



Kate Dodson  
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Health, Safety & Environment  
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November 18, 2019

Department of Natural Resources  
Division of Oil and Gas  
DOG Permitting  
550 West 7<sup>th</sup> Avenue, Suite 1100  
Anchorage, AK 99501-3563

*Submitted Electronically to:*  
[DOG.Permittng@alaska.gov](mailto:DOG.Permittng@alaska.gov)

Re: Alpine Airstrip Apron Expansion – LONS 97-007  
Colville River Unit

Dear DOG Permitter:

ConocoPhillips Alaska, Inc. (CPAI) requests authorization to place 14,000 cubic yards of gravel and 250 cubic yards of erosion protection impacting 1.3 acres of tundra to expand the Alpine airstrip apron. The purpose of the proposed Alpine Airstrip Apron Expansion project is to decongest and accommodate safe maneuvering, loading and unloading of aircraft at the existing Alpine airstrip apron.

Project work is expected to begin on March 1, 2020 and be completed by October 31, 2020. The infrastructure will be utilized until the end of field life.

Attached is a permit application, project description and figures. Payment will be made via phone to the State of Alaska in the amount of \$250 for the amended unit plan of operations application fee.

If you have any questions or need additional information, please contact me by phone at (907) 265-6181 or by email at [Kate.Dodson@ConocoPhillips.com](mailto:Kate.Dodson@ConocoPhillips.com).

Sincerely,

A handwritten signature in black ink, appearing to read 'Kate Dodson', written over a white background.

Kate Dodson  
Environmental Coordinator

Enclosures



# UNIT PLAN OF OPERATIONS AMENDMENT APPLICATION

State of Alaska  
 Department of Natural Resources, Division of Oil & Gas  
 550 W. 7th Ave, Suite 1100, Anchorage, AK 99501-3563  
 Phone: 907-269-8800 Fax: 907-269-8943  
 Permitting Email: [dog.permitting@alaska.gov](mailto:dog.permitting@alaska.gov)



SECTION I: APPLICANT INFORMATION	
<b>1. Applicant:</b>  Name: ConocoPhillips Alaska, Inc.  Mailing Address: PO Box 100360 City: Anchorage State: AK                                      Zip Code: 99501 Phone: (907) 265-6181      Fax: N/A Email: Kate.Dodson@ConocoPhillips.com	<b>2. Applicant Contact:</b>  First Name: Kate                                      Last Name: Dodson Title: Environmental Coordinator Mailing Address: PO Box 100360 City: Anchorage State: AK    Zip Code: 99501 Phone: (907) 265-6181    Fax: N/A Email: Kate.Dodson@ConocoPhillips.com
<b>3. Unit Name</b> Colville River Unit	
<b>4. Unit Operator Contact:</b>  First Name: Lynn/Sarah                                      Last Name: DeGeorge/Byam                                      Title: Environmental Coordinator Mailing Address: PO Box 100360 City: Prudhoe Bay    State: AK    Zip Code: 99734 Phone: (907) 670-4200                                      Fax: N/A    Email: N1838@ConocoPhillips.com Describe the relationship between the Unit Operator and the Applicant: CPAI is the unit operator.	
SECTION II: 3RD PARTY INFORMATION (Fill out this section only if you are applying for the Applicant)	SECTION III: APPLICATION DATE AND NUMBER
3rd Party Company Name: N/A  First Name: N/A                                      Last Name: N/A Title: N/A Mailing Address: N/A City: N/A State: N/A    Zip Code: N/A Phone: N/A    Fax: N/A Email: N/A  Describe the affiliation to the Applicant: N/A	Application Date (Office Use Only):          Application Number: LONS 97-007
SECTION IV: PROJECT INFORMATION	
<b>1. Project Name:</b>	Alpine Airstrip Apron Expansion
<b>2. Proposed Start Date:</b>	3/1/2020
<b>3. Project Description:</b>	

Is activity discussed in the approved Plan of Development on file with the Division's Units Section?  Yes  No

Describe what and where:

ConocoPhillips Alaska, Inc. (CPAI) requests authorization to place 14,000 cubic yards of gravel and 250 cubic yards of erosion protection impacting 1.3 acres of tundra to expand the Alpine airstrip apron. The purpose of the proposed Alpine Airstrip Apron Expansion project is to decongest and accommodate safe maneuvering, loading and unloading of aircraft at the existing Alpine airstrip apron.

