *3. Environmental Noise Impact Study. The modeling done by Tenor Engineering (February 2022) was based on one study (Aircrafts' taxi noise emission, Asensio, C., Pagan R., Lopez, J.M., Noise and Vibration Worldwide, 2008) that measured aircraft traveling at a constant speed down a taxiway. This is not an accurate estimate of the noise levels of up to 15 B-747 sized aircraft taxiing in and out of a parking ramp to adjoining taxiways. Therefore, the modeling is not a valid prediction of the decibel levels the surrounding neighborhoods will endure. When NorthLink was asked about doing a realistic noise study on the cargo ramp at TSIA, they said they could not get the required approval to get on the ramp. It is believed that a 24-48hr noise monitoring study in the middle of*			

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			the UPS-FedEx cargo ramp area at TSIA would be very beneficial in determining the maximum dB level that might occur on the proposed NorthLink ramp. Once this is done, the data should be re-modeled for more accurate predictions. *There has certainly not been enough done to protect my private well and my property interests as well as those of other homeowners in the affected and impacted area. Therefore I request that no approval be given until further testing especially with regards to PFAS, groundwater contamination, and increased noise levels.* *Sincerely,* *Judith Conte*			
45	*6/25/22 Email*	*Rhonda Grove*	*Please accept my email and save this email as an intro to the comments and as part of my comments in the pdf document below:* *It is my opinion that this EA document prepared by DOWL is slapdash and sophomoric. There is an obvious 'template being filled in' aspect to the EA and also obvious is the lack of real intellect and consideration having been applied, and that is disrespectful to the real situation here which devastates our ability to enjoy our lives in this neighborhood.* *An extension to the comment period has been requested, and I believe that to be the fair way forward, and again request an extension be granted.*	*N/A*	*N/A*	*N/A*

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			My comments only go through part of section 3. With an extension, now that we are gaining a better understanding of how this NEPA works (doesn't work), the community would have a fighting chance of a retort.			
46	*6/24/22 Email*	*Dana Pruhs*	*I am President of Anchorage Executive Aircraft Association (AEAA) we have a 10 hangar bay facility (block 23 lot 9B) located directly east on taxiway Zulu and the nearest facility to NorthLink Aviation's proposed project on TSAIA I wish to make the following comments and concerns.* *AEAA is an association comprised of 8 owners operating under both FAA Part 135 and 91 regulations consisting of 22 fixed wing and 8 rotor wing based aircraft (multiple Lear 45, 35, 31's and King Air 200's. Citation CJ 3 and 4, Kodiak100, Challenger 604's plus numerous small single engine Cessna/Piper airplanes and Bell 206B's, 206L's, 407 helicopters. On an annual basis our facility generates and supports: 10,000 operations consisting of 6,000 medivac (life), and 4,000 charter, corporate or private operations.*	*Comments regarding aircraft types, air traffic control, leasing, and Taxiway Zulu operations are outside of the scope of NEPA.*	*N/A*	*N/A*

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			Current AEAA owners: *LifeMed Alaska, Alaska's largest air medivac organization (Providence Hospital and Yukon Kuskokwim health consortium).* *Katmai Air (Bristol Bay Regional Native Corporation).* *Odom Corporation* *Meridian Investments (original developer of AEAA facility)* *Northward Bound* *KMG LLC* *Fellend group* *Oney LLC* *First and foremost the EA does not address neighboring TSAIA lessors, disrupt current critical operations and impact to those operations.* *The proposed development is located at South Airpark within the TSAIA. South Airpark is designated for General Aviation and Domestic Freight operators (see FAA/TSAIA approved master plan) . The master plan's formation and approval is a result of numerous meetings consisting of hundreds of hours with community leaders, local operators, communities councils, local government, military, FAA, EPA, etc. all at a cost of millions of dollars. I personally was a member of the TSAIA airport's citizen advisory committee on the master plan. NorthLinks proposed development consisting of hard stand parking for heavy international aircraft freighters and support facilities is not consistent and a violation of the TSAIA master plan and places AEAA's investment, our daily operations in*			

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			jeopardy, along with safety concerns and economic risk. The TSAIA master plan has designated areas for future expansion to support heavy aircraft freight operations and those designated locations is where a development like NorthLink's should be located. Mixing small general aviation aircraft with the largest airplanes and the highest thrust engines in the world is a recipe for disaster. *Taxiway Zulu is designated as a group 3. Our land lease with TSAIA spells out the taxiway Zulu is design group 3 and makes the statement the AEAA acknowledges and accepts the risk taxiway Zulu may go to design group 4. Design group 3 or 4 is consistent with the airport master plan showing general aviation and domestic freight size aircraft operations. Nowhere in our lease does it mention the possibility of a group 6 taxiway, nor would one even consider that possibility when the master plan is reviewed. <u>We would have not invested over 20 million dollars</u> in our facility knowing the possibility Zulu taxiway could be expanded to group 6 and hard stand parking for heavy freighter airplanes would be located so close. Upgrading Zulu taxiway to anything other than a group 4 is a direct violation of a legal lease agreement with TSAIA and would be subject to immediate litigation.* *South Airpark is currently uncontrolled by the FAA tower operations, in addition the FAA tower cannot observe the north-south portion of Zulu taxiway which is a big safety concern*			

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			when mixing large and small aircraft in a small confined area. Aircraft landing on 7R and parking at South Airpark will be subject to potentially more canceled landing and go around directives. These large freighter aircraft will essentially have to stop on 7R runway in order safely turn 90 degrees to South Airpark. Current South Airpark operations will be subject to longer and expensive delays due to this development. I could go on and on. *The proposed NorthLink development has a poor record of timely public notice and public access to make their concerns known. As a matter of fact our organization was not notified about this Environmental Assessment and opportunity to comment! It is the main reason my comments are coming in so late.* *We are concerned that both the TSAIA or the FAA would allow aircraft of this size with the support required park and operate so close to private homes on water wells. The possibility of water well contamination is very high and unacceptable. Locating the Glycol recovery facility so close to the neighborhood is also unacceptable and I question the logic in its location. In addition known contamination in this area and mitigation is a concern.* *The proposed vehicle access off of Raspberry is unacceptable, traffic congestion at the intersection of Raspberry, Sand Lake and South Airpark Place already gets backed up at South Airpark Place and Raspberry. For each of the annual 6,000 medivac operations performed at our facility there is corresponding ground ambulance*			

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			transport taking the critically ill patients to the hospital. Adding more traffic under the proposed access point on Raspberry should not be allowed. *The 25 foot tall berm is wishful thinking reducing noise to the local neighborhood. The elevation of many homes in the area is a higher than the top of the proposed berm and noise will not be mitigated.* *We ask and recommend an extension to the comment period for this EA, do a thorough outreach to all existing operators located at south airpark, allow more time for the local community to comment and a serious discussion on why a development of this magnitude be allowed at all in South Airpark, close to private homes and creating hazard/risk to existing operators, it's not consistent with the airport master plan, the road map to approved TSAIA development and operations. In addition this proposed development would all but eliminate future available land for GA and domestic freight growth currently designated in the airport master plan and should be consider discrimination against another aviation user group critical to all Alaskan residents.* *Respectfully submitted.* *Dana Pruhs* *President* *Anchorage Executive Airpark Association*			

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
47	*6/25/22 Email*	*Sylvia Panzarella*	*I am sending this comment in protest of the Northlink Aviation Mega Cargo Development. To begin, you have picked the wrong location for your project, although I know that you, your investors, and the Anchorage Airport are in this for the money . Otherwise, another location better suited for a massive development would have been chosen.* *This sits, LITERALLY within a stone's throw from across the street in a neighborhood that is almost all on well water. It is on the same narrow street where an elementary school sits and goes to the mouth of an Anchorage jewel, Kincaid Park, has it's entrance.* *Speaking of Kincaid, this park is used by a large contingency of residents and non residents of this city and state. There are even those who come from out of state to compete and train for a variety of events from soccer matches, cross country running events, biking, and cross country skiing, some who are training for the Olympics.* *There are also dog walkers, bird watchers and wildlife observers who are transported by tourist businesses and families who follow the advice of ALL the booklets and magazines directing them there to see a moose. It has been voted "Best Place To See a Moose" most years in contests within the City. Eagle's nests frequent the area* *you plan to clear CLEAR CUT and somehow not manage to see. Very few people are even aware of what you plan on doing to this place. The Convention and Visitor"s Bureau was unaware, The Anchorage Chamber of Commerce was unaware, the Lieutenant Gov.'*	*N/A*	*2.0, 3.2, 5.1, Appendix B*	*Alternatives Analysis, Recreation, Wildlife, Public Involvement*

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			office was unaware although I feel Gov. Mike Dunleavy is one who is. If he is not, STEP UP, Governor! *I feel the unawareness is a strategy you are using so you can clearcut the 120 acres of forest and "cut the heart out of the community" before anyone knows what is happening. You are NOT unaware of this!* *Sean Dolan, you have presented a "sham procedural process" regarding this development. You are the Kelley Anne Conway (a different style) of this development, and know full well you have not informed the public. Alaska is different than Manhattan and our neighborhoods are far reaching. Despite it's size, Alaska is a small town. You will go back to New York and on to your next neighborhood and never look back.* *I am not against New Yorkers, as I married one. My husband was raised in Brooklyn in a little Italian commune (my words), in East New York, and is now suffering from a chemical poisoning called Agent Orange that he picked up in Viet Nam many years ago. I also have fears of this with your development and your lack of concern for our well water, our clean air becoming toxic to our citizens as well as to park users.* *We are requesting a longer time period for public response as three weeks from your Open House on June 2nd is not enough. This is the only date to countdown from as this was your final plan. Any other airport issues before this gave long periods of time and had*			

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			several educational presentations for the large neighborhood that this will affect. *Please reconsider your timeline for public response or even better, your location.* *Sincerely,* *Sylvia Panzarella*			
48	*6/25/22 Email*	*Anton Villacorta*	*Hello North Link Aviation Team,* *Wildlife disturbance - The project will most certainly affect the wildlife that frequent the area north of the fence. There is more than enough cleared airport land to support similar development.* *Water and PFOA/PFOS - Surface Soil testing used ADEC guidance which is orders of magnitude higher than what EPA considers safe. Testing indicated contamination found but was not widespread. Report further recommended additional subsurface testing. Given the nature of the chemical to move and presence of homes on private wells, project team should setup monitoring wells or periodic testing of private wells at a minimum. It would be better to assist efforts in switching to public water.*	*There will be no significant impact on wildlife.* *Two PFAS studies have been conducted and PFAS is non-detect in the project area.* *The EA has entire chapters on Visual Resources, Noise, and Contamination.*	*Appendix B, 3.3, 5.1*	*Wildlife, Hazardous Materials, Public Involvement*

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Comments and Coordination - Although public comments were heard and noted, the assessment lacks action or plans to address everything from Visual Resources to Noise to Contamination and Health. *Anton Villacorta*			
49	*6/23/22*	*Louise Lazur*	*Gentlemen,* *I have grave concerns about quality of life issues, both regarding us humans and the fauna that live in the woods of Kincaid Park and the south edge of the airport's property.* *There's noise, light, and air pollution to contend with. And, water pollution.* *I submit that the standards that the federal, local, and AK state environmental agencies are using to determine that "all is good; all tests fall within limits" are 50 years old, have not been updated, and in fact, I submit that newer science has determined that particles per million and decibel measures should be fewer than stated in those old rules and regulations. I also submit that more recently scientifically determined measures of testing noise, light, air, and water pollution be used as*	*All measures to minimize harm have been incorporated into the project design.*	*3.5, 3.6. 3.7, Appendix B*	*Noise, Light Emissions, Air Quality, Water*

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			the basis for determination of use of the 120 acres of state property. *For those who have not seen it, I recommend the latest issue of The Atlantic magazine whose cover article discusses the science of noise and light pollution to the detriment of wildlife that live in our cities. The negative impact is on all creatures, great and small. What about the moose that live in our neighborhood? The birds whose nests are in the trees that will be felled? The black bear and her 3 cubs who have been visiting our neighborhood and others we've not seen? We used to have owls. They're gone . . . What about us who live a stone's throw from the chain-link fence on Raspberry Road?* *I understand that the State of Alaska needs business infrastructure. Can it not be built with less harm to all of us?* *Louise Lazur*			

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50	*6/24/22 Email*	*Sen. Elvi Gray Jackson*	*Dear Sean,* *Thank you for the follow-up and taking my call the other day. I appreciate the conversation we had and sorry that my plea for an extension wasn't successful. If you'd like to meet with me, please call my office – 907 269-0174, and my staff will schedule a meeting. Below is information I received from Peter Heninger.* *"Regarding presence of PFAS,* *EPA PFAS 2016 limits are 1000 times higher than newly published 2022 advisory limits For drinking water,* *2016 PFAS 70 ppt* *2022 PFAS .004 ppt* *2022 health advisories published by federal EPA, and noticed in the Federal register.* *It's not correct to say there is no PFAS on the Northlink lease. The test performed for Northlink we're not 0 PFAS, but were below the 2016 limits; but those test are ABOVE the 2022 health advisories."* *Sincerely,*	*Two PFAS studies have been conducted and PFAS is non-detect in the project area.* *ADEC has not adopted EPA PFAS limits. The limits referenced in the email are lifetime health advisories for drinking water, not clean-up levels for contamination in soils.*	*3.3*	*Hazardous Materials*

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
51	*6/23/22 Email*	*Pamela Miller*	*June 23, 2022 Kristi A. Warden Director, Alaskan Region Airports Division Federal Aviation Administration 222 West 7th Avenue, MS #14 Anchorage, AK 99513-7587 Dear Ms. Warden: I am writing to make a formal request to the Federal Aviation Administration to extend the public comment period for the draft Environmental Assessment for the proposed NorthLink Aviation development project on the south side of the Anchorage International Airport. This letter is submitted by Alaska Community Action on Toxics (ACAT), a statewide non-profit public interest environmental health and justice research and advocacy organization dedicated to protecting public health. We were contacted by citizens of the Sand Lake community because of their profound concerns about the proposed development and potential impacts on the surrounding residential areas. To date, these legitimate concerns have been largely dismissed and there has been a lack of transparency on the part of the developer and FAA. We understand that the project is in the environmental review process, a federal process under the Federal Aviation Administration (FAA) and subject to provisions of the National Environmental Policy Act. We believe that because this is a federal process under the jurisdiction of the FAA, that FAA has the authority to grant an extension on the comment period. Decisions about extension of the comment period or*	*Ms. Miller – The project sponsor (NorthLink Aviation) has elected not to extend the public comment period for the Environmental Assessment. FAA has reviewed the existing facts, circumstances, and representations of the parties and does not find that an Environmental Impact Statement is required in this circumstance in order for the Agency to complete its federal action. Kristi A. Warden Director, Alaskan Region Airports Division*	*5.1*	*Public Involvement*

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			matters related to the review of the project should not be made by the proponent of the development as issues of oversight under NEPA are the responsibility of the agency, in this case the FAA. NorthLink does not serve the interests of the public, therefore it is incumbent upon the FAA to act in the best interest of the community rather than the development proponent. *The public comment period is scheduled to end on June 25 and there has not been adequate time for the community to review the EA. We request a 60-day extension given the complexity of the issues and implications for the nearby community of Sand Lake and larger community of Anchorage, including possible mobilization of contaminants (such as PFAS) present on the site, noise, traffic, air and water pollution, health implications, effects on important recreational areas, and others. In fact, we believe that a full Environmental Impact Statement is required to evaluate the proposed project because of the nature, extent, and complexity of the environmental and health issues that so directly affect the Sand Lake community and Anchorage.* *Thank you for your consideration. I request the courtesy of a response.* *Sincerely,* *Pamela Miller* *Executive Director*			

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52	6/22/22 Email	Rep. Matt Claman	Jack: We have been working with neighbors of the airport who have concerns about the proposed Northlink Aviation development near Raspberry Road. The public comment period for the draft Environmental Assessment is currently set to close this Saturday, June 25th. The concerned residents learned about the public comment period at the June 2nd Open House held by Northlink Aviation. Upon review, the invitation to the public meeting, which is attached to this email, does not mention the public comment period. My office attended the public meeting along with a number of interest parties. To give the public a reasonable time from when they actually received notice of the public comment period, we recommend extending the public comment period for the draft Environmental Assessment until Saturday, July 2nd. This additional week will allow community members a reasonable time to effectively present their concerns and questions within 30 days of the day they received notice about public comment. In addition, the FAA may want to consider scheduling an additional open house in which it can provide more details about the public process required by NEPA and how the FAA will review the draft Environmental Assessment in light of public comments and project information. Sincerely,	Dear Representative Claman, Thank you very much for the meeting yesterday. I very much appreciate your time. Per your email to Mr. Jack Gilbertson, please find attached the presentation that our NEPA specialist, Theresa Dutchuk, gave to the Sand Lake Community Council Subcommittee on March 9th. The presentation provides some helpful insight into the NEPA process and was part of a two hour meeting that we had with the Subcommittee to make sure they were well informed on the NEPA process and the critical importance of public input in the process. It is important to note that in advance of submitting the draft Environmental Assessment in April, we invited comments on the project starting February 16th (please see the attached notice). We received detailed comments from most of the members of the SLCC Subcommittee during the 45 day comment period that ended 3/31. These comments were incorporated into the draft Environmental Assessment that was filed with the FAA and are included in the appendices the draft Environmental Assessment (Project Information - NorthLink Aviation). (Please see Appendix G which starts on pdf page 467) Finally, you will hopefully forgive me, but I want to emphasize that we have had seven meetings with the SLCC Subcommittee, starting in December 2021, on a range of topics that were intended to answer questions and address concerns. Since the SLCC passed a resolution	5.1	Public Involvement

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			Matt Claman	*in December 2020 (please see the attached) asking the project developers to work with a neighborhood committee as part of the development process, that is exactly what we have done when the lease was signed and I came on board as CEO. In the process, I have striven to be honest, transparent and respectful in all of our discussions.* *I thought you might find this information and background helpful.* *Thank you very much.* *Best regards,* *Sean*		
53	*6/24/22 Email*	*Matthew Sanders*	*ALCON,* *Thank you for the opportunity to provide comments on the purposed development of the South Airport Cargo Terminal (site ADA-32351). I am excited at the prospect of the potential economic growth from this project, but I am very worried over it's chosen property. BLUF: I request a NO-ACTION ALTERNATIVE and insist an Environmental Impact Statement be done BEFORE any demolition to the purposed development site.* *I have several concerns over many aspects of cramming this project into our Sand Lake community because we were never zoned for it, but my primary concern I'll address here is what NorthLink Aviation will do next with the knowledge that per- and polyfluoroalkyl substances (PFAS) are in their leased site and*	*Dear Matt,* *Thank you very much for the comments as well as for attending our open house on 6/2. I am cc'ing Theresa Dutchuk at DOWL. After reviewing your comments, I wanted to make sure you were aware of the subsurface PFAS testing that has been completed. The subsurface PFAS testing report is posted on our website and is titled: "Subsurface PFAS Investigation Report, May 2022." (Project Information - NorthLink Aviation) As you will note from a review of the study, all of the samples came back with "U" (ie undetectable). Section 9 of the report states: "Subsurface soil samples were collected from 10 selected geotechnical test hole locations at the site to determine the presence/absence of PFOA/PFOS compounds in areas that are to be cut in elevation during civil construction site*	*3.3*	*Hazardous Materials*

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			awareness that more discovery is needed before construction. *I've read the report about a very small scale effort to investigate PFAS contamination on the surface of the site at South Air Park/Campus. The October 2021 document on NorthLink's website describes 9 small holes that were hand dug; 8 locations accurately recorded in the report but the GPS made an error on the 9th. The shallow soil samples were taken at just 6 inches deep (the majority of the samples), 3 at 12 inches and the last one was 16 inches deep. Although the laboratory detected PFAS at several of the holes, they lacked the instrumentation to calculate it so it was estimated. Finally, at the quality control phase, three of the samples were dismissed due to mistakes in technique. Most important to the effort though, was the local environmental business' final recommendation to NorthLink. Their conclusion was that NorthLink needed to evaluate subsurface soils "due to the highly mobile characteristics of the chemicals". They emphasized an investigation into the compounds in subsurface soil prior to excavation and transport offsite during construction. This is an important necessity because PFAS compounds do not stay suspended on the surface soil and it doesn't remain floating at a depth you can find with a hand trowel. The responsible thing to do is take action on the advice of the environmental firm. The area needs a large scale site assessment of the subsurface to best*	*activities. None of the samples had detections for the two ADEC regulated PFOA/PFOS compounds indicating civil grading during site construction will not spread contaminated soil"* *Thank you again.* *Best regards,* *Sean*		

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			understand the PFAS within the property intended for NorthLink's large scale project. *The behavior of PFAS compounds is move out and down, below the surface. Initially, when released at the surface, PFAS will flow outward from the source zone with the direction of rainwater runoff where it will enter surface waters like our lakes and ponds where we fish. This has already happened. The site's surrounding municipal lakes have not had large scale assessments yet as the impatience of airport expansion exceeds the manpower and finances of the municipality and government scientists right now. We know through local or independent testing, lakes to the east, west and south of NorthLink's site have confirmed PFAS contaminants in them. But relevant to the final statement on the October 2021 report, PFAS will continuously seep down further through the subsurface.* *It will not dilute, evaporate, take care of itself or disappear. The contaminant plume will grow larger outward under the surface and it will become more difficult to manage every time the soil is disturbed, for instance during construction or heavy use. An example of this would be the smaller airport expansion projects of recent years that also border NorthLink's site. The current airport subsurface plume area is still unknown because the airport, landlord to NorthLink, has not yet complied with Alaska Department of Environmental Conservation's (ADEC) call for*			

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			an independent assessment of PFAS contamination airportwide so that it a plan could be developed for control and containment. Because PFAS does not follow easily predictable movement in shape or pattern visible from surface gradient, this additional assessment is essential. *The endeavor needs qualified environmental teams with experienced hydrogeologists who are specialized in complex assessments. It needs laboratories capable to complete the tests and the samples need to be handled correctly to pass quality control. I am unsure if it's the airport or the State that lacks the manpower or finances to fulfill ADEC's determination, but it seems the impatience of expansion continues to derail any priority over safety, public health and environmental responsibilities. It's also unclear to me whether the airport will ever comply or be forced to in the future, but NorthLink can be responsible and manage their own site. If left undisturbed PFAS will migrate through various subsurface features at relatively slow speeds over years until it reaches our groundwater. The Anchorage confined, unconfined aquifers and Cook Inlet will all increase in contamination levels if no action is taken at the airport, but NorthLink has a responsibility over their site. The aquifers running underneath are used for our over 300 private and public drinking water wells in our neighborhoods.* *They water our gardens, fill our children's swimming pools, and Alaskan's eat the fish*			

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			harvested from the inlet. There are ways to avoid disturbing it, action can be taken to control it and there are on-going advancements in ways to remediate it. However, if there is reckless disturbance of the soil structure, it will bring some PFAS back to a wider area on the surface, some substances will become airborne and the rest of the contaminated plume will move and leach down to our water sources much faster. *By my best understanding, NorthLink knew of high concentrations of PFAS at sites just adjacent to theirs and they still entered into a lease with the airport. And as of October 2021, I know NorthLink has knowledge of surface contamination on their leased property and even though that's not very useful information, NorthLink learned that their real concern is likely deeper below. NorthLink has been educated on PFAS contamination in many surrounding surface, subsurface areas and detection has already begun to reveal itself in Sand Lake drinking water wells. If NorthLink does not gain a comprehensive understanding of the concentrations of PFAS under the surface of their site and pushes to excavate anyway, it will be clear to our community we should trust NorthLink with caution because they are careless with risks related to this effort and future use of the site. It will be clear that NorthLink does not mind the long term damage they could knowingly be doing to the construction and airport workers, flight crews, customers, our families, the nearby school, patrons of Kincaid Park, nearby businesses, wildlife or the ecosystem.*			

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			As we are all learning more about the devastating effects of PFAS from the news, environmental communities and government, we should all be watching what NorthLink chooses for us or to us because it will set a meaningful precedent. Thank you for allowing us to comment again and thank you for allowing us to be stakeholders in this process.Thank you for the opportunity to provide comments on these two construction activities. I am excited at the prospect of economic growth of this project but I am very worried over it's chosen property. I have several concerns over many aspects of cramming this project into our Sand Lake community because we were never zoned for it, but my primary concern I'll address here is what NorthLink Aviation will do next with the knowledge that per- and polyfluoroalkyl substances (PFAS) are in their leased site and awareness that more discovery is needed before construction. *I've read the report about a very small scale effort to investigate PFAS contamination on the surface of the site at South Air Park/Campus. The October 2021 document on NorthLink's website describes 9 small holes that were hand dug; 8 locations accurately recorded in the report but the GPS made an error on the 9th. The shallow soil samples were taken at just 6 inches deep (the majority of the samples), 3 at 12 inches and the last one was 16 inches deep. Although the laboratory detected PFAS at several of the holes, they lacked the instrumentation to calculate it so it was estimated. Finally, at the*			

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			quality control phase, three of the samples were dismissed due to mistakes in technique. Most important to the effort though, was the local environmental business' final recommendation to NorthLink. Their conclusion was that NorthLink needed to evaluate subsurface soils "due to the highly mobile characteristics of the chemicals". They emphasized an investigation into the compounds in subsurface soil prior to excavation and transport offsite during construction. This is an important necessity because PFAS compounds do not stay suspended on the surface soil and it doesn't remain floating at a depth you can find with a hand trowel. The responsible thing to do is take action on the advice of the environmental firm. The area needs a large scale site assessment of the subsurface to best understand the PFAS within the property intended for NorthLink's large scale project. The behavior of PFAS compounds is move out and down, below the surface. Initially, when released at the surface, PFAS will flow outward from the source zone with the direction of rainwater runoff where it will enter surface waters like our lakes and ponds where we fish. This has already happened. The site's surrounding municipal lakes have not had large scale assessments yet as the impatience of airport expansion exceeds the manpower and finances of the municipality and government scientists right now. We know through local or independent testing, lakes to the east, west and south of NorthLink's site have confirmed PFAS contaminants in them. But relevant to the final			

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			statement on the October 2021 report, PFAS will continuously seep down further through the subsurface. It will not dilute, evaporate, take care of itself or disappear. The contaminant plume will grow larger outward under the surface and it will become more difficult to manage every time the soil is disturbed, for instance during construction or heavy use. An example of this would be the smaller airport expansion projects of recent years that also border NorthLink's site. The current airport subsurface plume area is still unknown because the airport, landlord to NorthLink, has not yet complied with Alaska Department of Environmental Conservation's (ADEC) call for an independent assessment of PFAS contamination airportwide so that it a plan could be developed for control and containment. Because PFAS does not follow easily predictable movement in shape or pattern visible from surface gradient, this additional assessment is essential. The endeavor needs qualified environmental teams with experienced hydrogeologists who are specialized in complex assessments. It needs laboratories capable to complete the tests and the samples need to be handled correctly to pass quality control. I am unsure if it's the airport or the State that lacks the manpower or finances to fulfill ADEC's determination, but it seems the impatience of expansion continues to derail any priority over safety, public health and environmental responsibilities. It's also unclear to me whether the airport will ever comply or be forced to in the future, but NorthLink can be responsible and manage their own site. If left			

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			undisturbed PFAS will migrate through various subsurface features at relatively slow speeds over years until it reaches our groundwater. The Anchorage confined, unconfined aquifers and Cook Inlet will all increase in contamination levels if no action is taken at the airport, but NorthLink has a responsibility over their site. The aquifers running underneath are used for our over 300 private and public drinking water wells in our neighborhoods. They water our gardens, fill our children's swimming pools, and Alaskan's eat the fish harvested from the inlet. There are ways to avoid disturbing it, action can be taken to control it and there are on-going advancements in ways to remediate it. However, if there is reckless disturbance of the soil structure, it will bring some PFAS back to a wider area on the surface, some substances will become airborne and the rest of the contaminated plume will move and leach down to our water sources much faster. By my best understanding, NorthLink knew of high concentrations of PFAS at sites just adjacent to theirs and they still entered into a lease with the airport. And as of October 2021, I know NorthLink has knowledge of surface contamination on their leased property and even though that's not very useful information, NorthLink learned that their real concern is likely deeper below. I know NorthLink has been educated on PFAS contamination in many surrounding surface, subsurface areas and detection has already begun to reveal itself in Sand Lake drinking water wells. If NorthLink does not gain a comprehensive understanding of the			

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			concentrations of PFAS under the surface of their site and pushes to excavate anyway, it will be clear to our community we should trust NorthLink with caution because they are careless with risks related to this effort and future use of the site. It will be clear that NorthLink does not mind the long term damage they could knowingly be doing to the construction and airport workers, flight crews, customers, our families, the nearby school, patrons of Kincaid Park, nearby businesses, wildlife or the ecosystem. As we are all learning more about the devastating effects of PFAS from the news, environmental communities and government, we should all be watching what NorthLink chooses for us or to us because it will set a meaningful precedent. Thank you for allowing us to comment again and thank you for allowing us to be stakeholders in this process. *"Ride"cerely,* *Matt Sanders*			

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54	*6/7/22 Email*	*Linda Swiss*	*Sean: Please note this communication announcing the open house does not mention the public comment period beginning May 26, 2022. The first time I heard about the 30-day public comment period was during your presentation on June 2. I am not sure who received notification about this 30-day public comment period but I did not. As you know, I have followed this process for over 18 months and have paid close attention to all details related to this project. I urge you to consider extending the 30-day public comment period to July 2, 2022. This will allow the public an opportunity to review the 53-page draft Environmental Assessment and 561-page Appendices. Please let us know. Linda*	*N/A*	*5.1*	*Public Involvement*
55	*6/25/22 Email*	*Linda Swiss*	*June 25, 2022 Sean Dolan, CEO, NorthLink Aviation Via email: info@NorthLinkAviation.com Jack Gilbertson, Federal Aviation Administration Via email: jack.gilbertsen@faa.gov Airport Director Craig Campbell Ted Stevens Anchorage International Airport Via email: craig.campbell@alaska.gov Airport Planning Manager Teri Lindseth Ted Stevens Anchorage International Airport Via email: teri.lindseth@alaska.gov Attached for your consideration are comments on NorthLink Aviation's Draft Environmental Assessment – South Airpark Cargo Improvements prepared by DOWL. Process*	*It is not possible for 15 aircraft to be taxiing in and out of the apron at the same time. At most, three aircraft will be taxiing. There is no ramp for the proposed project so modeling such a parameter would not be a realistic way to model noise. The conditions at UPS-FedEx do not represent the proposed conditions at the South Airpark project area and therefore monitoring at that location would not provide an accurate analysis. The noise analysis meets FAA standards which are implemented Nationwide.*	*5.1, 3.5*	*Public Involvement, Noise*

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			The public review process in this instance was perplexing. NorthLink Aviation (NLA) published the Environmental Assessment in the Anchorage Daily News on approximately May 26, 2022. Additionally, notifications were mailed to 500 homes that indicated an Open House was scheduled for June 2, 2022. Nowhere in that notification was it indicated that a public review began on May 27, 2022. At the June 2 Open House, the public became aware of the comment period that had begun on May 27 with comments due June 25, 2022. However, in reviewing the published notification, the comment period was supposed to end on June 24. Due to getting a late start in the review, I requested a 7-day extension to July 1, 2022 but NLA refused to grant it. I then contacted FAA, and officials at the State of Alaska and Ted Stevens Anchorage International Airport. There was consensus that the only party that could grant an extension was the developer NorthLink Aviation. I have never seen a public comment period be directed by the party being reviewed. *This review concerns me in that it is not clear what regulatory agency is in charge of oversight and approval of this project. FAA contends since it does not include federal funds (even though the airport is federally funded), it does not have authority. If FAA does not have authority, who does? This project includes State of Alaska funds from the Alaska First Fund, which is part of the Alaska Permanent Fund. Does that mean the State of Alaska has authority? If so, which regulatory agency has ultimate authority?*			

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			FAA must determine whether impacts from stormwater runoff significantly affect the quality of the human environment under NEPA to warrant an EIS be completed. ***Noise Pollution*** ***The modeling done by Tenor Engineering (February 2022) for noise was based on one study (Aircrafts' taxi noise emission, Asensio, C., Pagan R., Lopez, J.M., Noise and Vibration Worldwide, 2008) that measured aircraft traveling at a constant speed down a taxiway. This is not an accurate estimate of the noise levels of up to 15 B-747 sized aircraft taxiing in and out of a parking ramp to adjoining taxiways. Therefore, the modeling is not a valid prediction of the decibel levels the surrounding neighborhoods will endure.*** ***Data should have been collected from an area that would mimic the conditions expected after trees and vegetation have been removed from the area and where cargo aircraft taxi. It is suggested that a 24-48 hr noise monitoring study be conducted near the UPS-FedEx cargo ramp area at TSAIA to determine the maximum noise level that might occur once NLA's project has been constructed. This data could then be used in modeling to more accurately predict whether safe noise levels would be exceeded.*** ***FAA must determine whether the increased noise, both during and after construction, pose significant impacts to as defined under NEPA.*** ***I hope these comments and attachments are helpful in evaluating whether to require completion of an EIS. Careful consideration must be given as the nearby neighborhood***			

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			will be directly and adversely impacted by this development. *Thank you for your consideration.* *Linda Swiss*			
56	*6/24/22* *Email*	*Matt Claman*	*June 24th, 2022* *Kristi Warden and Jack Gilbertson* *Federal Aviation Administration* *Alaska Region, Airports Division* *Theresa Dutchuk* *DOWL* *Craig Campbell and Teri Lindseth* *Ted Stevens Anchorage International Airport* *Sean Dolan* *Northlink Aviation* *Transmitted Electronically* *Dear Sirs and Madams,* *Please consider the following comments on the draft Environmental Assessment for the South Airpark Cargo Project.* *In reviewing an Environmental Assessment under the National Environmental Policy Act (NEPA), the Health Resources and Services Administration must decide whether to issue a Finding of No Significant Environmental Impact or whether to require an Environmental Impact Statement. Our office has heard*	*No significant impacts have been identified under NEPA*	*Throughout*	*Wildlife, Traffic, Noise, Hazardous Materials*

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			concerns from the community about the potential environmental impact of the proposed project. These concerns are: (1) impact on the environment, (2) increased traffic, (3) noise pollution, and (4) water pollution. *1. Impact on the environment* *The project requires the removal of trees and wildlife for construction and moves the area of developed airport land closer to Kincaid Park. This park is one of the largest in Anchorage and is home to diverse wildlife. The Environmental Assessment should address how the proposed development will impact trees and wildlife. The agency must then determine whether the impact is significant as defined under NEPA.* *2. Increased traffic* *Construction of the proposed project will impact the neighboring community. Specifically, construction will increase traffic on Raspberry Road during both day and night hours. In addition to regular automobile traffic, Raspberry Road is frequently used by pedestrians and bicyclists. Kincaid Elementary School is on Raspberry Road, between Sand Lake Road and Jewel Lake Road. Families and students use the pathways along Raspberry Road to walk to and from school, and families and Anchorage School District school busses use Raspberry Road to access the school during morning and afternoon drop-off hours.* *Once developed, the proposed project will increase traffic on Raspberry Road going to the development.*			

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			The agency must determine whether the increased traffic, both during and after construction, is a significant impact under NEPA. *3. Noise pollution* *The proposed project area is currently covered in trees. The project requires removal of these trees for construction. The use of heavy equipment during construction and felling trees will increase noise in the adjacent neighborhoods. Once developed, planes and service vehicles using the proposed project will increase noise in the adjacent neighborhoods.* *In response to concerns about noise pollution, Northlink Aviation plans to construct a 25-foot berm with landscaping between the development and Raspberry Road. Northlink Aviation has conducted sound studies and proposed innovative methods of sound dampening in its planning. During the planning process, the developer has proposed different berm heights before settling on the 25-foot height.* *The agency must determine whether the increased noise, both during and after construction, as mitigated by the sound dampening features, is a significant impact as defined under NEPA. In addition, the Environmental Assessment should address how changing the height of the proposed berm during construction would affect this determination.* *4. Water pollution* *Construction of the project requires excavation in the project area, including areas that have tested positive for PFAS. The*			

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			Environmental Assessment should identify the level of PFAS in the project area and whether that level of PFAS requires any remediation work or clean-up work. The Environmental Assessment should also specify how the PFAS will be addressed during construction. Neighbors are concerned that existing PFAS will adversely affect the environment and nearby homes on well water. Northlink Aviation proposed a glycol recovery and recycling facility to address the specific concern of post-construction glycol spills in the development. The broader plan to address potential contamination by hazardous materials is found in Northlink Aviation's Storm Water Pollution Prevention Plan. *The agency must determine whether the PFAS risks, glycol spill risks, and hazardous material contamination risks, as addressed and mitigated in the development plan, are significant impacts as defined under NEPA. In addition, the Environmental Assessment should address which party bears responsibility in the event hazardous substances from the development, either during or after construction, are found in adjacent water wells.* *Conclusion:* *Thank you for considering my suggestions and addressing them in any findings by the agency.* *Sincerely,* *Representative Matt Claman* *District 21, Anchorage*			

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57	*6/25/22 Email*	*Pamela Miller*	*June 25, 2022 Kristi A. Warden Director, Alaskan Region Airports Division Federal Aviation Administration 222 West 7th Avenue, MS #14 Anchorage, AK 99513-7587 Via email: Jack Gilbertson Federal Aviation Administration Alaska Region, Airports Division 222 W. 7th Ave., #14 Anchorage, Alaska 99513 Via email: jack.gilbertsen@faa.gov Craig Campbell, Airport Director Ted Stevens Anchorage International Airport Via email: craig.campbell@alaska.gov Teri Lindseth, Deputy Acting Director, Planning and Development Alaska Department of Transportation and Public Facilities Ted Stevens International Airport Via email: teri.lindseth@alaska.gov Sean Dolan, CEO, NorthLink Aviation Via email: info@NorthLinkAviation.com Comments on the Draft Environmental Assessment of the Proposed South Airpark Cargo "Improvements" These comments are submitted by Alaska Community Action on Toxics (ACAT), a statewide non-profit public interest environmental health and justice research and advocacy organization dedicated to protecting public health. ACAT has members that live and recreate in the Sand Lake Community that would be directly affected by the proposed development. Please include these comments in the public record.*	*The build and no-build alternatives are common in EAs, and sufficient for this process. Details of the glycol recovery system have been added. (3.3.2.1) Details of the retention pond have been added. (2.2) Jet blast fences are a common aviation feature and were never stated as environmental mitigation, just as a project feature. The earth berm was never stated to mitigate air pollution. Sound waves cannot travel through an earth berm of this size, so it will provide mitigation of noise. Construction requires fill material of specific grain size among other technical specifications, unusable material would be that which is the wrong grain size or that otherwise does not conform to typical construction fill specifications. Discussion on groundwater was edited to provide more detail and sufficiently demonstrate there will be no impacts to groundwater from the proposed project. (3.7.1.2) Two PFAS studies have been conducted and PFAS is non-detect in the project area. ADEC has not adopted EPA PFAS limits. The limits referenced in the email are lifetime health*	*Throughout*	*Alternatives, Noise, Hazardous Materials, Air Quality, Water Quality*