**SECTION V: LAND STATUS**

**1. State Mineral Estate:**

Are supplemental pages for land status included in Appendix C?  Yes  No

Affected ADL: 025558 Date Effective: 2/1/1965 Date Assigned: 2/1/1965

Oil And Gas Lessee(s): CPAI

Surface Ownership: State of Alaska

Do you have, or anticipate having an Access Agreement:  Yes  No

Special Use Lands: None identified

Jointly Managed Lands: None identified

Other Considerations: None identified

Project Components	Meridian, Township, Range, And Section(s)	GPS Coordinates
Expand Alpine airstrip apron and install runway/taxiway lights	Umiat, Township 12N, Range 5E, Section 32	-150.9310739, 70.3471455
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.

**2. State of Alaska Surface Lands:**

Are supplemental pages for land status included in Appendix C?  Yes  No

Oil And Gas Mineral Estate Owner: Click here to enter text.

Access Authorization(s): Click here to enter text.

Special Use Lands: Click here to enter text.

Jointly Managed Lands: Click here to enter text.

Other Considerations: Click here to enter text.

Project Components	Meridian, Township, Range, And Section(s)	GPS Coordinates
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Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.

**3. Private Lands:**

Are supplemental pages for land status included in Appendix C?  Yes  No

Oil And Gas Mineral Estate Owner: Click here to enter text.

Surface Ownership And Access Agreement(s): Click here to enter text.

Special Use Lands: Click here to enter text.

Jointly Managed Lands: Click here to enter text.

Other Considerations: Click here to enter text.

Project Components	Meridian, Township, Range, And Section(s)	GPS Coordinates
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.
Click here to enter text.	Click here to enter text.	Click here to enter text.

**SECTION VI: SEQUENCE AND SCHEDULE OF OPERATIONS**

<b>Project Milestone #</b>	<b>Project Milestone</b>	<b>Proposed Start Date</b>	<b>Proposed End Date</b>
1.	Expand Alpine airstrip apron and install runway/taxiway lights	3/1/2020	10/31/2020
2.	Enter Milestone.	Enter Date.	Enter Date.
3.	Enter Milestone.	Enter Date.	Enter Date.
4.	Enter Milestone.	Enter Date.	Enter Date.
5.	Enter Milestone.	Enter Date.	Enter Date.
6.	Enter Milestone.	Enter Date.	Enter Date.
7.	Enter Milestone.	Enter Date.	Enter Date.
8.	Enter Milestone.	Enter Date.	Enter Date.
9.	Enter Milestone.	Enter Date.	Enter Date.
10.	Enter Milestone.	Enter Date.	Enter Date.

**SECTION VII: PROJECTED USE REQUIREMENTS**

1. Describe the proposed operations, including the location and design, of <b>Well Sites</b> :
N/A
2. Describe the proposed operations, including the location and design, of <b>Buildings</b> :
N/A
3. Describe the proposed operations, including the location and design, of <b>Fuel and Hazardous Substances</b> :
N/A
4. Describe the proposed operations, including the location and design, of <b>Solid Waste Sites</b> :
N/A
5. Describe the proposed operations, including the location and design, of <b>Water Supplies</b> :
N/A
6. Describe the proposed operations, including the location and design, of <b>Utilities</b> :
After gravel conditioning is complete, a trench will be dug to install the runway/taxiway lights in series with the existing lighting loop. The lights help guide the aircraft to a safe location for loading and unloading. Power will be supplied to the Alpine airstrip apron expansion area by an existing CD1 transformer and utilities installed in the expansion area.
7. Describe the proposed operations, including the location and design, of <b>Material Sites</b> :
Upon approval, a total of approximately 14,000 cy of material will be required to fill 1.3 acres for this project. Existing erosion protection along the western edge of the current Alpine airstrip apron will be reclaimed and reused with an additional 250 cy of erosion protection along the western edge of the proposed expansion. The gravel will be obtained from a commercial gravel source and hauled to the project site utilizing typical Maxi-Haul end-dumps via the Alpine Resupply Ice Road. CPAI has managed gravel hauls of less than 100,000 cubic yards utilizing typical Maxi-Haul end dumps on numerous occasions without incident. Gravel collection will be completed in a single winter season.
8. Describe the proposed operations, including the location and design, of <b>Roads</b> :

N/A				
<b>9. Describe the proposed operations, including the location and design, of Airstrips:</b>				
N/A				
<b>10. Describe the proposed operations, including the location and design, of All Other Facilities and Equipment:</b>				
CPAI proposes the placement of 14,000 cubic yards (cy) of clean gravel fill material onto 1.3 acres of jurisdictional wetlands to expand the existing Alpine airstrip apron to reduce congestion and accommodate safe maneuvering, loading and unloading of aircraft at the existing Alpine airstrip apron. See the attached figures for specific gravel volumes and acreage of fill necessary for expansion. Volumes provided are final target grade estimates. Upon approval, the proposed 1.3 acre Alpine Airstrip Apron Expansion will be constructed with gravel and will be graded to match the elevation of the existing airstrip apron, with side slopes of 2 feet wide to 1 foot high (2:1). The expansion area will add 263 ft by 166 ft of useable space to the existing airstrip apron, 299 ft by 174 ft total.				
<b>11. If another permit(s) is required for the above described Projected Use Requirements, provide the following information:</b>				
Agency	Permit Type	Permit Number	Application Status	Projected Use Requirement(s)
North Slope Borough	Administrative Approvals	TBD	Preparing	6, 7, 10
<b>SECTION VIII: REHABILITATION PLAN</b>				
<b>1. Proposed Level of Infrastructure, Facilities and Equipment Removal:</b>				
N/A				
<b>2. Description of Restoration and Rehabilitation Activities for Vegetation, Habitat, Impacted Wildlife, and Other Applicable Resources:</b>				
The amended application does not change the rehabilitation plans outlined in the original authorization. Upon abandonment.				
<b>SECTION IX: OPERATING PROCEDURES DESIGNED TO MINIMIZE ADVERSE EFFECTS</b>				
Describe operating procedures designed to prevent or minimize adverse effects on other natural resources and other uses of the Unit area and adjacent areas including:				
Fish and Wildlife Habitats: CPAI has a Wildlife Avoidance Interaction Plan designed to prevent or minimize adverse affects on fish and wildlife.				
Historic and Archeological Sites: The lead agency for this project will engage the State Historic Preservation Office as part of the required Section 106 review process for concurrence. CPAI has reviewed the databases of Traditional Land Use Inventory (TLUI), Alaska Heritage Resource Survey, Native Allotments, and cabins used for subsistence purposes and there are no known sites located within 500 feet of the project areas. CPAI has also reviewed Dr. John Lobdell's cultural resource reconnaissance reports which included the project area. No TLUI or AHRS sites were identified within 500 feet of the project areas according to Dr. Lobdell's reports (Lobdell 1995, 1996). Therefore, CPAI believes there would be no impact to cultural resources from this project.				
Public Use Areas: This area is not open to the public.				
Other Uses: N/A				
<b>SECTION X: GLOSSARY OF TERMS</b>				
Term #	Term	Term Definition		
1.	ADEC	Alaska Department of Environmental Conservation		
2.	ADFG	Alaska Department of Fish and Game		
3.	ADNR DMLW	Alaska Department of Natural Resources Division of Mining, Land and Water		
4.	AHRS	Alaska Heritage Resource Survey		
5.	CD1	Colville Delta No. 1		
<b>SECTION XI: CONFIDENTIALITY</b>				
The undersigned hereby requests that each page/section of this application <u>marked</u> confidential be held confidential under AS 38.05.035(a)(8).				
<b>APPLICANT CONTACT:</b>				
Sign here.	Enter Name.	Enter Title.	Enter Date.	

Signature	Name	Title	Date
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See attached figures.

See attached discussion of mitigation measures.

APPENDIX C: OTHER

See attached for supplemental sections for Projected Use Requirements and Glossary of Terms.

## MITIGATION MEASURE ANALYSIS: NORTH SLOPE

The following instructions are provided for guidance to adequately complete the Mitigation Measure Analysis form.

1. The applicant shall respond to each Mitigation Measure, and all subsets of mitigation measures; i.e. K.2.d.i should be addressed and K.2.d.ii, and so forth.
2. The applicant's response shall begin by clearly indicating if the **mitigation measure is satisfied**, an **exception is requested**, or if the mitigation measure is **not applicable**.
3. The applicants' response shall then address how the proposed project clearly satisfies the mitigation measure, meets the intent of the mitigation measure, is not practicable, or is not applicable.
4. The applicant shall verify working 'in consultation with' parties other than Department of Natural Resources (DNR), Division of Oil and Gas (DO&G) by reporting meeting dates and parties present for Mitigation Measures which require consultation with parties other than DNR, DO&G; i.e. Mitigation Measure 1.b.