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			Public Review Process and Agency Oversight ***The public review process and preparation of the draft Environmental Assessment (EA) by NorthLink Aviation and their contractors is a sham. The FAA appears to be allowing the "fox to watch the hen house" and poised to approve the project before the public review process is completed. It is wrong to allow the proponent of the development, NorthLink Aviation and their contractors, to drive the process. The process and draft EA lacks proper review, consideration of public comments, regulatory oversight or exertion of authority that is required by the responsible agency, the Federal Aviation Administration. The draft EA is completely inadequate. Issues of oversight under NEPA are the responsibility of the FAA. NorthLink and their contractors do not serve the interests of the public and have a clear conflict of interest. Legitimate concerns expressed by members of the public have not been properly addressed in the draft Environmental Assessment. It was also wrong for the FAA to allow the project sponsor to make a determination not to extend the public comment period for the EA—this again is a conflict of interest. There has not been adequate time for review of the draft EA as stated in our letter of 6/23/22 and also in requests for extension by other members of the community.*** ***It is incumbent upon the FAA to act in the best interest of the public rather than that of the proponent of the development. We understand that the project is in the environmental review process, a federal process under the Federal Aviation Administration (FAA) and subject to***	***advisories for drinking water, not clean-up levels for contamination in soils.***		

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			provisions of the National Environmental Policy Act. We believe that a full Environmental Impact Statement (EIS) is required to evaluate the proposed project because of the nature, extent, and complexity of the environmental and health issues that so directly affect the Sand Lake community and Anchorage. Ms. Warden stated in a 6/23/22 email message that the agency "does not find that an Environmental Impact Statement is required in this circumstance in order for the Agency to complete its federal action." This indicates that FAA has pre-determined its decision without consideration of public concerns and comments. The Draft EA states: "Construction is anticipated to begin summer of 2022 and all improvements are anticipated to be complete in fall 2023." Again, this statement by the proponent of the project pre-supposes approval prior to completion of the public review. We again assert that the time for public review of the draft EA has been insufficient. *Section 2.0 Alternatives* *• The Draft EA does not provide consideration of alternatives other than "No Action" and "Proposed Action—Preferred Alternative." The No Action alternative The No-Action alternative is cursorily dismissed because it "would not meet the project's purpose and need." This is clearly a biased statement that indicates the conflict-of-interest of NorthLink Aviation. We assert that an EIS prepared by an independent third party is necessary to fully evaluate a "No Action" alternative as well as other alternatives.* *2.2 Proposed Action (Preferred Alternative)*			

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			This section touts the planned construction of a glycol recovery facility, yet the draft EA does not provide details of design and function that are necessary for the public to evaluate the efficacy of such a facility. Similarly, the section mentions that a retention pond will be constructed, however does not provide details of its design and how this would prevent pollutants from contaminating groundwater. The draft EA also does not mention how the proposed blast fences "placed strategically to redirect the exhaust from jet engines" might function to re-direct jet engine exhaust, where the exhaust will be directed, nor how effective these might be in reducing overall air pollution from the facility. In fact, the glycol recovery facility, retention pond, and blast fences are proposed to mitigate water and air pollution, however the draft EA provides insufficient information for the public to evaluate the effectiveness of such proposed measures. The draft EA provides no substantive evidence that the earth berm will sufficiently mitigate noise and air pollution from the facility. The draft EA also states: "Material unusable for construction of the cargo infrastructure will be used to build the earth berm." How and why is material deemed unsuitable for construction? *2.3 Alternatives Development and Comparison* *The comparisons of environmental impacts in 2.3.1 and Table 1 are completely inadequate and subjective. For example, the Draft EA states that the proposed project is not anticipated to encounter groundwater. Yet, the draft EA fails to conduct a necessary hydrologic assessment. PFAS (detected on*			

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			site), glycol, fuel-related substances/PAHs and other contaminants could conceivably reach groundwater and contaminate well water sources in close proximity to the south, as well as surface waters and wetlands. The draft EA does not provide credible evidence of the direction of groundwater flow, thus the many wells to the south of proposed development are vulnerable to contamination. Furthermore, there are multiple sources of PFAS contamination from the former Kulis Air National Guard facility as well as the Anchorage International Airport, including the fire training pit and east of the tract near Taxiway Zulu. Tree removal, ground disturbance, and other construction activities are likely to re-mobilize PFAS and other contamination and potentially contaminate drinking water sources, wetlands, and surface waters. We found significant levels of PFAS in areas lakes, including Little Campbell and DeLong Lakes (see attached report). *The evaluation of PFAS contamination is grossly deficient with just 9 surface soil samples collected over the 120 acres of Northlink's lease in a 3x3 grid. A majority of these samples found PFAS levels that exceed the new (June 15, 2022) EPA health guidelines and are of concern to environmental and public health. We believe that a complete and rigorous study by an independent, qualified research team of PFAS contamination in surface and subsurface soils as well as ground- and surface waters in and around the project site is necessary.* *The newly published health advisory levels set by EPA are set at significantly lower levels*			

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			than the previous guidance levels. The new health guidance levels indicate that there are essentially no safe levels of exposure, particularly for two of the PFAS chemicals, PFOA and PFOS, for which there is the most definitive scientific evidence. The EPA health advisory levels are exceedingly low: *• Interim updated Health Advisory for PFOA = 0.004 parts per trillion (ppt)* *• Interim updated Health Advisory for PFOS = 0.02 ppt* *• Final Health Advisory for GenX chemicals = 10 ppt* *• Final Health Advisory for PFBS = 2,000 ppt* *PFAS are toxic at very low levels and have been linked to serious health problems, including risk of certain cancers, immune system suppression, reproductive impairment, and developmental harm. Although the new EPA guidelines address PFAS and related chemicals in drinking water, levels of these chemicals in soil can affect surface waters and groundwater sources of drinking water to levels that exceed the 2022 health advisory levels.* *Overall, the draft EA does not adequately evaluate impacts from noise, air and water pollution. This project is likely to have significant impacts on the Sand Lake community and residents of Anchorage. A full EIS is necessary.* *Thank you for your consideration.* *Sincerely,* *Pamela Miller* *Executive Director*			

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58	*6/24/22 Email*	*Rhonda Grove*	*1.0 PROPOSED ACTION Paragraph 2 – states the proposed project is entirely privately funded and that needs to be corrected to state the State of Alaska Futures Fund money that's been applied for (and approved by the State?) by NorthLink. – calls this project an improvement. This shows bias - it is simply a development and no opinionated terminology is scientifically acceptable. Thus, DOWL is engaging in corporate propaganda on behalf of NorthLink. 1.1.2 Need for the Proposed Action Discussion regarding the marine shipping industry lacks citations and proper analysis. Claiming that the temporary log-jams occurring in the shipping industry (e.g. in LA) recently has lead to a long-term need for air cargo is a straw-man argument. The shipping industry will sort out those log jams and that is what needs to be supported by the State and Federal government. Short term increased demand for air freight is unexamined in this Need for the Proposed Action argument. It is absurd to base a long term cargo facility that impacts our city at large, especially one of its jewels, Kincaid Park, and our special neighborhood on a seat-of-the-pants, fly-by-night silly idea by idiotic frat boys. Climate change impacts are being ignored - an unfortunate and glaring problem in this 1.1.2 Need...section. The need for a sustainable economic future for our city is a factor in whether Anchorage needs this. An analysis of increased marine cargo as an alternative to air cargo is much needed*	*Alaska Futures Fund has been added for reference. The need is sufficiently demonstrated. Discussion on long-term economic need was added. Edited discussion on hardstands to better reflect current and future capacity. Two PFAS studies have been conducted and PFAS is non-detect in the project area. ADEC has not adopted EPA PFAS limits. The limits referenced in the email are lifetime health advisories for drinking water, not clean-up levels for contamination in soils. Construction requires fill material of specific grain size among other technical specifications, unusable material would be that which is the wrong grain size or that otherwise does not conform to typical construction fill specifications.*	*1.0, 3.3*	*Purpose and Need*

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			here, rather than a specious 'handwave' argument that because boats were temporarily backed up we must have more jets. Your justifications are weak sauce, unjustified, and self-serving. *The lack of citations/references/footnotes makes your claims about the need for this project just heresay.* *Whether airspace is needed due to Russian invasion of Ukraine is a patriotic matter. To use this to make money is just self-serving and disgusting and unpatriotic and makes me ashamed of NorthLink and DOWL. It's called war profiteering, and as an American, I don't like that.* *Under defiencies in 1.1.2: The claim that airport cargo infrastructure is beyond capacity during peak times needs to include a reference... just saying it doesn't make it so. Where are the customers needing this service? Please provide the justification/analysis to say the defiencies exist. E.g., how often do freighters have to wait, how long, and other variables. You claim ANC is over capacity but you don't say what that means. This NorthLink project is a solution looking for a problem . Does NorthLink have any customers signed up for the services? Have heard crickets* *The statement that the number of hardstands will decrease by 14 is like strange magic, where will they go? I think you mean to say that UPS will be using/taking over 14 hardstands that are currently available to other carriers? Or, as written, are you claiming that hardstands are, like, going away*			

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			somehow? Also, provide a reference for the forecast loss of hardstands, please. Are you talking about an airport lease of hardstands to be dedicated to UPS? *1.2 Federal Action Requested* *Calling this an improvement is a judgmental and biased term that is unbecoming of a supposedly scientific firm like DOWL. It is simply a proposed development. Please help our country to stay smart.* *2.0 PROPOSED ALTERNATIVES* *2.1 No-Action - Preferred Alternative* *Again, the use of the term improvements is biased and needs to be more neutrally termed development, since you aren't supposed to have the answer baked into the process.* *If ANC is over-capacity for cargo resources and a need for infrastructure is going unmet, please explain and provide evidence of this - again, just saying it doesn't make it true... are cargo freighters being turned away? No place to park? Citations providing the research and evidence need to be included in the text, so that a correspondence between claims and justification can be made. I learned this in 9th grade High School English with Mrs. Bruner, and that was Ibid. and Op. Cit. days. All I ask for here is a set of parenthesis linking to the report writer and the date to be included in the text.* *2.2 Proposed Action (Non-preferred Alternative) Your discussion regarding the ground soil movement is completely negligent regarding the known PFAS in the area. The workers moving all of that earth will be exposed to the PFAS and the EPA has*			

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			offered new health advisories that are officially published in the Federal Register indicating several orders of magnitude lower safety tolerance - look it up!! and those health risks are being completely being ignored by this EA. Additionally, who knows how far the dust from this will go and if mitigation of said dust will be complied with, let alone effective. In short, you are polluting the whole area with your cavalier full-steam-ahead careless and irresponsible approach. Human beings are being harmed by what you are doing. *The workers who need those jobs? Protect them!! I know you won't do that, you'll turn a blind eye and they won't ever blame you because you're god to them, providing needed jobs to them while they are not being informed about how badly their health might be affected.* *Please elaborate on disposal of unusable excavation which you call potentially minor. Specifically, is that unusable excavation because it contains PFAS?* *2.3* *This specious and undocumented paragraph assumes development is the right way forward and rejects the No-action alternative. This paragraph is so poorly written it almost defies comment. I would just say that it is unintelligible, your English teacher is crying. For example, "Design measures to avoid or minimize impacts...were not considered...project variations all largely have same footprint and location." Huh? What design measures to minimize were not considered? Please clarify this, I have*			

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			no idea what design measures you are talking about. It is, again, gobbledygook and I believe you need to clarify it. It's like you wrote this document to be deposited directly into a file cabinet in DOWLs basement. Likely, FAA has a basement too, at taxpayer's expense. You have in no way justified your methodology to reach this conclusion, just waved your hands around. *3.0 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES* *Paragraph 1, say natural resources in sentence 1, it makes it sound like you're talking about extractable* *resources or something, not natural resources needing protection.* *typos: bullet one, you mean effects* *bullet two, further not farther, sheesh* *bullet three, impacts on the environment, not impact on the environment* *This document is a Rough Draft at best, and insulting to our intelligence... Get it together, then submit a real draft please.* *3.1 Environmental Impact Categories Affected* *Your definition of Environmental Consequences is incorrect, it's a tautology (that means you are just* *saying the same thing twice using different words - not a definition at all). It needs to read more like:* *Environmental consequences means negative and substantial impacts to the environment, including air, water, flora, fauna, climate, ambient noise, etc. that can actually be studied. The exclusions you list are* *not justified and need to be studied and justified.*			

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			Combining the list where you claim disparate categories are not affected to include both categories not relevant with those that have no potential is not a valid approach and those lists must be separated out. *For example, it is agreed by all that there are no wild and scenic rivers on the lease - this is very different from claiming that Air Quality is not affected. Just come on over and smell the jet fumes on a day with north wind ... this development is much closer than the existing ground infrastructure that spews olfactory air quality fumes routinely. Also, Children's Environmental Health and Safety Risks being dismissed by this EA belies the close proximity of kids at Kincaid Elementary where they will hear increased noise and smell the jet fuel as well as kids who use Little Campbell Lake and all of the Jr. Nordic kids and skiers on up to APU and WinterStars skiers and high school ski teams statewide.* *Referencing Appendix B is inadequate, you must include a better reference to the Appendix B page and a title chapter from Appendix B along with at least a sentence of further justification contained therein.* *3.2 Section 4(f)* *A definition of 'in the vicinity' is needed. The Anchorage Coastal Wildlife Refuge is quite close, what I would think of as 'in the vicinity'. This at least needs a mention and finding out how far away it is.* *The use of the term 'patron amenities' is patronizing. Did the airport really build that road, the dock, maintain the trails? I know for sure NorthLink had nothing to do with that and the people who have historically used that*			

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			area will sure wonder why it's so unpleasant to go there now, due to added fumes and noise. *3.2.2 Environmental Consequences* *More formality here is expected from this professionally written document. For example, '....impacts so severe that they result in a take in a practical sense.' Is that a direct quote from the Desk Reference?* *Unfortunately it is vague and reads as jargon, is it perhaps out of context?*			
59	*6/25/22 Email*	*Linda Swiss*	*Page/Section/ paragraph Comment* *1/1.0/2* *CORRECTION: The statement "The proposed project is privately funded." should be corrected. The project received between $5 and $10 from the Alaska First Fund, part of the public's Permanent Fund. The project is a public/private partnership, and the funding should be reflected accurately.* *3/1.0/3* *The original public notice referenced ~100-acre tract of land. The final lease that was signed was for 121 acres. Should another public notice have been issued for the additional 20%?* *3/1.0/3* *No mention of PFAS contamination in "active fire pit for firefighter training …" Should this information be included?* *5/1.1.1/1*	*Grammatical and typographical comments addressed in the EA as appropriate. Addressed other comments as appropriate in the EA.*	*Throughout*	*Hazardous Materials, Noise, Public Involvement, Wildlife, Air Quality, Water Resources, Invasive Species, Visual Resources*

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			There is limited, if any, mention of this large-scale project in the December 2014 Appendix K, Ted Stevens Anchorage International Airport Master Plan Update. The entry for 2019 projects indicates: "The cost for developing the existing South Airpark area (Kulis Business Park and in vacant areas along the north / south portion of Taxiway Z) is anticipated to be borne by the developer / tenant." It is my understanding the State of Alaska is paying for expansion of Taxiway Zulu. There is no indication that a project of this scale and magnitude was being planned for when the Master Plan was updated in 2014. *7/2.2/9th bullet* *Clarification on purpose of retention basin is needed. Will it be used for snow storage? The location of the retention basin/open pit on the south side of the project poses additional risks to the nearby neighborhood due to the runoff and snow melt that will be stored in this open pit.* *9/2.2/1* *Replace "least" with leased.* *9/2.2/1* *Replace "structured" with structure.* *9/2.2/1* *Where will diesel fuel be stored? Description is unclear.* *9/2.2/1* *Include explanation on how glycol (misspelled on line 10) will be used on aircraft. "The gycol recycling facility will include indoor storage of glycol and water used for deicing aircraft." Operationally, how is it possible to recycle glycol? How can the overspray be constrained if it is applied in open air? In a strong north*			

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			wind, it is possible glycol could spread to the nearby neighborhood. How will glycol be moved from indoor storage for application to aircraft? What regulations cover deicing aircraft operations and runoff? *9/2.2/1* *How tall will the earthen berm be? It has ranged from 40 ft. to 11 ft. to 25 ft. How tall will the trees be that are planted on the berm? Note it will take decades for trees to grow to a size where they may absorb some of the noise.* *9/2.2/1* *Blast fences – to "redirect the exhaust from jet engines" should be placed strategically to protect the nearby neighborhood from exhaust.* *9/2.2/1* *The statement "A retention basin will provide a location for stormwater to be collected from the new impervious surface and settle potential contaminants." is an admission that contaminants will be stored in the retention basin, less than ¼ mile from the nearby homes on public drinking wells. Storage of contaminants in an open pit is a public health hazard for the nearby residences.* *9/2.2/2* *Questions: What is the weight of trucks to be used to truck in fill? How many and what kinds of trucks per day are expected to travel in/out of development?* *11/Table 1* *Section 4f: "A noise analysis showed no adverse impacts;…" should be corrected. The Noise Study conducted by Tenor in November 2021 was flawed as this study was conducted*			

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			in an area with trees and vegetation still standing and no aircraft taxiing. Rather, the noise study should be done on the north side of the airport where trees and vegetation have been removed and where aircraft taxi. Tenor's 2021 noise study does not address the changes to the area once construction is complete. *11/Table 1* *Hazardous Materials, Solid Waste, and Pollution Prevention: Please explain the statement "Proposed site is not anticipated to encounter groundwater from listed sites." The 1995 USGS groundwater study does not cover the area directly south of the airport. What source is developer NorthLink Aviation relying upon to make this assertion?* *11/Table 1* *What source is NLA relying on when it states: "The proposed project is not expected to encounter contaminated soils….". It has been documented that high levels of PFAS contamination have been found in soils directly west of the project area, and lower levels have been found east in Taxiway Zulu. The extent of PFAS contamination is not definitively known. As indicated in Exhibit C "Final PFAS Site Environmental Investigation Report South Airpark, Anchorage, Alaska October 2021", "due to the highly mobile characteristics of the chemicals", additional testing should be done to determine the extent of the PFAS plume.* *11/Table 1* *The stormwater pollution prevention plan should be updated to support the statement "…improving stormwater pollution resulting*			

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			from plane deicing." The SWPPP submitted to ADEC is flawed as it references water moving uphill through a non-existent drainage system to Campbell Creek. Please see Attachment A, comments from Keven Kleweno, P.E. *11/Table 1* *Noise and Noise Compatible Land Use: The statement "The noise anticipated from the proposed project is not expected to be louder than the noise from the current airport operations" does not accurately reflect the area with foliage removed, hardstands installed, and aircraft taxiing. It is illogical to assume that noise will not increase in an area where aircraft are not currently taxiing and foliage exists that absorbs noise.* *11/Table 1* *Tenor's noise study states: "with the noise control plan and existing foliage the maximum noise from the Airpark planes will be equal to or quieter than the current background noise level during east and west air traffic flow"… This statement is equally illogical. It will take decades for vegetation/foliage to grow to the size of current trees in the area to be cleared. This assertion is yet to be proven.* *11/Table 1* *Visual Effects: The project will NOT be consistent with the character of the surrounding area. Being able to see 747's from one's kitchen window is not consistent with the character of the surrounding area.* *11/Table 1* *While the project may not be visible to the trail users at Kincaid Park, it will be visible by the residents who reside nearby 24 hours a day, 7 days a week.*			

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			11/Table 1 *Wetlands and Groundwater: The statement "The addition of an impervious surface may create a localized impact on groundwater recharge." There are several individual drinking water wells near the development that would be impacted by groundwater recharge.* *12/3.1* *Air quality: Negative impacts to air quality are expected due to aircraft fueling, deicing, taxiing, emitting aircraft exhaust and particulates.* *Tenor Engineering Group based its noise study on an increase of 21 planes completing 42 trips per day. It is expected that this increase in aircraft taxiing will result in concentrated, increased air emissions impacting the neighborhood ¼ mile away. These emissions are expected to impact nearby residents as well as the public including skiers, bikers, and users of Kincaid Park. The increase in jet exhaust may be further exacerbated to the nearby residents when winds are from the North. 12/3.1* *Disagree that Children's Environmental Health and Safety Risks will not be impacted by this project. Aircraft operations (fueling, deicing, taxiing, emissions from aircraft exhaust and particulates) so close to residences in the area have the potential to impact children's environmental health and safety risks.* *12/3.1* *The impacts to water resources are neither well known nor well documented so this category should be removed from the list of environmental impact categories not affected.*			

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			15/3.2.2.1/4 *"The proposed project will be a new source of noise." This could be interpreted to conflict with the assertion that noise will remain within safe levels.* *15/3.2.2.1/4* *"that the South Airpark Cargo project will not be as loud as the existing runway noise." has not been proven. Noise from the South Airpark Cargo project will increase significantly with 747's or other larger aircraft taxiing in an area where aircraft are not currently located.* *16/3.3.1/1* *There are contradictory statements in Affected Environment paragraph. Anchorage International Airport (AIA) Fire Training Pit (Hazard ID 414) is not designated as "cleanup complete." This statement should be removed as it is not accurate. Nowhere in ADEC's contaminated sites database does it indicate Hazard ID 414 is "cleanup complete." In fact, Hazard ID 414 was reopened in April 2022 upon the discovery by the nearby residents of the existence of the report "Anchorage International Airport, Airport Wide Characterization Report, February 2020". Why this report was not included in ADEC's Contaminated Sites Database remains a mystery. The discovery of PFAS in the fire training pit area is a great concern to nearby residents. As the report indicates, elevated levels of PFAS are detected in Little Campbell Lake. It is assumed PFAS migrated from the fire training pit to Little Campbell Lake which is close to the nearby neighborhood. The extent of contamination is not well known. Before this development begins, a better*			

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			understanding of the extent of PFAS contamination should be required. *16/3.3.1/1* *The statement "Additional contaminated sites are located within the project vicinity; however, they are not anticipated to affect the project area based on distance and/or topographic gradient relative to the project area." requires clarification. What "additional contaminated sites" have been located within the project area? What proof does NLA have to make the assertion that additional contaminated sites are not anticipated to affect the project area? What source is NLA relying on regarding topographical gradient relative to the project area? Have studies been conducted? If so, please indicate and provide copies.* *18/3.3.1/1* *AIA Fire Training Pit: What was the depth of groundwater encountered with concentrations of DRO and RRO? What is the documented hydrology of this area?* *18/3.3.1/2* *The statement "contaminants of concern were later detected in groundwater monitoring wells." requires clarification. Include name of contaminants.* *18/3.3.1/2* *"In 2013, institutional controls were removed; however, restrictions on transporting soil or groundwater still applied. A groundwater monitoring well was installed in 2016 to assess perfluorinated compounds (PFCs). PFCs were detected below the cleanup threshold in groundwater during the 2016 and 2017 sampling events (ADEC, 2022b)." needs*			

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			more context. What is the current status of the groundwater monitoring well? As stated previously, better understanding of the hydrology in this area is needed to determine extent of PFC and PFAS contamination. Note the recently published EPA health advisories published in the Federal Register. For drinking water, those limits are now .004 ppt (significantly lower from 2016 PFAS limits). *18/3.3.1/3* *Regarding Appendix C Phase I Environmental Site Investigation dated May 18, 2021, the "subject property was not listed in the databases searched." It is not clear which property is being referenced (Hazard ID #414 or #27120). Note ADEC's April 12, 2022 letter to ADOT&PF regarding status change to Active for further PFAS investigation available HERE. This information should be disclosed in the Environmental Assessment.* *Page 11 of Appendix C states: "Evaluation and Conclusions: The report of PFAS and AFFF being applied to the wooded area south and east of the fire training center is considered a REC for the subject property as the wooded area to the east appears to be part of the subject property. There is no known soil or water sampling data available for this area. Sampling could remove this REC." A further assessment should be done on this Recognized Environmental Condition.* *19/3.3.1/1* *Regarding "Final Report Subsurface Soil PFAS Investigation Northlink Aviation Airpark, Ted Stevens International Airport, Anchorage, Alaska May 2022", only 10 subsurface samples were taken over a 120-acre area*			

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			ranging from 5 ft to 10 ft deep. What criteria was used to determine which test holes to sample? Is 10 ft. adequate to determine contamination? Please confirm the Environmental Assessment will include the results of the April 2022 PFAS testing work. *19/3.3.2/1* *Last bullet: Adversely affect human health and the environment. Disturbance of soils in an area as large as this project has the potential to impact human health and the environment. There is known PFAS contamination adjacent to the area. Without adequately sampling the project area, the statement "The proposed project is not expected to encounter any contamination during construction activities" may not be accurate.* *20/3.3.2/1* *Stormwater runoff during construction is covered in the Storm Water Pollution Prevention Plan (SWPPP). Protection of our drinking water wells from stormwater runoff and nearby construction activities is critical to the neighborhood. See Attachment A – comments on SWPPP dated February 1, 2022 and February 13-14, 2022. Based on these comments, the SWPPP should be updated to accurately reflect groundwater movement (water does not move uphill and through non-existing drainage piping) and impervious ground. Additionally, please check with ADEC Division of Water for status of notification of inaccurate SWPPP being submitted on behalf of NLA. Two notifications were submitted to ADEC in February/March/April 2022.* *20/3.3.2/2*			

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			"Over time, the Proposed Action may result in incidental and minor releases of hazardous materials within the project area due to the storage, transport, and refueling of glycol, diesel exhaust fluid, and diesel." This statement shows NLA acknowledges there may be releases of contaminants. This acknowledgement should result in the requirement for a spill prevention, control, and countermeasure plan (per 40 CFR 112) and ADEC spill prevention and response regulations in 18 AAC 75. PREVENTION of hazardous materials releases is critical to this project, as well as responding to a release. Planning should cover prevention and response to a hazardous material release. When asked about spills in previous conversations with Sean Dolan, Sean has repeatedly asserted "there will be no spills." That is not planning, that is wishful thinking. While nobody wants a release, spills happen in aircraft operations. *20/3.3.2/3 "One of the primary activities that contribute to water pollution at airports around the country is the use of glycol-based aircraft deicing fluids. Glycol mixed in a stormwater discharge has the potential to migrate to receiving waters and reduce available oxygen to aquatic life." Protection of "receiving waters" should also include the individual drinking water wells located within ¼ mile of this project. There is nothing in this document that acknowledges that responsibility or addresses PREVENTING it from happening. While NLA may pride itself on preventing glycol release into Cook Inlet, there is nothing that addresses impacts of*			

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			overspray from deicing aircraft and the impacts to the neighborhood less than ¼ mile from the project. This is a potential PUBLIC HEALTH HAZARD. This is especially important as there are children in this neighborhood who may be impacted. Children cannot speak for themselves, so it is our responsibility as adults to advocate not only for the safety of our own public health but for the children as well. *28/3.5.2* *To make the statement "No permanent noise impacts are anticipated as a result of the proposed project. A noise analysis conducted for the Proposed Action found operation of the facility, including taxiing of multiple aircraft simultaneously, will not result in significant noise impacts (Appendix E)." is absurd. The reality is large cargo aircraft will be taxiing less than ¼ of a mile from nearby residences! Tenor's noise study (Exhibit E) is flawed for the following reason: the data collected in November 2021 was conducted in the neighborhood south of the proposed development WHERE AIRCRAFT WERE NOT TAXIING AND TREES AND VEGETATION STILL EXIST. This noise study should have been done on the north side of the airport where cargo aircraft taxi and all vegetation have been removed to mimic expected conditions once the area is developed. This noise study does not accurately reflect conditions the nearby neighborhood will experience and should be redone on the north side of the airport. See also Attachments B, C, D for a discussion on south wind and jets, airport berm height limits, and noise survey.*			

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			31/3.6.2.1/1 *Visually, tail sections from 70-ft. cargo aircraft will extend beyond the proposed earthen berm and be visible from my kitchen window. It is expected that lighting from 60-ft. poles will also be visible from our homes. The proposed 25-ft. earthen berm will not be able to shield the neighborhood from lighting impacts and taxiing aircraft tail sections as it will be shorter than the light poles and aircraft tail sections.* *31/3.6.2.1/2* *The statement "nature visual setting along Raspberry Road will not change" needs to reflect reality. The natural setting along Raspberry Road will forever change. It will take decades for trees to grow to actually shield the neighborhood from the impacts of this development.* *31/3.6.2.1/3* *It appears from review of this EA that more consideration has been given to the impacts to users of Kincaid Park than the residents who will be impacted 24/7. While impacts to Kincaid users are a big concern, the same level of diligence should be extended to the residences nearby.* *38/3.7.1.2/1* *The assertion that groundwater flows west-northwest from a very limited study conducted in 1995 is directly contradicted by the watershed study conducted by J.A. Munter Consulting titled "Hydrogeologic Investigation of the Sand Lake Area, Anchorage, Alaska", dated May 2021 available HERE. It is not clear from the EA what reference from "USGS, 1995" is being used. No study was found in*			

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			Section 7.0 References. It is assumed the study is "Overview of Environmental and Hydrogeologic Conditions At Three Federal Aviation Administration Facilities Near Anchorage International Airport, Anchorage, Alaska" 1995 (found HERE) which does not include the area directly south of the proposed development. Proof of groundwater flow west-northwest is lacking, and this assertion should either be proven or removed. The lack of scientific proof of the direction of groundwater flow is a significant concern to the nearby neighborhood and needs to be addressed BEFORE construction begins. *40/3.7.2.2.1/1* *The statement "The Proposed Action is not anticipated to encounter groundwater during excavation and construction of the hardstands and taxiways; direct impacts to groundwater are not expected." needs to be verified. Further, clarification is needed on the statement "The construction of hardstands, taxilanes, and aprons would increase the amount of impervious surfaces within the project area, resulting in reduced groundwater recharge. No change to aquifer content is expected." It alleges the groundwater recharge will be reduced (thus impacted) by the impervious surface. It is not clear how the groundwater discharge will be reduced, yet no changes are expected to the aquifer. These are not mutually exclusive. Whatever happens to the aquifer will impact groundwater. This section needs to be verified and either corrected or clarified.* *40/3.7.2.2.2/1*			

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			Under cumulative impacts, I totally disagree with the assertion: "The direct and indirect impacts are expected to be negligible, therefore there is not measurable accumulation of impacts and a cumulative impact analysis does not apply." Impacts to groundwater have not been properly addressed and until this has been proven, this statement is not accurate. *41/4.0/Table 3* *Air quality: There is no mention of air quality as it relates to jet exhaust, fueling activities, deicing aircraft, etc. Air quality and the impacts on the nearby neighborhood should be addressed and mitigation measures implemented. Air quality is another PUBLIC HEALTH CONCERN.* *41/4.0/Table 3* *Eagles and Migratory Birds: Have any studies been done to determine whether there are any Endangered Species in this area? Are there any nesting birds on this 120-acre tract of land? Wildlife in the area include moose, black bear, brown bear, coyotes, lynx, fox, porcupine, wolverine (I personally saw a wolverine years ago), and weasels. I would expect somewhere in the environmental documentation a list of species expected to be found in this area and whether impacts are expected.* *41/4.0/Table 3* *Ground Water: The allegation that "ground water will not be impacted by the proposed project." has not been proven. This statement should be removed until it definitively and scientifically can be proven that groundwater will not be impacted. Without further studies*			

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			to understand the hydrogeology in the area, this statement should be removed. *41/4.0/Table 3* *Hazardous Materials: There is documented and known PFAS contamination in close proximity to this large tract of land. The recommendation in Exhibit C "Final PFAS Site Environmental Investigation Report South Airpark, Anchorage, Alaska October 2021" is that "evaluation of subsurface soils is recommended due to the highly mobile characteristics of the chemicals." A large-scale site assessment of the subsurface needs to be conducted to better understand the PFAS within the property intended for NLA's 120-acre project. The contaminant plume from PFAS needs to be carefully evaluated. Because PFAS does not follow easily predictable movement in shape or patterns, additional assessment is essential. Qualified environmental teams with experienced hydrogeologists who are specialized in complex assessments are needed to conduct this study. It needs laboratories capable of completing the tests. Sample sizes should be adequate to reflect the true condition of the 120-acres (10 samples seems far too few). Samples need to be handled correctly to pass quality control. If there is reckless disturbance of the soil structure, it could cause distribution PFAS to a wider area on the surface, some substances may become airborne, and the rest of the contaminated plume could move and leach down to our groundwater sources much faster. NLA was aware of high concentrations of PFAS at sites adjacent to this tract of land*			

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			yet signed a 55-year lease with TSAIA anyways, taking that risk. To not address this risk and potentially expose innocent, nearby residents is unfathomable. The residents should not be the ones exposed to PFAS due to NLA's risk. See ADEC's Contaminated Sites Database HERE. *41/4.0/Table 3* *Invasive Species: Careful attention should be paid to the introduction of any invasive plant species as this site is close to Kincaid Park.* *41/4.0/Table 3* *Noise: The proposed action will result in permanent, noticeable noise increase to the residents of this area. Noise during construction will be very disruptive to those of us living close to the site. However, the permanent noise of cargo jets taxiing will forever impact the nearby residents. See previous noise discussion comments and Attachments B, C, D.* *43/5.1* *Notice of availability of the Draft EA: As one of the members of the Sand Lake Community Airport Subcommittee, I have been involved in tracking this development since its introduction in November 2020. Regarding the Notice of Availability of the Draft EA, at no time did Sean Dolan communicate either orally or in writing to the subcommittee with whom he communicated fairly regularly, the beginning date of the public review. We became aware of the public comment period at NLA's Open House on June 2, 2022. Postcards were mailed to nearby homes about the Open House but did not include information about the public comment period*			

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			beginning or ending. The due date of June 25, 2022 was included on NLA's presentation on June 2. However, when a copy of the notice published in the Anchorage Daily News was provided to us, we discovered the public comment period ran from May 27, 2022 until June 24, 2022. Since we did not find out about the public comment period until June 2, we requested a 7-day extension, but NLA refused to grant it. (Note The June 24 date conflicted with the June 25 date NLA included in their presentation.) *It was a significant disappointment – and frankly feeds into mistrust of NLA - that the most important dates associated with this 18+ month effort were not communicated directly to the subcommittee. Based on the extensive communications between all members of subcommittee with NLA over this period, we expected this information would have been shared directly with us. The relationship with NLA and their desire "to be good neighbors" is not reflected in this exchange of information.* *Private Drinking Water Well Issues: As the owner of a private drinking water well, contamination of groundwater by environmental pollutants is a great concern. Potential contaminates include known pollutants such as per- and polyfluoroalkyl substances (PFAS) detected in nearby soil and water, fuel spills, glycol from de-icing fluids, runoff from pavement and construction activities, stormwater, as well as oil/water mixtures and other unknown substances associated with aircraft operations. Spills of any of these contaminants could potentially*			

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			impact drinking wells, thus posing a significant public health hazard. This concern is exacerbated by the close proximity of wells to NorthLink Aviation's South Airpark Cargo Expansion project. *As noted on Sheet No. 45, Figure 4, Appendix A of the Stormwater Pollution Prevention Plan (SWPPP) developed for Cornerstone Construction dated February 2022, there are private drinking water wells within 0.3 miles from the southern boundary of the proposed South Airpark Cargo Expansion. The Tanaina Hills Subdivision, located within 0.3 miles of the southern boundary of the proposed development, contains approximately 25 lots. Each lot owner has their own drinking water source well resulting in 25 separate private drinking water source wells.* *In reference to the 1995 report "Overview of Environmental and Hydrogeologic Conditions at Three Federal Aviation Administration Facilities near Anchorage International Airport, Anchorage, Alaska," prepared by the U.S. Geological Survey (Open-File Report 94-712-W) in cooperation with the Federal Aviation Administration, Figure 2, Page 4 references "Water-table contours and estimated ground-water flow direction near Anchorage International Airport, Lake Hood, and Point Woronzof, Anchorage, Alaska (modified from Dearborn and Freethey, 1974; Zenone and Donaldson, 1974; and Glass, 1986)". This figure shows groundwater flow direction to the north in the areas around the three Federal Aviation Administration Facilities.*			

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			It is noted that the lower section of Figure 2 shows the groundwater flow direction in the proposed development may be to the west - southwest direction. If the groundwater flow direction as noted in Figure 2 of the report is correct, there are 25 separate private drinking water source wells in Tanaina Hills Subdivision that are at risk of contamination if development occurs in the recharge area of these private drinking water source wells. Protection of the recharge area is critical. Recent tests of drinking water in the Tanaina Hills Subdivision indicate two private drinking water source wells in the Tanaina Hills Subdivision have detectable levels of Per- and Polyfluoroalkyl Substances (PFAS) in the water being provided to the owners. *As owners of Lot 20, Tanaina Hills Subdivision and the corresponding private drinking well, we suggest an Environmental Impact Statement be done to address the existing 25 private drinking water system source wells located in Tanaina Hills Subdivision. It is further recommended that the hydrology in the area be examined to get a better understanding of the area watershed.* *Snow Dump: Nowhere in any of the documentation reviewed is the snow dump referenced. Is there a plan for the 120-acres of snow that will need to be moved once this development is complete? Where will the snow be dumped? If snow melt is expected in or around the retention basin/open pit, this could contribute to neighborhood concerns about impacts to the individual drinking water wells.*			

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			Emergency management and disaster preparedness planning: Has any planning been done to address emergency management and disaster preparedness on the south side of the airport due to the increased volume of aircraft traffic? ***Safety of increased air traffic: Have the impacts and safety of increased air traffic been adequately addressed? Specifically, has mixing different classes of aircraft (general aviation and domestic freight size aircraft) with international air cargo aircraft been addressed? Are there safety concerns with the increased level of traffic and general aviation traffic in South Airpark? If so, those safety concerns need to be resolved.*** ***Worker Safety: It is my understanding under "haz comm" that OSHA requires disclosure of potential exposure to contaminants such as PFAS to employees, and that a licensed industrial hygienist may require employees to wear air monitors to track exposure. Please confirm that this has this been done for this development.***			

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60	*6/25/22 Email*	*Peter Heninger*	*June 25, 2022* *Public comment for submission under NEPA guidelines* *Peter Heninger* *Public Health Implications of Northlink Aviation proposed action at TSAIA* *This comment draws together published PFAS sampling data from Northlink's surface sampling* *effort, EPA health advisories for PFAS, and Northlink's proposed action from its draft NEPA EA* *to demonstrate the public health risk of the proposed action.* *NORTHLINK AVIATION PFAS SURFACE SAMPLING DATA* *EPA PFAS JUNE 15 HEALTH ADVISORY* *PROPOSED ACTION* *PUBLIC HEALTH RISK* *NORTHLINK AVIATION PFAS SURFACE SAMPLING DATA* *Detailed surface sampling report is located here:* *https://www.northlinkaviation.com/documents/FG/northlinkaviation/project/617012_2021_10.13_MCG_South_Airpark_Final_PFAS_Report.pdf* *A total of 9 surface soil samples were gathered from a 3 x 3 grid over the 120 acres of* *Northlink's lease.* *Of these 9 samples 5 returned positive results, all of which are less than health guidance limits published by the EPA in 2016 but exceed the 2022 EPA health guidelines.* *A comment by the State of Alaska DEC has been submitted as part of the Northlink EA*	*Two PFAS studies have been conducted and PFAS is non-detect in the project area.* *ADEC has not adopted EPA PFAS limits. The limits referenced in the email are lifetime health advisories for drinking water, not clean-up levels for contamination in soils.*	*3.3*	*Hazardous Materials*

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			NEPA process, proposing a new sampling study of the Northlink lease area, with a more rigorous approach (more samples) and conducted by a neutral third party, to support an area wide characterization of PFAS related chemicals. For now, all we have is the rather small sample set from Northlink's study referenced above. *EPA PFAS JUNE 15 HEALTH ADVISORY* *On June 15, 2022 the federal EPA published a health advisory covering exposure to PFAS related chemicals.* *The EPA announcement can be found here: https://www.epa.gov/system/files/documents/2022-06/drinking-water-ha-pfas-factsheet-communities.pdf* *The EPA advisories are published in the Federal Register here: https://www.govinfo.gov/content/pkg/FR-2022-06-21/pdf/2022-13158.pdf* *The new advisory levels are one thousand (1000) times smaller than previous levels published in 2016. From the announcement, What are the Health Advisory Levels?* *• Interim updated Health Advisory for PFOA = 0.004 parts per trillion (ppt)* *• Interim updated Health Advisory for PFOS = 0.02 ppt* *• Final Health Advisory for GenX chemicals = 10 ppt* *• Final Health Advisory for PFBS = 2,000 ppt* *Here's an excerpt from the EPA announcement:* *What Is the Basis for EPA's New Health Advisories? The interim updated health advisories for PFOA and PFOS are based on human studies in populations*			

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			exposed to these chemicals. Human studies have found associations between PFOA and/or PFOS exposure and effects on the immune system, the cardiovascular system, human development (e.g., decreased birth weight), and cancer. The final health advisories for GenX chemicals and PFBS are based on animal studies following oral exposure to these chemicals. GenX chemicals have been linked to health effects on the liver, the kidney, the immune system, and developmental effects, as well as cancer. PFBS has been linked to health effects on the thyroid, reproductive system, development, and kidney. *To be clear, the EPA advisory is specifically addressing PFAS and related chemicals in drinking water. However, levels of these chemicals in soil samples can be extrapolated to correspond to levels in drinking water based on DEC and EPA calculations.* *This extrapolation leads to the conclusion is that the Northlink surface soil samples are likely above the 2022 EPA health advisory levels.* *PROPOSED ACTION* *The proposed action, to proceed with construction of Northlink's project, would begin with clear cutting and removing trees, shrubbery, and all other vegetation from most of the Northlink lease site, excepting a 700 ft setback strip along Raspberry Road on the south side of the lease.* *Clear cutting would involve major disturbance of surface soil, with crews using chain*			

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			saws, perhaps hydro axes, and heavy equipment to move and load tree trunks and debris onto trucks, remove tree stumps, all of which would disturb soil which is known to contain PFAS related chemicals at levels well above 2022 EPA advisory levels. *PUBLIC HEALTH RISK* *While the 2022 EPA advisories are not enforceable regulations, they are serious advisories warning of real medical risks from exposure to these chemicals, and as such a responsible action would handle the risk accordingly.* *Will Northlink inform workers or subcontractors of what they are going to be exposed to* *and the associated risks ? Are there OSHA regulations that require employers disclose this information?* *Will the debris from the clearcut operation be treated as hazardous waste, and transported as such and quarantined in an appropriate controlled site? What will be done with contaminated soils?* *The public should be informed of Northlink's answers to these questions.*			

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61	*6/26/22 Email*	*Desiree and Jon Gill*	*To Whom It May Concern:* *We are writing with our concerns related to the development of the airport Southpark Cargo Expansion. Currently, our home is off Raspberry Road, across from where the development will be taking place. Of course, we knew when we purchased our home there would be airport noise, some pollutants, and road traffic. However, the airport has seen consistent growth with air traffic, vehicle traffic, and growth, with the expansion at Southpark Cargo we are distressed for our neighborhood, visitors into Kincaid Park and the 500 plus students at Kincaid Elementary. Our concerns are threefold: 1) Noise and pollution, 2) traffic and 3) environmental.* *Depending on where current aircrafts are stationed, idling, or taxing at the airport, the noise is constant. It is well known noise and air pollutants are accompanied by any airport. As aircrafts idle, taxi, or take flight, our home and neighborhood is in receipt of uninterrupted noise and pollutants. The current noise analysis doesn't take into account long enough periods of time to accurately address or understand the amount of airport noise pollution in the Kincaid/Tanaina neighborhood. When aircrafts fly over our homes the aircrafts, typically flying in the evening, will shake and rattle our homes. The amount of noise will wake anyone from their sleep. With the additional 125 acre development there will be additional noise and pollution. Per various EPA, FAA and other studies on Airports the key pollutants include*	*The noise analysis concludes there will be no significant impact, wildlife will not be significantly impacted by this project. Traffic impacts may occur during construction but will be temporary. No substantial long term impacts to traffic will result from this project.*	*3.5, Appendix B*	*Noise, Traffic, Wildlife*

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			oxides of nitrogen, carbon monoxide, hyrdrocarbons, particulate matter, sulfur oxide and carbon dioxide. Regarding the noise pollution please reference document https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/ and www.epa.gov study, Investigative Study of the California Experience in Airport Noise Regulation. Before the expansion proceeds additional measures need to be taken to mitigate noise and pollution. *The second concern is the amount of traffic along Raspberry, Sand Lake, and Jewel Lake roads. Currently, these roads are already heavily utilized, overburdened, and there are accidents. With additional traffic, how will all the pedestrians, bikers, and skiers, visitors and children coming and going into the neighborhood be addressed? The traffic along Raspberry can not bare more vehicles especially at the crossroads between Raspberry and Sand Lake. There are events at Kincaid Park perpetually with: hiking, walking, Nordic skiing, soccer, running, shooting range, archery, fat tire, biking, Ski for women, marathons, triathalons, Mighty bikes, weddings, family events, and so on. As well, with Kincaid Elementary and the bus schedule, the expansion needs to reconsider where their traffic will have less of an impact and ensure the safety along Raspberry, Jewel Lake and Sand Lake roads.* *Lastly, the environment and biodiversity of the area is also in need of the most careful review to lesson the disturbance of the biodiversity.*			

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			The expansion will not only impact landscape into the beautiful and immaculate Kincaid park but it will have an everlasting impact on the wildlife and biodiversity. We have bears, moose, lynx, owls, porcupines, birds, squirrels, and various other small critters in our vast and beautiful neighborhood. We have witnessed, lynx and bear jumping the fence. We have countless moose, bear, and lynx in our neighborhood, giving birth, & living. Countless visitors visit Kincaid, stopping all along Raspberry Road to view the moose and animals on either side of the fence. Perhaps reviewing https://lutonrising.org.uk/our-planet/the-airport-and-the-environment/ or https://iopscience.iop.org/article/10.1088/1757-899X/1226/1/012024. If the 125 acres are cleared and developed, how will development handle the displacement of the wildlife! How will the landscape view as visitors enter Kincaid park be addressed. *The FAA and EPA have numerous documents regarding the impact of airport expansion: https://www.faa.gov/airports/environmental/ and https://search.epa.gov/epasearch/?querytext=airport+expansion&areaname=&areacontacts=&areasearchurl=&typeofsearch=epa&result_template=#/. As residence of Kincaid park neighborhood we hope you will reconsider and take additional measures to ensure the expansion has less of an impact on the noise, pollutants, traffic and biodiversity of such a pristine and popular park and neighborhood.* *Regards,*			

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Desiree and Jon Gill			
67	*6/23/22 Email*	*Kevin Kleweno*	*Draft Environmental Assessment (EA): South Airpark Cargo Improvement Review comments: Page 9; Section 2.2: I find the following: "The new aircraft parking apron will include an 80-acre surface with 15 hardstands equipped with in-ground fuel hydrants (supplied by transportation pipelines) and in-ground power connections." From the Stormwater Pollution Prevention Plan (SWPPP) developed by Elaine Pflugh, P.E. in February 2022 on Page 10, Section 4.5 noted that after construction, impervious area would be 5% of the total area of 120 acres. I calculated that 5% of 120 acres to be 6-acre of impervious surface. Based on the information in the draft EA regarding the size of the impervious area will be 80-acres not the 6-acres found in the SWPPP, will the SWPPP be modified to show the correct size of the impervious area of the proposed project? If not, why?*	*The SWPPP is a part of the Alaska Pollutant Discharge Elimination System Construction General Permit under the authority of ADEC, and is outside the scope of NEPA.* *The glycol recovery and recycling system is proposed to be installed. There is no indication that it won't.* *Stormwater runoff from the site that is not captured in the retention basin will be discharged into the ANC stormdrain system.* *Concerns regarding ANC water quality or stormwater discharge should be addressed to ANC.* *Only waterbodies and wetlands directly or indirectly impacted were addressed in this EA.* *Two PFAS studies have been conducted and PFAS is non-detect in the project area. Other*	*3.3.2.1, 2.2. 3.7, 3.3*	*SWPPP, Hazardous Materials and Contamination, Wetlands and Waterbodies,*

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Page 9; Section 2.2: I find the following: "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." During the 1990's, I worked for the Department of Environmental Conservation, Anchorage District Office. At that time, the Anchorage International Airport (now the Ted Stevens Anchorage International Airport) (AIA) environmental staff were recommending a 100% glycol recovery and recycling system to be installed at AIA. The carriers would not fund the project. As a result of no funding, AIA installed numerous water treatment ponds (manmade wetlands) to treat the stormwater contaminated with glycol from de-icing. In addition, AIA decided to centrally locate all de-icing efforts. If a glycol recovery and recycling system could not be agreed upon in the 1990's due to price, would the price be sufficiently higher today and perhaps result in carriers not using the proposed facility? What happens if a glycol recovery and recycling system is not installed, will the public have to the Federal Aviation Administration (FAA) and the Alaska Department of Transportation and Public Facilities to court to ensure that owner of the South Airpark Cargo Improvements to ensure the system is installed? *Page 9; Section 2.2: I find the following: "A retention basin will provide a location for stormwater to be collected from the new impervious surface and settle potential contaminants." There was no information on where the stormwater being collected in the proposed retention basin will be discharged. If*	*contaminants, if found, such as diesel organics may degrade over time.*		

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			the proposed glycol recovery and recycling system fails, will the proposed retention basin be sized properly to treat any escaping glycol? If the stormwater collected on the site is discharged into AIA's stormwater system that flows to the west, will or has AIA set water quality limits on the stormwater that will be discharged from the proposed retention pond? *Since AIA's stormwater collection and treatment system which the stormwater from the proposed project will be discharged into discharges into the Anchorage Coastal Wildlife Refuge, I cannot find any discussion on possible impact to the water quality of the Anchorage Coastal Wildlife Refuge in the draft EA.* *Page 13, Section 3.2.1: Kincaid Park was noted as an affected environment. Only one of the few lakes found in Kincaid Park was listed in this section. Please explain why only one lake was addressed. I know several individuals that fish the other lakes as well.* *Since the SWPP notes that stormwater developed during construction will be discharged into Campbell Creek (which may be in error), why is not Campbell Creek included as possible affected environment? How about Delong Lake which could receiver stormwater from the proposed project site during the construction stage of the project?* *There was no mention or reference to the Anchorage Coastal Wildlife Refuge in the draft EA. Was this just an oversight of the authors? Since the public did not include this refuge in our first round of comments, the authors did not include this refuge that could be impacted*			

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			by additional stormwater that could be contaminated by glycol and other contaminates? *Page 19, Section 3.3.2.1: Under "Non-Action" it is stated that "Any remaining contaminated soil in the area may degrade over time through natural attenuation." From NorthLink Aviation's detailed sampling report the following can be found:* *A total of 9 surface soil samples were gathered from a 3 x 3 grid over the 120 acres of Northlink's lease.* *Of these 9 samples 5 returned positive results for per-and -polyfluoroalkyl substances (PFAS), all of which are less than permitted limits published by the EPA in 2016.* *Since PFAS does not biodegrade over time through natural attenuation, how can this be part of the "Non-Action?" This shows sufficient lack of knowledge of the contaminates found in the proposed site and the areas to the east, west, and north of the proposed site.* *From another set of comments that I have been able to review, it appears that as of June 2022, the Environmental Protect Agency (EPA) has lower levels of PFAS. The lowering of PFAS health advisory limits. As a result, Section 3.3 Hazardous Materials, Solid Waste, and Pollution Prevention should be modified to include the lower standards for PFAS released this month by EPA. It concerns me that the authors of this document did not know or were unable to learn of the coming changes on allowable limits of PFAS in the environment. While working for the Alaska Department of Environmental Conservation,*			

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			as a member of its professional staff, I knew when any division/branch of EPA was going to issue new standards. Again, I find it very concerning that the profession staff of DOWL did not include the forth coming new standards in this draft EA. *Page 20, Section 3.3.2.1: The existing SWPPP provides incorrect information on the location of the receiving water body of the stormwater along with the amount of imperious area of the proposed project. Is this normal review of previous submitted permit applications?* *Page 20, Section 3.3.2.1: Glycol mixed with stormwater already exists at AIA. During the 1990's, I worked for the Department of Environmental Conservation, Anchorage District Office. At that time, the Anchorage International Airport (now the Ted Stevens Anchorage International Airport) (AIA) environmental staff were recommending a 100% glycol recovery and recycling system to be installed at AIA. The carriers would not fund the project. As a result of no funding, AIA installed numerous water treatment ponds (manmade wetlands) to treat the stormwater contaminated with glycol from de-icing. In addition, AIA decided to centrally locate all de-icing efforts. If a glycol recovery and recycling system could not be agreed upon in the 1990's due to price, would the price be sufficiently higher today and perhaps result in carriers not using the proposed facility? What happens if a glycol recovery and recycling system is not installed, will the public have to the Federal Aviation Administration (FAA) and the Alaska Department of Transportation and Public Facilities to court to ensure that owner of the*			

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			South Airpark Cargo Improvements to ensure the system is installed? *Since AIA's stormwater collection and treatment system which the stormwater from the proposed project will be discharged into discharges into the Anchorage Coastal Wildlife Refuge, I cannot find any discussion on possible impact to the water quality of the Anchorage Coastal Wildlife Refuge in the draft EA.* *Page 36, Section 3.7.1.1: There is a discussion that included Little Campbell Lake and Sullivan Pond to the west of the proposed project. However, Delong Lake or other lakes to the east of the proposed project were included. Please explain why water bodies and possible wetlands to the east of the proposed project were not included in the draft EA?* *Page 38, Section 3.7.1.2: While I agree that there is not a current drinking water protection area that includes the proposed project site, in 2012 there was an existing drinking water protection area. The community water system was named Country Lane Estates, PWS ID AK2214706. My research revealed that the subdivision connected to the Anchorage Water and Wastewater Utility after the assessment was completed. DEC, Drinking Water Program has lost the files related to the assessment since the operator at the time can provide documentation that they provided comments to DEC on the assessment.* *If the groundwater gradient is similar through the area south of the AIA, using the current drinking water protection area for Sand Lake Service, PWSID 210485, there could be*			

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			concern for the private wells to the south of the proposed project. *It is stated that: "In the project vicinity, groundwater flows west -northwest, from the Chugach Mountains towards the Cook Inlet and Knik Arm (USGS, 1995)." In a table found in the document titled: "Overview of Environmental and Hydrogeologic Conditions at Three Federal Aviation Administration Facilitates near Anchorage International Airport, Anchorage; " U.S. Geological Survey, Open -File Report 94-712-W, dated 1995", groundwater flow direction in the location of the proposed project is to the west and southwest.*			
63	*6/24/22*	*Kevin Kleweno*	*Storm Water Pollution Prevention Plan* *ANC Northlink Aviation South Airpark Development* *February 1, 2022* *Review comments:* *3.2 Project Site-Specific Conditions* *Page 8; Drainage Patterns: It is stated: "Runoff from the project area flows through the Anchorage Storm Drain System to Campbell Creek." However, when one reviews the drawings in Appendix A, Sheet No. 41, CRW Sheet No. C2, does not show any storm drain line along the Raspberry Road right-of-way. So how can runoff from the project area flow to Campbell Creek without storm drain lines?* *In the aero photo found on Page No. 42, there is reference to storm drain line. However, it does not appear that the storm drain line noted appear to be segment. Please explain how segmented storm drain lines can direct storm water to Campbell Creek.*	*The SWPPP is a part of the Alaska Pollutant Discharge Elimination System Construction General Permit under the authority of ADEC, and is outside the scope of NEPA.*	*N/A*	*SWPPP*

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			Page 8; Existing Vegetation: It is stated: "Vegetation in the project area is mostly commercial properties with trees and mowed grass." Please explain what type of vegetation is "commercial properties"? From the aero photo found on Page No. 42, there appears to more than just trees and mowed grass in the project area. My experience from driving by the proposed site, hiking in Kincaid Park, and being in similar wooded areas along airport boundary the vegetation in the project area is more than just trees and grass. What about ferns, shrubs, and other undergrowth? *4.4 Sequence and Timing of Soil-disturbing Activities* *Page 9; Bullet Point Number 13 – Install water and sewer lines: Does the term "sewer line" include both sanitary and storm drain lines or does it only include sanitary lines? If the statement found on Page 8; Drainage Patterns: It is stated: "Runoff from the project area flows through the Anchorage Storm Drain System to Campbell Creek" is correct, it appears that sewer line does include both sanitary and storm drain. If there are no storm drain line in the Raspberry Road and the sewer line only include sanitary wastes sewer again, please explain how runoff from the project area can flow the Anchorage Storm Drain System to Campbell Creek?* *4.5 Size of Property and Total Area Expected to be Disturbed* *Page 10; Percentage impervious area BEFORE construction was listed as 100%.* *If Impervious means: Incapable of being passed through, as by moisture or light rays. Please explain how an undistributed site could*			

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			be 100% impervious before construction. If the reported percentages on impervious are perhaps incorrect, could the runoff coefficients be incorrect as well. *5.0 Site Maps* *Page 11; sixth bullet point: Municipal separate storm sewer systems if present (Figure 1). Which is it? Is there a storm drain system or not? This appears just standard language that the author hopes no one notice during a review of this document.* *7.0 Documentation of Permit Eligibility* *Please explain how Campbell Creek is the receiving water if there are no storm drain lines able to move the storm water from the proposed construction site to Campbell Creek.* *9.0 Applicable Federal, State, Trible or Local Requirements* *Page 14; Drinking Water Protection Areas: We agree that there are no longer drinking water protection areas within the project area for a community water system. However, up until 2016, there was a community water system which the Department of Environmental Conservation did complete a source water assessment. If the title of this section is correct, Applicable Federal, State Trible or local Requirements, why is there no mention of the numerous single family source wells just south of the project area?* *Page 14; Water Quality Standards: It is stated: "The best way to determine if a discharge is within the water quality requirements for turbidity is if you can visually detect a change in turbidity as the water enters the receiving water." In my experience, if I can detect a change in the receiving water as the discharge*			

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			enters the receiving water, I have a violation of water quality requirements. How, if the receiving water body is not Campbell Creek, but the inlet, there possible could never be a violation of water quality requirements. How about if the receiving body is the Anchorage Coastal Wildlife Refuge? How temperature violations? *How will the Site Superintendent, SWPPP Manager/Storm Water Lead ensure that proper sampling is completed to determine a violation of water quality requirements?* *10.0 Control Measures* *If construction on the site does start April 2022 (Appendix C), I was unable to find a best management practice (BMP) that covers how to contain runoff during spring break-up. Please explain how the listed BMPs found in Appendix B will be able to address spring break-up conditions.* *How can BMPs such as covering storm drain inlets be completed properly during freezing temperatures in February?* *Page 16; Measures to Protect Natural Features Table: Again, Campbell Creek is listed with very limited verification that storm water will reach Campbell Creek. There is some evidence that storm water could reach Anchorage Coastal Wildlife Refuge from the diagrams and photos provided in Appendix A. Since there appears to be a short segment of storm drain line at the exit to Beer Can Lake, should that lake not be included as well as Anchorage Coastal Wildlife Refuge in the list of natural features in the table found on Page 16?*			

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			10.7 Stabilized Construction Vehicle Access and Exit Points and Track-out from Vehicles *Page 19; Street Sweeping: It is stated: "Street sweeping is the process of removing sediment from paved roadways by either vacuuming or picking up or side sweeping." How will the Site Superintendent, SWPPP Manager/Storm Water Lead now when the paved roadways are clean? 10% of a square foot of roadway is free from sediment? 40% of a square foot of roadway is free from sediment? Or will they use something else? Will it be acceptable to have an asphalt roadway turn brown for days?* *10.8 Dust Generation* *Page 20; Wind Erosion Control: It is stated: "Dust will be controlled by spraying all disturbed areas, stockpiles and unpaved roads with water." If construction is to start in February or April 2022 (Appendix C), how will it be possible to spray water to control dust?* *10.12 Soil Stabilization* *Page 24; Seeding: Under "Installation Schedule" it is stated that "Seed immediately after work in each area is finished." From the information found on Pages 6 and 7, seeding is of limited to no value at all if the seeds do not have enough time to stablish a root system to limit erosion. While this BMP could be useful, there must be time periods where this BMP should not be used.* *10.15.2 Fueling and Maintenance Areas* *Page 25; Maintenance Area Controls: It is stated: "Maintenance will be done off-site whenever possible." Again, this standard language used in Storm Water Pollution Prevention Plans (SWPPPs) that are normally not reviewed by the public along federal, state,*			

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			and/or local regulatory staff. I have not experienced a construction site of this size that any maintenance was completed off-site. *11.1 Inspection Schedule* *Page 29; Winter Shutdown Procedures: What about Winter Start Up Procedures if construction could be starting in February and/or April 2022 (Appendix C)?* *12.0 Monitoring* *Page 32: If one really does not know which water body storm water will flow into, how can this section be properly addressed?* *General comments:* *1. I did not go through each BMPs. However, based on my experience each listed BMPs will need to be modified to meet the environmental and weather conditions during the development of the project. I am willing to take the time to discuss each proposed BMP.* *2.* *Keven K Kleweno, P.E.* *Storm Water Pollution Prevention Plan* *February 2022* *ANC Northlink Aviation South Airpark Development* *February 13 & 14, 2022 Review comments:* *3.2 Project Site-Specific Conditions* *Page 8; Drainage Patterns: It again is stated: "Runoff from the project area flows through the Anchorage Storm Drain System to Campbell Creek." However, when one reviews the drawings in Appendix A, along with website that Ms. Elaine Pflugh, P.E., provided during the first meeting on the proposed Storm Water Pollution Prevention Plan (SWPPP), none of the existing storm water*			

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			lines along Raspberry Road and Jewel Lake Road discharge into Campbell Creek. *Working west to east, the first storm water collection system discharges onto Kincaid Park property, the second (Lowell Circle), third (Tanaina Drive), and fourth (Kiliak Place) storm water collection systems discharge onto Anchorage International property, the fifth storm water collection system discharges into a drainage swale that flows towards Jewel Lake Road. As one moves towards the intersection of Raspberry Road and Jewel Lake Road, the storm water collection system on the west side of Jewel Lake Road along Raspberry Road discharges into a drainage swale that is sloped downhill towards Sand Lake Road. There is a possibility that there is another drainage swale that allows storm water to flow towards DeLong Lake.* *Turning to the storm water collection systems along Jewel Lake Road, in the southern direction, storm water is discharged either into a small pond on the east side of Jewel Lake Road (near W 74th Avenue) or into a wet land that is part of Sand Lake. I cannot any evidence that storm water collected along Raspberry and Jewel Lak Roads are discharged into Campbell Creek.* *While I agree that the storm pipe is owned by the MOA and the watershed-name is Campbell Creek, it does not mean that the storm water collected along Raspberry Road is directed to Campbell Creek. I believe that the provided statement should be rewritten as follows:* *"Runoff from the project area flows to different discharge sites located on park lands, Anchorage International lands, Municipality*			

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			right-of -ways, drainage swales, and wetlands located within the Campbell Creek Watershed. At no time will storm water be discharged into Campbell Creek." *This issue becomes a major issue in Section 7.0 Documentation of Permit Eligibility.* *Page 8; Existing Vegetation: It is stated: "Vegetation in the project area is mostly trees and mowed grass."* *While I agree that there is mowed grass along the northern and eastern edges of the site, but it appears to be limited to approximately 25 - 30% of the complete site.* *Regarding the "mostly trees", from the document titled: "Overview of Environmental and Hydrogeologic Conditions at Three Federal Aviation Administration Facilities near Anchorage International Airport, Anchorage;" U.S. Geological Survey, Open-File Report 94-712-W, dated 1995" Page 5, under Vegetation, I found the following:* *The interior forest is found predominantly on the well-drained hills of the northwest and southwest parts of the AIA. Tree species typical of the interior forest include white spruce, paper birch, balsam poplar, back cottonwood, and willow (Vierech and Little, 1972). Shrubs in the interior forest include wild rose, lingonberry, bunchberry, currant, and Labrador tea. The Point Woronsof FAA station is within an area defined as interior forest.* *Treeless bogs are found in poorly drained flat areas north and west of Lake Hood and Lake Spenard where water-saturated soils are unable to support trees. Primary vegetation types include birch brush, Labrador tea, scrub*			

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			willow, cotton grass, sphagnum moss, and sedges. *I included the above wording since it appears to provide an example of the types of vegetation that is found on the site.* *4.5 Size of Property and Total Area Expected to be Disturbed* *Page 10; Thank you for changing the impervious area BEFORE construction from 100% to 0%.* *My concern is the percentage impervious area after construction is listed as 5% which only 5.7 acres of the area that will be disturbed. Is this area correct?* *Impervious is defined as: "Incapable of being passed through, as by moisture or light rays."* *Impervious surfaces include roofs, car parking areas, road ways, plane parking areas, and taxi ways.* *5.0 Site Maps* *Page 11; sixth bullet point: Municipal separate storm sewer systems if present (Figure 1).* *From the reference that Ms. Pflugh provided during the first meeting, there are several storm drain collection and discharge systems in the area. Perhaps this bullet point should be modified as follows:* *Municipal separate storm water collection and discharge systems are present along the southern boundary of the project (Figure 1).* *7.1 Receiving Waters* *From the reference that Ms. Pflugh provided during the first meeting there is no evidence that storm water is discharged into Campbell Creek. The information from the provided site shows that the storm water being collected along Raspberry Road located along the*			

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			southern boundary of the Anchorage International Airport (project area) is discharged onto park land, Anchorage International Airport land, drainage swales along Raspberry Road and perhaps into Delong Lake, a wetland along Jewel Lake Road, and Sand Lake. *So why are you continuing to state that the Receiving Water is Campbell Creek? Discharging in at different sites within the Campbell Creek Drainage Basin is completely different than discharging into Campbell Creek.* *Obtaining a state general permit using false information such as storm water being discharging into Campbell Creek is not acceptable. It could result in an investigation and possible fines.* *9.0 Applicable Federal, State, Trible or Local Requirements* *Page 14; Water Quality Standards: It is stated: "The best way to determine if a discharge is within the water quality requirements for turbidity is if you can visually detect a change in turbidity as the water enters the receiving water." Based on enforcement my experience, if I can detect a change in the turbidity of the receiving water as the discharge enters the receiving water, I have a violation of state water quality requirements. I recommend the following modification:* *"The best way to determine if a discharge is causing a violation of state water quality requirements for turbidity is if you can visually detect a change in turbidity as the water enters the receiving water."*			

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			How, if the receiving water body is not Campbell Creek, but the inlet, there possible could never be a violation of water quality requirements. How temperature violations? How will the Site Superintendent, SWPPP Manager/Storm Water Lead ensure that proper sampling is completed to determine a violation of water quality requirements? *From the information provided during the first meeting, storm water that is generated after construction is complete will be discharged into the existing system at the Anchorage International Airport. Has the Alaska Department of Fish and Game been contacted about the additional flows into the Anchorage Coastal Wildlife Refuge?* *10.0 Control Measures* *Page 16; Measures to Protect Natural Features Table: Again, Campbell Creek is listed. Again, from the reference that Ms. Pflugh provided during the first meeting storm water is not discharged into Campbell Creek. This section will need to be modified.* *10.7 Stabilized Construction Vehicle Access and Exit Points and Track-out from Vehicles* *Page 19; Street Sweeping: It is stated: "Street sweeping is the process of removing sediment from paved roadways by either vacuuming or picking up or side sweeping." How will the Site Superintendent, SWPPP Manager/Storm Water Lead now when the paved roadways are clean? 10% of a square foot of roadway is free from sediment? 40% of a square foot of roadway is free from sediment? Or will they use something else? Will it be acceptable to have an asphalt roadway turn brown for days?* *10.8 Dust Generation*			

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			Page 20; Wind Erosion Control: It is stated: "Dust will be controlled by spraying all disturbed areas, stockpiles and unpaved roads with water." If construction is to start in February or April 2022 (Appendix C), how will it be possible to spray water to control dust? *10.12 Soil Stabilization* *Page 24; Seeding: Under "Installation Schedule" it is stated that "Seed immediately after work in each area is finished." From the information found on Pages 6 and 7, seeding is of limited to no value at all if the seeds do not have enough time to stablish a root system to limit erosion. While this BMP could be useful, there must be time periods where this BMP should not be used.* *10.15.2 Fueling and Maintenance Areas* *Page 25; Maintenance Area Controls: It is stated: "Maintenance will be done off-site whenever possible." Again, this standard language used in Storm Water Pollution Prevention Plans (SWPPPs) that are normally not reviewed by the public along federal, state, and/or local regulatory staff. I have not experienced a construction site of this size that any maintenance was completed off-site.* *11.1 Inspection Schedule* *Page 29; Winter Shutdown Procedures: What about Winter Start Up Procedures if construction could be starting in February and/or April 2022 (Appendix C)?* *12.0 Monitoring* *Page 32: If one really does not know which water body storm water will flow into, how can this section be properly addressed?* *General comments:*			

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			1. I did not go through each BMPs. However, based on my experience each listed BMPs will need to be modified to meet the environmental and weather conditions during the development of the project. I am willing to take the time to discuss each proposed BMP.			

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Northlink Public Comment Log
Comments following Final EA: #64-196 (underlined)

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Final EA and Draft FONSI/ROD Comments			
64	4-28-2023 Email	Linda Swiss	Thanks for the information, Sean. Is there any plan to hold a public meeting/open house for an opportunity to ask questions? Linda	A public meeting was held on May 30, 2023.	N/A	Public Involvement
65	4-30-2023 Email	Keith Sopp	We live in Sportsmen Point, near this project area. I fully support the continued development of the Anchorage Airport, including this air cargo project. The Anchorage airport continues to grow due to our unique global location, uncluttered airspace and land available for development. This project will bring more good paying jobs and diversity of our economy. I support this project. Thank you, Keith Sopp	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
66	5/1/2023 Email	Linda Swiss	RESENDING EMAIL WITH SUBJECT LINE Ms. Warden: This is in regards to the public review of NorthLink Aviation's Final Environmental Assessment (EA) and Draft Finding of No Significant Impact (FONSI) and Record of Decision. Sean Dolan notified the residents directly south of the airport about the public review on April 27, 2023. In inquiring with Sean about a public meeting to present this significant milestone, Sean indicated no public meeting will be held. This seems to be in direct conflict to the FAA's commitment on July 19, 2022 highlighted in your email below. As the	A public meeting was held on May 30, 2023.	N/A	Public Involvement

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Director of the Alaskan Region Airports Division, we expect you would direct NorthLink to honor your commitment and schedule a public meeting. Due to the significant impact this project will have on the community, I believe the public deserves this opportunity. Please let me know by the close of business on Tuesday, May 2. Thank you for your attention to this important matter. Linda Swiss Airport Subcommittee of the Sand Lake Community Council			
67	5/2/2023	Mark E. Madden	After a careful and detailed examination of the Final EA and Draft FONSI/ROD document, I am in favor of Northlink Aviation's South Airpark Cargo Improvements plans and encourage moving forward with the proposed construction through to completion. With Ted Stevens Anchorage International Airport's (PANC's) continued air cargo business and especially with consideration to the recent announcement from airport management that PANC has moved up to the third busiest air cargo airport in the world, the need for the Northlink Aviation's South Airpark Cargo Improvements is definitely justified for practical airport operational reasons as well as solid Anchorage economic reasons. All of the project impact considerations are moot, if any and are well within reason. I encourage moving on with this project.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
68	5/8/2023	Bill Popp	Please see the attached letter of support. Best regards *(See Comment #68 Bill Popp 5-8-2023 in Appendix G for attachment)*	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA. Hazardous materials are addressed in Section 3.3 of the EA. Noise is addressed in Section 3.5 of the EA. Water resources are addressed in Section 3.7 of the EA	3.1 Socioeconomics, 3.3 Hazardous Materials, 3.5 Noise and Noise Compatible Land Use, 3.7 Water Resources	Support
69	5/8/2023	Frank Rast Email	I have been a resident at 8253 Seacliff Street, approximately 1 mile south of the Runway 33 threshold for 25 years. During winter temperature inversions the smell of jet fuel is extremely noxious and nauseating. The Proposed Action includes fueling heavy aircraft at Northlink's Proposed Ramp, the noxious odors will go off airport property adding to the cumulative impact from other Airport fueling locations. The negative impacts of these odors and mitigation is not addressed in the Environmental Assessment. The FAQ's state "Northlink will not contribute to any additional air pollution at the Airport. I strongly disagree and request that negative impacts and mitigation of jet fuel odors be addressed in the Final Environmental Assessment and Record of Decision.	Dear Mr. Rast, Thank you very much for your comment. Your email indicates there is an existing issue with fueling operations at the airport that should be addressed. Per your comment, I will follow-up with the team at Menzies / Anchorage Fueling & Service Corporation (AFSC). AFSC owns all of the jet fuel pipeline, storage and hydrant infrastructure in Anchorage/ANC, which will include the system extending to NorthLink's terminal. Menzies operates the AFSC system under a contract with AFSC. I will get a better sense from Menzies of the vapor recovery technology in place (if any) and what would lead to fumes being vented, which is the reason for your comment. There is a meaningful amount of fueling done at the airport via tank trucks, which is not Menzies/AFSC-related. Anything that is Menzies/AFSC-related we can try figure out if there is a solution to addressing the issue. NorthLink wants to work constructively to be a good corporate citizen and improve the environmental profile of the airport. This is one of	N/A	Odors

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				the many reasons why we are developing a deicing fluid recycling solution for ANC. Dumping 949,000 gallons a year of propylene glycol into Cook Inlet (what happened in the winter of 2021/2022 per the attached report) is not acceptable. We are not happy with maintaining the status quo in terms of legacy environmental practices. Thank you again for your comment. I look forward to following up with you shortly. Best regards, Sean (See Comment #69 in Appendix G for response attachment) The proposed project will not contribute to new air traffic at the airport. As such, odors are not referenced in the EA as the proposed project is not expected to add to the amount of odors already coming from the airport.		
70	5/12/2023	Dave Bredin Email	I live at 6600 Kincaid Road, approximately 1/2 mile due south of the proposed project. I've lived here since 1990. I am not opposed to this project and expansion of the Ted Stevens Airport however I do have concerns for noise and vibrations from aircraft in general at the airport. The windows in my house (built in 1982) have multiple seals failing due largely to aircraft vibrations. Dishes and windows rattle when large planes fly overhead. The noise from aircraft taking off to the south is deafening. I would like to see the Airport take responsibility for the noise and vibration and offer some reimbursement for window replacement. Such a program was offered years ago and my home was outside the	The proposed project will not increase the cargo jet fleet mix at ANC and will not result in an increase in flights to/from the airport. The proposed project does not include a runway where planes take off and land, and taxiing noise, which is the main nature of noise generated by the proposed project, is typically subsumed in the broader airport noise profile. Departures and arrivals, for example, generate significantly more noise than the noise generated by taxiing actions. Existing Noise Contour Maps suggests that the background airport noise exceeds the noise the neighborhood might experience from taxiing of large aircraft at the Airpark area.	1.5 Noise and Noise Compatible Land Use	Noise

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			limits of the project. I welcome you to come on over when planes are taking off to the south. You can experience the noise and vibration first hand. I bought my home knowing it was near an airport and expansion was inevitable. That said, I do believe the airport has an obligation to reimburse nearby property owners for expenses caused by the noise and vibrations from its operations. The Northlink project will incrementally add to my noise and window damage problem.			
71	5/17/2023	Brad Jackman Email	To Whom it May Concern: I am writing to express my support for Northlink Aviation's proposed terminal project at Ted Steven's International airport. This project presents an opportunity for local economic growth and job creation for members of our community. Northlink's project supports the continued expansion and improvement of our airport's infrastructure, ensuring we maintain an edge in a competitive market. The plans include a first of its kind in Alaska glycol recycling facility for deicing fluids used on aircraft which protects our local environment. Northlink has steps to minimize impacts on the surrounding area, proving dedication to being a good neighbor. I urge you to recognize the positive impact this project presents and lend your full support. Thank you for your time and consideration	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
72	5/17/2023	Thrushal Kargi Email	Dear [Recipient's Name], I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come.			
73	5/17/2023	David LaMont Email	To whom it may concern, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. This project brings socially responsible ideas and infrastructure to the airport, that benefits not only this project, but many other aspects of airport operations for Anchorage as well. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
74	5/17/2023	Joe Jolley Email	Dear FAA, I was born and raised in the Sand Lake area. I own property in the Sand Lake area. I am a power user of Kinkaid Park. I am a private pilot based at Lake Hood. I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
75	5/17/2023	Sheila Hill Email	To whom it may concern, I am a lifelong Alaskan and have lived in the Sandlake area for over 15 years. I love this area of town and am active in the community and frequently recreate in the Kincaid Park and larger Sandlake area. I am writing to express my support of Northlink's Aviation Terminal Project. I believe this is a responsible and community friendly development that will significantly boost our local economy. This project supports the much needed and continued expansion and improvement of our airports cargo infrastructure. I hope to see this project come to fruition soon	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
76	5/17/2023	Jamie Kenworthy Email	I have no economic interest in the Northlink Aviation proposal for the South Airport Cargo Improvement. I am an occasional user of Kincaid Park trails. I have read the Final Environmental Assessment. My opinion is this parcel is part of the airport and should be used for airport activities such as this project. The airport is an economic engine for Anchorage and the state. By constructing a berm along Raspberry Road and recycling glycol I think Northlink is being a good corporate citizen. I am not concerned about noise impacts on Kincaid since the existing runway operations has a far larger impact than any additional noise from this project. I hope this project moves forward	Thank you for your comment. Noise is addressed in Section 3.5 of the EA and in Appendix D. Hazardous materials are addressed in Section 3.3 of the EA.	3.3 Hazardous Waste, 3.5 Noise and Noise Compatible Land Use	Support
77	5/17/2023	Daniel Oleniczak Email	To whom it may concern, Anchorage area has long been in need of the proposed NorthLink project to keep up with this everchanging world/economy we are now living in. We need to be a sustainable hub for the world and all of the freight that Anchorage accommodates year after year. An efficient and economical approach to keeping up with the times is desperately needed. Due diligence has been done to ensure that a safe, environmentally compliant and modern facility is what Anchorage will receive. By all means do what is necessary to make this happen, for our children's future to be better and have suitable employment available to our	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			community. Thank you from a concerned citizen of the Anchorage community.			
78	5/18/2023	Mack Conn Email	Dear Recipient's Name, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
79	5/18/2023	Kathleen Oleary Email	Dear Sir or Madam I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration			
80	5/18/2023	Julie Schnyder Email	May 18, 2023 Kristi A. Warden U.S. Department of Transportation Federal Aviation Administration Alaska Region Office of Airports 222 West 7th Avenue Anchorage, Alaska 99513-7587 Re: DRAFT FINDING OF NO SIGNIFICANT IMPACT AND RECORD OF DECISION South Airpark Cargo Improvements Dear Ms. Warden, I am writing as a member of Carpenters Local 1281 regarding NorthLink Aviation's south campus terminal project (the "Project") sponsored by Ted Stevens Anchorage International Airport ("ANC"). Our labor union strongly supports the adoption of the Environmental Assessment ("EA") published on April 25, 2023, as well as the draft Finding of No Significant Impact ("FONSI") and draft Record of Decision ("ROD") for the South Airpark Cargo Improvements. Our position is based on the following: • The Project will create job opportunities for our	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			members and provide a positive economic impact for the Municipality of Anchorage and across the state. • The Project will positively impact the local environment by implementing a solution at ANC to recover and recycle deicing fluid, preventing approximately 700,000 to 1,000,000 gallons per year of propylene glycol from deicing fluid flowing into Cook Inlet. • The Project will not contribute to additional noise in the neighboring Sand Lake Community, as evidenced by the acoustical engineering study included in the EA. • The Project will have limited to no impact on environmental resources. • The Project will have no impact on local drinking water given soil tests, geotechnical studies and civil engineering work completed. As an organized labor union, we also believe that the Project will benefit the community and support the current needs and future growth of air cargo volumes at the airport. Our members want and need family-sustaining jobs to remain in the state, and opportunities like this one strike the right balance between economic growth and environmental stewardship. We urge the adoption of the proposed findings of no significant impact and record of decision for the South Airpark Cargo Improvements. We appreciate your consideration of our comments regarding the NorthLink EA, draft FONSI and ROD. Sincerely,			