**Please note that this form, along with the Plan of Operations Application form and the Plan of Operations, must be adequately completed before DNR DO&G will review an application for potential approval.**

NORTH SLOPE	<b>Company Response</b>
<b>K. Mitigation Measures</b>	
<b>1. Facilities and Operations</b>	
<p>a. Oil and gas facilities, including pipelines, shall be designed using industry-accepted engineering codes and standards. Technical submittals to the Division of Oil and Gas (DO&amp;G) that reflect the “practice of engineering,” as defined by AS 08.48.341, must be sealed by a professional engineer registered in the State of Alaska.</p>	<p>K.1.a. Satisfied.</p> <p>The proposed project will be designed using industry-accepted engineer codes and standards. The sealed project drawings are available upon request.</p>
<p>b. A plan of operations shall be submitted and approved before conducting exploration, development, or production activities in accordance with 11 AAC 83.</p>	<p>K.1.b. Satisfied.</p> <p>A Unit Plan of Operations Amendment approval will be obtained prior to construction.</p>
<p>c. Facilities shall be designed and operated to minimize sight and sound impacts in areas of high residential, recreational, and subsistence use and important wildlife habitat.</p>	<p>K .1.c. Satisfied.</p> <p>The proposed project is not in an area of high residential or recreational use. The project is located within the existing Alpine Oil Field. CPAI has dedicated community relations resources focused on providing project information to Nuiqsut, the closest community to the North Slope operations. Any subsistence access concerns will be discussed with the Kuukpik Subsistence Oversight Panel (KSOP).</p> <p>There will be an increase in noise during construction activities, but this will be temporary. The project is expected to have minimum to no impact to wildlife habitat because the project is near existing infrastructure.</p>
<p>d. The siting of facilities, including roads, airstrips, and pipelines, is prohibited within one-half mile of the coast as measured from the mean high water mark and 500 feet of all fish bearing waterbodies.</p>	<p>K .1.d. Exception is requested.</p> <p>The proposed project does not involve any new roads or airstrips and will not be located within one-half mile of the coast.</p> <p>The proposed project area is within the existing infrastructure footprint at the CD1 pad and airstrip. Approximately 0.5 acres of the proposed project area is within 500-feet of Lake L9313, the closest fish bearing waterbody.</p>

<p>e. Notwithstanding (d) above, the siting of facilities is prohibited within one-half mile of the banks of the Colville, Canning, Sagavanirktok, Kavik, Shaviovik, Kadleroshilik, Echooka, Ivishak, Kuparuk, Toolik, Anaktuvuk and Chandler Rivers as measured from the ordinary high water mark. Facilities may be sited, on a case-by-case basis, within the one-half mile buffer if the lessee demonstrates that siting of such facilities outside this buffer zone is not feasible or prudent, or that a location within the buffer is environmentally preferable.</p>	<p>K .1.e. Satisfied.</p> <p>The proposed project will not be within one-half mile of the banks of the Colville, Canning, Sagavanirktok, Kavik, Shaviovik, Kadleroshilik, Echooka, Ivishak, Kuparuk, Toolik, Anaktuvuk and Chandler Rivers. The proposed project is within one-half mile of the Sagoonang Channel of the Colville River.</p>
<p>f. No facilities will be sited within one-half mile of identified Dolly Varden overwintering and/or spawning areas on the Canning, Shaviovik, and Kavik rivers. Notwithstanding the previous sentence, road and pipeline crossings may only be sited within these buffers if the lessee demonstrates to the satisfaction of the Director and Alaska Department of Fish and Game (ADF&amp;G) in the course of obtaining their respective permits, that either</p> <p>(1) the scientific data indicate the proposed crossing is not within an overwintering or spawning area; or (2) the proposed road or pipeline crossing will have no significant adverse impact to Dolly Varden overwintering or spawning habitat.</p>	<p>K .1.f. Satisfied.</p> <p>The proposed project is not within half mile of any Dolly Varden overwintering or spawning areas on the Canning, Shaviovik, and Kavik rivers.</p>
<p>g. Impacts to important wetlands shall be minimized to the satisfaction of the Director, in consultation with ADF&amp;G and Alaska Department of Environmental Conservation (ADEC). The Director will consider whether facilities are sited in the least sensitive areas.</p>	<p>K .1.g. Satisfied.</p> <p>The proposed Alpine Airstrip Apron Expansion project abuts to existing pads, which will prevent the need for a new stand-alone gravel pad apron. Although these wetlands are located within a region considered unique to resource agencies, the small size of proposed impacts and their proximity and relationship to an existing development project do not lift their values to a level that would require special consideration.</p> <p>The total jurisdictional wetlands impact for the proposed project is 1.3 acres.</p>
<p>h. Exploration roads, pads, and airstrips shall be temporary and constructed of ice. Use of gravel roads, pads, and airstrips may be permitted on a case-by-case basis by the Director, in consultation with Division of Mining, Land, and Water (DMLW) and ADF&amp;G.</p>	<p>K .1.h. Not Applicable.</p> <p>The proposed project is not an exploration program.</p>
<p>i. Road and pipeline crossings shall be aligned perpendicular or near perpendicular to watercourses.</p>	<p>K .1.i. Not Applicable.</p> <p>The proposed project is not near a watercourse.</p>