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Julie Schnyder			
81	5/18/2023	Henry Downey Email	Hey Northlink Aviation, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
82	5/18/2023	Tom Pargeter Email	To whom it may concern, My name is Tom Pargeter, I am a lifelong resident of Anchorage. I have spent my whole life living and working in and around the Dimond-West Anchorage area. I grew up attending Sand Lake Baptist Church and ChangePoint, eating at Tastee Freeze, and sledding at Kincaid Park. I met my wife on our first date at the Trophy Lounge, regularly watch football on Sunday mornings at Pipers in the Coast International Inn, and get coffee at Kaladi Brothers. My favorite food truck is Yeti Dogs at Kincaid, my kids and I fish Delong and Little Campbell (locally known as Beer Can) Lakes, I take my wife on dates to Kincaid Grill or Ronnie Sushi. I currently live in the	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Turnagain neighborhood and continue to work for a local Anchorage company while enjoying my Big Wild Life in the areas I grew up in and am familiar with. I could go on and on about the local parks, businesses, and events my family and I love to frequent, but I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.			
83	5/18/2023	Craig King Email	Dear Matt I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration. Craig King, Deb Ahern _____ thanks Matt			
84	5/18/2023	Todd Petrie Email	Dear FAA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration. Todd P.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
85	5/18/2023	Dave Johnson Email	To whom it may concern, Attached is Anchorage Sand & Gravel's letter of support for the NorthLink Aviation's Terminal Project. Sincerely, Anchorage Sand & Gravel	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Dave Johnson Sales Manager *(See Comment #85 Dave Johnson 5-18-2023 in Appendix G for attachment)*			
86	5/18/2023	Rick Garrett Email	Dear [Recipient's Name], I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
87	5/19/2023	Danette Erskine Email	Dear NorthLink Aviation, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.			
88	5/19/2023	Macen Kinne Email	Dear NorthLink Aviation, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration. Yours sincerely,	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
89	5/19/2023	Rick Garrett Email	Dear NorthLink Aviation, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration. Yours sincerely, RICK GARRETT			
90	5/19/2023	Dax Lauwers Email	To whom it may concern, As a local Alaskan, born and raised, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			our community and generations to come. Thank you for your time and consideration. Best, Dax			
91	5/19/2023	Jason Richards Email	To Whom It May Concern, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
92	5/19/2023	Jessica Lewandowski Email	Dear FAA I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration			
93	5/19/2023	Jenith Ziegler Email	I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. • The project supports the continued expansion and improvement of our airport's cargo infrastructure, ensuring we maintain our competitive edge. Anchorage is currently the 4th busiest airport in the WORLD for cargo throughput. • AIA also supports airport and community jobs (1 in 10 Anchorage jobs!). The Northlink terminal and associated development will ensure AIA's continued role as a leader in international cargo. It will also provide additional local, long-term employment opportunities. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			our community and generations to come. Thank you for your time and consideration, Jenith			
94	5/20/2023	Justin Morgan Email	Dear assembly members and legislators, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
95	5/20/2023	Wayne E. Westberg Email	Dear [Recipient's Name], I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration			
96	5/20/2023	Gabriel Kahlstrom Email	Dear NorthLink Aviation, I wanted to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project would be an incredible chance for growth, job creation, and make us a huge destination for air cargo. Movement forward on this project would not just create jobs and economic security but fix issues that already exist at the airport. I hope you guys consider it as investment into a State we all live and breath. We need growth/stimulus, especially Anchorage Thanks for reading this, have a Good weekend. Gabriel E. Kahlstrom	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
97	5/22/2023	Doug Ryan Email	To whom it may concern, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			our community and generations to come. Thank you for your time and consideration.			
98	5/22/2023	Ron J.P. Caron Email	Dear Federal Aviation Administration, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration. Ron J.P. Caron	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
99	5/22/2023	Peter Diemer Email	Dear Sir or Madam, I write briefly to state my support for the proposed NorthLink Aviation terminal project. As a homeowner within the Sandlake area I appreciate the robust engagement with the community by the project developer. The design of the development appears to address community noise and aesthetic concerns. The Airport and FAA must continue to support the surrounding residential community by requiring and enforcing noise	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			abatement protocols. The community economic impact of this development is projected to be substantial both in terms of construction and on-going job creation. Anchorage needs capital investment in its infrastructure which creates long lasting employment opportunities. Sincerely, Peter Diemer			
100	5/23/2023	Rick Garrett Email	Dear [Recipient's Name], I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration. RICK GARRETT Superintendent	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
101	5/23/2023	Macen Kinne Email	Dear FAA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration. Macen Kinne	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
102	5/23/2023	Kari Nore Email	Good afternoon, Please see the attached letter of support from the Alaska Chamber for the NorthLink Aviation Project. Please let me know if you have any questions. Thank you, -Kari Nore *(See Comment #102 Kari Nore 5-23-2023 in Appendix G for attachment)*	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
103	5/23/2023	Mikel Insalaco Email	Dear FAA c/o Northlink, I'm reaching out with full support for the proposed NorthLink Aviation project at our Ted Stevens Anchorage International Airport. This isn't just another construction project - it's a lifeline for our community, and a beacon of progress in these	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			challenging times. NorthLink's vision captures what I believe is the spirit of Anchorage and Alaska. They're looking at creating an infrastructure that not only meets our current needs but also sets us up for the future. And isn't that what we should all be aiming for? To leave a legacy of growth and improvement for the generations to come? But I don't just see this as an investment in bricks and mortar. I see it as an investment in the people of Anchorage and Alaska. This project promises to bring jobs and economic growth, sure. But more than that, it brings hope and pride - a chance for us to say, "Look what we can achieve." I know there are concerns - I've heard them. People are worried about the potential environmental impact, particularly on our groundwater. But from what I've seen, NorthLink is committed to addressing these issues, working with the community and the necessary authorities to ensure safety and sustainability. So, I urge you, please give this project your full support. Let's seize this chance to do something amazing for our community, our state, and our future. Thank you for your time and consideration.			
104	5/23/2023	Aaron Combs Email	Dear FAA, I am writing to express my enthusiastic support for NorthLink Aviation's visionary and transformative proposed terminal development project at the Ted Stevens Anchorage International Airport. This groundbreaking endeavor presents an	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			extraordinary opportunity to catapult our city and state into a new era of growth, prosperity, and global prominence. By embracing this project wholeheartedly, we demonstrate our unwavering commitment to nurturing economic expansion and job creation. The development of state-of-the-art terminal facilities will not only enhance our capacity to handle increasing air traffic and cargo demands but also attract new business ventures and forge valuable international partnerships. Anchorage has long been a vital link in global logistics, and this project has the potential to solidify our position as a thriving hub for trade, commerce, and innovation. Moreover, by investing in this ambitious venture, we are investing in the future of our community and the well-being of our citizens. The ripple effects of this project will extend far beyond the construction phase, as it will catalyze a virtuous cycle of economic growth, creating opportunities for individuals, families, and local businesses. The resulting increase in revenue and tax contributions will enable us to enhance public services, education, healthcare, and infrastructure, thus improving the overall quality of life for all residents. I implore you to grasp the magnitude of this unprecedented opportunity and lend your full support to NorthLink Aviation's terminal development project. Let us stand united in harnessing the power of innovation, progress, and economic vitality. Together, we can shape a brighter future for Anchorage, Alaska, and inspire other communities around the world with our visionary approach to sustainable growth and			

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			prosperity. Thank you for your time and consideration			
105	5/23/2023	Tony Samson Email	Dear FAA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration. Tony Samson President	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
106	5/23/2023	Matt Van Goethem Email	To whom it may concern, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration			
107	5/23/2023	Cherie Ball Email	Dear FAA I was born and raised in Anchorage and am a former resident of the Sand Lake Area (West Dimond & Westpark Drive), and have recreated at Kincaid Park and surrounding areas many times over the past 62 years. I am writing to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport and urge you to do the same. I am a little baffled by the apparent resistance this project is receiving from both the public and the regulatory agencies. This is airport designated land, isn't future development a natural consequence? We have companies who want to invest in Alaska and expand on that opportunity – why wouldn't we allow that to happen? I regularly receive text notifications from the State of Alaska and just recently (April) I received a message saying that Anchorage now holds the position of the Third Busiest Airport in the world for Cargo in 2022. I believe this project will contribute to Alaska's future and potentially transform our economy – not only in job creation but growth in all aspects of the economy at a time	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			when it's desperately needed. Obviously oil development and revenues have been and continue to be volatile, so new industries must be explored and developed. Thank you for your consideration.			
108	5/23/2023	Luke Parham Email	Dear FAA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for economic growth, family wage job creation and a significant leap forward in strengthening a key international freight hub. Supporting this project endorses infrastructure development and investment in the future of Anchorage and Alaska, fueling an economic revolution that has the potential to transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
109	5/23/2023	Brett Gunderson Email	Dear FAA, Haskell Corporation has been constructing in Alaska since the 1940s and has seen how developments such as Northlink Aviation's terminal project have benefited the local economy and infrastructure. Additionally, Haskell employs local union craft labor, and this project will bring jobs to Anchorage. I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.			
110	5/23/2023	Rick Novotny Email	Dear FAA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. Anchorage Hub is increasingly in need of infrastructure expansion for our ever growing International Cargo Hub as I believe we are now 3rd in the World. This project has went through all the strenuous permitting process's following the science and studies to make this a safe/viable project to both the environment but also the nearby Sand Lake Neighborhood and Alaska as a whole. Northlink Aviation already addressed many of the Sand Lake Council Concerns back in 2020 with providing a 700 foot setback per their request. Also will provide the 1st Deicing recycling system at the Airport which further show's their consideration to the environment and neighborhood. It seems increasingly more difficult to get any more of these projects approved and construction started in AK. I have only been an Alaska Resident for 20 years but would like see viable environmentally safe projects like this passed and	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			constructed to provide Job and Economic Growth for our community and state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.			
111	5/23/2023	Jenny Nemeth Email	Dear FAA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
112	5/23/2023	Terry Corrigan Email	Dear FAA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. In addition, this project will provide a venue for training tomorrow's workforce through apprenticeship opportunities. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.			
113	5/23/2023	Steve South Email	Dear [Recipient's Name], I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
114	5/23/2023	Nikolas Heagy Email	Dear FAA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.			
115	5/23/2023	Todd Bethard Email	Dear FAA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. It is a very environmentally friendly project that will provided much needed infrastructure. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
116	5/23/2023	Matt Schmidt Email	Dear FAA, I am a lifelong Alaskan that loves the state and want to see the growth of our state and economy.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			I write to express my support for Northlink Aviation's proposed terminal development project at the ted stevens Anchorage international airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration			
117	5/23/2023	Nathan R. Haines Email	Dear FAA, I am a local business owner and life-long Alaskan. I wanted to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. As of late, Anchorage has fallen on some hard times both socially and economically. There are few projects that can make significant positive changes to this City like the NorthLink project can. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.			
118	5/23/2023	Tony Noethlich Email	Dear FAA, As a lifelong Alaskan and community member raising my family in the Sand Lake area, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
119	5/24/2023	Cam Stones Email	Dear FAA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration			
120	5/24/2023	Douglas Karet Email	FAA/To Whom it May Concern, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
121	5/24/2023	Faina Kronos Email	Hi, I hope my email finds you well. I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration. Faina Kronos			
122	5/24/2023	Greg Clayton Email	Dear FAA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
123	5/24/2023	Justin McVaney Email	Dear FAA, I've long contemplated what industries can adequately offer uncorrelated revenue to Alaska's current basket of industries. This cargo project does exactly that. I firmly believe the robustness of Alaska's economy depends on this project being completed and thereby adding uncorrelated revenue to the state. I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
124	5/24/2023	Lawrence Garcia Email	Dear [Recipient's Name], I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.			
125	5/25/2023	Tony Link Email	Dear FAA, I was born and raised in the Taku/Campbell area from 1969-1998. I now live in the Huffman area from 1999-2023. I use the Kincaid Park area for my family on the mountain bike trails and cross x skiing. I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
126	5/25/2023	Lincoln Brandau Email	To whom it may concern, I'm writing to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration. Lincoln Brandau	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
127	5/26/2023	Phill Perron Email	Dear FAA, I hope this email finds you well. I am Phill Perron, the Vice President of Projects for the HDD Company. I am a veteran of the Royal Canadian Air Force, having served for 10 years and deployed on 5 tours throughout Africa, the Middle East, and Eastern Europe. I am writing to express The HDD Company's strong support for the NorthLink Aviation South Campus E-Commerce and Express Cargo Terminal project at Ted Stevens Anchorage	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			International Airport (ANC). ANC's role as the fourth largest cargo airport worldwide is crucial in facilitating global trade by providing an efficient stopover point on great circle flight routes. The development of the South Campus Cargo Terminal by NorthLink Aviation, with their 55-year lease for the 120-acre site, demonstrates their commitment to enhancing critical airport infrastructure and supporting the growing cargo volumes at ANC. The proposed South Campus E-Commerce and Express Cargo Terminal will be equipped with state-of-the-art facilities, including 11 hardstands designed for seamless aircraft power-in and power-out operations. The modern air cargo warehouse with temperature-controlled facilities, dual-hydrant fuelling systems, and infrastructure for glycol recovery and recycling will further enhance operational efficiency and sustainability. At The HDD Company, we are proud to bring our expertise in trenchless construction methods to the project. We would employ our proprietary techniques and specialized equipment to minimize environmental risks during our part of the work. Our trenchless construction methods reduce the need for traditional open-cut excavation, thereby minimizing disturbance to sensitive ecosystems and reducing the project's carbon footprint. We firmly believe that the implementation of this project will strengthen ANC's position as a major global cargo hub. The Terminal's substantial capacity will enable carriers to optimize revenue generation while minimizing turnaround times.			

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			Moreover, the presence of cargo facilities on-site opens up opportunities for ANC to become a central hub for consolidating cargo volumes. The Stevens Amendment's provisions allowing for trans-loading of cargo from both US and international carriers further enhance ANC's competitive advantage. In addition to the strategic benefits, the construction and operation of the South Campus Cargo Terminal will have a positive impact on the local community by creating meaningful job opportunities in the Anchorage area. We are excited about the potential economic growth and job creation this project will bring to the region. As The HDD Company, we are committed to supporting projects that drive industry growth and infrastructure development. We believe that the NorthLink Aviation South Campus E-Commerce and Express Cargo Terminal project aligns perfectly with our vision and values. We are eager to collaborate with NorthLink Aviation and other stakeholders to ensure the successful execution of this vital initiative. Thank you for your attention to this matter. Should you require any further information or have any questions, please do not hesitate to reach out to me directly. We hope the FAA will lend this project its full support and look forward to the potential growth this project could bring to the region.			
128	5/26/2023	Rhonda Grove Email	I can understand the confusion. I believe the Tuesday meeting is the NorthLink pro forma public comment meeting before the non-responsive to the public FAA rubber-stamps the project that is claimed to garner 2300 jobs with a	A public meeting was held May 30, 2023.	N/A	Public Involvement

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			FONSI even though it will indeed be a significant impact to many. The Wednesday meeting is the AIA developing a master plan which will hopefully live up to the braggadocios '3rd largest cargo facility in the world' hype. AIA needs to step up and be better to the surrounding community. Hope this helps, - Rhonda (in response to comment 130)			
129	5/26/2023	Rebecca Logan Email	Ms. Warden, I am writing to you regarding NorthLink Aviation's south campus terminal project sponsored by Ted Stevens Anchorage International Airport. The Environmental Assessment published on April 25, 2023, and the draft Finding of No Significant Impact and draft Record of Decision lead me to encourage you to adopt the Environmental Assessment and issue a final Finding of No Significant Impact and Record of Decision at the end of the 30-day public comment period. This project will have a significant impact on the environment, implementing a solution to recover and recycle deicing fluid. The project will also provide a great benefit to Anchorage - including significant job creation. Building an air cargo terminal on the land Northlink has leased is the best option for the project. Thank you for your consideration -	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
130	5/26/2023	Louise Lazur Email	Please check out the photo -- We received a number of postcards inviting us to attend a public meeting regarding NorthLink. Although the location of the meeting is the same, the dates are not. And we're supposed to accept what we are being told about development on the airport property when the information inviting us to the meeting is not only inconsistent, it challenges reliability on future information that will be shared. If they can't get the date right, what else are they not getting 'right'? Louise Lazur *(See Comment #130 Louise Lazur 5-26-2023 in Appendix G for attachment)*	5/27/2023 Good evening. Both dates are correct. The NorthLink public meeting is on Tuesday, May 30th at 6pm. The ANC Master Plan meeting is on Wednesday, May 31st. I hope this is helpful. Best, Sean [A public meeting was held on May 30, 2023.)	N/A	Public Involvement
131	5/27/2023	Louise Lazur Email	Whew. Thank you. Should have read more closely but the cards are too much the same	Comment noted.	N/A	Public Involvement
132	5/29/2023	Brian Lenion Email	I live directly across the street from the planned development. Noise has always been a factor in living here but only when the winds are from the south. With the development so close to our home and others, we will have the brunt of the expansion noise, pollution, traffic, lights and possible other pollution directly affecting our lives and home values. As a retired pilot, I have traveled to many European country's that have extreme restrictions on airports and their affect on the surrounding public. It's a sad state of our country, that we have none of these restrictions to protect the public living by airports	The proposed project is in compliance with all federal, state, and local laws. Impacts from construction are expected, but will be temporary and similar to other transportation construction impacts. The Final EA discusses noise, air pollution, contaminated and hazardous materials, traffic, and visual impacts. None are expected to cause a significant impact to nearby or surrounding residences.	3.3 Hazardous Materials, 3.5 Noise (including traffic), 3.6 Visual Resources and Visual Character, 3.1 Air Quality	Noise, pollution, traffic, visual impacts.
133	5/29/2023	Albert Circosta Email	Dear Raspberry and Sand Lake Homeowners and Advocates, Thank you to all our neighbors who have been	A 25ft berm is incorporated in the proposed project. The noise analysis (Appendix D) shows	Executive Summary, 2.2 Proposed Action,	Mitigation

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			dedicating their valuable time in communications regarding the Northlink Aviation South Airpark Campus. And thanks to all parties for attending the public hearing meeting Tuesday evening at 6PM at the Lakefront Hotel. If the Northlink Airpark project does move forward, I believe that the most effective measure to mitigate the significant impact on our surrounding neighborhoods would be the construction of a substantial "berm" along Raspberry Road. In the past, for various projects we have made efforts to encourage the airport to adhere to the intentions of the West Anchorage District Plan (https://www.muni.org/Departments/OCPD/Planning/Projects/WestAnch/Pages/default.aspx). Myself and others have attended numerous airport meetings during the previous round of sound and air quality mitigation efforts for our neighborhoods. During those meetings, airport managers made promises to our community of responsible development and mitigating the impact of any future development on our neighborhoods, including the construction of a "berm." However, the airport fell short on delivering their promise, particularly with the construction of the puny berm in the area shown in the attached picture. The "berm" they constructed is only a few feet above the road and it is almost laughable to consider as a mitigation effort at all. It is nearly at eye level or below as you drive past in a car, and it fails to obstruct any airport activity from neighborhoods. For the proposed Airpark Campus, given the anticipated increases in “jet engine run-up”, tarmac noise, de-icing overspray, and other	that the proposed berm will buffer noise from the proposed project. There is no data to indicate that de-icing fluid will travel any significant distance; aircraft de-icing locations will be over 1000 feet from the nearest homes, which includes the constructed berm and 500 foot vegetated buffer. According to a report by Wayson et al. (2000) available on the Bureau of Transportation Statistics website, glycol overspray can reach 53.3m (175ft). Most of the glycol studied reached the ground very quickly while a fraction was carried further downwind as mist Downwind mist was measured at 300 ft at a concentration of 14.19 mg/liter. The height of the berm and vegetation is the maximum allowable within restricted FAA airspace. It cannot be constructed taller.	3.5 Noise, 3.6 Visual Resources and Visual Character	

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			activity I have some grave concerns over the potential impact on surrounding neighborhoods. The negligent approach for a past promises also raises concerns about this developers' current assurances. While I am pro-business, pro-airport, and pro-development I have concerns over this project due to the increase of exposure to potentially hazardous materials in such close proximity to playgrounds, pre-schools, and family homes. I strongly advocate for the construction of a higher berm along the entirety of the project length along Raspberry. To ensure its effectiveness for mitigating sound and de-icing overspray, I believe the berm should be elevated to at least the roof line of the houses closest to the street on Raspberry. Please feel free to share this email. Thank you very much!			
134	5/29/2023	Rhonda Grove Email	Hello , You are such a gent for letting people participate virtually. Several emails from you with contradictory information have led to a baffling place of not knowing what the heck is going on with the process. I am asking for a clear and solid statement about how this process will work, once and for all, after all of the ccontradictory information coming to the public. FAA people, feel free to weigh in, that would be a	A public meeting was held May 30, 2023. Four public notices were published in the Anchorage Daily News with the same date, time, and location. The addition of a link to participate virtually was added to the last two. Two postcards were sent to over 500 residents with the same meeting date, location, and time; the second postcard offered a link to participate virtually. There was no inconsistency with published materials representing the date, time, and location of the public meeting.	N/A	Public Involvement

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			refreshing and much appreciated surprise. - Rhonda Grove			
135	5/29/2023	Matthew Sanders Email	Mr. Mayor, THANK YOU for speaking out. I share your stances. The noise berm has been a repeated issue of contention as the heights have jumped around from 45', 40', 11', and now settled on 25'. We have asked repeatedly for evidence on the purposed height, but are simply dismissed by the developer. The FAA, SOA, and TSAIA remain silent on the issue. BL: The 25' berm is NOT high enough to be effective at reducing air, noise, or light pollution for the Kincaid Park Recreationalists using the Coastal Trail, or the neighborhoods located only 700' away. "Ride"cerely,	The Draft EA states the berm would be 25ft tall with up to 15 feet of vegetation on top. The Final EA states the berm would be 25ft tall with up to 15 feet of vegetation on top. The engineering plan set (stamped and final) shows a 25ft berm (available upon request). FAA restrictions on airspace do not allow for the berm and vegetation to be any taller than what is proposed. A noise analysis in Appendix D of the Final EA demonstrates that the berm will buffer noise from the proposed development. The Tony Knowles Coastal Trail, is over 1.8 miles away from the proposed project and will not be impacted by the proposed project.	Executive Summary, 2.2 Proposed Action, 3.5 Noise, 3.6 Visual Resources and Visual Character, Appendix E.	Mitigation
136	5/30/2023	Andrea Snowden Email	NorthLink Aviation/FAA/AIA, Below are my comments regarding NorthLink Aviation's Final Environmental Assessment (EA) and Draft Finding of No Significant Impact and Record of Decision (FONSI/ROD): As a resident of one of the neighborhoods across from the proposed NorthLink Aviation project, I am very concerned about the impact this could have on the community and environment. Although the documents presented by NorthLink as part of their final Environmental Assessment (EA) lead you to believe that every environmental	All impacts are below FAA thresholds, and none will cumulatively exceed FAA thresholds. Measurements of significance and thresholds are based on current FAA guidance. NEED As of December 2022, ANC administers 14 remote hardstands that can accommodate wide-body aircraft, primarily used for commercial cargo aircraft. In addition, a private terminal owned by UPS has six hardstands that can accommodate freighters. The hardstand infrastructure is forecast to decrease by up to 14 available hardstands due	1.1 Purpose and Need, Appendix G Public Involvement, 3.5 Noise, 3.6 Visual Resources / Visual Character, 3.3 Hazardous Materials, 3.7 Water Resources: Wetlands and Groundwater,	Purpose and Need, Visual Impacts, Noise, Hazardous Materials, Socioeconomic Impacts, Traffic

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			aspect is below thresholds for "significance", I would argue that some of the research is incomplete and inaccurate, some thresholds are likely changing in the near future, and the cumulative effects of multiple items being so close to a given threshold therefore create a significant impact. I've gone into more detail on a few of my major concerns below. Based on these and many other objections by the community, I urge the FAA to deny the proposed Finding of No Significant Impact (FONSI) and instead prepare an Environmental Impact Statement (EIS) in response to the EA. NEED The EA attributes the need for this project to an increase in air freight demand, but the numbers used are artificially inflated due to a boost from the COVID-19 pandemic. Yes, there was a jump in the Global Air Cargo Market in 2021 compared to 2020, but 2022 numbers are closer to 2019 levels and declining. According to the International Aviation Transport Association (IATA), Global Air Cargo demand declined over 8% in 2022 compared to 2021 and the industry posted a 14.9% decline in January of 2023 as it approaches numbers closer to pre-pandemic levels. Job creation for Anchorage is also advertised, yet a brief drive around the airport or a quick internet search for jobs at the Anchorage airport reveals that there are countless unfilled positions at UPS, FedEx, Lynden, Cathay, Everts, etc. for a variety of air cargo jobs. If these companies are understaffed, it doesn't appear that the types of jobs that might be created from this project are	to expected expansions (UPS hardstands no longer being available for third party lease) and the growth of international passenger traffic (which would remove ANC's North Passenger Terminal as an option for cargo freighter parking). ANC does not have enough cargo facilities (after consideration of the expansion of existing cargo facilities and resulting loss of hardstands) to meet either expected or desired growth to fulfill the Global Efficiency need or the State of Alaska Economic growth need. Meanwhile, long term cargo traffic at the airport (not particular to this project) is anticipated to increase. ANC's anticipated cargo traffic does not necessarily move in lockstep with global trends. As noted in the AEDC 2020 report, ANC is "less than 10 hours by air from most of the industrialized world." That means ANC is in a key cargo transportation location. If there is a shortage of workers, companies must compete for labor creating a favorable climate for workers. NorthLink proposes competitive conditions, such as childcare, as employment benefits. According to the U.S Bureau Labor of Statistics Economy at a Glance (accessed June 2023), there are 6,900 people in Anchorage who report they are unemployed. NOISE EXPOSURE Based on comments related to noise, FAA undertook additional review of the noise analysis and requested additional information from NorthLink. During the review process, the FAA requested that NorthLink submit underlying mathematical assumptions for its noise calculations and NorthLink corrected for a topography error in	Appendix I Traffic Analysis	

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			actually in demand in Anchorage, but rather there may be a shortage of workers. NOISE EXPOSURE There are several concerns I have with the Noise Exposure section. The EA concludes that the project will not increase the noise compared to current levels experienced in the surrounding neighborhood. But is very hard to believe that 15 B-747s only 700ft from Raspberry Rd will not be an increase in noise (>65 dB or 1.5 dB increase) compared to "no action". The estimated noise level of the project was determined by modeling data based on a SINGLE study that measured aircraft traveling at a constant speed on a taxiway. Higher engine power settings are used during initial taxi compared to an aircraft at a constant taxi speed (likely at idle power), so I believe this is flawed estimate of the noise level of multiple B-747-sized aircraft taxiing in and out of a parking ramp to adjoining taxiways. As mentioned after the draft EA, another study should to be required that measures noise at an actual cargo ramp such as the UPS and FedEx ramps in Anchorage. This would deliver a more realistic base line to be used for modeling and likely show that noise levels will indeed increase. According to the EA, "the proposed project may produce noise between 55-64 dB". This is only 1 dB away from the FAA threshold for compatibility, so it is critical that the modeling be correct! Even if the modeling is accurate, there is no discussion of the cumulative effects of noise exposure. Besides an occasional aircraft starting	its original calculations. Making those adjustments, the dBA level decreased by 4 from 57 dBA to 53 dBA. The 53 DNL includes consideration of a 25-foot earthen berm to be constructed by NorthLink. . NorthLink's noise analysis received FAA approval on July 19, 2023. (See Appendix D). FAA Order 1050.1F, Appendix B, sets the significance threshold when the action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe. The noise generated by taxiing events relating to the Airpark project area is not predicted to reach at or near the FAA threshold for noise. While we understand there is review of the FAA noise policy, the most current FAA noise guidance is what we currently have, and what was used, for this analysis. VISUAL RESOURCES/VISUAL CHARACTER Pedestrians using active transportation facilities, such as that on Raspberry Road would observe airport infrastructure starting at Sand Lake Road heading westbound to Kincaid. The proposed development is consistent with the existing aviation infrastructure. Within the vegetated buffer extending back 500 feet from the road, many 30-40ft tall trees will remain in place. A six-foot tall person looking over a 40ft tree from 60ft away (e.g. from the pedestrian path across Raspberry Road) needs to peer up at a 40-degree angle to see over the tree. A 65ft tall jet would need to be 162 ft from		

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			up at South Airpark or on a south wind day, it is quiet on the south side of the airport. Adding 15 starting/taxiing B-747s may not result in a single spike over 65 dB, but it will result in lower dB levels for a longer duration throughout the day. This cumulative noise exposure has been linked to many adverse health effects and should be mentioned in the EIS. The current 65 dB threshold is outdated and, after decades of using a single-metric system to analyze noise exposure, the FAA is currently considering modifying levels for which noise is considered "normally compatible" or of "significant impact". A noise survey is underway as well as a public comment period (ending July 31, 2023) of the FAA noise policy to re-evaluate the day-night average sound level (DNL) being used as the primary noise metric. A review of research is also being done on effects of exposure to aviation noise and correlation with adverse health impact and annoyance. The World Health Organization even issued a report in 2018 that strongly recommended reducing aircraft noise to <45 dB due to adverse health effects above this level. At the conclusion of FAA's current efforts, it seems very likely that there will be a revision to the threshold of "significant noise exposure" for use under the NEPA Act and that a project such as this will be deemed to have significant impact on the surrounding community. Therefore, this needs to be addressed in the EIS as well as a requirement for the airport to install noise monitors in the surrounding area prior to the start of the project to track before and after readings. VISUAL RESOURCES/VISUAL CHARACTER	the person for the person to be able to see it over the trees at that 40-degree angle Aircraft traveling on the southernmost taxilane will be more than 700 ft back from Raspberry Road and the nearest parked planes will be farther than that. The jets and light poles will not be visible from the road. Additionally, the jets and light poles are consistent with other airport infrastructure in the vicinity. PFAS and Groundwater All surface and subsurface testing samples were below ADEC monitoring and cleanup levels for PFAS. The NorthLink excavation will have no impact on groundwater or water wells. TRAFFIC Construction impacts to traffic will be temporary and consistent with other transportation construction projects around Anchorage. No road closures are anticipated, however trucks may need to use Raspberry Road. The traffic analysis is appended to this EA (Appendix I) and states that "The intersection [of Sand Lake and Raspberry] will operate at an acceptable level of service before and after development in the AM and PM Peak hours. However, the northbound approach will deteriorate from a LOS D to a LOS E during the PM peak hour. The existing left turn lane (approximately 120 feet in length) will accommodate the proposed queue length." The traffic analysis also states that the intersection at Jewel Lake and Raspberry Road will remain under capacity during operations of the proposed project. ALTERNATIVES		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			According to the EA, "The earth berm is expected to block line of sight to the project area for the residences south of the project area". Unless excluding actual aircraft and light poles, this is not true. The berm is planned to be 25ft high. The height of the planned light poles is 60ft. The tail of a B-747 is 65ft tall (similar to the average 6 story building!) and some Group VI aircraft can be 80ft tall. A 25ft berm is simply not high enough to block the view of these. This will be an immense change in the visual character of the lot, and for all of the trail users on Raspberry Rd and the nearby residents it will have a significant impact. PFAS There are dozens of private drinking wells within ⅛ mile of the proposed project. Although most have been tested for per- and polyfluoroalkyl substances (PFAS) recently and fell within acceptable levels of detection, the airport needs to ensure any chance of future contamination is avoided or mitigated. With known contamination at the nearby fire training pit and DEC still conducting soil testing, the risk to local residents is too high to declare that there will be no significant impact and should be detailed in the EIS. DEC testing should be completed and a path to connect city drinking water to nearby homes established prior to project approval. TRAFFIC In a meeting with NorthLink in January 2022, members of the Sand Lake Community were told that a traffic study would be done. Yet, the final EA doesn't mention a study and only states that "...the Project will not require alteration of local vehicle traffic...". If this project does provide a lot	Decreasing the size of the proposed project would not meet the purpose and need to create additional capacity for 14 hardstands.		

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			of jobs, and there are construction trucks and other equipment added to the already busy Raspberry Rd-Sand Lake Rd intersection, there WILL BE a significant impact and a traffic study should be required prior to the start of any construction. ALTERNATIVES Some possible alternatives are decreasing the footprint of the project (maybe 7 hardstands instead of 15) to reduce the impact to the surrounding area, and constructing this smaller scale option on West Airpark instead of the current proposed location to increase the distance from any residential neighborhoods. Thank you for your consideration			
137	5/30/2023	Tom Simes Email	Hello, My name is Tom Simes and I've owned a home at 6843 Serenity Drive in Anchorage AK since 2007. In a sentence, I'm concerned that the proposed airport expansion will negatively impact the quality of life and home values in my neighborhood. Background: I've been a pilot since 1985 and I've enjoyed living in the vicinity of the airport for years. I regularly enjoy photographing aircraft at Lake Hood and along Woronzof Drive. I used to own a flight school at Merrill Field and I maintain aircraft. You could say that aviation is a large and enjoyable part of my life. Noise concern: Thanks to prevailing traffic patterns and the existing buffer area along Raspberry, our neighborhood is on the quiet side of the airport	Nearly 500ft of vegetation will remain in place as a buffer to the proposed development. A 25ft tall 200ft deep noise berm will be constructed directly behind the 500ft vegetated buffer (totaling a 700ft setback). The noise analysis approximated that existing airport noise (without the proposed development) falls between the 60 and 65 contour sound levels. Because of the number of comments received particular to noise, after the May 30 public meeting the FAA's Office Environment and Energy, Noise Division (AEE-100), undertook review of the noise analysis and requested additional information from NorthLink. During the review process, the FAA requested that NorthLink submit underlying mathematical assumptions for its noise calculations and NorthLink corrected for a topography error in its original calculations. Making those adjustments, the dBA level decreased by 4 from 57 dBA to 53 dBA. The 53 DNL includes consideration of a 25-	3.6 Visual Resources / Visual Character, 3.5 Noise, Appendix I Traffic Analysis	Visual Impacts, Noise, Traffic

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			with relatively few departure overflights and only the occasional maintenance engine run. The engine noise from large cargo aircraft moving into and out of parking spots will greatly increase noise in my neighborhood at all hours of the day. The ground engine runs conducted by operators in the South Air Park is already an issue in the late evening / early mornings. This new development will be even closer to the neighborhood than South Air Park and will involve the removal of a large swath of sound deadening forest, both of which will increase the neighborhood noise problem. Insufficient noise study: PANC already has a problem with 14 CFR part 150 day-night average sound level or DNL in my neighborhood. I've read the Feb. 24, 2022 report prepared by Tenor Engineering Group; in fact based on photos, the "Cul-de-Sac" monitoring location on Serenity drive was curbside to my home at 6843 Serenity Drive. Per page 5 of the report, only 12 hours of continuous nose monitoring were conducted which were later supplemented with a cumulative additional 3 hours of "short term" measurements at three different locations as noted on page 6. While the report totaled 33 pages, 15 hours of measurement spread across 3 days (Nov. 15,16 and Dec. 23) and 4 locations simply does not supply sufficient data for even a single 24 hour DNL calculation. This lack of input data compromises the integrity and recommendations of the whole report. Despite the limited monitoring actually conducted, the Tenor Engineering Group study predicts (due to insufficient data) an existing DNL of 62 dBA, This sound level is already too close to the FAA	foot earthen berm to be constructed by Northlink. After review of the clarifications, the FAA approved the noise analysis on July 19, 2023. The noise monitor information was offered for general background information during early stages of the noise analysis.. However, that information was not used to directly support the significance conclusion. The information from monitoring at the specific locations does generally support the overall noise analysis. For example, the Appendices A and B to the noise analysis was consistent in its prediction/depiction of nearby airport noise contours. The Noise Analysis was submitted to, and approved by, FAA. Construction impacts to traffic will be temporary and consistent with other transportation construction projects around Anchorage. No road closures are anticipated, however heavy machinery may need to use Raspberry Road. The traffic analysis is appended to this EA (Appendix I) and states that “The intersection [of Sand Lake and Raspberry] will operate at an acceptable level of service before and after development in the AM and PM Peak hours. However, the northbound approach will deteriorate from a LOS D to a LOS E during the PM peak hour. The existing left turn lane (approximately 120 feet in length) will accommodate the proposed queue length.” The traffic analysis also states that the intersection at Jewel Lake and Raspberry Road will remain under capacity during operations of the proposed project.		

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			65 dBA DNL threshold for significant noise exposure. In other words, there is already a DNL noise problem in my neighborhood. To express my view with data, I've attached a 24 hour snapshot of sound measurements taken at my home, 6843 Serenity Drive, last night (the evening of May 29, 2023). The time span highlighted in orange reflects the period of time during which a 10 dBA penalty is added to the graphed measured values when calculating DNL. The Tenor Engineering report contends (based on insufficient input data) that the Northlink expansion won't make the existing noise problem any worse but I cannot see how a reasonable person would conclude that clear cutting a sound buffering forest and replacing it with parking for a dozen or more heavy cargo aircraft across the street from a residential neighborhood will not make the existing noise problem worse. Therefore I cannot support this project and I sincerely urge the FAA and Anchorage Airport to reconsider allowing this project to proceed. At the very least, I strongly urge an independent, competent and detailed noise study be undertaken before deciding to move forward. Traffic concern: Today Raspberry road is fairly busy during the day with light vehicle traffic to and from Kincaid Park and the residential neighborhoods it serves but the traffic drops off significantly in the evening. The proposed expansion will add heavy vehicle traffic to Raspberry at all hours of the day that will be queuing to enter and leave the expansion. The additional heavy vehicle traffic will add noise around the clock and congestion that Raspberry is			

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			not designed to accommodate. Thank you for listening to my concerns. I would appreciate an acknowledgment of receipt.			
138	5/29/2023	Linda Swiss, Matthew Saunders, etc. Text Message	Unknown: Hi there, There is so much confusion, and changing of minds. First, we were told there would be no public meeting on the Anchorage Airport EA (aka Northlink). Then info was put out that there would be a meeting and it would be May 17. Then that was changed to May 30. Other details were changed as well. Is this way FAA usually runs the process? So confusing and podunk. Matt Sanders: It's probably confusing since they're doing the 30-day public review time congruently with the 30-day public comment period...all which come before the Public hearing. Which of course is AFTER the closing of the public comment period. Linda Swiss: People are confused by the master plan meeting the following night Unknown: Yes, I sent that out to a larger group incl Dolan and kristis but added you in after cause I am tech challenged Unknown: Only took 4 tried to get it right! Who's handling PR / communications for those guys? Unknown: Jethro bodiene aka Sea Dolan -- 6th grade education and all (tongue out emoji) Linda Swiss: (crying laughing emojis) Unknown: Sorry I insulted jethro. All joking aside, the EA is a maddeningly, mind destroying intellectual slag heap of garbage. If anyone cares, please help. (See Comment #138 Linda Swiss, Matthew Saunders 5-29-2023 in Appendix G for attachments)	Comments noted.	N/A	Public Involvement

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139	5/29/2023	Rhonda Grove Email	If I submit a question here, does that go to the moderators? Is hat right? Oops, I meant is that right? Just unclear about the process,, thanks	Good morning, Rhonda. Please submit all comments to info@NorthLinkAviation.com. Best regards, Morgan McCammon Public Involvement Specialist DOWL	N/A	Public Involvement
140	5/30/2023	Alicia Amberg Email	Ms. Warden, Please see the attached letter of support from Associated General Contractors of Alaska. *(See Comment #140 Alicia Amberg 5-30-2023 in Appendix G for attachment)*	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
141	5/30/2023	Anton Villacorta Email	The noise study is flawed. The proposed berm will not be high enough to cover even the engines of the airplanes. The proposed vegetation on top of the berm will take years to mature to the design height. Only a handful of PFAS tests were done despite 120 acre project site and "dirty" sites directly east and west of proposed site. There is no monitoring and/or feedback implemented to verify whether the models and reality match. Why is the developer the only one at these meetings? They are obliged to do right by their investors and the incentives to right by the community are all wrong. The airport and FAA have responsibilities to the community. Where are they in all this? I am pro responsible development and this is not it.	The Noise Analysis was submitted to, and approved by, FAA. (Appendix D.) Within the vegetated buffer extending back 500 feet from the road, many 30-40ft tall trees will remain in place. A six-foot tall person looking over a 40ft tree from 60ft away (e.g. from the pedestrian path across Raspberry Road) needs to peer up at a 40-degree angle to see over the tree. A 65ft tall jet would need to be 162 ft from the person for the person to be able to see it over the trees at that 40-degree angle Aircraft traveling on the southernmost taxilane will be more than 700 ft back from Raspberry Road and the nearest parked planes will be farther than that. The jets and light poles will not be visible from the road. Additionally, the jets and light poles are consistent with other airport infrastructure in the vicinity. PFAS testing was completed by Qualified Environmental Professionals under 18 AAC 75.333 – in close coordination with the Alaska Department of Environmental Conservation. Nineteen samples (excluding required duplicates) were taken and	3.6 Visual Resources / Visual Character, 3.3 Hazardous Materials, 3.5 Noise	Visual Impacts, Noise, Hazardous Materials

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				submitted for PFAS analysis. All samples were or below ADEC monitoring and cleanup levels for PFAS. Ted Stevens Anchorage International Airport (ANC) is the project sponsor and has reviewed the environmental documentation and participated in all public meetings. ANC staff (including department heads, deputy directors, and the Airport Director) are in regular attendance at Sand Lake Community Council meetings to provide updates on Airport matters, including this project. FAA is the lead federal agency and is responsible for the NEPA process. FAA has also reviewed the environmental documentation and attended all of the public meetings except the June 2022 meeting.		
142	5/30/2023	Brent Veltkamp Email	Dear Mr. Dolan – I am providing written comments to the proposed North Link Aviation project at the South Airpark Campus. I oppose the construction of a project of this size in the proposed location. I am a resident in a neighborhood to the south of the airport, have been a parent of a student at Kincaid Elementary for many years, and am a frequent user of Kincaid Park. The proposed project is very large,and will have a very negative impact on the immediate project area, as well as a sizeable surrounding community. The Anchorage International Airport property is extensive, yet nowhere else at the airport is a facility of such size in close proximity to homes and parklands. The use of the term "Finding of No Significant Impact" could not be further from the truth. Noise and exhaust will impact Kincaid Park, with negative impacts on our world-class recreational trails and facilities. The	We do not have any data that supports that schools and neighborhoods will be subject to disturbance or exhaust. Kincaid Elementary is 0.65 miles from the proposed project. In addition to a 25ft tall berm, 500ft of vegetation will remain in place from the proposed development to Raspberry Road. Odors are not referenced in the EA as the proposed project is not expected to add to the amount of odors already coming from the airport. Because of the number of comments received particular to noise, after the May 30 public meeting the FAA's Office Environment and Energy, Noise Division (AEE-100), undertook review of the noise analysis and requested additional information from NorthLink. During the review process, the FAA requested that NorthLink submit underlying mathematical assumptions for its noise calculations and NorthLink corrected for a topography error in its original calculations. Making those adjustments, the dBA level decreased by 4 from 57 dBA to 53	3.5 Noise and Noise Compatible Land Use, 2.3 Alternatives Development and Comparison	Noise, Odors, Alternatives

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			surrounding neighborhoods and school will be constantly subject to increased disturbance and exhaust. Given the height of a freighter jet, the barriers proposed will not mitigate impacts to the adjacent neighborhood and school. There are several other locations at the airport where a development of this size would be appropriate and welcome. I am not antidevelopment, and I realize the airport is part of the local economic engine. However, a project of this magnitude in this location is incompatible with surrounding land uses and community values. Thank you, Brent Veltkamp	dBA. The 53 DNL includes consideration of a 25-foot earthen berm to be constructed by NorthLink. The 2015 part 150 noise study depicts the Airpark area as falling between the 60 and 65 contour sound levels. After review of the clarifications, the FAA approved NorthLink's noise analysis on July 19, 2023. The project will not increase noise by 1.5 dB, and is therefore not considered a significant impact. Please see the alternatives analysis in Section 2.0 for a review of why the South Airpark location was the preferred alternative. The proposed project will not contribute to new air traffic at the airport. Jet exhaust odors are coming from the airport regardless of the proposed development. The plug in power will allow jets using the proposed development to turn off their auxiliary power units and reduce exhaust emissions, including NOx, compared to current aircraft parking conditions, According to a report by Wayson et al. (2000) available on the Bureau of Transportation Statistics website, glycol overspray can reach 53.3m (175ft). Most of the glycol studied reached the ground very quickly while a fraction was carried further downwind as mist Downwind mist was measured at 300 ft at a concentration of 14.19 mg/liter.		
143	5/30/2023	Brian Berkhahn Email	Improvements to Ted Stevens airport? The only thing anybody cares about is money in this project, they don't care one single bit about the noise level hitting the residential area (love how the monitor is hidden by the trees). With more	Nearly 500ft of vegetation will remain in place as a buffer to the proposed development. A 25ft tall 200ft deep noise berm will be constructed directly behind the 500ft vegetated buffer (totaling a 700ft setback). In NorthLink's approved noise analysis	3.5 Noise and Noise Compatible Land Use	Noise

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			traffic there will be more noise and I have deal with this on a nightly basis. I complain about it almost daily, and not a single thing is ever said or done. Every single night, you all have to use the runway closest to the residential area and I honestly believe it's to drive everybody away to either sell or find another place to live so that you can expand the airport and make more money. You asking for public input has to be the biggest joke EVER cause you're gonna do exactly what you want without a care to what anyone else thinks. Why don't you build a wall to deflect the sound away from the residential areas? Easy response.. because it doesn't make you any money. So there's my 2 cents, won't ever do any good as someone will probably just delete this like they do my daily complaints on the airports website. Brian Berkhahn	(July 19, 2023), the project noise is predicted to be 53 dBA. The 53 DNL includes consideration of a 25-foot earthen berm to be constructed by Northlink. The 2015 part 150 noise study depicts the Airpark area as falling between the 60 and 65 contour sound levels. The project will not increase noise by 1.5 dB, and is therefore not considered a significant impact. These comments are focused primarily on project impacts as opposed to a discussion about Airport noise in general.		
144	5/30/2023	Channing Lillo Email	Dear Sean, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in trengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			and generations to come. Thank you for your time and consideration.			
145	5/30/2023	Christine Wilcox Email	Dear NorthLink Aviation, The public review process and preparation of the draft Environmental Assessment (EA) by NorthLink Aviation and their contractors was a sham. The FAA allowed the "fox to watch the hen house" and was poised to approve the project before the public review process was completed. It is wrong to allow the proponent of the development, NorthLink Aviation and their contractors, to drive the public process. It is incumbent upon the FAA to act in the best interest of the community rather than that of the proponent of the development. We believe that a full Environmental Impact Statement (EIS) is required to evaluate the proposed project because of the nature, extent, and complexity of the environmental and health issues that so directly affect the Sand Lake community, Kincaid Park, and Anchorage.	The analysis was conducted in accordance with FAA Policies and Procedures - Please see FAA Order 1050.1F for FAA Policies and Procedures. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf No significance thresholds were met or exceeded, therefore an EIS is not the appropriate level of review.	N/A	FAA Policies and Procedures
146	5/30/2023	Colleen Leibert Voicemail	I just wanted to express my concern about the expanded cargo job facilities at the Anchorage International Airport, near Kinkaid Park. I agree that this needs to be more carefully reviewed and handled better than it sounds like it is being done at this point. It's an important area for local people in the whole community and tourists. It's yeah. a part of anchorage that is special. To make sure it is preserved and not mixed with all the industrial effects that are yeah. potentially	Please see Section 3.2 for a discussion of impacts to Kincaid Park.	3.2 Section 4(f)	Recreation, Tourism

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			happening with this project. Thank you very much.			
147	5/30/2023	Irene Hilliard Email	Dear NorthLink Aviation, I am concerned about the noise that your business will create. Sand Lake is a family community, with schools, parks, businesses, and housing for all of us. The noise can make it hard for the kids in school to learn, people to sleep and businesses to stay in the area. I want to know how you plan on keeping noise down in the community? Thank you very much.	Nearly 500ft of vegetation will remain in place as a buffer to the proposed development. A 25ft tall 200ft deep noise berm will be constructed directly behind the 500ft vegetated buffer (totaling a 700ft setback). The project noise is predicted to be 53 dBA as described in NorthLink's approved noise analysis (July 19, 2023). The 53 DNL includes consideration of a 25-foot earthen berm to be constructed by NorthLink. The 2015 part 150 noise study depicts the Airpark area as falling between the 60 and 65 contour sound levels. The project will not increase noise by 1.5 dB and is therefore not considered a significant impact.	3.5 Noise and Noise Compatible Land Use	Noise
148	5/30/2023	Irene Hilliard Email	Dear NorthLink Aviation, The public review process and preparation of the draft Environmental Assessment (EA) by NorthLink Aviation and their contractors was a sham. The FAA allowed the "fox to watch the hen house" and was poised to approve the project before the public review process was completed. It is wrong to allow the proponent of the development, NorthLink Aviation and their contractors, to drive the public process. It is incumbent upon the FAA to act in the best interest of the community rather than that of the proponent of the development. We believe that a full Environmental Impact Statement (EIS) is required to evaluate the proposed project because of the nature, extent, and complexity of the environmental and health issues that so directly affect the Sand Lake community, Kincaid Park, and Anchorage	Please see FAA Order 1050.1F for FAA Policies and Procedures. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf	N/A	FAA Policies and Procedures

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
149	5/30/2023	John Creed Email	Dear NorthLink Aviation, As a resident of Sand Lake, I am curious about the way the FAA has conducted itself as a government entity by turning the process of coordinating public processes over to the veryy entity responsible for developing the project. How can Manhattan-based NorthLink Aviation possibly be an objective, neutral party in this process? As others have stated and written, the public review process and draft of the Environmental Assessment has been fraught with "the fox in charge of guarding the hen house." Please understand that most Sand Lake residents support this project but oppose the heavy-handed way that the FAA and NorthLink Aviation have been disrespecting Sand Lake residents' real concerns not just for themselves but for all the Anchorage residents and visitors who use Kincaid Park for walking, hiking, skiing, biking, and viewing wildlife. Most Anchorage residents I've communicated with on this issue has expressed their disappointment because Anchorage International Airport is not only not being a good neighbor to Sand Lake but also a bad actor to all of Anchorage. The information that NorthLink Aviation has distributed is NOT objective but rather offers only its own point of view, with no alternative information available at, for example, the public meeting held at the Lakefront Hotel in Anchorage on Tuesday, May 30, 2023. In other words, this process has been a sham. As others have pointed out, "It is wrong to allow the proponent of the	Please see FAA Order 1050.1F for FAA Policies and Procedures. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf The proposed project is located solely on airport property and will not impact Kincaid Park. Please see Sections 3.2 and 3.6 for analyses of impacts to Kincaid Park. Please see Section 3.1 for a description of air quality impacts. Please see Section 3.5 for a discussion on Noise Impacts. Please see Section 3.7 for a discussion on groundwater impacts.	3.1 Air Quality, 3.5 Noise and Noise Compatible Land Use, 3.7 Water Resources	FAA Policies and Procedures, Recreational Impacts, Groundwater, Noise

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			development, NorthLink Aviation and their contractors, to drive the public process. " Rather, "It is incumbent upon the FAA to act in the best interest of the community rather than that of the proponent of the development. We believe that a full Environmental Impact Statement (EIS) is required to evaluate the proposed project because of the nature, extent, and complexity of the environmental and health issues that so directly affect the Sand Lake community, Kincaid Park, and Anchorage." According to a recent op/ed in the Anchorage Daily News, "NorthLink, a Manhattan-based investment company, is proposing to build a cargo warehouse, deicing, fueling, and basically a gas station for the largest cargo jets that use the airport. This is a game changer for our neighborhood. Critics ask, 'How did you not realize you were buying a home near the airport?' The answer is yes, we did realize the airport was there. The lure of healthy lifestyles near a world-class park was irresistible. We did not know, however, that the airport is not a responsible neighbor." We are concerned about noise pollution, air pollution, groundwater contamination, and impacts on both humans and animals in and around Kincaid Park			
150	5/30/2023	Julie Wahl Email	Dear NorthLink Aviation, The public review process and preparation of the draft Environmental Assessment (EA) by NorthLink Aviation and their contractors was a sham. The FAA allowed the “fox to watch the hen	Please see FAA Order 1050.1F for FAA Policies and Procedures. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf	N/A	FAA Policies and Procedures

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			house" and was poised to approve the project before the public review process was completed. It is wrong to allow the proponent of the development, NorthLink Aviation and their contractors, to drive the public process. It is incumbent upon the FAA to act in the best interest of the community rather than that of the proponent of the development. We believe that a full Environmental Impact Statement (EIS) is required to evaluate the proposed project because of the nature, extent, and complexity of the environmental and health issues that so directly affect the Sand Lake community, Kincaid Park, and Anchorage.			
151	5/30/2023	Julie Whatmough Email	Dear NorthLink Aviation, Sound has an extraordinary impact on not only individual and environmental health but overall community wellbeing. Please don't expand the airport! And definitely fix the PFAS contamination that already exists. The public review process and preparation of the draft Environmental Assessment (EA) by NorthLink Aviation and their contractors was a sham. The FAA allowed the "fox to watch the hen house" and was poised to approve the project before the public review process was completed. It is wrong to allow the proponent of the development, NorthLink Aviation and their contractors, to drive the public process. It is incumbent upon the FAA to act in the best interest of the community rather than that of the	Please see FAA Order 1050.1F for FAA Policies and Procedures. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf	N/A	FAA Policies and Procedures

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			proponent of the development. We believe that a full Environmental Impact Statement (EIS) is required to evaluate the proposed project because of the nature, extent, and complexity of the			
152	5/30/2023	Karen Pletnikoff Email	Whom It May Concern: I am requesting the FAA require a full Environmental Impact Statement Process for the South Airpark Campus project. The Northlink Environmental Assessment was inadequate to address community concerns about many aspects of the proposed project. Insufficient analyses were considered for impacts to: noise, air pressure, air, water and soil contamination, other related pollution concerns including human health risk assessment, local wildlife and habitats, potentially including endangered or threatened species, compatible use with surrounding landowners and users, economic impacts on homeowners, landowners, park permit users and vendors, and tourism. Many other citizens will be irreparably harmed by this potential federal taking of current community integrity and environmental quality in the areas impacted by this project benefiting only a narrow economic sector. Public presentations from current project leadership created significant doubts about the ability and willingness of the company to address public impacts after approval, making this decision to require the full public process as required for	We do not have information to indicate that any analyses were insufficient. There is no indication that any protected resource would incur a significant impact, as such an EIS is not warranted.	Throughout	Insufficient Analyses

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			these specific kinds of federal actions, more important than in other projects. The range of project scope options and mitigation measures that the EIS process requires will support benefits to all users, as the law intended. Thank you very much for your consideration of these concerns and your efforts to make an informed and protective decision on our behalf, Karen Pletnikoff, resident of the potentially impacted area			
153	5/30/2023	Lissa Wright Email	As a long time neighbor to the Airport we request that in an effort mitigate noise, wind, and any industrial appearance along Raspberry Road that the project: Not clear cut all trees, but leave a forest barrier between Raspberry Road and the development; Include a berm along Raspberry Road – long enough and at a height to be that of which one could not see over it from the Raspberry Road bike trail; and That the set back from Raspberry Road be a large as possible. We cannot stop development, but we can ask the airport to be a good neighbor, just as we would expect from any other neighbor.	Nearly 500ft of vegetation will remain in place as a buffer to the proposed development. A 25ft tall 200ft deep noise berm will be constructed directly behind the 500ft vegetated buffer (totaling a 700ft setback).	2.2 Proposed Action	Mitigation
154	5/30/2023	Michal Stryszak Email	Dear NorthLink Aviation, Please ensure that the views of the residents are considered. Expanding the airport next to people's homes is a bad idea. I also oppose cutting down trees for more pavement. Please consider science and community views before any airport expansion. Thank you.	Nearly 500ft of vegetation will remain in place as a buffer to the proposed development. A 25ft tall 200ft deep noise berm will be constructed directly behind the 500ft vegetated buffer (totaling a 700ft setback).	N/A	General Concern

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155	5/30/2023	Rhonda Grove Email	Hi again, just one more thing, please include the comment In my email to you and Warden about the process being undemocratic as part of my comment. Thanks. THIS IS MY public comment: I refuse to send a comment to NorthLink or DOWL, I feel that is undermining democracy. It is my request that you accept my comment because you are public agencies that serve the people and it is galling to me to have to kowtow to private developer in a public process	Please see FAA Order 1050.1F for FAA Policies and Procedures. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf On Wed, May 31, 2023 Ponozzo, Kristi M (FAA) <Kristi.M.Ponozzo@faa.gov> wrote: Ms. Grove, Yes, we will include the entirety of the email. Thank you, Ms. Grove, Your comment has been received - Thank you, Kristi Ponozzo Environmental Protection Specialist Alaskan Region Airports Division	N/A	Public Involvement
156	5/30/2023	Robert Zajac Email	As a homeowner at Serenity Circle for 7 years, I was surprised to learn that there was originally very little visibility regarding this project at first. Although this was probably the only requirement of notice, I have personally found that limited visibility automatically sows distrust. While Anchorage certainly needs another source of income. However, there are a number of descrepancies such as berm location, setback, height, the differences of the FAQ and FINDING OF NO SIGNIFICANT IMPACT AND RECORD OF DECISION concerning the project setback - what is the setback distance: 500ft or 700ft? The amount of extra traffic and congestion that will occur, has not been thought of in terms of those who live and visit the area of Kincaid. The homeowner living closest to the airport were given the least amount of consideration. 1. Traffic: Has the impact of additional traffic from	Please see Section 5.1 Public Involvement for outreach efforts which began in February 2022, including a Notice of Intent to Prepare and Environmental Assessment, Project Website, nine Sand Lake Community Council (SLCC) meetings, e-mail updates to SLCC, a Notice of Availability of the Draft EA, a Public Open House for the Draft EA, two television news interviews, Notice of Availability of the Final EA and FONSI/ROD, at least six public notices in the Anchorage Daily news, and four postcards sent to the nearest 500 residents of the proposed project, which included this commentor. As both the Draft EA and Final EA state, a 25ft tall 200ft deep noise berm will be constructed directly behind a 500 ft vegetated buffer along Raspberry Road, (totaling a 700ft setback). The Draft EA states the berm would be 25ft tall with up to 15 feet of vegetation on top. The Final EA states the berm	5.1 Public Involvement, 3.5 Noise and Noise Compatible Land Use, Appendix I Traffic Analysis	Public Involvement, Noise, Traffic, Socioeconomic Impacts

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			two additional access roads onto Raspberry Road been studied? Have there been any studies or projections of the travel time needed for the residents of Tania Valley and Serenity Lane/Circle? 2. Congestion: Kincaid Park is a busy place for outdoor activities, especially during large sporting events. How will the increased traffic affect the intersection at Raspberry Road and Jewel Lake Road during peak traffic times? 3. Noise: The berm proposal will not deaden or lessen noise if the height of it is level to Raspberry Road. 4. Improvement Funds: Will a portion of funds be set aside to address inadequate portions of the project? If the noise barrier berm is inadequate, for example, who will pay for improvements? Who will pay to alleviate extra road congestion if traffic to the project grows beyond current speculation? 5. Homeowner Relief: If housing values decrease due to increased noise pollution, will financial compensation be offered to the homeowner? I look forward to your responses to my questions and concerns. Additionally, I also request that public comments be extended another 30 days.	would be 25ft tall with up to 15 feet of vegetation on top. The engineering plan set (stamped and final) shows a 25ft berm (available upon request). Construction impacts to traffic will be temporary and consistent with other transportation construction projects around Anchorage. No road closures are anticipated, however heavy machinery may need to use Raspberry Road. The traffic analysis is appended to this EA (Appendix I) and states that "The intersection [of Sand Lake and Raspberry] will operate at an acceptable level of service before and after development in the AM and PM Peak hours. However, the northbound approach will deteriorate from a LOS D to a LOS E during the PM peak hour. The existing left turn lane (approximately 120 feet in length) will accommodate the proposed queue length." The traffic analysis also states that the intersection at Jewel Lake and Raspberry Road will remain under capacity during operations of the proposed project. Nearly 500ft of vegetation will remain in place as a buffer to the proposed development. A 25ft tall 200ft deep noise berm will be constructed directly behind the 500ft vegetated buffer (totaling a 700ft setback). The project noise is predicted to be 53 dBA as set forth in the NorthLink's approved noise analysis. (July 19, 2023.). The 53 DNL includes consideration of a 25-foot earthen berm to be constructed by NorthLink. The 2015 part 150 noise study depicts the Airpark area as falling between the 60 and 65 contour sound levels. The project will not increase noise by 1.5 dB, and is therefore not considered a significant impact. The berm will mitigate noise from the proposed project and is not inadequate.		

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				Airport land use decisions area completed during the Airport Master Plan planning process (update currently ongoing). Concerns about airport land use in regards to home values should be directed to the airport during the Master Planning process such that they may be considered in the Airport Layout Plan approval. The proposed project is consistent with the approved Airport Layout Plan.		
157	5/30/2023	Shelly Andresen Email	To Whom It May Concern, The NorthLink Construction project at the Ted Stevens International Airport looks good on paper, but there are some discrepancies in the research and the information that has been provided regarding the construction plans. Therefore, we need more time, conclusive studies, and concrete plans. As mentioned at tonight's community meeting ((5/30/2023), there is concern that NorthLink's Environmental Assessment (EA) is based on false science. For example, there are conflicting groundwater studies and there needs to be a noise pollution study completed in the area of the airport where the construction will take place. In addition, there has been conflicting information regarding the size of the noise berm, the number of stands being built, and the project's distance from the road. My goal is not to stop progress, but to ensure that it is done responsibly with minimal environmental	We are unaware of discrepancies in the research and do not have data indicating that any of the research is false. Please see section 3.7 for a groundwater analysis as it pertains to the proposed project. Please see Appendix D for a Noise Analysis. The Draft EA stated the noise berm would be 25ft tall with up to 15ft of vegetation on top. The Final EA states the noise berm will be 25ft tall with up to 15ft of vegetation on top; there is no discrepancy in the EA. The Draft EA states the project proposes 15 hardstands and the Final EA states the project proposes 15 hardstands; there is no discrepancy in the EA. The Draft EA states there will be 500ft of vegetation and a 200-foot earth berm (700ft total setback). The Final EA states there will be 500ft of vegetation and a 200-foot earth berm (700ft total setback). There is no discrepancy in the proposed setback between the Draft EA and Final EA.	2.2 Proposed Action, 3.2 Section 4(f), 3.6 Visual Resources / Visual Character, Appendix D Noise Analysis	Visual Impacts, Noise, groundwater, mitigation

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			impact. Several union workers spoke about the need for construction jobs. While it might not be ideal for construction workers and investors, perhaps delaying the project to get more accurate information is the best way to proceed. The environmental impact may be irreversible if the EA is based on flawed science. This in turn has the potential to impact one of the most beautiful parks in Anchorage. It will affect the APU skiers who roller ski down Raspberry Rd., the Anchorage Rowing Association which practices on Sand Lake, the single-track bikers, neighboring residents, and recreational users of Kincaid Park. Delaying the project for more accurate information will delay construction jobs, but it might be better for all residents in the long run. As an additional safety measure, the homeowners on wells should be provided with city water. It would also be appreciated if there was consideration given to keeping some of the trees especially those near the road. While this request is made on the basis of aesthetics, the reality is that the Alaskan economy relies heavily on tourism. Many tourists visit Alaska and enjoy the beauty of Kincaid Park. They don't want to look at the backside of an airport. They want to experience the wilderness they can't find at home, This would keep some of the rustic beauty of the area which appeals to the neighbors and Kincaid Park users. Plus, it might also aid with noise abatement and provide a natural barrier to other pollutants. Sincerely, Shelly Andresen Anchorage, Alaska	Please see Sections 3.2 and 3.6 for analyses of impacts to Kincaid Park and visual resources.		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
158	5/30/2023	Shelly Schwenn Email	Mr. Dolan, I am providing written comments as I won't be able to attend the meeting in its entirety currently scheduled for May 30 from 6 to 7:30 pm, as the Sand Lake Community Council meeting lasted longer than 1.5 hours, with less people to comment then tonight. I am a resident of Anchorage and a frequent user of Kincaid Park. I am also a resident of the Sand Lake area. My child attended Kincaid Elementary. We chose Sand Lake as our part of town because of the wildlife and the quiet and wild experience that we have when we use the park for running, skiing, biking, hiking, and other activities. I have reviewed much of your Draft Finding of No Significant Impact and Record of Decision and the Final Environmental Assessment and I find they lead to more questions. The proposed improvements to the South Airpark Campus do not contain sufficient buffer zones of nondevelopment against the east side park boundary, the trail to Little Campbell Lake, and the neighborhoods to the south. At the same time that you are planning this project which would increase the noise pollution in one of Anchorage's most cherished and well-used parks and neighborhoods, Joint Base Elmendorf Richardson is entering into nondevelopment contracts on both sides of the base boundary to alleviate noise and other impacts caused by military activities. As you know 747s are very loud. In the Ted Stevens Anchorage International Airport FAR Part 150 Noise Compatibility Study Update, page D-63, …"Figure D24 shows the modeled Lmax noise levels of two 747-400 run ups, one of which is a Taxiway Q and the	Anchorage Airport is responsible for managing the use of Airport Land. FAA is responsible for approving the airport layout plan at ANC. Based in the revised noise analysis, the project noise is predicted to be 53 dBA. The 53 DNL includes consideration of a 25-foot earthen berm to be constructed by NorthLink. The 2015 part 150 noise study depicts the Airpark area as falling between the 60 and 65 contour sound levels. The project will not increase noise by 1.5 dB and is therefore not considered a significant impact. Although noise mitigation is not required, the proposed earth berm will mitigate noise from the proposed project. Please see Sections 3.2 and 3.6 for analyses of impacts to Kincaid Park and visual resources.	3.2 Section 4(f), 3.5 Noise and Noise Compatible Land Use, Section 3.6 Visual Resources	Noise, Airport Layout Plan

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			other at Taxiway J. The colored noise contours represent Lmax 60-85." Please note the report also stated, "aircraft are parked away from terminal buildings and residential areas." If you check the figures you can see, if you simply move the contour lines over the area will be well over Lmax 85 decibels, most decibels I could find have the 747 well over 100. I do not think the proposed improvements contain enough noise abatement. Thank you for your time and I look forward to seeing more noise abatement options. -Shelly Schwenn			
159	5/30/2023	Theodore Sheffield Voicemail	Hi calling for her Sean Dolan. My name's Theodore James Sheffield. I'm. On the board of Directors for a 501, c. 3 that was established in 1947 here in Alaska, and we're somewhat of the canary in your coal mine. because the property that we occupy and lease is on the north side of Raspberry Road. Our water well is going to be somewhere near the southwest construction limits on your project. This is a former Fcc. Monitoring station. 6 7 2, one raspberry. So the Fcc. Left some legacy cable in the ground. They had a substantial antenna field within your construction limits, and so you may be interested in the types and quantity of cable that's in the ground. They left power cable, fiber, optic voltage, control. Rf. We know about it because we interviewed the people who placed it. and we feel like there's a non, a small but non 0 chance that the yellow iron you might	Thank you for your observations. The developers are aware of your comments and concerns.	N/A	Construction Concerns

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			operate out there, would snag and drag some of this cable. Some of it is armored, and if you hook it, it could come popping open like a can opener ripped through the airport's chain link and into the building where those are building where the cables are terminated. So we tried to contact you before, but it's been non responsive. We'll be at the Fonzi meeting tomorrow. and maybe we could talk to somebody there about possible site visit. I would think possibly an engineer project manager. Somebody might want to at least hear what we have to say. So again. The name Sheffield. Let me give you a mobile number here [redacted] thanks very much.			
160	5/30/2023	Keven K Kleweno Email	Ms. Kristi Ponozzo: Through NorthLink Aviation, I am submitting my comments and thoughts on the Final Environmental Assessment for the South Airpark Cargo Improvements. I find this arrangement a little odd. All other Environmental Assessments and other documents that I have provided comments on, the comments were sent to the regulatory agency not the developer. In some cases, I was required to send the developer a copy of my comments. My comments are attached. Thank you, Keven K Kleweno *(See Comment #160 Keven Kleweno 5-30-2023 in Appendix G for attachment)*	Page 6; Section 1.1: Please see page 2 second paragraph for a description of project funding including the Alaska Future Fund. Page 11; Section 2.2(a): If there are significant changes to the proposed action, the FAA may need to revisit the NEPA process. Page 11; Section 2.2(b): While it is impossible to guarantee that any piece of infrastructure will never fail, all aspects of the Project will be designed to meet modern construction specifications and conform to regulatory requirements that are protective of human health and the environment. Approval of the FONSI does not mean an end to regulatory oversight for the Project. Building permits, ADEC approvals, and other regulatory	See comments	Wetlands, Proposed Action, Socioeconomics, Air Quality

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				authorizations are required for the Project development. Page 19; Air Quality: The proposed project is not introducing new jets to the airport. The project is providing a location for jets to park and utilize ground power, reducing emissions from jets that currently use auxiliary power units. Because there is not an introduction of new carbon monoxide emitters, the project will not reach 10% of total emissions in the SIP. Page 21; Socioeconomics: we have no data to indicate that home values would decrease due to the proposed action. Home values are a function of the market and may fluctuate. See also Response to Comment 156. Page 30; Section 3.3.2.2 : The scope of this analysis does not include examining why the historic oil/water separators were not working to remove fuel at the Fire Training Facility. Based on professional judgement and experience, however, it is likely that the system had an oil/water separator tee installed. These were often installed in the 80's and early 90's before being proven to less or not effective and eventually phased out. In particular, if those types of separators were not maintained appropriately, the stormwater could bypass the oil separator. The Project is proposing a more modern oil/grit separator that removes not only oils but also sediment. Additionally, the separator proposed is the same product that the Municipality of Anchorage has been using for the last 10 years in almost all of their systems. NorthLink is committed to providing the maintenance necessary to ensure its infrastructure		

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				is protecting the environment as intended. ADEC has reviewed and approved the Project's design and equipment choice as part of the stormwater discharge permitting process. Page 50; Section 3.7.2 A jurisdictional analysis approved by the U.S. Army Corps of Engineers demonstrates that there is not connection from any of the wetlands in the proposed project area to any water of the U.S. (e.g. stream, culvert, or other discharge). The wetlands are discrete. Stormwater from Raspberry Road was found not to flow onto the proposed project site. Draft FONSI/ROD Page 4: Please see response above to Page 11; Section 2.2(b)		
161	5/30/2023	Kim Cunningham Email	Thank you for the public meeting held this evening at the Lakefront Hotel. I have attached my comments and request they be shared with the appropriate contact at ANC and the FAA. I would appreciate a response to the questions and concerns that have been raised by many of us who endure the cargo jets on a regular basis already -- bottom line -- please consider locating this away from this residential area of impact. It is my understanding there is other property that could be used for this purpose that is owned by the airport. Thank you! My address is noted at the bottom of the attached letter PUBLIC COMMENT LETTER RE SOUTH AIRPARK CARGO IMPROVEMENT PROPOSAL May 30, 2023	Please see FAA Order 1050.1F for FAA Policies and Procedures. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf ANC is responsible for current Airport operations, including current air quality and noise monitoring of take offs and landings. Please see the Noise Analysis in Appendix for an analysis on impacts from the proposed project and discussion on earth berm mitigation. Please see Section 2.0 for an analysis and comparison of alternatives. The Draft EA stated the noise berm would be 25ft tall with up to 15ft of vegetation on top. The Final EA states the noise berm would be 25ft tall with up to 15ft of vegetation on top, there is no discrepancy	2.0 Alternatives Analysis, 2.2 Proposed Action, 3.5 Noise and Noise Compatible Land Use; Appendix I Traffic Analysis, 3.3 Hazardous Materials	FAA Policies and Procedures, Hazardous Materials, Noise, Traffic. Alternatives

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			(See Comment #161 Kim Cunningham 5-30-2023 in Appendix G for attachment)	in the EA on the height of the berm. Again, please refer to the Noise Analysis that includes consideration of berm mitigation of noise impacts. There is no data to indicate that de-icing fluid will travel any significant distance; aircraft de-icing locations will be over 1000 feet from the nearest homes, which includes the constructed berm and 500 foot vegetated buffer. According to a report by Wayson et al. (2000) available on the Bureau of Transportation Statistics website, glycol overspray can reach 53.3m (175ft). Most of the glycol studied reached the ground very quickly while a fraction was carried further downwind as mist Downwind mist was measured at 300 ft at a concentration of 14.19 mg/liter. The proposed project will not contribute to new aviation traffic at the airport. The odors are coming from the airport regardless. The plug in power will allow jets using the proposed development to turn off their auxiliary power units and therefore reduce exhaust emissions, including NOx, compared to current aircraft parking conditions. Please see Appendix I for a Traffic Analysis. Current conditions, such as sulfur smell or current levels of toxicity are concerns best directed to the airport. Studies demonstrating that the proposed project property is not contaminated can be found in Appendix B. We have no data to indicate the proposed project would impact students or other users of Kincaid		

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				Elementary School, which is located in closer proximity to other aeronautical uses at South Air Park. For information on PFAS at the airport please visit the DEC website: https://dec.alaska.gov/spar/csp/ The runoff from the proposed project will enter the ANC storm drain system and will not pond in neighborhood yards making gardens unsafe.		
162	5/30/2023	Krag Johnsen Email	Dear Mr. Nolan, We have opted to submit written comments instead of attending the public meeting scheduled for May 30, 2023, as we believe the allocated 90-minute timeframe is insufficient for meaningful participation considering the substantial impact the proposed project will have on the Sand Lake community and Kincaid Park. As residents of Anchorage residing on Serenity Circle, which borders the proposed development, and frequent users of Kincaid Park, we are concerned that NorthLink Aviation, Ted Stevens Anchorage International Airport and the Federal Aviation Administration are not adequately addressing the project's adverse noise impacts. After reviewing the Draft Findings of No Significant Impact, Record of Decision and Final Environmental Assessment, we have identified several deficiencies. Insufficient buffer zone: Initially, the project suggested a 700-foot buffer, which failed to adequately mitigate the project's impact on the surrounding neighborhoods and Kincaid Park. Regrettably, the final documents indicate a further	The Public Meeting was extended to end at 9:30pm, allowing for 210 minutes of comments. Public comments only lasted for 70 minutes and the moderator asked multiple times if anyone else wished to comment before ending the meeting. The approved NorthLink noise analysis predicts project noise to be 53 dBA. (Appendix D.) The 53 DNL includes consideration of a 25-foot earthen berm to be constructed by NorthLink. The 2015 part 150 noise study depicts the Airpark area as falling between the 60 and 65 contour sound levels. The project will not increase noise by 1.5 dB and is therefore not considered a significant impact. Appendix D focuses primarily on project noise from taxiing by using a mathematical approach and then via a separate CadnaA Approach as a check on the results. Forecasted noise pollution from ongoing airport operations, in general, is not the focus. Information about airport noise from the 2015 part 150 noise study was included in Appendix D. Additionally, actual recent aircraft operations at ANC is now included.	3.5 Noise and Noise Compatible Land Use, 2.2 Proposed Action, 3.2 Section 4(f)	Noise, Recreational Resources, Public Involvement

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			reduction, with the buffer now set at only 500 feet. Although the proposed land may be able to accommodate a responsibly designed project with appropriate buffers to protect the impacted areas, the final project appears to have disregarded this approach. Inadequate noise abatement berm: The proposed development relies on a noise abatement berm that is far too small to effectively mitigate the noise that will be generated. Given the significant noise impact anticipated from the project, proper measures must be taken to address this concern. Inaccurate assessment of future noise level impacts: Noise from the proposed development should be the primary focus of this review. However, it seems that the analysis of forecasted noise pollution and future noise levels has not been accurately or sufficiently conducted in the process. The noise analysis report's conclusion, which states that the Airpark expansion will have “no perceptible impact on the nearest residential community and Kincaid Park compared to current airport operations”, is difficult to accept as valid. Individuals with experience working at, recreating near or living near the Anchorage airport can attest to the fallacy of this conclusion, casting doubt on the entire noise analysis. It is imperative for all stakeholders to comprehend the true noise impacts this project will bring. We, along with other affected parties, firmly believe that this project will not only affect the adjacent neighborhoods but also perpetually increase noise pollution in the entire Sand	The Draft EA states there will be a 500-foot vegetated buffer and a 200-foot earth berm (700ft total setback). The Final EA states there will be a 500-foot vegetated buffer and a 200-foot earth berm (700ft total setback). The Draft EA and Final EA both identify a 25 foot tall berm. There is no discrepancy in the EA. The project design has not changed since the Draft EA. There has been no expansion since the Draft EA was issued. Please see Section 3.2 for a discussion on impacts to Kincaid Park.		

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			Lake community and Kincaid Park. A new noise impact analysis should be conducted. Using the west end of Airport Land will adversely impact Kincaid Park: The current project design has expanded from its original concept and now proposes using all Airport land on the west end for aircraft parking. This expansion, combined with inadequate barriers, will have significant adverse noise impacts on Kincaid Park due to its close proximity. This project should be redesigned without using the west end of the Airport land for aircraft parking. Please do not hesitate to reach out if you have any questions concerning these comments. We hope that you will reconsider your plans and take all necessary measures to address the substantial noise impact that this project is bound to create. Krag and Jolie Johnsen			
163	5/30/2023	Michelle Bittner Email	Dear Mr. Sean Dolan, I am providing written comments in lieu of attending the public meeting currently scheduled for May 30 from 6 to 7:30 pm because an hour and a half is not sufficient time for people to participate in the public comment process in any meaningful way for such a large and impactful project as you are proposing. I am a resident of Anchorage and a frequent user of Kincaid Park. I cherish the wildlife and the quiet and wild experience that I have when I use the park for running, skiing, biking, hiking, and other activities. I also enjoy viewing different species of wildlife around Kincaid Park including moose, bear, porcupines, sandhill cranes, and other	The Public Meeting was extended to end at 9:30pm, allowing for 210 minutes of comments. Public comments only lasted for 70 minutes and the moderator asked multiple times if anyone else wished to comment before ending the meeting. ANC is responsible for managing Airport lands. FAA is responsible for approving the airport layout plan at ANC. Please see Section 3.5 and Appendix D for information on how noise impacts were analyzed and how the noise berm provides mitigation.. The proposed earth berm is 25ft and as modeled in the noise analysis buffers noise impacts.	3.2 Section 4(f), 3.5 Noise and Noise Compatible Land Uses	Public Involvement, Noise, Recreational Resources

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			animals. In addition, there is a school I have reviewed much of your Draft Finding of No Significant Impact and Record of Decision and the Final Environmental Assessment and I find numerous material deficiencies that could support a legal challenge to the project. First, the proposed improvements to the South Airpark Campus do not contain sufficient buffer zones of nondevelopment against the east side park boundary, the trail to Little Campbell Lake, and the neighborhoods to the south. At the same time that you are planning this project which would increase the noise pollution in one of Anchorage's most cherished and well-used parks and neighborhoods, Joint Base Elmendorf Richardson is entering into nondevelopment contracts on both sides of the base boundary to alleviate noise and other impacts caused by military activities. Second, the proposed improvements contain a noise abatement berm on the south boundary along the south boundary which seems too minimal to actually abate the noise that will be caused by the proposed improvements. Third, the proposed improvements do not address required protections for noise pollution along the east boundary to Kincaid Park. Fourth, in the model drawing in Appendix D, you could alleviate noise pollution and other impacts by reconfiguring your development. This would involve eliminating the two west side tarmac plane locations to alleviate noise pollution impacts to Kincaid Park and have all the planes leave the staging area in the center lane and not the second lane to the south that runs along Raspberry Road. The south taxi lane should be eliminated and this area	Please see Section 3.2 for a discussion on noise impacts to Kincaid Park. Noise impacts to recreational resources are protected under Section 4(f) of the U.S. DOT Act. In summary, noise impacts must be so severe that a portion of a park cannot and will not be used for its intended purpose. The Noise Analysis in Appendix D demonstrates that there will be no significant noise impact to Kincaid Park. The noise impacts do not require further abatement measures as they are not significant. No reconfiguration of the proposed project is needed or required. Many of the skiing and biking trails associated with Kincaid Park are actually on Airport property or in an OFZ/RPZ and by all accounts are well used. This includes several popular trails that are directly under the final approach to Runway 7R and within the Airport's 70 DNL noise contour. Similarly, Little Campbell Lake is within the Airport's 65 DNL noise contour and approximately 1000 feet closer to Runway 7R's aiming point and the associated loud braking/reverse thrust of landing aircraft than to the Project site where planes will taxi short distances before being connected to ground power with all engines completely shut down. For safety, NorthLink's intended operational model is to limit active taxiing to two planes at a time. To be conservative in the noise modeling , the Project noise study analyzed up to three planes taxiing at a time. Kincaid Elementary School is well outside of the modeled noise emanating from the project.		

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			should be restricted to only warehouses and not active aircraft. Fifth, the model drawing that you have provided is somewhat misleading as there are three aircraft spots next to Kincaid Park but only two planes shown and there are a total of fourteen aircraft spots with only eleven aircraft shown. This raises the question of how the noise level and impacts to Kincaid Park, the surrounding neighborhoods, and Kincaid Elementary was actually determined. Sixth, the model appears to show three aircraft parked right on the east boundary to Kincaid Park and almost right on top of the trail to Little Campbell Lake. There is no practical way to eliminate the impacts of noise pollution and the activities that will accompany having these aircraft right next to Kincaid Park. Seventh, essentially, the entire project should be redesigned to eliminate the three spots next to Kincaid Park and move the exit taxiway from the west end to the center of the complex. This would move most of the jet noise to the center and away from Kincaid Park and the trails. However, you would then need to ensure that this modification does not increase the noise pollution to Kincaid Elementary and the surrounding neighborhoods. Please let me know if you have any questions regarding these comments. It's much less expensive to modify your plan for noise abatement prior to construction than to build the project and then have to modify or eliminate portions of the project due to lawsuits filed by the interested parties of which there are many. Sincerely, Michelle Stone Bittner, Esq.			

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164	5/30/2023	Matthew Sanders Email	ALCON, I share Mr. Albert Circosta's sentiments below. Additionally, I will like to add questions/comments on issues found within the Environmental Assessment: 1. Erik Miller-Klein (Tenor-eng, Principal of Acoustical Engineering) states that the noise study is only an "approximation of the noise impact," with a sound study based on one study of taxing planes done in Spain. Modeling does NOT account for noise of homes located as close to 500' away from the project that are ABOVE the 25' berm. SOLUTION:The Tenor-eng noise study should be redone, AND they should be given permission from TSAIA to conduct their own studies with data collected from another cargo ramp. 2. Demolition and/or development should happen ONLY AFTER the ADEC requested (AUG 2022) soil sampling and water well testing is COMPLETE. Any construction before the testing is complete is negligence at its finest. 3. At the last Turnagain Community Council (TCC) meeting the NLA Attorney stated "NLA does NOT need an ADEC spill mitigation plan before construction." An unknown TCC Member stated he works in the aviation field and that ADEC requires a spill mitigation plan to be submitted 30-days BEFORE construction begins. 4. At the special Sand Lake Community Council	1. The Northlink Noise Analysis was submitted to, and approved, by FAA. The distance to the closest home to where jets may be parked is over 1000ft. 2. ADEC has confirmed that they have no objections to construction proceeding. Thus, the existing testing was sufficient. Certain additional samplings has occurred with results anticipated later this year. However, sampling and analysis is an iterative process and, again, ADEC does not pose an objection to this project proceeding based on available information. 3. A spill control and countermeasure plan may be required and implemented per 40 CFR 112 and ADEC spill prevention and response regulations outlined in 18 AAC 75. In addition, the project will be required to comply with the hazardous materials, storage, and spill directives of its ANC Lease, the ANC Operations Manual, and all applicable airport regulations. 4. NorthLink's attorney made no such statement at the SLCC special meeting on May 22, 2023. Regardless, the potential environmental impacts of the Project as evaluated in the EA are related to the development site. For informational purposes, the Project website has been updated to include the Economic Impact Analysis completed by Anchorage Economic Development Corporation. While that analysis is appropriate for consideration by the community in understanding the potential benefits of the NorthLink project, it is beyond the scope of the NEPA process and has never been presented as if it were part of the NEPA process.		

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			meeting last week, Cornerstone and the NLA Attorney both boasted that this project was going to create 2,300 jobs. According to the published data, NLA states 250 jobs. Where did the extra jobs data come from? Also, the full-time positions should be DECREASED per Dolan's statements at SLCC meeting stating 5. The NLA Attorney boasted about how "generous NLA is" by giving a 700' Buffer. However, the revisedEA shows the buffer was reduced to 500'. 6. There's obviously a pre-determined end when the FAA green-lights the project with an email stating theFAA will "approve without conditions" DURING PUBLIC COMMENT, and when the Interim TSAIADirector Craig Campbell stated at a SLCC meeting, "There's nothing you [THE PEOPLE] can do to stopthis project from happening." This pre-determined end, in conjunction with the flip-flopping of government officials, should be reason enough that an Environmental Impact Statement (EIS) should be completedBEFORE development. 7. Procedurally, how does it make sense to host a public hearing on this project WITHOUT giving the public 30-days to comment? BL: I OPPOSE THE INFORMATION IN THE REVISED EA. I REQUEST A EIS BE COMPLETED FOR AN UNBIASED STUDY OF THIS DEVELOPMENT. FURTHERMORE, NLA HAD OVER ONE YEAR TO DO PROPER TESTING. NLA CHOSEN PATH OF LATENCY SHOULD NOT BE REWARDED WITH DEVELOPMENT THAT NEGATIVELY IMPACTS THE NEIGHBORHOODS AND KINCAID PARK	The AEDC report does analyze job creation resulting from the Project, which is separated into project construction work and the first year of operations, then further characterized as direct (employed by the Project), indirect (jobs created externally to fulfill project needs, e.g. suppliers), and induced (jobs outside of the Project created due to the Project's economic impact, e.g. service industry jobs.) The analysis identifies 296 direct operations (i.e. non-construction) jobs That is only slightly higher than the 250 jobs that the commentor indicates. The other 2007 jobs projected in the analysis are construction or are an indirect or induced result from operations, none of which are anticipated to occupy the Project site on a full-time basis. https://www.northlinkaviation.com/documents/FG/northlinkaviation/project/625890_NorthLink_ANC_South_Campus_Cargo_Terminal_Economic_Impacts_Analysis_06-09-2022.pdf. 5. The Draft EA states that 500ft of vegetation will remain between Raspberry Road and the 200ft berm that will be constructed (totaling a 700ft setback from the road). The Final EA states that 500ft of vegetation will remain between Raspberry Road and the 200ft berm that will be constructed (totaling a 700ft setback from the road). There has been no change to the 700ft setback; the language in the Draft EA and Final EA discussing the 500ft vegetated area and the 200ft berm is identical. For clarity, and to further memorialize the commitment that NorthLink made in voluntarily agreeing to the 700ft setback nearly two years ago, a sentence specifically referencing the 700ft setback was added to the Executive Summary of		

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			RECREATIONALISTS BEFORE TESTING IS COMPLETE. "Ride"cerely,	the Final EA before the Notice of Availability was issued in April 2023. 6. For information on the FAA NEPA process, please see FAA Order 1050.1F for FAA Policies and Procedures. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf 7. For information on the FAA NEPA process, please see FAA Order 1050.1F for FAA Policies and Procedures. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf		
165	5/30/2023	Linda Swiss Email	Attached are the following: May 30, 2023 Comment Cover letter May 30, 2023 Comments on FINAL Environmental Assessment May 30, 2023 Comments on DRAFT Finding of No Significant Impact and Record of Decision Attachment B: June 16, 2022 Email on South Wind Attachment C: June 18, 2022 Email on Airport Berm Attachment D: June 20, 2022 Email on Noise Study *(See Comment #165 Linda Swiss 5-30-2023 in Appendix G for attachments)*	For information on the FAA NEPA process, please see FAA Order 1050.1F for FAA Policies and Procedures. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf Many federal agencies, including the U.S. Army Corps of Engineers, the Bureau of Land Management, and U.S. Department of Agriculture have project developers complete NEPA documentation. It is common for a project developer to complete an NEPA document in coordination and under the supervision of a federal agency and is in line with FAA policies and guidelines for NEPA analysis. **2/1.0/2, 6/1.1/1** Please see page 2 second paragraph for a description of project funding including the Alaska Future Fund. **4/2** Cargo jets are referenced numerous times throughout the EA. The aircraft served will be cargo jets.	See Responses for Topic Locations	Varied

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				6/1.1.1/1 NorthLink leases specific land from ANC. Decisions on management of airport land are the responsibility of ANC. FAA is responsible for approving the airport layout plan at ANC. The Airport Master Plan is a guidance document. The Airport's 2014 Master Plan identified that expansion west of the existing South Air Park was a possibility and that Airport staff should take appropriate measures to develop roadways, taxiway access, and utilities in coordination with a tenant aiming to develop that area. **6/1.1.2/2** The reference is already in the document and in the reference list. **6/1.1.2/4** Comment noted **8/2.0/5** Significance is measured by FAA significance thresholds. No environmental category has impacts that reach the FAA level of significance. **8/2.1/2** Construction will not commence until the environmental document is approved. This project has been under environmental review for 16 months, longer than the recommended federal guidelines for an Environmental Assessment. 40 CFR 1501.10 **9/2.2** The bulleted items are described in detail on page 11. **11/2.2/1** The proposed project has been tested for PFAS contamination and all results were below ADEC clean-up levels. There is no data to support that a development consistent with existing		

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				environmental and building regulations will create a risk of contamination to groundwater or that the Airport is the source of the very low levels of PFAS detected in 3 of the 26 neighborhood wells. The project will not encounter groundwater, as described in Section 3.7, and consequently will have no impact on local drinking water. Issues regarding Taxiway Zulu and funding of drinking water connections are outside of the scope of the proposed project. There is no data to indicate that de-icing fluid will travel any significant distance; aircraft de-icing locations will be over 1000 feet from the nearest homes, which includes the constructed berm and 500 foot vegetated buffer. According to a report by Wayson et al. (2000) available on the Bureau of Transportation Statistics website, glycol overspray can reach 53.3m (175ft). Most of the glycol studied reached the ground very quickly while a fraction was carried further downwind as mist Downwind mist was measured at 300 ft at a concentration of 14.19 mg/liter. There is no indication that the project will contribute to new jet exhaust. It is expected less overall exhaust from the Airport will reach the neighborhood or Kincaid Park as a result of the Project. The project will reduce the amount of time jets will need to be powered on. The use of plug-in power at the proposed development is expected to reduce the use of auxiliary power units and therefore emissions from parked aircraft. Retention basins are best management practices to filter out contaminants from stormwater runoff. They are often used on transportation projects to		

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				clean water before it enters a drainage. Storage of contaminants in an open retention basin does not pose a public health hazard and is a recommended stormwater filtration mechanism. There is no data to indicate that a properly-constructed and maintained retention basin would negatively impact groundwater or drinking water wells located one-quarter mile away. The Stormwater Pollution and Prevention Plan (SWPPP) is a supplement to the application for a Construction General Permit. ADEC is responsible for SWPPP review. Compliance with ADEC's SWPPP requirements will be necessary for SWPPP approval. **11/2.2/2** Any fill needed will be transported on dump trucks. The exact trucks are not determined as of yet, but a standard dump truck weighs between 33,000 to 36,000 pounds. The number and timing of trucks per day will be dependent on the phasing of the project. Construction impacts are expected but will be temporary and consistent with other transportation construction projects in Anchorage. **14/2.3.1.1/1** "Early public comments and statutory requirements" refers to the number of public comments received indicating concern for Kincaid Park. Section 4(f) of the DOT Act is the statutory requirement referenced. Moving the proposed development closer to Kincaid Park would increase the likelihood of impact to Kincaid Park. The alternative was not selected because of the public concern for impacts to Kincaid Park and the possible impacts to a protected 4(f) property.		

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				14/2.3.1.2/1 The north/south runway is included in the approved 2014 Master Plan. No other Master Plan is approved for reference or citation. **15/Table 1** The proposed site is leased to NorthLink Aviation for cargo development. The 2014 Master Plan is a guidance document; as such it does not control the FAA's review and approval of the Airport Layout Plan and subsequent modifications. **17/Table 2** The Noise Analysis was submitted to the FAA for review and received approval. Appendix D. None of the stormwater runoff will infiltrate to groundwater. Stormwater runoff will either be captured and enter the ANC storm drain system or be collected in the retention pond, as described on page 11. **18/3.1** Comment noted **19/3.1/1** A review of possible air quality impacts indicates that the project will benefit overall air quality by allowing (and requiring) cargo jets to power down. The proposed project will not have an adverse impact on overall air quality, because the jets the project will service are not a new fleet. The new power down requirements at the Project site will overall have jets running and emitting at ANC for less time than the current conditions. **19/3.1/2** Airport land is hazardous for wildlife as described in the referenced section.		

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				The Draft EA states there will be 500ft of vegetation and a 200-foot earth berm (700ft total setback). The Final EA states there will be 500ft of vegetation and a 200-foot earth berm (700ft total setback). There has been no change to the 700ft setback. **20/3.1/1, 2** Comment noted. **20/3.1/6**. The Airport Master Plan is a a guidance document, The language that commentor identifies about South Air Park and the Kulis Business Park identified is contained in a discussion regarding criteria for evaluating the Kulis Master Plan. The context of the remainder of the Airport Master Plan acknowledges the likelihood of and directs staff support for Airport development west of South Air Park while the Kulis Master Plan discussion addresses the former Air National Guard base more than a half-mile to the east of the Project site. The Kulis area is noticeably different from the project site as it contained as many as 19 ADEC contaminated sites, is hundreds (not thousands of feet) from Kincaid Elementary School, and as close as 250 feet to homes on Air Guard Road. **21/3.1/1, 2** 60ft, as stated in both the Draft EA and Final EA. **21/3.1/2** There is no data to indicate a diminished quality of life will be the result of the proposed project. There is no data to indicate experiences of individuals recreating at Kincaid Park will change. There is no data to indicate home values decreasing as a result of the proposed project.		

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				Minority and low-income populations are protected populations. Middle class populations have not been afforded protection under Environmental Justice Orders. **21/3.1/5** Within the vegetated buffer extending back 500 feet from the road, many 30-40ft tall trees will remain in place. A six-foot tall person looking over a 40ft tree from 60ft away (e.g. from the pedestrian path across Raspberry Road) needs to peer up at a 40-degree angle to see over the tree. A 65ft tall jet would need to be 162 ft from the person for the person to be able to see it over the trees at that 40-degree angle Aircraft traveling on the southernmost taxilane will be more than 700 ft back from Raspberry Road and the nearest parked planes will be farther than that. The jets and light poles will not be visible from the road. Additionally, the jets and light poles are consistent with other airport infrastructure in the vicinity. **23/3.2.1/Figure 5** Comment noted. **24/3.2.2/5** There is no data to support the assertion. Many of the skiing and biking trails associated with Kincaid Park are on Airport property or in an OFZ/RPZ and by all accounts are well used. This includes several trails that are directly under the final approach to Runway 7R. **27/3.3.1/1** A total of 19 samples (not including duplicates) were taken from surface and subsurface soils in the project area All samples were below ADEC monitoring and cleanup levels for PFAS..		

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				29/3.3.2.1/2 Construction contractors are required to report any odors or sheens or other indications of hazardous materials when encountered. The reporting is reported to the ADEC. **29/3.3.2.1/4** The Stormwater Pollution Prevention Plan (SWPPP) is a supplement to the application for a Construction General Permit. The SWPPP is reviewed and approved by ADEC.. **29/3.3.2.1/5** A spill control, and countermeasure plan may be required and implemented per 40 CFR 112 and ADEC spill prevention and response regulations outlined in 18 AAC 75. In addition, the project will be required to comply with the hazardous materials, storage, and spill directives of its ANC Lease, the ANC Operations Manual, and all applicable airport regulations. **30/3.3.2.1/2** Stormwater from site operations will be collected in a retention basin, or discharged into the ANC storm drain system. There is no data to indicate that de-icing fluid will travel any significant distance; aircraft de-icing locations will be over 1000 feet from the nearest homes and the Raspberry Road pedestrian path, which includes the constructed berm and 500 foot vegetated buffer. According to a report by Wayson et al. (2000) available on the Bureau of Transportation Statistics website, glycol overspray can reach 53.3m (175ft). Most of the glycol studied reached the ground very quickly while a fraction was carried further downwind as mist Downwind mist was measured at 300 ft at a concentration of 14.19 mg/liter.		

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				30/3.3.2.2/2 Fuel lines will be owned and operated by the Anchorage Fueling and Service Company. Operation and maintenance of the fuel lines will be conducted in accordance with federal law and state regulations. **31/3.3.2.2/1** Comment noted **31/3.4.1/1** The northeast portion of the site has been used as an Airport snow dump for all South Airpark tenants for many years. A condition of the Project's lease is to provide adequate replacement snow storage on the project site. **33/3.5**/ There is no such figure in this document. To the extent this refers to the Airport Master Plan, noise issues related to the Project are addressed in the responses below. **36/3.5.1/4** Airport take-offs and landings are an ongoing and major source of Airport noise. That Airport noise is not projected to increase as a result of the Northlink Project. Although aircraft takeoff and landing procedures at ANC are not affected by the Northlink project, note that noise abatement procedures in the ANC Noise Compatibility Program for departing and arriving aircraft are voluntary. Implementation of the procedures is at the discretion of the pilot in command whose first and primary responsibility is for the safe operation of the aircraft. **39/3.5.1/1** The Northlink Noise Analysis received approval from the FAA. (Appendix D.) It is an appropriate analysis for the taxiing activities that are the subject of the analysis. As to the noise		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				monitoring performed by Northlink, please see the Response to Comment 137. **39/3.5.2.1** The noise berm is 25ft above grade topped with up to 15ft of vegetation. The proposed project is not clearing 120 acres of trees; existing vegetation up to 500 feet from Raspberry Road, covering approximately 20 acres, will be preserved. The proposed project includes a 700ft setback from Raspberry Road, which includes the 500-foot vegetated buffer and the 200-foot deep berm. **42/3.5.2.2/1** The 2020 ANC Predicted DNL Noise Contour Map suggests that the background airport noise exceeds the noise the neighborhood might experience from taxiing of large aircraft at the Airpark area. Given the neighborhood's geographical relationship to the Airport, it is not surprising that aircraft briefly taxiing nearby to the Project site then shutting down all engines while connected to ground power will not increase noise beyond existing conditions. The commentor's neighborhood is the three residential subdivisions immediately across Raspberry Road to the south of the Airport (and the Project site). The entire neighborhood and Project site are in or just adjacent to the arrival and departure paths for Runway 33/15 with the south end of the runway less than a mile from the neighborhood. Aircraft departing to the north on Runway 33 (the preferred operations direction) have their engines pointed directly at the same neighborhood when they spool up to begin their takeoff roll. Aircraft landing on Runway 7R are braking heavily and using their reverse thrusters just as they are adjacent to the neighborhood. 7R is heavily used for landing and a		

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				few hundred feet closer to the neighborhood than the south end of 33/15. **43/3.6.2.1/1** If actually visible through over 1000 feet of heavily treed area, briefly seeing the tailfin of a jet from the kitchen window of a house near a long established airport does not result in a significant visual impact. **48/3.7.1.1/2** Thank you, it has been added. **50/3.7.1.2/1** The geotechnical report did not test the direction of groundwater flow. The direction of groundwater flow is not pertinent to this study as the Project is designed to ensure that site runoff does not enter the local groundwater. Stormwater runoff will either be captured and enter the Anchorage Airport storm drain system or be collected in the retention pond. **52/3.7.2.2.1/1** The direction of groundwater flow is not pertinent to this study as no groundwater will be impacted. The direction of groundwater flow is not pertinent to this study as the Project is designed to ensure that site runoff does not enter the local groundwater. Stormwater runoff will either be captured and enter the Anchorage Airport storm drain system or be collected in the retention pond. **61/7.0** The Environmental Assessment did not reference the report, it does not belong in the references. Comments on the FONSI/ROD are addressed by the above responses as the FONSI/ROD relies on the analysis of the EA to make findings determinations. Comments are addressed in this		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				response to comments document. The attachments were previously submitted and reviewed at the Draft EA stage, as the commenter notes.		
166	5/31/2023	Chris Maynard Email	AA, I write to express my support for NorthLink Aviation's proposed terminal development project at the Ted Stevens Anchorage International Airport. This project presents an incredible chance for growth, job creation, and a significant leap forward in strengthening our position as an international freight hub. By supporting this project, we're not just endorsing development in our infrastructure that enables our shared interests; we're investing in the future of Anchorage and Alaska, fueling an economic revolution that could transform our community and our state. I urge you to recognize the immense potential this project holds and lend it your full support. By doing so, we can secure a prosperous future for our community and generations to come. Thank you for your time and consideration.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
167	5/31/2023	Rhonda Grove Email	So sowwy you had to do a public meeting, wonder why that happened? Now you can push around PFAS dirt and cut trees down at will. Carpenters unite! We must build crappy warehouse ASAP	Comment noted.	N/A	Public Involvement
168	5/31/2023	Natalie Kehoe Email	Dear NorthLink Aviation, The public review process and preparation of the draft Environmental Assessment (EA) by NorthLink Aviation and their contractors was a sham. The FAA allowed the “fox to watch the hen house” and was poised to approve the project	Please see FAA Order 1050.1F for FAA Policies and Procedures. https://www.faa.gov/documentlibrary/media/order/faa_order_1050_1f.pdf	N/A	FAA Policies and Procedures

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			before the public review process was completed. It is wrong to allow the proponent of the development, NorthLink Aviation and their contractors, to drive the public process. It is incumbent upon the FAA to act in the best interest of the community rather than that of the proponent of the development. We believe that a full Environmental Impact Statement (EIS) is required to evaluate the proposed project because of the nature, extent, and complexity of the environmental and health issues that so directly affect the Sand Lake community, Kincaid Park, and Anchorage.			
169	5/31/2023	Katherine Farnham Email	Good evening - I am writing to stand with my neighbors and community leaders who have actively led the efforts to work within the public process regarding the proposed expansion for cargo jet facilities on the south edge of Ted Stevens International Airport. I commend my neighbors for their steady, reasonable, and forthright efforts. In addition to supporting these leaders, I am compelled to add my voice to this critical issue. My family lives less than 200 yards from the boundary of this proposed project. Our entire neighborhood, and those around us will be significantly and permanently affected by the noise, air, and water pollution the project will bring. As a 35 year resident of this neighborhood, I've seen steady growth at the airport and have not stood in the way of such development. It's generally good for Alaska and our city, even if we have been	The proposed project will not create significant noise impacts, air quality impacts, or water pollution. The proposed project will benefit water quality by recycling propylene glycol instead of the common practice of discharging the material into Cook Inlet. Proposed Sand Lake Resolution 23-02 was rejected by the Sand Lake Community Council when the Council voted overwhelmingly against adoption on May 22, 2023. (https://www.communitycouncils.org/servlet/viewfolder?id=10975).	3.5 Noise and Noise Compatible Land Use, 3.1 Air Quality, 3.7 Water Resources	Noise, Air Quality, Water Pollution

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			increasingly affected by more air traffic, noise, and toxic smells / discharges from airport activities. This project, however is different. It is too big, and too close an must have more significant controls to protect us. I have been following the progress (and lack thereof) between Northlink and the local residents over the past many months, since the first very small sign was hung on the fence along Raspberry. I understand and appreciate that some modifications and accommodations have been agreed to which may help mitigate some issues. However far too many issues have not yet been adequately addressed. The Sand Lake Community Council resolution 23-02 and their four specific recommendations* are incredibly reasonable considering the scale of this project and the permanent detriment the project brings to our neighborhoods. We are not simply opposed to development, we understand the role of the airport on our economy. However a handful of temporary construction jobs, and the desire to move fast, cannot be used to excuse the lack of due diligence in the monitoring and data collection methods that will ensure the health and well being of my family ad our neighbors. The airport has other options to address the needs of air cargo transportation, de-icing, and related services. The permanent damage to the nearest neighborhoods, with hundreds of homes and thousands of residents is not an acceptable cost. Anchorage must do the right things, the right way. This project does not yet meet this ethical standard. In addition, the master plan previously adopted for the airport has itself not been upheld			

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			by this project. Long term public process cannot be disregarded just for the benefit of a few enterprises, nor overlooked in service of quick solutions. There is a better solution. Was must take the necessary time, and be willing to spend invest appropriately to retain our quality of life in west Anchorage while allowing for ongoing, responsible growth of a major economic sector. *To be specific, and at a minimum, I must emphatically stand by the mitigating resolution 23-02 recently passed by the Sand Lake Community Council (enclosed). Thank you for addressing these concerns before proceeding with this project. Katherine Farnham			
170	5/30/2023	Unknown Written comment from public meeting	Wow is my first response! I guess money does talk louder than science and ever common sense? There are countless issues impacted in a most negative sense here which this report fails to even begin to acknowledge. The biggest shock for me as a home owner right across the street from this proposed development is this is happening in ALASKA! Furthermore Alaskans are paying for it with our funds and out land and our health. One would think the interest of good will for other and just even transparency, the lies and back door deals would be questioned by those few who can put a stop to this! I am disappointed in humanity at this point and this is no small thing. Please consider your neighbors and stop counting money for a bit here.	Comment noted.	N/A	N/A
171	5/30/2023	Sylvia Panzarella Written	This project is moving forward before the true environmental assessments are done! Also NORTHLINK should pay for city water	NorthLink is not responsible for connecting residents to city water or existing Airport conditions. The proposed project has no impact on drinking water.	N/A	N/A

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
		comment from public meeting	connections for the 24 sacrificial neighbors on well-water.	The proposed project will not go to construction unless and until the Final Environmental Assessment is accepted by the FAA and the FAA issues a Finding of No Significant Impact.		
172	5/30/2023	Hayden Krause Written comment from public meeting	My name is Hayden Krause. I am a first year apprentice. Y'know as much as I care about my future…proper testing needs to be completed! That is all I care about. The crook can wear a suit and tie. Least they can do is hear the people and commit their time to proper tests before the project ensues. If the project ensues and there are problems...I'm sorry, but the local people are going to take stand. They will fight...they have no where to go. There is no flight option. Just the option to fight.	It is unclear what additional testing is being requested by the comment. There is no indication that testing results are inaccurate.	N/A	N/A
173	5/30/2023	Pamela Miller Written comment from public meeting	(See Comment #173 Pamela Miller 5-30-2023 in Appendix G for attachment)	A total of 19 samples (not including duplicates) were taken from surface and subsurface soils in the project area. All samples were below ADEC monitoring and cleanup levels for PFAS. ADEC has confirmed their non-objection to proceeding with construction based on existing sampling. Sampling is an iterative process, and more results are anticipated later this year. We have no data to indicate that significant adverse socioeconomic impacts would result from the proposed project. There are documented air quality benefits from requiring jets to power down and plug into ground power. There are primary, secondary, and tertiary spill response mechanisms proposed to manage any spills that may occur as required by state and federal regulations. A spill control and	3.3 Hazardous Materials, 3.1 Socioeconomic Impacts, 3.1 Air Quality	Hazardous Materials, Air Quality, Socioeconomic Impacts

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				countermeasure plan may be required and implemented per 40 CFR 112 and ADEC spill prevention and response regulations outlined in 18 AAC 75. In addition, the project will be required to comply with the hazardous materials, storage, and spill directives of its ANC Lease, the ANC Operations Manual, and all applicable airport regulations.		
174	5/30/2023	Unknown Written comment from public meeting	Please complete an adequate noise study using equipment that is cold stable and put the sensors in the correct places. Also take into consideration the significant noise that occurs over the neighborhoods when airplanes take off to the south. The State and Airport should be working with a local developer- not Northlink!	The Noise Analysis was reviewed and approved by the FAA. (See Appendix D.)	3.5 Noise and Noise Compatible Land Uses	Noise
175	5/30/2023	Sarah Brandt Written comment from public meeting	I support the project and appreciate the measures they've taken for the Sandlake community. It will provide jobs for our economy.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
176	5/30/2023	Ryan Jimenez Written comment from public meeting	I support the project and the jobs it will bring. I look forward to positive growth in the Anchorage area!	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
177	5/30/2023	Unknown Written comment from public meeting	I feel that you need to do more research before starting this project. It seems you may be able to a spot further from the residential area and Kincaid Park. I worked on the military base for 27 years. The area they have clear cut is devastating. I have done amateur photography for 15 years and the construction on the base has derived all the wildlife away. One of the reasons I live here is for the open spaces and wildlife. The population of Alaska is decreasing...why do you need this expansion? Money isn't everything in life.	Please see the Alternatives Analysis for an evaluation of the preferred alternative in Section 2.0	2.0 Alternatives	Alternatives

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178	5/30/2023	Jason Alward Written comment from public meeting	(See Comment #178 Jason Alward 5-30-2023 in Appendix G for attachment)	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
179	5/30/2023	Brian Looney Written comment from public meeting	We need this development now to help build Anchorage. Our airports are an important part of our community. Thank you.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
180	5/30/2023	Peter Dahl Written comment from public meeting	I have been following the development and processes that have been required of this project from the beginning. It seems that the planning team to date has done as much as they can to address the concerns of the public. This project could translate into a boost to the local economy and help our members with income and contributions to their benefits. It could equate to thousands of hours of work for our members. These keep this project moving forward.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
181	5/30/2023	Patty Dahl Written comment from public meeting	I believe that everything I have read regarding this project the project team has done and (will continue) doing all that is appropriate to meet the concerns from the public. This project should continue to move forward!	Thank you for your comment.	N/A	Support
182	5/30/2023	Unknown Written comment from public meeting	This public hearing on Tues, May 30, 2023, at the Lakefront Hotel in Anchorage, is not NEARLY a large enough venue to accommodate all the local residents of Sand Lake who are concerned about this airport expansion. Northlink sure seems to have people packed in THEIR hearing with uniformed union people in their hardhats and crowded out those wishing to testify on behalf of good neighbors who will be the most affected. Of course, union members are not going to testify against this project, the most galling being those who say they live in the neighborhood and support the project. You have packed this meeting with your own supporters and not people with	The public meeting was originally scheduled from 6pm to 7:30pm, 90 minutes. The meeting was extended to run until 9:30pm, 210 minutes. Public comments only lasted for 70 minutes and the moderator asked multiple times if anyone else wished to comment before ending the meeting. The NorthLink project noise analysis predicted project noise to be 53 dBA. The 53 DNL includes consideration of a 25-foot earthen berm to be constructed by NorthLink. The 2015 part 150 noise study depicts the Airpark area as falling between the 60 and 65 contour sound levels. The project	3.5 Noise and Noise Compatible Land Uses, 3.7 Water Resources, 3.2 Hazardous Materials, 3.1 Air Quality	Public Involvement, Noise, Drinking Water, Pollution

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			legitimate concerns about this project- noise pollution, water pollution, air pollution. As a resident of Sand Lake I do not believe the draft findings of No Significant Impact and Record of Decision is either valid or accurate. I see no pro-active efforts to promote noise mitigation as the local airport in West Anchorage continues to grow exponentially. For example, where is the pro-active initiative to ensure that the airport administration plan to effectively sound-insulate Sand Lake homes? What about chemical pollution? Three major problems 1) noise pollution 2) polluted drinking water 3) unhealthy fumes such as from jet fuel and glycol de-icing operations reportedly just 700 ft. from the bike trail on Raspberry Road. Also PFAS are forever chemicals linked to cancers including kidney, testicular, and prostate, thyroid diseases, endocrine system disruption to immune system suppression. Please do not ram through this project and run over the residents of Sand Lake, who deserve clean air and quiet. Thank you. THE PUBLIC DOES NOT TRUST THE PROCESS. (some writing redacted by commenter)	will not increase noise by 1.5 dB, and is therefore not considered a significant impact. The proposed project will not impact groundwater and there is no data to indicate drinking water will be impacted as a result of the proposed project. The proposed project site was tested for hazardous materials, including PFAS, and the results were below ADEC monitoring and cleanup levels for PFAS. There is no data to indicate the project will have a significant impact on hazardous materials or pollution. The proposed project will not contribute to new traffic at the airport. The odors are coming from the airport regardless. The plug-in power will allow jets using the proposed development to turn off their auxiliary power units and therefore reduce exhaust emissions, including NOx compared to current aircraft parking conditions, There is no data to indicate that de-icing fluid will travel any significant distance; aircraft de-icing locations will be over 1000 feet from the nearest homes and the Raspberry Road pedestrian path, which includes the constructed berm and 500-foot vegetated buffer. According to a report by Wayson et al. (2000) available on the Bureau of Transportation Statistics website, glycol overspray can reach 53.3m (175ft). Most of the glycol studied reached the ground very quickly while a fraction was carried further downwind as mist Downwind mist was measured at 300 ft at a concentration of 14.19 mg/liter.		
183	5/30/2023	Unknown Written	It strikes me as a scam- a setup- to pick way too small of a venue to hold the meeting and then	Comment noted.	N/A	N/A

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		comment from public meeting	pack it with union members who favor the project. Shame on Northlink!			
184	5/30/2023	Unknown Written comment from public meeting	I am concerned about the amount of undue noise this growth will create. The company should be required to provide noise-mitigating windows and doors to all neighbors who are impacted, if the project goes forward. Also I am concerned about the pollutants. The turnout at the meeting ought to be an indication of interest by the public. Thank you. (some writing redacted by commenter)	The NorthLink project noise analysis predicted project noise to be 53 dBA. . The 53 DNL includes consideration of a 25-foot earthen berm to be constructed by NorthLink. The 2015 part 150 noise study depicts the Airpark area as falling between the 60 and 65 contour sound levels. For safety reasons, no more than two planes will be taxiing at the same time, while the noise analysis study modeled up to three planes. Accordingly, the predicted average in the study is conservative compared to the Project's actual planned operations (two planes). The project will not increase noise by 1.5 dB and is therefore not considered a significant impact. Although noise mitigation is not required, a proposed earth berm will mitigate noise from the proposed project. The proposed project site was tested for hazardous materials and the results were below ADEC monitoring and cleanup levels. There is no data to indicate the project will have a significant impact on hazardous materials or pollution.	3.5 Noise and Noise Compatible Land Use, 3.1 Air Quality, 3.3 Hazardous Materials	Noise, Pollution
185	5/30/2023	Scott Lyons Written comment from public meeting	The South Airport Cargo Improvements seem to be an asset to the airport industry and infrastructure of Anchorage. With tourism, transportation and construction in mind, the project will benefit all included. As long as the standards are upheld, I am in favor of the project's completion.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
186	5/30/2023	Unknown Written comment from public meeting	I oppose the way the project is being pushed forward with less than responsible planning the incorporated local neighbors and general health issues. The room is "planted" with labor groups crowding our "plain people" concerned. Also	Comment noted.	N/A	N/A

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			about quality of life and protecting environmental health long term. Please listen to all our voices- or it will be "penny-wise pound-foolish" (short term smart/long term dumb). We only have 1 planet!!city/neighborhood			
187	5/30/2023	Dau Abazth Written comment from public meeting	I support this project as a Turnagain neighborhood and Anchorage resident. Our city will greatly benefit from the economy boost and jobs created from this project. Expansion of ANC airport is inevitable, so we may as well prepare ourselves and our infrastructure to accommodate that growth. When I made the choice to buy a home with such proximity to the airport, I knew what I was signing up for. Noise pollution from jets taxiing and taking off is already a reality and even if that increases I still believe this project pros outweigh the cons and I fully support its progress.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
188	5/30/2023	Brian Leinon Written comment from public meeting	With such a turnout it was impossible to hear anything because we were out in the hallway. Hopefully you can have a summary or video we can watch online.	A transcript of the public meeting has been prepared by a court reporter and is available upon request.	N/A	Public Involvement
189	5/30/2023	Unknown Written comment from public meeting	Main concerns are: 1) Run off of hazardous chemicals into Little Campbell Point Lake, at the bottom of the drainage area. 2) Possible groundwater contamination affecting residential wells, and nearby waterbodies and wetlands such as Conners Bog. 3) Noise pollution adjacent to a large Park that is already impacted by motocross and airport noise. 4) Dust pollution. Not a great project environmentally, cannot find concise site plans.	There is no data to indicate that runoff will be contaminated. Stormwater runoff from the proposed project will enter the ANC storm drain system and will not be directed toward Little Campbell Lake or groundwater in the project vicinity. The proposed project will not intersect or impact groundwater. Best management practices such as the use of water trucks to spray down dust will be employed during construction. Please see Section 3.5 for a description of the noise impacts from the proposed project.	2.2 Proposed Action, 3.7 Water Resources, 3.5 Noise and Noise Compatible Land Use	Hazardous Materials, groundwater, noise
190	5/30/2023	Zack Fields Written comment from public meeting	I support a Findings of No Significant Impact (FONSI) for the Northlink Project. This project is a no-brainer for environmentally-responsible economic development in Anchorage. As a development that will improve water quality (by	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

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			capturing a recycling de-icing fluid) a FONSI makes sense.			
191	5/30/2023	Unknown Written comment from public meeting	This is a shame. Northlink Aviation has rushed the science and unfortunately puts profit over people. The noise pollution, PFAS contaminated sites, and harm to wildlife should be enough to at least consider Sand Lake's resolution. This is really bad	Please see Section 3.3 for a description of Hazardous Material considerations. Please see Section 3.5 for an evaluation of noise impacts. Please see section 3.1 for a discussion on impacts to wildlife.	3.3 Hazardous Materials, 3.5 Noise and Noise Compatible Land Use, 3.1 Biological Resources	Hazardous Materials, Wildlife, Noise.
192	5/30/2023	Unknown Written comment from public meeting	Needs more info. Clear up procedural issues and get accurate testing.	Comment noted.	N/A	General Concern
193	5/30/2023	Rebecca Campbell Written comment from public meeting	I support the project and look forward to additional opportunities the project will bring. The mitigation with the project and Raspberry Road looks effective to address concerns.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
194	5/30/2023	Alma Abaza Written comment from public meeting	I support the project and development at the airport. Development=new jobs. Northlink has done their due diligence in responding to our community needs. I live in the Sand Lake neighborhood and especially appreciate those efforts.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
195	5/30/2023	Unknown Written comment from public meeting	I am very concerned about the additional noise. The 747's are already flying low over our house on Sand Lake at late night and early morning hours. What kind of noise abatement are you planning? I am very concerned about the impact to the bike trails and access to Kincaid Park.	The NorthLink project noise analysis predicted project noise to be 53 dBA. . The 53 DNL includes consideration of a 25-foot earthen berm to be constructed by NorthLink. The 2015 part 150 noise study depicts the Airpark area as falling between the 60 and 65 contour sound levels. For safety reasons, no more than two planes will be taxiing at the same time, while the noise analysis study modeled up to three planes. Accordingly, the predicted average in the study is conservative compared to the Project's actual planned	3.5 Noise and Noise Compatible Land Uses	Noise

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				operations (two planes). The project will not increase noise by 1.5 dB and is therefore not considered a significant impact. Although noise mitigation is not required, a proposed earth berm will mitigate noise from the proposed project. Project traffic is not expected to impact local traffic patterns (vehicle, pedestrian, or bike) or access to Kincaid Park. A traffic analysis is attached as Appendix I.		
196	5/30/2023	Jenne Denton Written comment from public meeting	Hello, my name is Jenne Denton. I have been in the union for 11 years. In those 11 years I have seen jobs come and go. More and more there have been fewer jobs available, thus resorting in lower participation of Alaskans staying here in their Home State. We well as the decline of allowing apprentices to join. With this job alone will be able to add more apprentices in turn boosting the work force as well as keep those apprentices while they journey out. Keeping those Journeymen here in Alaska.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
			Summary of Comments from 5/30/2023 Public Meeting			
1	5/30/2023	Terry Corrigan	Introduced himself as the Vice President of Haskell Corporation. Supports the project because it would lead to more workforce development in the region. He mentioned that the region has an aging workforce, and this project would help provide a venue for training. Also mentioned the environmental benefits but did not specify which ones.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
2	5/30/2023	Dan Myers	Introduced himself as being part of the union; Carpenters 1281. Supports the project because it would allow him to stay home for work instead of traveling to Juneau. This project would allow them	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			to work in Anchorage during the wintertime and help give future generations job creation. Mentioned that this may help with paying property taxes that in turn would go towards local schools.			
3	5/30/2023	David LaMont	Introduced himself as being a 40 year plus Alaskan resident and has been part of similar projects with the airport. Supports the project because of the number of jobs it would bring to the region. Aware that airports in general have some environmental issues, specifically aircraft leakage, but that the project would mitigate this by stopping some of the pollution that drains out into Cook Inlet but did not say how.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA. Hazardous materials are addressed in Section 3.3.	3.1 Socioeconomics, 3.3 Hazardous Materials	Support
4	5/30/2023	Phill Perron	Introduced himself as being a VP from the Crossing Group. Supports the project because it allowed him to travel from Arizona to support the project. Was excited to work with the project on directional drilling/trenchless technologies and mentions that it reduces environmental impacts. He thanked Alaska for welcoming him to the state and was eager to begin work on the project.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
5	5/30/2023	Mikel Insalaco	Introduced himself as born and raised around here, lived in Jewel Lake for 15 years and outside that South Anchorage. Supports the project because of the economic benefits associated with more cargo/trade traffic that may help secure their place in international trade. Aware of the noise associated with the airport but thinks the benefits outweigh the increased noise. Supports the project's pollution mitigation to Cook Inlet. Also mentions the prospect of future jobs that may allow people to stay in the area.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA. Noise and Noise Compatible Land Use is discussed in 3.5.	3.1 Socioeconomics. 3.5 Noise and Noise Compatible Land Use	Support
6	5/30/2023	Gabe Shaddy-Farnsworth	Introduced himself as the recording secretary for Carpenters Local 1281 and a representative of the Pacific Northwest Regional Council of Carpenters. Supports the project and is aware of the noise the airport already produces. Supports	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			the idea of local job creation and the benefits of staying local for work. Likes the idea of building an economy in Anchorage for future generations.			
7	5/30/2023	Todd Bethard	Introduced himself as a resident of Hillside. He uses an analogy of his wife wanting to buy a neighboring property so they can retain their current view and relates it to the project. He makes the point that the project is being built on airport property that is zoned for airport use and does not see a problem with that. He also mentions Commenter 2 and agrees with his point of view on future job creation for his children.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
8	5/30/2023	Justin McVaney	Introduced himself as a supporter for the project. Supports the project because it would address the pollution (assumed to be Cook Inlet) problem and appreciates how NorthLink has done their due diligence and is proposing a good plan. Mentions that the project would allow people to stay home local for work and be with their families.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
9	5/30/2023	Spencer Douthit	Introduced himself as being part of Carpenter 1281. He is familiar with living near the sound of infrastructure and supports the project because it would create jobs, specifically aviation and construction jobs. Says aviation careers would be long term and construction would be short term. Mentions Alaska's problem with out migration and how this would help retain workforce.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
10	5/30/2023	Rachel Colvard	Introduced herself as being a carpenter for almost ten years. Supports the project because it would create better paying jobs; mentions she wouldn't have to live paycheck to paycheck. States these would be "life changing" jobs.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
11	5/30/2023	Linda Swiss	Introduces herself as a neighbor who lives directly across the street from the proposed project. Does not support the project based on the potential for increased pollution. Is concerned about the potential groundwater/well contamination from	The proposed project will not interact with groundwater. Spill response includes the following: • Primary containment: Mobile fluid spill kits stocked with absorbent socks, pads,	3.3 Hazardous Materials, 3.7 Water Resources, 2.2 Proposed	Hazardous Materials, Groundwater, Proposed Action, Noise

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			fuel spills, deicing overspray and unknown PFASs found on an adjacent property. Mentioned the plan calls for deicing and fueling operations 700' away from their homes. Asked about the setback from Raspberry Road. Concerned about the noise will be addressed after the project is built, specifically how tall the sound wall will help; mentions 40', 11' and 25'. Asks about how the increased air pollution/noise will be monitored. Mentions the Alaska Dept of Environmental Conservation allowing development to be done alongside studies versus after the studies are complete.	pillows, and loose absorbents to prevent fuel from entering storm drains. • Secondary containment: Oil/water separator in storm water system prevents any fuel that enters the storm water system from exiting. • Tertiary containment: Closure of valves connecting storm water system to systems off-property contains spilled fuel on the property. Although it is impossible to anticipate spills it is not reasonably foreseeable that spills would encounter groundwater. The proposed project site was tested for hazardous materials, including PFAS, and the results were below ADEC monitoring and cleanup levels for PFAS. There is no data to indicate the project will have a significant impact on hazardous materials or pollution. There is no data to indicate that de-icing fluid will travel any significant distance; aircraft de-icing locations will be over 1000 feet from the nearest homes and the Raspberry Road pedestrian path, which includes the constructed berm and 500-foot vegetated buffer. According to a report by Wayson et al. (2000) available on the Bureau of Transportation Statistics website, glycol overspray can reach 53.3m (175ft). Most of the glycol studied reached the ground very quickly while a fraction was carried further downwind as mist Downwind mist was measured at 300 ft at a concentration of 14.19 mg/liter. The nearest aircraft to the neighborhood will be over 1000ft away. The 1000ft includes a 200ft deep	Action, 3.5 Noise and Noise Compatible Land Use	

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				and 25ft earth berm, and 500 ft of vegetation as a buffer. Overall airport noise is the responsibility of ANC and outside the scope of this analysis. As both the Draft EA and Final EA state, a 25ft tall 200ft deep noise berm will be constructed directly behind a 500 ft vegetated buffer along Raspberry Road, (totaling a 700ft setback). The Draft EA states the berm would be 25ft tall with up to 15 feet of vegetation on top. The Final EA states the berm would be 25ft tall with up to 15 feet of vegetation on top.		
12	5/30/2023	Sylvia Panzarella	Introduces herself as speaking for her husband and herself. Does not support the project because she lives directly across the street from the project. Asks why NorthLink hasn't proposed putting affected properties on city water instead of well water. Says noise is an ongoing factor with the current airport. Concerned about PFASs in the area.	The proposed project site was tested for hazardous materials, including PFAS, and the results were below ADEC monitoring and cleanup levels for PFAS. There is no data to indicate the project will have a significant impact on hazardous materials or pollution. Overall airport noise is the responsibility of ANC and outside the scope of this analysis. NorthLink is not responsible for connecting residents to city water or existing Airport conditions. The proposed project has no impact on drinking water.	3.3 Hazardous Materials, 3.5 Noise and Noise Compatible Land Use	Hazardous Materials, Noise, Drinking Water
13	5/30/2023	Tyler Swiss	Introduces himself as living across the project on Raspberry Road. Does not support the project because he is concerned that not enough studies have been done, specifically about the 700' buffer and how that affects the noise. Asks how much construction noise there will be. Discusses how there are PFASs already in the well water and how the construction may allow them to move around the land, specifically when they are	The NorthLink project noise analysis predicted project noise to be 53 dBA. . The 53 DNL includes consideration of a 25-foot earthen berm to be constructed by NorthLink. The 2015 part 150 noise study depicts the Airpark area as falling between the 60 and 65 contour sound levels. For safety reasons, no more than two planes will be taxiing at the same time, while the noise analysis study modeled up to three planes. Accordingly, the	3.5 Noise and Noise Compatible Land Use, 3.1 Air Quality, 3.3 Hazardous Materials	Noise, Air Quality, Hazardous Materials

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			proposing to cut down 150 trees. Air quality is a concern as well and brings up the 700' buffer again regarding the proximity to jet exhaust, jet fuel, fumes and deicing, especially during the winter when the winds are prevailing north. Thinks it's the right project in the wrong place.	predicted average in the study is conservative compared to the Project's actual planned operations (two planes). The project will not increase noise by 1.5 dB and is therefore not considered a significant impact. Although noise mitigation is not required, a proposed earth berm will mitigate noise from the proposed project. The Noise Analysis states that the proposed earth berm will further buffer noise. Construction noise is expected and will be temporary. Best management practices such as proper vehicle maintenance and shutting down vehicles when not in use will be employed to reduce construction noise impacts. A review of possible air quality impacts indicates that the project will benefit overall air quality by allowing (and requiring) cargo jets to power down. The proposed project will not have an adverse impact on overall air quality, because the jets the project will service are not a new fleet. The new power down requirements at the Project site will overall have jets running and emitting at ANC for less time than the current conditions. There is no data to indicate that de-icing fluid will travel any significant distance; aircraft de-icing locations will be over 1000 feet from the nearest homes, which includes the constructed berm and 500 foot vegetated buffer. According to a report by Wayson et al. (2000) available on the Bureau of Transportation Statistics website, glycol overspray can reach 53.3m (175ft). Most of the glycol studied reached the ground very quickly while a fraction was carried further downwind as mist Downwind		

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				mist was measured at 300 ft at a concentration of 14.19 mg/liter.		
14	5/30/2023	Bronson Frye	Introduces himself as a lifelong Alaskan and long-time construction worker. He is also the Business Representative for the International Union of Painters and Allied Trades and serves as President for the Building and Construction Trades Council of South-Central Alaska. Supports the project it would support construction jobs and will be the largest vertical construction project in Anchorage in over a decade. Mentions the project's price tag of 150 million. He also says the project would allow workers to stay local with their families instead of traveling out of town for work. Believes NorthLink has done a good job addressing the community's concerns.	Thank you for your comment. Socioeconomics are addressed in Section 3.1 of the EA.	3.1 Socioeconomics	Support
15	5/30/2023	Pam Miller	Introduces herself as the Executive Director of Alaska Community Action of Toxins. Does not support because the Environmental Assessment (EA) was based on flawed science. Mentions that PFAS testing was only done a handful of times on a 120-acre area, which is inadequate. Wants more studies done to understand how PFASs could potentially enter ground/drinking water. Says the EA stated no impacts to socioeconomic were expected, but that people in Sand Lake had concerns over harm to their quality of life, health, health of their children and property values. Is concerned about air quality in relation to fuel spills, glycol and other chemicals and how the EA did not address this adequately enough. Wants the FAA to complete an Environmental Impact Statement to address these concerns.	No substantive basis is presented that the EA is based on flawed science. A total of 19 samples (not including duplicates) were taken from surface and subsurface soils in the project area All samples were below ADEC cleanup levels for PFAS. No substantive basis is presented for assertion of socioeconomic impacts. A review of possible air quality impacts indicates that the project will benefit overall air quality by allowing (and requiring) cargo jets to power down. The proposed project will not have an adverse impact on overall air quality, because the jets the project will service are not a new fleet. The new power down requirements at the Project site will	3.3 Hazardous Materials, 3.1 Socioeconomics, 3.1 Air Quality	Hazardous Materials, Socioeconomics, Air Quality

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
				overall have jets running and emitting at ANC for less time than the current conditions. There is no data to indicate that de-icing fluid will travel any significant distance; aircraft de-icing locations will be over 1000 feet from the nearest homes, which includes the constructed berm and 500 foot vegetated buffer. According to a report by Wayson et al. (2000) available on the Bureau of Transportation Statistics website, glycol overspray can reach 53.3m (175ft). Most of the glycol studied reached the ground very quickly while a fraction was carried further downwind as mist Downwind mist was measured at 300 ft at a concentration of 14.19 mg/liter.		
16	5/30/2023	Moire Bockenstedt	Introduces herself as a longtime Sand Lake resident. Supports the project because she feels confident that the environmental due diligence was done, and she learned something from reading the report. Believes the project is well planned and important to the neighborhood.	Comments noted.	N/A	Support
17	5/30/2023	Desiree Gill	Introduces herself as a resident living directly across from the proposed project. Is concerned about tree removals and believes that more studies should be done to address the noise levels, emissions, and toxins. Says the current noise levels keep her up at night. Realizes that NorthLink is doing everything they can do and are going through the environmental process but is concerned about the potential increase in noise and offers that maybe they build an additional wall to mitigate this. Wants more consideration taken into account in regard to the noise levels.	No substantive basis for the need for additional studies.	3.2 Hazardous Materials, 3.1 Air Quality, 3.5 Noise and Noise Compatible Land Use	Hazardous Materials, Noise
18	5/30/2023	Matt Sanders	Introduces himself as a disabled vet who lives right across the street from the project. Does not support the project. Concerned about the	As both the Draft EA and Final EA state, a 25ft tall 200ft deep noise berm will be constructed directly	3.1 Socioeconomics	Socioeconomics

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			discrepancy in the EA listing the buffer at 500' instead of 700'. States that there is erroneous information listed in the EA, specifically how they list the project will bring 2,300 jobs. Does not like how the project is funded and believes it will lower the amount of Permanent Dividend Fund (PFD) people will get this year. Mentions an employee at NorthLink who lives in New York but managed the PFD from 2015 to 2018. Does not agree with public funds being used for private development. Brings up the 2,300 jobs slated for a project originally estimated at 550 million down to 200 million and how that doesn't make sense. Mentions how he would have to pay $50,000 to get off well water and onto city water and does not think that's fair. Is trying to sell his house but believes that the project is preventing him from getting any offers on his house.	behind a 500 ft vegetated buffer along Raspberry Road, (totaling a 700ft setback). The annual Permanent Fund Dividend (PFD) is a legislative allocation based on income generated from Permanent Fund investments. The proposed project has received some financing from the Alaska Future Fund, which is one of many investment vehicles used by the Alaska Permanent Fund Corporation under its constitutional mandate to invest the permanent fund principal in income-producing investments. The Alaska Future Fund investment in the Project, like all APFC investments of the Permanent Fund corpus, is intended to generate the income that is used to pay PFDs. Regardless, this issue is not an area addressed by NEPA; the project funding acknowledgment was provided in the EA only for context and transparency. NorthLink is not responsible for connecting residents to city water or existing Airport conditions. The proposed project has no impact on drinking water. There is no data indicating home values or home sales are impacted by the proposed project.		
19	5/30/2023	Dana Pruhs	Introduces himself as union contractor for 35 years, lifelong Alaskan and 50-year aviation enthusiast. Does not support the project because he believes the zoning was changed from what the Master Plan had called out for, thus the public process did not follow the variance methodology, which has more scrutiny. Does not blame the developer but blames the airport and the FAA for not following the rules. Concerned about the increased air traffic, specifically how it will affect	NorthLink leases specific land from ANC. Decisions on management of airport land are the responsibility of ANC. FAA is responsible for approving the airport layout plan at ANC. The Airport Master Plan is a guidance document. The Airport's 2014 Master Plan identified that expansion west of the existing South Air Park was a possibility and that Airport staff should take appropriate measures to develop roadways,	Appendix I, Traffic Analysis	Traffic, Land Use

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			the air ambulances and their taxiing/travel time. Thinks they should put 25 houses on city water and conduct more studies on noise.	taxiway access, and utilities in coordination with a tenant aiming to develop that area. FAA Order 7110.65 describes that Med Evac aircraft (air ambulances) have operational priority over all other aircraft except emergencies. Air Traffic will make every effort to prioritize and facilitate the movement of Med Evac aircrafts. However, Med Evacs still must join the flow of traffic, whether arriving or departing. Med Evac will always be allowed to taxi/takeoff/land first when the option is available. FAA Order 7110.65 dictates the operational priority which will not change due to the proposed project. NorthLink is not responsible for connecting residents to city water or existing Airport conditions. The proposed project has no impact on drinking water. There is no substantive basis for need of additional studies.		
20	5/30/2023	Peter Heninger	Does not introduce himself as anyone other than himself. Does not support the project because he believes that NorthLink applied pressure to allow them to conduct studies in tandem with the project instead of before construction starts as originally agreed to. Does not oppose development in general but wants all the studies completed before work can start.	ADEC has confirmed their non-objection to the project proceeding based on sampling done to date. Sampling is an iterative process, and additional sampling results is anticipated later this year. Agency coordination documents, specifically ADEC confirmation, can be found in Appendix H, page H-32.	3.3 Hazardous Materials, 5.2 Agency Coordination, Appendix H	Hazardous Materials, Agency Coordination
21	5/30/2023	Jill Maxwell	Introduces herself as being pro-union and her family has been in the area for almost 100 years. Does not support the project because she's read studies that correlate lower life expectancies due to cancer with people living near airports. Worried that there are more PFAS contaminated areas	Comments relate to airport-wide concerns and are not specific to this project.	N/A	General Concerns

Comment Number	Comment Date/ Type	Name	Comment	Comment Response	Topic Location in E.A.	Comment Theme(s)
			given the reports generated in support of the project and would like to know who would pay for clean-up costs. Mentions that neighbors had their windows replaced with soundproof windows a few years ago because of the noise generated by the airport. Would like NorthLink to work better with the neighbors on these issues.			
22	5/30/2023	Lisa Fiegel	Introduces herself as a Lutheran pastor and a homeowner for 10 years who lives across the street from the project. Appreciates the concessions that the developers have made, including constructing an earth berm and setting the project back 700'. Doesn't believe that this is enough and thinks they can do better in working with neighbors on this and other issues, including noise, air, and water pollution concerns. Mentions the Sand Lake Council has asked for a proper noise study to be done, and hopes the developers consider installing more air quality monitoring equipment.	There is no substantive basis for the assertion additional studies are needed. Please see the FAA approved noise analysis in Appendix D. NorthLink Aviation, ANC, and FAA have coordinated with neighbors of the proposed project since February 2022. Please see Section 5.1 for a list of public involvement efforts.	5.1 Public Involvement, Appendix D	Noise, Air Quality, Hazardous Materials

Meetings to Date

- 12/8/2021
  - In-person meeting between NorthLink Aviation Sand Lake Community Council (SLCC) subcommittee (with one member participating via Zoom)
  - Introductions
  - Listening to concerns
  - Review of project status
  - Plan to communicate going forward
- 12/14/2021[1]
  - Zoom meeting between NorthLink Aviation and SLCC subcommittee
  - Discussed water and concerns about construction impacts on groundwater
  - Provided project update
  - Discussed reaching out to Anchorage Water and Wastewater Utility (AWWU) to learn more about connecting wot water system
  - A well testing program was discussed
- 1/5/202
  - Zoom meeting between NorthLink Aviation and SLCC subcommittee
    - AWWU present
  - AWWU discussed process for connecting to the water system
  - Provided project update
  - Discussed website update and airport tour for SLCC subcommittee
- 1/18/2022
  - Zoom meeting between NorthLink Aviation and SLCC subcommittee
  - Provided project update
  - Responded to various questions and provided clarification on some areas of concern:
    - Follow-up on request for connection to AWWU water system
    - Overview of NEPA process
    - Protecting groundwater
    - Traffic analysis
    - Facility design
    - Commercial discussions
- 2/2/2022
  - Zoom meeting between NorthLInk Aviation, Cornerstone General Contractors, ELP Engineering and SLCC subcommittee
  - ELP Engeineering presented the Storm Water Pollution Prevention Plan (SWPPP)
  - Subcommittee members, including stormwater pollution experts, provided feedback on the SWPPP and asked questions
- 2/7/2022
  - Zoom meeting between NorthLink Aviation, Tenor Engineering Group, MCG Explore Design and SLCC subcommittee

[1] SLCC approved a resolution (2020-02) on the date of this meeting identifying the project and requesting participation in the development process. Resolution can be found in Appendix G.

    - Tenor reviewed the draft acoustical engineering study provided to the SLCC subcommittee
    - Tenor answered questions regarding the study and gathered requests in terms of potential changes to the study
- 3/9/2022
    - Zoom meeting between NorthLink Aviation and SLCC subcommittee
        - DOWL present
    - DOWL presented National Environmental Policy Act (NEPA) process
    - Question and answers session regarding NEPA, environmental topics, and public involvement

Summary of Topics

Visual Resources

Several neighboring residences have requested that efforts be made to reduce impacts to visual resources. These include a berm of sufficient height such that the view from Raspberry Road or the neighboring community to the south are not affected. Several comments also requested that the berm include appropriate landscaping.

Socioeconomic

Residents of the Sand Lake neighborhood voiced concerns regarding impacts to their property values resulting from the proposed project. Concerns included visual and noise impacts creating fewer desirable conditions and impacts to resale value. One commenter requested an updated job development analysis for the project.

Noise

Concerns regarding noise are related to the size of the proposed berm in relation to the elevation of the homes to the south or deficiencies in the noise assessment. For the berm, the concern is that it is not sufficiently high enough to deflect the sound from reaching homes at a higher elevation to the south. For the noise assessment, the concern is that the basis of the model only factored in taxiing speeds and not takeoff. Additional noise concerns were stated for impacts to Kincaid Park and disruption to recreational opportunities. One commenter noted how noise pollution can lead to serious health outcomes.

Public Notice

Some commenters expressed a desire to see more efforts for public notice beyond the Anchorage Daily News. Specifically, it was requested that mailers and flyers also be posted in public places in the project vicinity. Other requests included specifying the area code on the phone number listed as well as a graphic of the proposed project design. Additionally, another request includes extending the input period to include State of Alaska agencies. One commenter requested to view three-dimensional renders of the site plan as well as a tour of the airport. They also noted it would be beneficial to have one point of contact for questions rather than visiting the website.

Contamination and Health

Potential impacts to groundwater and the use of products containing per-and-polyfluoroalkyl substances (PFAS) were of concern to several commenters. Concerns regarding groundwater quality were associated with both the construction and operation of the proposed project. Additional comments noted that several homes were left out of the study and recommends the additional drinking wells be addressed in the Environmental Assessment (EA). Another comment includes the sampling and testing inefficiencies in the EA. Concerns like this is leading

one commenter to distrust Northlink. Additional concern was stated regarding increase in diesel fuel particulates falling on homes in the neighborhood to the south. One commenter is interested in knowing more on flight patterns and frequency regarding diesel fuel particulates. Concerns regarding recreationalists and athletes' health using Kincaid Park with increased jet exhaust.

Construction-Related Impacts

Impacts associated with the construction phasing of the project were of concern to one commenter. Specifically, the location of the temporary access road to the project area and associated impacts as a result. The primary issues identified with the temporary road include safety due to construction vehicles on Raspberry Road, construction-related noise, mud on Raspberry Road, and clear-cutting any trees to build the temporary access road. Several concerns were raised by commenters about wildlife, wetland, and impacts from storm water.

Traffic

Concerns regarding traffic generally related to the potential increase in traffic on Raspberry Road past Sand Lake Road raising safety concerns . Some commenters are concerned this will impact the recreational attraction of Kincaid Park.

Early Work

Concerns regarding how proposed early work, such as clearing and material transport, complies with the environmental process. Several commenters noted concern over clear cutting trees before the NEPA review was complete. Additional comments expressed concern that the Section 106 process and wetlands needs attention in the EA.

Resolution No. 2020-02

Subject: Proposed Lease and Development of Block 23, Lot 15 of the Ted Stevens Anchorage International Airport; North of Raspberry Road and West of Sand Lake Road

Whereas; The Ted Stevens Anchorage International Airport proposes to execute a Land Lease under ADA-32351, to include Block 23, Lot 15, consisting of approximately 4,246,285 square feet, which is defined as the land immediately North of and adjacent to Raspberry Road between Sand Lake Road on the East and the road known as Beer Can Lake Road (entrance to Little Campbell Lake) to the West, and

Whereas; IC Alaska Airport LLC has submitted an application to develop, construct, operate and maintain a maintenance, repair and operations (MRO) or comparable hangar warehouse facility, 14 aircraft hardstands, fueling distribution facilities and vehicle parking, and

Whereas; this proposed development will have a significant detrimental impact to the property owners adjacent to and in the vicinity of the airport, as well as the public use lands adjacent to and in the vicinity of the airport, and

Whereas; The area of land bordering Raspberry Road, beginning from Sand Lake Road in the East to and including the entrance to Kincaid Park on the West, is a naturally forested parcel that provides natural beauty and outdoor recreational opportunities for a wide range of Alaska residents including, but not limited to, cross country skiing, bicycling and walking paths. This same area also contains five subdivisions consisting of more than 100 families, with homes that date back to the 1960s. Every day in the summer, tourists and Alaska residents drive the road to the park to look at moose in their natural habitat, and

Whereas; Kincaid Park is home to world-class cross country ski trails, biathlon training race courses, and soccer fields in a beautifully forested setting. It is heavily used by the public for educational and recreational activities. Local and State soccer, cross country running and skiing events are held at the park. International skiing events have been hosted and supported at Kincaid Park, providing tremendous exposure and positive economic contributions to the community of Anchorage. Kincaid Park has helped produce some of our nation's top athletes who have represented the US in international competition and participated in the Olympics, including in the 2018 Winter Olympics in Korea. It is one of Anchorage's premier parks and has a long and unique history, dating back to the Cold War, when it was a Nike Missile Site, and

Whereas; Ted Stevens Anchorage International Airport is an important infrastructure to support the community and economy of Anchorage and the State of Alaska, however; it must also be operated in a fashion that is mindful of its impact on adjacent property owners and users of adjacent public lands, and

Whereas; The Ted Stevens Anchorage International Airport has no apparent requirement, previous consideration or plan to retain the existing natural barrier, consisting of a green belt of natural vegetation, between the neighboring homes along the Southern border on Raspberry Road and the Airport developments they propose, including, but not limited to the IC Alaska mega development, and

Whereas; The Ted Stevens Anchorage International Airport has offered through the West Anchorage District Plan to work together with the neighboring community to become a good neighbor and consider the impact its development has on the quality of life to its neighbors, and

Whereas; IC Alaska Airport LLC, in an effort to be a good neighbor, has scaled back the footprint of its initial proposed development to maintain and provide a natural vegetation buffer along Raspberry Road, between the planned development and the surrounding community. This buffer is to be a no-development zone that consists of natural vegetation and various proven acoustical berms that provide natural sound barriers from airplanes and other noise to the residents of the neighboring houses, and

Whereas; IC Alaska Airport LLC, has presented a revised proposal on December 7, 2020, to provide a 700-foot setback and buffer between Raspberry Road and its proposed development, and

Whereas; The Neighborhood Campaign directed towards the Ted Stevens Airport Mega Development off Raspberry Road has voiced strong opposition to the potential increase in noise, traffic and air pollution from the development, and

Whereas; The Sand Lake Community Council supports the orderly and well-planned development of our community and a serious effort to maintain the natural beauty and habitat that borders the entrance of Kincaid Park, and

Now, Therefore; The Sand Lake Community Council strongly requests and urges the Ted Stevens Anchorage International Airport to agree to, and permanently designate, a 700-foot buffer/setback of natural and enhanced vegetation and forest along Raspberry Road beginning from Sand Lake Road on the East, and extending to Beer Can Lake Road on the West, that will never be developed or built upon and furthermore incorporate this restriction in this proposed lease and in all future leases for this area, and

Now, Therefore; The Sand Lake Community Council strongly requests and urges the Ted Stevens Anchorage International Airport to agree and put into place in this and future leases that no additional access roads to the airport will be built on Raspberry West of Sand Lake Road, and

Now, Therefore; The Sand Lake Community Council strongly requests and urges the Ted Stevens Anchorage International Airport to agree to give a representative from each of the four adjacent neighborhoods a seat at the negotiating table with the developer/lease applicant and the airport leasing and engineering department for approval of the development plans that affect the adjacent neighborhoods. The representatives would be invited to all meetings that involve the development of the lease and any revisions in the design or footprint of the proposed development, and

Now, Therefore; The Sand Lake Community Council strongly requests and urges the Ted Stevens Anchorage International Airport to establish noise monitoring and air quality standards monitoring equipment in not less than two separate locations to monitor and to make the results available to the public. This data will be used to determine the need to improve the sound and acoustic mitigation of this and future developments along Raspberry Road, West of Sand Lake Road

Now, Therefore, Be It Resolved; that the Sand Lake Community Council requests a commitment from the Ted Stevens Anchorage International Airport for the above items.

Adopted, this 14th day of December, 2020 by the Sand Lake Community Council.

Parker Haymans

Parker Haymans

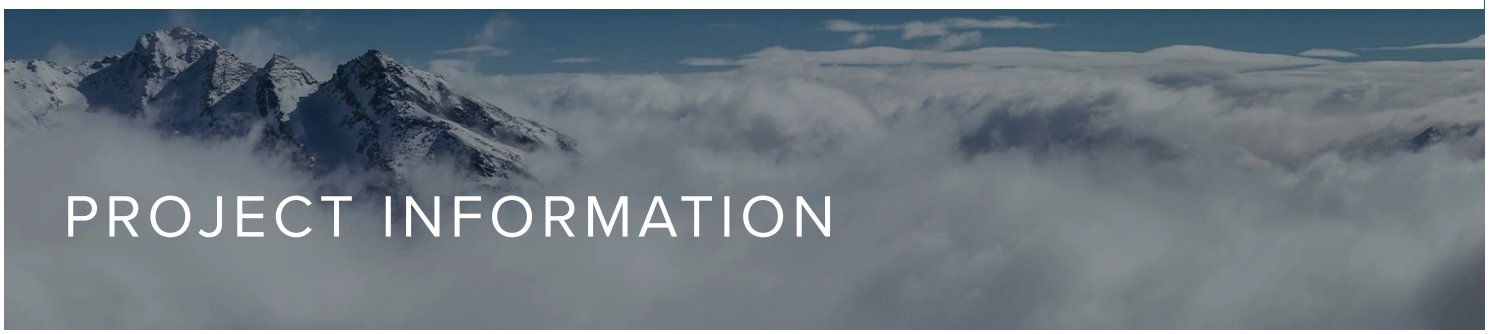
SLCC President

26 votes in favor
7 votes against

12/14/2020

[3]

NORTHLINK AVIATION



PROJECT INFORMATION

The South Airpark Cargo Project is currently finalizing design and engineering. Construction is anticipated to start in summer 2022. The project is undergoing a NEPA review process to consider impacts from the proposed project to environmental resources. The draft NEPA Environmental Assessment is posted below for public review.

Thank you to everyone who submitted comments on the Draft Environmental Assessment during the public comment period.

DRAFT ENVIRONMENTAL ASSESSMENT:

- Draft Environmental Assessment
- Draft Environmental Assessment Appendices

COMPLETED STUDIES:

- Subsurface PFAS Investigation Report, May 2022
- Environmental Noise Impact Study, February 2022
- Storm Water Pollution Prevention Plan, February 2022
- PFAS Site Environmental Investigation Report, October 2021
- Phase 1 Environmental Site Assessment, May 2021

Public involvement is an important component of the environmental analysis. Comments and questions are strongly encouraged and can be directed to: info@northlinkaviation.com

ADDITIONAL PROJECT INFORMATION:

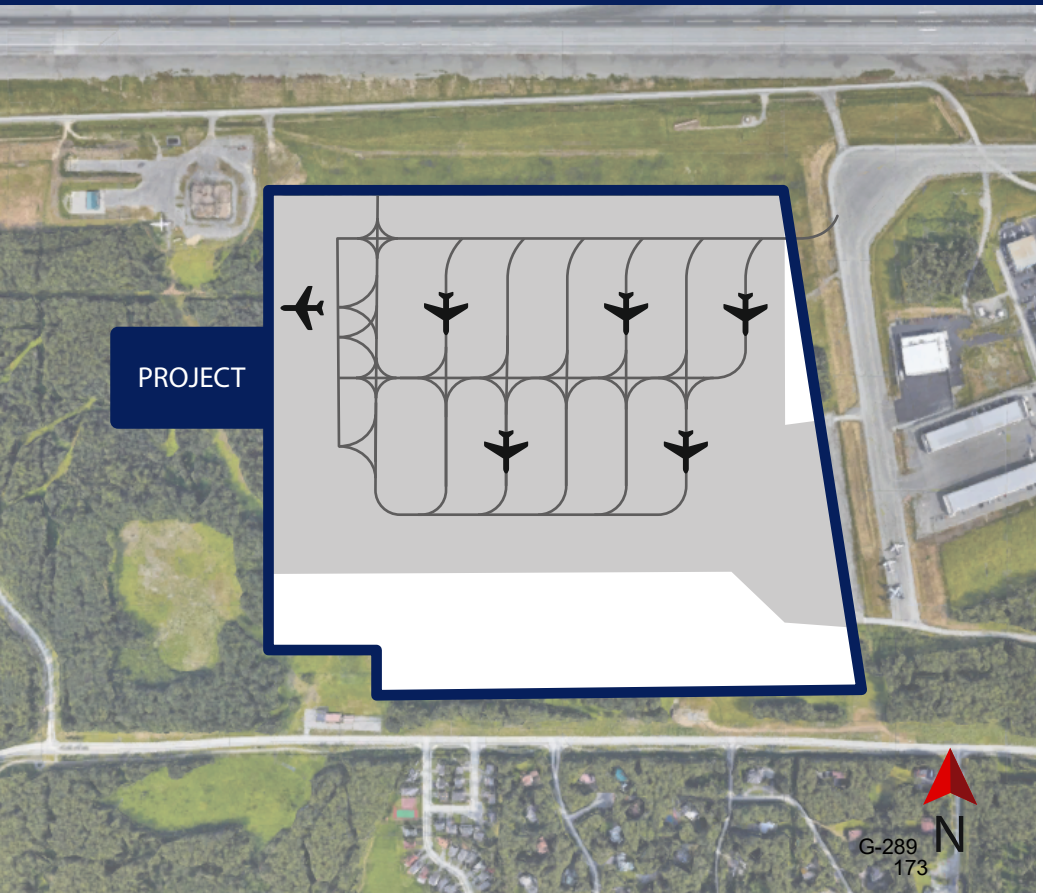
- NEPA Open House Presentation
- Project Area Google Earth File
- Current Draft Project Site Layout

NORTHLINK AVIATION

South Campus Air Cargo Terminal

Project Open House

NORTHLINK AVIATION



Join us In-Person!

The South Campus Air Cargo Terminal is currently under design and expected to begin construction in summer 2022. The project is undergoing a NEPA environmental analysis to consider impacts fro m the proposed project to environmental resources. A Draft Environmental Assessment will be published soon (check the website below).

Public involvement is an important component of the environmental analysis. Comments and questions are strongly encouraged and can be directed to: info@northlinkaviation.com.

For more information on the project, visit the website at https://www.northlinkaviation.com/.

We want to hear from you!

Join us:

When:
Thursday, June 2, 2022 | 5:00 - 7:00 PM

Where:
Lake Spenard Room, Lakefront Hotel,
4800 Spenard Road, Anchorage, AK

Contact:

Chief Executive Officer, NorthLink Aviation
Sean Dolan
(907) 931-6350
info@NorthLinkAviation.com

Visit the project website for more information:
https://www.northlinkaviation.com

DOWL
Attn: Public Involvement
4041 B Street
Anchorage, AK 99503

NORTHLINK AVIATION

SIGN IN SHEET

South Campus Air Cargo Terminal - NEPA Open House

Thursday, June 2, 2022

PRINT NAME	EMAIL (Or mailing address if no email access)	CONTACT NO.
Morgan McCammon		
LINCOLN BRADDOCK		
SEAN DOLAN		
Theresa Dutcher		
Scott		
JASON GRAMACHO		
Quintin Parrish		
Tom Simies		
MATT SANDERS		
Andrea Snowden		
MIKE SCHECHTER		
J. BENUCCI		
L. Swiss		
Jenelle Brinkman		
Tatiana Peretyatko		
TODD BETHARD		
Frank Silberer		
Sylvia Panzarella		
Jonathan Burnette		

NORTHLINK AVIATION

SIGN IN SHEET

South Campus Air Cargo Terminal - NEPA Open House

Thursday, June 2, 2022

PRINT NAME	EMAIL (Or mailing address if no email access)	CONTACT NO.
JOVIE GARCIA	[redacted]	[redacted]
Joe Clemente	[redacted]	[redacted]
LES WILLIAMS	[redacted]	[redacted]
Peter Heninger	[redacted]	
PHIL CHEASEBRO	[redacted]	[redacted]
ANDREW IVY	[redacted]	[redacted]
Alexander Peretyatko	[redacted]	[redacted]
Emma Potter, Staff to Rep. Claman	[redacted]	[redacted]
Scott McEwen, VIPER Transitions	[redacted]	[redacted]
Kyle Kaiser	[redacted]	[redacted]
MARCELLA BURNETTE	[redacted]	[redacted]
Robert Zajac	[redacted]	[redacted]
Todd Petrie	[redacted]	[redacted]
Pete Pickl	[redacted]	[redacted]
Carol Ashlock	[redacted]	
Leda K Klewend	[redacted]	[redacted]
STEVE STRAIT	[redacted]	

NORTHLINK AVIATION

SIGN IN SHEET

South Campus Air Cargo Terminal - NEPA Open House

Thursday, June 2, 2022

PRINT NAME	EMAIL (Or mailing address if no email access)	CONTACT NO.
Milard Baumgartner	[redacted]	
Ray Renx Rodgers	[redacted]	
John Tichotsky	[redacted]	
SHAREEN CROSBY	[redacted]	
Paul Fuhs	[redacted]	
MATT CLAMAN	[redacted]	
LIZ VAZQUEZ	[redacted]	
Jo Werner	[redacted]	
Jill Maxwell	[redacted]	
Toby Steinberger + Peter Bradshaw	[redacted]	
Mark Madden	[redacted]	
ANTON VILLACORTA	[redacted]	

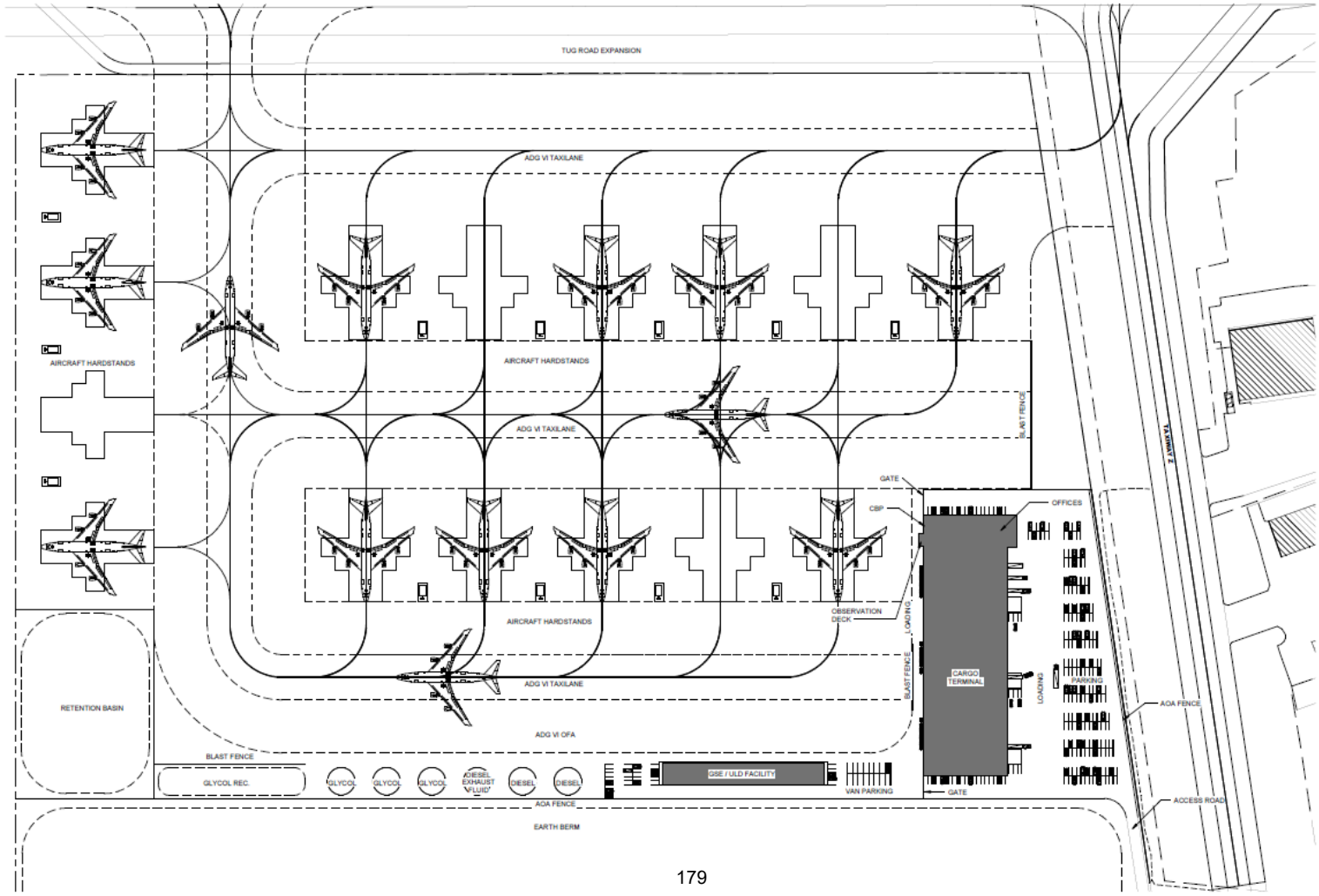
NEPA OPEN HOUSE

June 2, 2022 | Anchorage, Alaska

Welcome

SOUTH CAMPUS AIR CARGO TERMINAL

Ted Stevens Anchorage International Airport



1 SITE PLAN
A200 1" = 100'-0"

0' 80' 160' 320'
22X34 SHEET 1" = 100'
11X17 SHEET 1/2" = 200'
NORTH

Illustrative Warehouse/Office

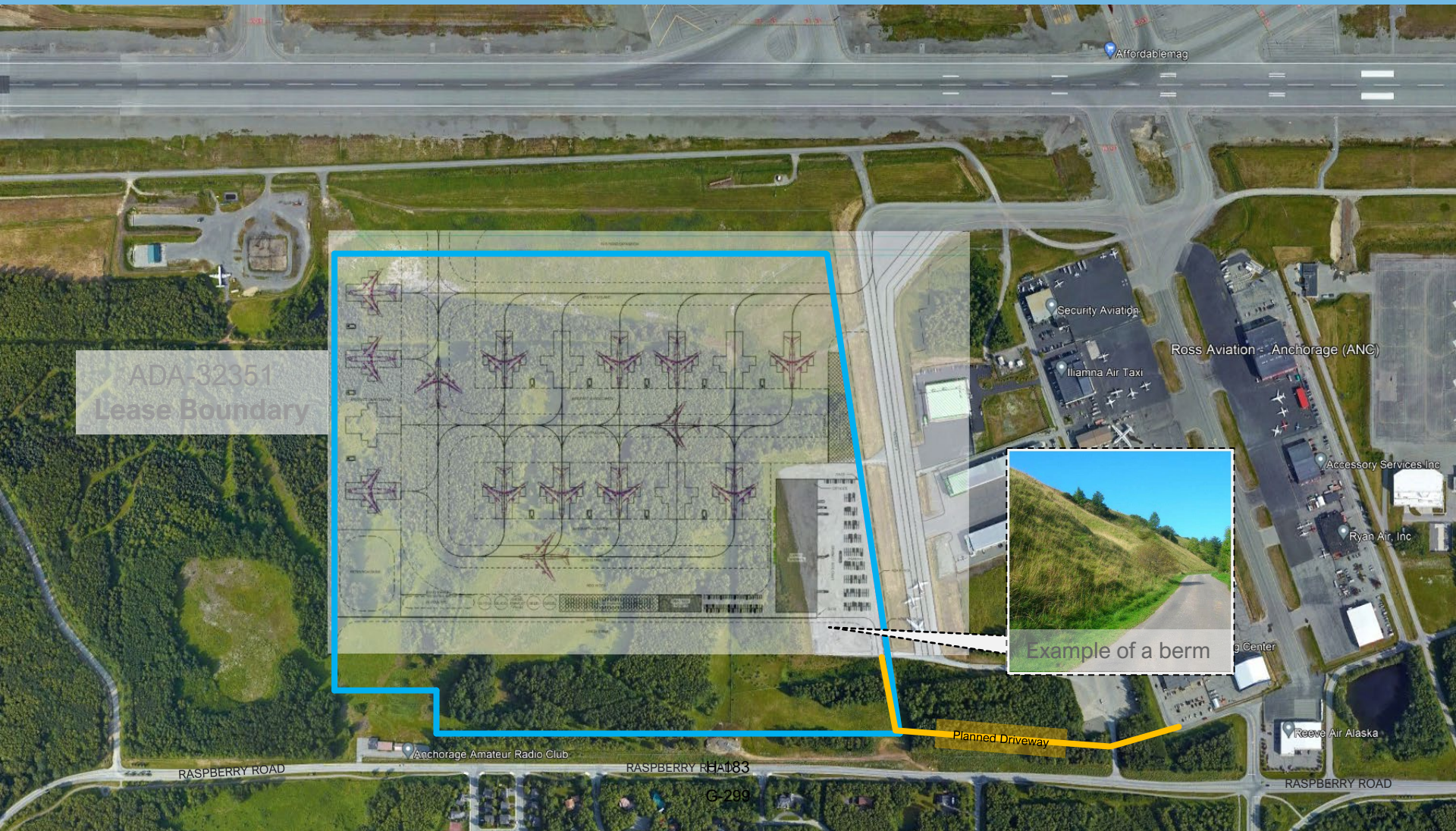
Landside

NORTHLINK AVIATION

3
2
1

NORTHLINK AVIATION

PROJECT AREA



NORTHLINK AVIATION

Draft Environmental Assessment (EA) is out for public review. Comments are due by **June 25, 2022**

Target start of construction

Construction of terminal is scheduled to be completed by the **end of 2023**

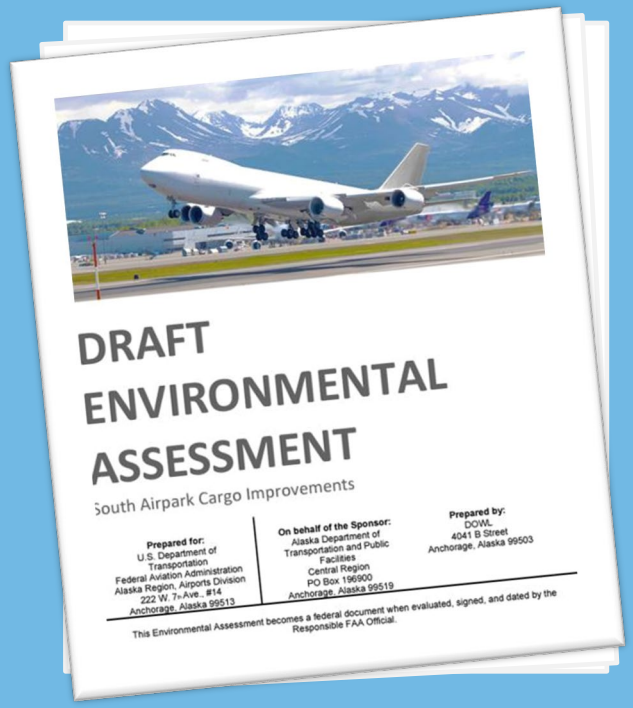
SUMMER 2022

WINTER 2023

NorthLink is in the middle of the National Environmental Policy Act (NEPA) approval process

With the satisfactory conclusion of the NEPA process, NorthLink plans to begin construction shortly thereafter

HOW TO SUBMIT COMMENTS



DRAFT
ENVIRONMENTAL
ASSESSMENT

South Airpark Cargo Improvements

Prepared for:
U.S. Department of Transportation
Federal Aviation Administration
Alaska Region, Airports Division
222 W. 7th Ave., #14
Anchorage, Alaska 99513

On behalf of the Sponsor:
Alaska Department of Transportation and Public Facilities
Central Region
PO Box 196900
Anchorage, Alaska 99519

Prepared by:
DOWL
4041 B Street
Anchorage, Alaska 99503

This Environmental Assessment becomes a federal document when evaluated, signed, and dated by the Responsible FAA Official.

Why is NorthLink Aviation building an air cargo terminal on the south campus of Ted Stevens Anchorage International Airport (ANC)?

As the fourth busiest air cargo airport in the world, ANC is essential to the transportation of high value cargo between Asia and the lower 48 (and beyond). Continued e-commerce growth is driving increasing demand for air cargo. Furthermore, supply chain issues with marine cargo have made air cargo a more attractive alternative, also contributing to higher volumes. The growth in demand in air cargo at ANC comes at the same time as carriers like UPS and FedEx are also looking to expand their operations at the airport, which is adding stress to existing infrastructure. Finally, Alaska has become an increasingly attractive tourist destination, with tourists from around the world eager to explore the beauty of the State. The growth in international tourism is displacing cargo carriers from parking spots at the North Terminal at ANC. For all of these reasons, ANC is in critical need of new air cargo infrastructure to support a critically important component of the local economy.

NorthLink is excited to have signed a 55-year lease for 120 acres on the south campus of ANC given its ideal location to provide carriers with efficient, power-through hardstands. The south campus site NorthLink has leased was identified as a site for cargo operations at the airport as part of the 2014 Master Plan prepared by ANC in coordination with various stakeholders.

Will the terminal be set back from Raspberry Road?

In coordination with the local Sand Lake Community, NorthLink has agreed to set the terminal back 700 ft from Raspberry Road. In addition, NorthLink will be constructing an earthen berm that will serve two purposes: 1) dampen sound from airport and terminal operations and 2) obscure the terminal and aircraft from view. The setback and the berm will be replanted (as needed) with native vegetation once construction is completed.

How will vehicles access the terminal site?

All motorized vehicle traffic (non-aircraft) will access the landside terminal site from the South Airpark Drive. No new permanent access roads are planned. We expect the vast majority of the cargo at the terminal to arrive and leave by plane.

Will NorthLink's construction and operation have an impact on local drinking water and wells?

No. NorthLink will be strictly adhering to all local, state and federal laws and regulations that protect groundwater. In addition, multiple levels of protection are built into the plans for the development and operation of the terminal to ensure maximum protection of local water resources.

How will NorthLink's terminal impact noise levels in adjoining neighborhoods?

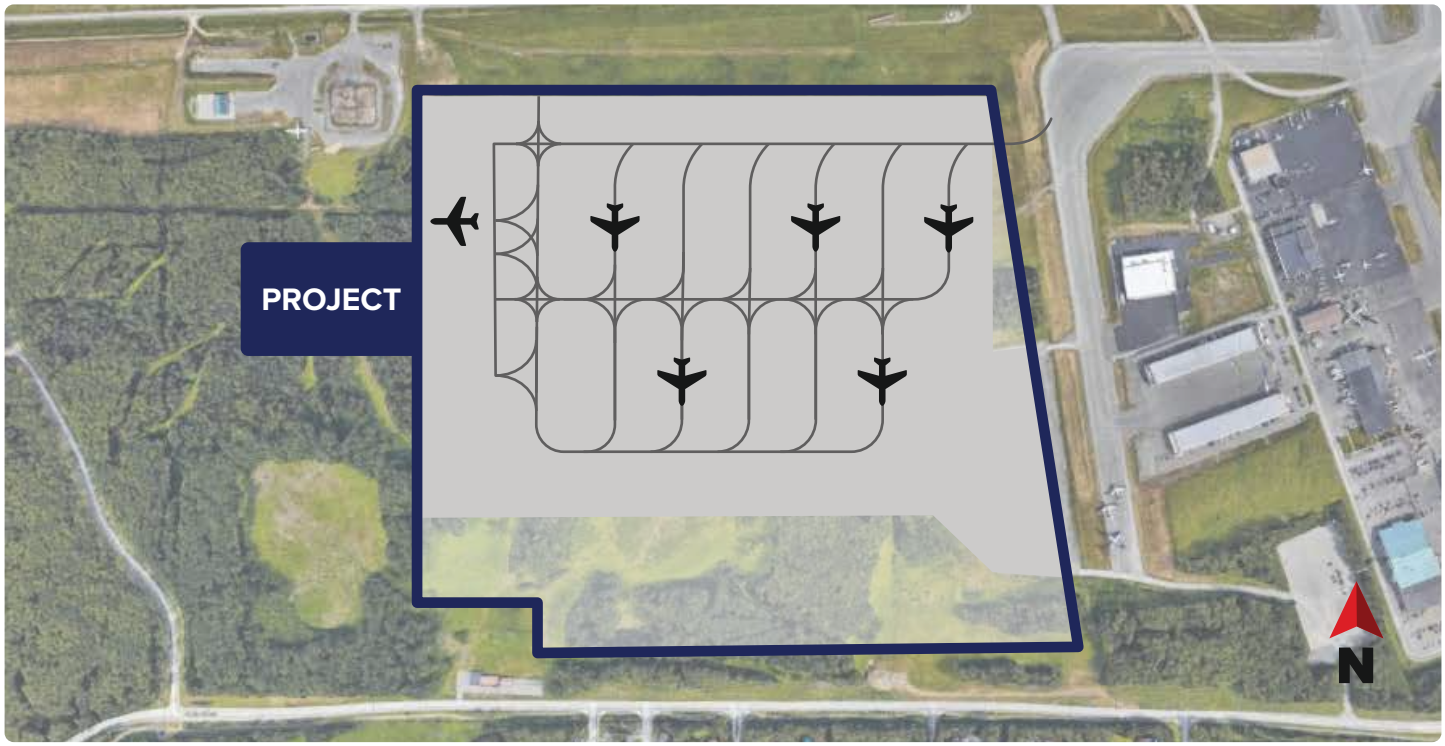
Noise pollution is a major area of focus for NorthLink given our desire to be a good neighbor. NorthLink has completed a noise study which is posted here. The results of the study indicate that the terminal will not contribute noise to adjoining neighborhoods due to the size of the earthen berm incorporated into the terminal design.

Will NorthLink store or use chemicals like AFFF (aqueous film forming foam) or PFAS?

No.

Will NorthLink impact local air quality?

NorthLink will not contribute to any additional air pollution at the airport. Shorter taxi times to and from NorthLink's terminal have the potential to reduce emissions at ANC.



NEPA Open House

June 2, 2022, 5:00 – 7:30 PM

The NEPA public open house meeting kicked off with a welcome and introductions, followed by a presentation. After the presentation, the project team facilitated a live question and answer session.

Approximately 50 people participated, including members from the project team.

Question and Comment Summary:

- Concerns about noise:
    - Concerns about runway takeoff and landing noise impacting the neighborhood.
    - Suggestion for engines to shut down further away and be towed into the facility to reduce noise.
    - Questions about who/when the noise abatement analysis was conducted.
    - Suggestion to double the size of the berm to help with noise.
- Questions about ramp construction.
- Questions about the team:
    - Aviation consultant's location.
    - Identity of the primary investor.
- Questions about government oversight:
    - DOT NEPA compliance officer.
    - FAA NEPA representative.
- Questions about construction:
    - Phases and timing.
    - Construction access to residential/business properties.
- Questions about operations:
    - Timing to expect operations to start.
    - How the operation will proceed.
    - Number of aircrafts to be serviced daily.
    - Noise management.
    - Fueling operations.
    - Procedures and Plans in the event of fuel spills.
- Public outreach:
    - Suggestion for a public complaints hotline or messaging system.
    - Request for additional public notification time.
    - Extend the public comments due date for the Draft Environmental Assessment
    - Concerns about perceived lack of/limited public notice.
- Facility Design:

    - Questions about plan revisions, specifically around the warehouse.
    - Questions about electric power transmission.
- Suggestion to use native vegetation on the planned earthen berm, especially coniferous trees to help with noise and air emissions.
- Emergency Response:
    - Questions about fire suppression
    - Responsible party for extinguishing fires at facility, Airport Fire or AFD.
- Concerns about incompatible uses between the airport and the neighborhood.
- Environmental concerns:
    - Increased air pollution, fumes, dirt/dust, and noise.
    - Impacts to water wells.
    - Storm water runoff.
    - Nearby PFAS contamination
    - Impacts to Kincaid Park
- Concerns about the perceived lack of participation by airport staff.
- Concerns about impacts to property values.
- Questions about other similar projects being near neighborhoods.
    - .
- Questions about snow removal storage.
- Support for economic benefits of the project:
    - New employment opportunities.
- Request for a traffic signal at Raspberry Road and South Airpark/Sand Lake Road.
- Request for trees cleared from the lot be available for neighbors to retrieve.

Next Steps/Follow up:

June 25, 2022: Comment on Draft EA due

Acronyms:

AFD	Anchorage Fire Department
DOT	Department of Transportation
FAA	Federal Aviation Administration
NEPA	National Environmental Policy Act
PFAS	Per- and polyfluoroalkyl substances

WE WANT TO HEAR FROM YOU!

Public Meeting

When:
Tuesday, May 30, 2023 | 6:00 - 7:30 p.m.

Where:
Lakefront Hotel, Lake Spenard Room,
4800 Spenard Rd, Anchorage, AK

Zoom Meeting:
http://bit.ly/NorthLinkPublicMeeting

Virtual attendees will need to submit comments via email or voicemail.

The Final EA and draft FONSI/ROD can be viewed online at:
https://www.northlinkaviation.com/project.

COMMENTS

The FAA treats all comments with equal consideration, whether submitted via email, voicemail, or in-person. Please submit comments by May 30, 2023.

Sean Dolan | Chief Executive Officer, NorthLink Aviation

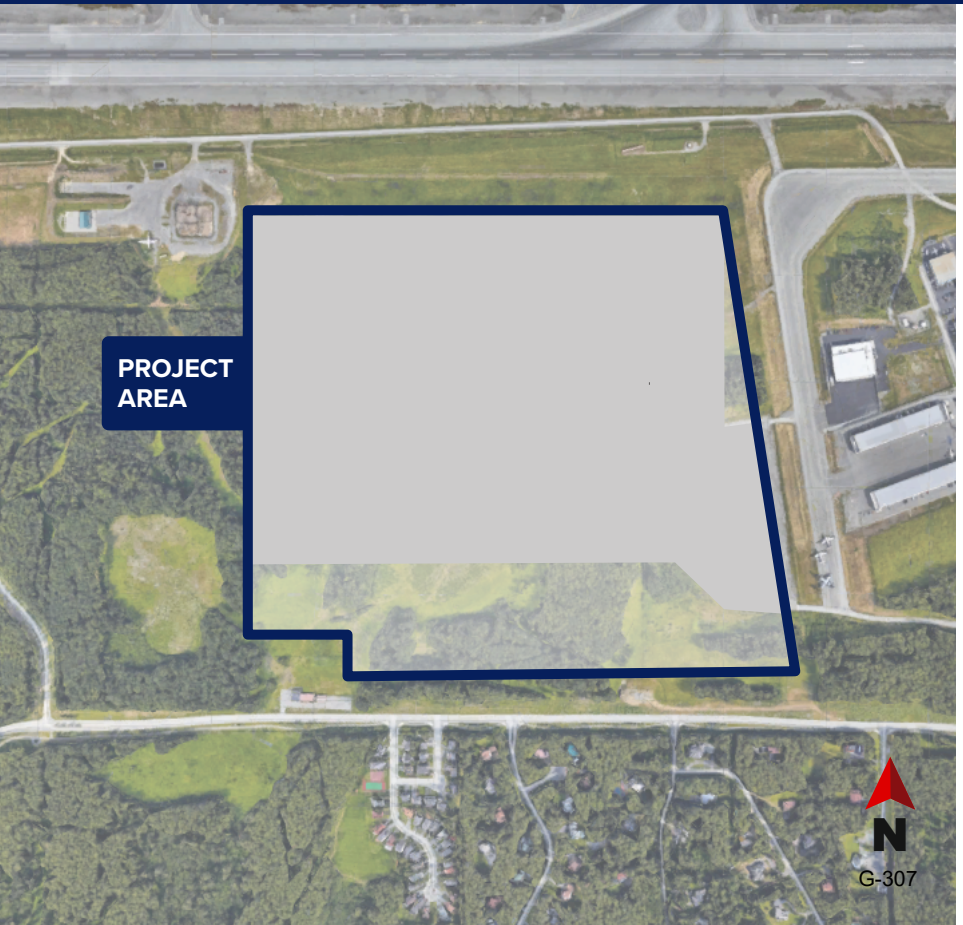
(907) 931-6350

info@northlinkaviation.com

DOWL
Attn: Public Involvement
5015 Business Park Boulevard, Suite 4000
Anchorage, AK 99503

South Airpark Cargo Improvements

NOTICE OF PUBLIC MEETING



NorthLink Aviation, in cooperation with Ted Stevens Anchorage International Airport (ANC) and the Federal Aviation Administration (FAA) is holding a public meeting to solicit comments on a Final Environmental Assessment (EA) and Draft Finding of No Significant impact (FONSI) and Draft Record of Decision (ROD) for a proposal to construct cargo infrastructure at ANC in Anchorage, Alaska.

The proposed project will be incorporated into the ANC Airport Layout Plan, requires approval from the FAA, and is subject to the National Environmental Policy Act (NEPA). An EA has been prepared for the project to consider environmental impacts. The purpose of the proposed project is to develop infrastructure to support air cargo operations at ANC at the South Airpark lot leased to NorthLink Aviation (ADA32351).

Construction for the proposed project is anticipated to begin in summer 2023.

ANCHORAGE DAILY NEWS
AFFIDAVIT OF PUBLICATION

Account #: 100515 DOWL
4041 B STREET, ANCHORAGE, AK 99503

Order #: W0038018 Cost: $744.4

STATE OF ALASKA
THIRD JUDICIAL DISTRICT

Lisi Misa being first duly sworn on oath deposes and says that she is a representative of the Anchorage Daily News, a daily newspaper. That said newspaper has been approved by the Third Judicial Court, Anchorage, Alaska, and it now and has been published in the English language continually as a daily newspaper in Anchorage, Alaska, and it is now and during all said time was printed in an office maintained at the aforesaid place of publication of said newspaper. That the annexed is a copy of an advertisement as it was published in regular issues (and not in supplemental form) of said newspaper on

05/07/2023, 05/14/2023, 05/21/2023, 05/28/2023

and that such newspaper was regularly distributed to its subscribers during all of said period. That the full amount of the fee charged for the foregoing publication is not in excess of the rate charged private individuals.

Signed Lisi Misa

Subscribed and sworn to before me
this 30th day of May 2023.

Jada L. Nowling

Notary Public in and for
The State of Alaska.
Third Division
Anchorage, Alaska

MY COMMISSION EXPIRES

2024-07-14

NOTICE OF PUBLIC MEETING
Project Title: South Airpark Cargo Improvements

NorthLink Aviation, in cooperation with Ted Stevens Anchorage International Airport (ANC) and the Federal Aviation Administration (FAA) is holding a public meeting to solicit comments on a Final Environmental Assessment (EA) and Draft Finding of No Significant impact (FONSI) and Draft Record of Decision (ROD) for a proposal to construct cargo infrastructure at ANC in Anchorage, Alaska.

The proposed project will be incorporated into the ANC Airport Layout Plan and requires approval from the FAA and therefore is subject to the National Environmental Policy Act (NEPA). An EA has been prepared for the project to consider environmental impacts. The purpose of the proposed project is to develop infrastructure to support air cargo operations at ANC.

The proposed work requiring federal approval would include parking spaces for air cargo aircraft, taxilane connections to adjacent taxiways, and a cargo terminal facility. Construction for the proposed project is anticipated to begin in summer 2023. The purpose of the proposed privately funded project is to develop infrastructure to efficiently support air cargo operations at ANC at the South Airpark lot leased to NorthLink Aviation (ADA32351).

The public meeting will be held May 30, 2023, from 6:00 to 7:30pm at the Lakefront Hotel, Lake Spenard Room, 4800 Spenard Rd, Anchorage, AK 99517

If you are unable to attend in-person, please register for the Zoom meeting at http://bit.ly/NorthLinkPublicMeeting

The FAA treats all comments with equal consideration, whether submitted via email, voicemail, or in-person. Please submit comments by May 30, 2023, to Sean Dolan, CEO, (907) 931-6350 or info@northlinkaviation.com.

Pub: May 7, 14, 21, 28/2023

Jada L. Nowling
ELECTRONIC NOTARY PUBLIC
STATE OF ALASKA
MY COMMISSION EXPIRES 07/14/2024

Open House Meeting for Comment on NorthLink Environmental Assessment and draft Finding of No Significant Impact and Record of Decision (FONSI/ROD) Related to the South Airpark Improvements Project scheduled for Tuesday, May 30th, 2023, at 6:00 p.m.

Ted Stevens Anchorage International Airport (ANC) announces an open house meeting on NorthLink's Environmental Assessment and draft Finding of No Significant Impact and Record of Decision (FONSI/ROD) related to the South Airpark improvements project scheduled **Tuesday, May 30, 2023, at 6:00 p.m.** at **The Lakefront Anchorage Hotel,** located at **4800 Spenard Rd, Anchorage, AK 99517.**

The proposed project will be incorporated into the ANC Airport Layout Plan and requires approval from the FAA and therefore is subject to the National Environmental Policy Act (NEPA). An EA has been prepared for the project to consider environmental impacts. The purpose of the proposed project is to develop infrastructure to support air cargo operations at ANC.

The proposed work requiring federal approval would include parking spaces for air cargo aircraft, taxilane connections to adjacent taxiways, and a cargo terminal facility. Construction for the proposed project is anticipated to begin in summer 2023. The purpose of the proposed privately funded project is to develop infrastructure to efficiently support air cargo operations at ANC at the South Airpark lot leased to NorthLink Aviation (ADA-32351).

Date: Tuesday, May 30, 2023

Time: 6PM to 7:30PM

Location: The Lakefront Anchorage Hotel, Lake Spenard room, 4800 Spenard Rd, Anchorage, AK 99517

Agenda: NorthLink will open the meeting with a project update. Members of the public will then have the opportunity to provide comments

If you have any questions or require additional information, please contact Sean Dolan, CEO, (907) 931-6350 or info@northlinkaviation.com.

The DOT&PF / ANC operates Federal Programs without regard to race, color, national origin, sex, creed, age, or disability in public services and employment opportunities.

To file a complaint go to: dot.alaska.gov/cvlrts/titlevi.shtml

DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Sean Dolan at (907) 931-6350 or info@northlinkaviation.com, or Alaska Relay at telephone number: 711. Requests should be made at least 5 days before the accommodation is needed make any necessary arrangements.

Attachments, History, Details

Attachments
None

Revision History
Created 5/9/2023 2:26:15 PM by camcdowell

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	Airport Leasing
Location(s):	Anchorage, Statewide, (ANC) Ted Stevens Anchorage International Airport

Project/Regulation #:

Publish Date: 5/9/2023
Archive Date: 5/30/2023

Events/Deadlines:

Theresa Dutchuk

From: Sean Dolan <Dolan@northlinkaviation.com>
Sent: Wednesday, May 3, 2023 2:55 AM
To: Linda Swiss; Peter Heninger; Rhonda Grove; Keven Kleweno; Matthew Sanders; Andrea Hotmail; Marius Panzarella; Elizabeth Vazquez; steve gervel; Eugene Cho; Ed Kornfield; Louise Lazur
Cc: Warden, Kristi (FAA); Clark, Rodney (FAA); Ponozzo, Kristi M (FAA); Campbell, Craig E (DOT); Teri Lindseth; Johansen, John E (DOT); Theresa Dutchuk; Sen.matt.claman@akleg.gov; rep.jennie.armstrong@akleg.gov
Subject: [EXT] Open House Meeting on 5/17 for Comment on Environmental Assessment and draft Finding of No Significant Impact and Record of Decision (FONSI/ROD) Related to the South Airpark Improvements Project

WARNING: *External Sender - use caution when clicking links and opening attachments.*

Dear Sand Lake Community Council and Subcommittee Members:

I wanted to send you an email to let you know that NorthLink Aviation will be hosting an open house meeting for the public related to the recently published Environmental Assessment (EA) and draft Finding of No Significant Impact (FONSI) and Record of Decision (ROD) (FONSI/ROD) for the South Airpark Improvements project. Per the details below, we are confirming the venue today, but wanted to send you this update so that you can save the date. Please find below the details for the meeting:

Format: Open house
Date: Wednesday, May 17, 2023
Time: 6PM to 7:30PM
Location: Lakefront Hotel (to be confirmed this morning)
Agenda: NorthLink will open the meeting with a project update. Members of the public will then have the opportunity to provide comments. FAA and ANC representatives will be present to listen.
Notice: Notice to the public will include postcards (same as June 2022 open house), an ADN notice and emails.

Please let me know if you have any questions.

Thank you very much.

Best regards,

Sean

Vhdq#Grodq#
FHR#
QruwkOlqn#Dylldwlrq#
Prelle=#40<4:0;7504486#
Hpdlo=#GrodgC QruwkOlqnDylldwlrq1frp#
zzz1QruwkOlqnDylldwlrq1frp##

Theresa Dutchuk

From: Sean Dolan <Dolan@northlinkaviation.com>
Sent: Thursday, May 4, 2023 9:25 AM
To: Linda Swiss; Peter Heninger; Rhonda Grove; Keven Kleweno; Matthew Sanders; Andrea Hotmail; Marius Panzarella; Elizabeth Vazquez; steve gervel; Eugene Cho; Ed Kornfield; Louise Lazur
Cc: Warden, Kristi (FAA); Clark, Rodney (FAA); Ponozzo, Kristi M (FAA); Campbell, Craig E (DOT); Teri Lindseth; Johansen, John E (DOT); Theresa Dutchuk; Sen.matt.claman@akleg.gov; rep.jennie.armstrong@akleg.gov
Subject: [EXT] RE: Open House Meeting on 5/30 for Comment on Environmental Assessment and draft Finding of No Significant Impact and Record of Decision (FONSI/ROD) Related to the South Airpark Improvements Project

WARNING: *External Sender - use caution when clicking links and opening attachments.*

Dear Sand Lake Community Council and Subcommittee Members:

I wanted to follow-up and confirm the details of the public meeting related to the South Airpark Improvements project. We have confirmed The Lakefront Anchorage (4800 Spenard Road) as the venue for the meeting.

Date: Tuesday, May 30, 2023
Time: 6PM to 7:30PM
Location: The Lakefront Anchorage Hotel, 4800 Spenard Rd, Anchorage, AK 99517 (The same room as the meeting NorthLink hosted in June 2022)
Agenda: NorthLink will open the meeting with a project update. Members of the public will then have the opportunity to provide comments. FAA and ANC representatives will be present to listen.
Notice: Notice to the public will include postcards (same as June 2022 open house), an ADN notice and emails.

Please let me know if you have any questions.

Thank you very much.

Best regards,

Sean

From: Sean Dolan
Sent: Wednesday, May 3, 2023 10:31 PM
To: Linda Swiss <swiss.linda@gmail.com>; Peter Heninger <peter.heninger@gmail.com>; Rhonda Grove <rkgrove@gmail.com>; Keven Kleweno <k2kleweno@gmail.com>; Matthew Sanders <mattyrides07@gmail.com>; Andrea Hotmail <aksnowden@hotmail.com>; Marius Panzarella <chipscout@mac.com>; Elizabeth Vazquez <liz@lizvazquez.us>; steve gervel <slccpresident23@gmail.com>; Eugene Cho <slcctreasurer22@gmail.com>; Ed Kornfield <ekornfield@gci.net>; Louise Lazur <llazur@alaska.net>
Cc: Warden, Kristi (FAA) <Kristi.Warden@faa.gov>; Clark, Rodney (FAA) <rodney.clark@faa.gov>; Ponozzo, Kristi M (FAA) <Kristi.M.Ponozzo@faa.gov>; Campbell, Craig E (DOT) <craig.campbell@alaska.gov>; Lindseth, Teri D (DOT) <teri.lindseth@alaska.gov>; Johansen, John E (DOT) <john.johansen@alaska.gov>; Theresa Dutchuk <tdutchuk@dowl.com>; Sen.matt.claman@akleg.gov; rep.jennie.armstrong@akleg.gov
Subject: RE: Open House Meeting on 5/30 for Comment on Environmental Assessment and draft Finding of No Significant Impact and Record of Decision (FONSI/ROD) Related to the South Airpark Improvements Project

Dear Sand Lake Community Council and Subcommittee Members:

I apologize for any inconvenience and confusion, but I wanted to let you know that the date of the public meeting related to the South Airpark Improvements project has been moved to Tuesday, May 30th. The other details for the meeting remain the same:

Date: Tuesday, May 30, 2023
Time: 6PM to 7:30PM
Location: Lakefront Hotel (to be confirmed shortly)
Agenda: NorthLink will open the meeting with a project update. Members of the public will then have the opportunity to provide comments. FAA and ANC representatives will be present to listen.
Notice: Notice to the public will include postcards (same as June 2022 open house), an ADN notice and emails.

Please let me know if you have any questions.

Thank you very much.

Best regards,

Sean

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Sent: Wednesday, May 3, 2023 6:55 AM
To: Linda Swiss <swiss.linda@gmail.com>; Peter Heninger <peter.heninger@gmail.com>; Rhonda Grove <rkgrove@gmail.com>; Keven Kleweno <k2kleweno@gmail.com>; Matthew Sanders <mattyrides07@gmail.com>; Andrea Hotmail <aksnowden@hotmail.com>; Marius Panzarella <chipscout@mac.com>; Elizabeth Vazquez <liz@lizvazquez.us>; steve gervel <slccpresident23@gmail.com>; Eugene Cho <slcctreasurer22@gmail.com>; Ed Kornfield <ekornfield@gci.net>; Louise Lazur <llazur@alaska.net>
Cc: Warden, Kristi (FAA) <Kristi.Warden@faa.gov>; Clark, Rodney (FAA) <rodney.clark@faa.gov>; Ponozzo, Kristi M (FAA) <Kristi.M.Ponozzo@faa.gov>; Campbell, Craig E (DOT) <craig.campbell@alaska.gov>; Lindseth, Teri D (DOT) <teri.lindseth@alaska.gov>; Johansen, John E (DOT) <john.johansen@alaska.gov>; Theresa Dutchuk <tdutchuk@dowl.com>; Sen.matt.claman@akleg.gov; rep.jennie.armstrong@akleg.gov
Subject: Open House Meeting on 5/17 for Comment on Environmental Assessment and draft Finding of No Significant Impact and Record of Decision (FONSI/ROD) Related to the South Airpark Improvements Project

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Notice: Notice to the public will include postcards (same as June 2022 open house), an ADN notice and emails.

Please let me know if you have any questions.

Thank you very much.

Best regards,

Sean

Vhdq#Grqdq#
FHR#
QruwkOlqn#Dylldwlrq#
Prelon=#40<4:0;7504486#
Hpdo=#GrqdqC QruwkOlqnDylldwlrq1frp#
zzz1QruwkOlqnDylldwlrq1frp##