<p>j. Pipelines</p>	<p>K.1.j. Not Applicable.          The proposed project does not include the installation of a pipeline.</p>
<p>i. Shall use existing transportation corridors and be buried where soil and geophysical conditions permit.</p>	<p>K.1.h.i. Not Applicable.          The proposed project does not include the installation of a pipeline.</p>
<p>ii. In areas with above ground placement, pipelines shall be designed, sited, and constructed to allow for the free movement of wildlife and to avoid significant alteration of caribou and other large ungulate movement and migration patterns.</p>	<p>K.1.j.ii. Not Applicable.          The proposed project does not include the installation of a pipeline.</p>
<p>iii. At a minimum, above ground pipelines shall be elevated seven feet, as measured from the ground to the bottom of the pipeline, except where the pipeline intersects a road, pad, or a ramp installed to facilitate wildlife passage. A lessee shall consider snow depth in relation to pipe elevation to ensure adequate clearance for wildlife.</p>	<p>K.1.j.iii. Not Applicable.          The proposed project does not include the installation of a pipeline.</p>
<p>iv. Pipelines and gravel pads shall facilitate the containment and cleanup of spilled fluids.</p>	<p>K. 1.j.iv. Satisfied.          The proposed project will be designed to facilitate the containment and cleanup of spilled fluids.</p>
<p>k. Causeways and docks shall not be located in river mouths or deltas. Approved causeways shall be designed, sited, and constructed to prevent significant changes to nearshore oceanographic circulation patterns and water quality characteristics (e.g., salinity, temperature, suspended sediments) that result in exceedances of water quality criteria, and must maintain free passage of marine and anadromous fish.</p>	<p>K.1.k. Not Applicable.          No causeways will be placed.</p>
<p>l. Artificial gravel islands and bottom founded structures shall not be located in river mouths or active stream channels on river deltas, except as provided for in (m) below.</p>	<p>K .1.l. Not Applicable.          No artificial gravel islands or bottom founded structures are being constructed.</p>

<p>m. Each proposed structure will be reviewed on a case-by-case basis. Causeways, docks, artificial gravel islands and bottom founded structures may be permitted if the Director, in consultation with ADF&amp;G and ADEC, determines that a causeway or other structures are necessary for field development and that no practicable alternatives exist. A monitoring program may be required to address the objectives of water quality and free passage of fish, and mitigation shall be required where significant deviation from objectives occurs.</p>	<p>K .1.m. Not Applicable.  No artificial gravel islands or bottom founded structures are being constructed.</p>
<p>n. Upon abandonment of material sites, drilling sites, roads, buildings or other facilities, such facilities must be removed and the site rehabilitated to the satisfaction of the Director, unless the Director and any non-state surface owner, determines that such removal and rehabilitation is not in the state's interest.</p>	<p>K .1.n. Satisfied.  At end of field life, CPAI would fully dismantle, remove, and restore all temporary and permanent improvements approved by the Plan of Operations unless the State of Alaska determines, at the time of rehabilitation, that different rehabilitation measures are necessary to deliver up the land in good order and condition.</p>
<p>o. Material sites required for exploration and development activities shall be:</p> <ul style="list-style-type: none"> <li>i. restricted to the minimum necessary to develop the field efficiently and with minimal environmental damage,</li> <li>ii. where practicable, designed and constructed to function as water reservoirs for future use, and</li> <li>iii. located outside active floodplains of a watercourse unless the Director DMLW, after consultation with ADF&amp;G, determines that there is no practicable alternative, or  that a floodplain site would enhance fish and wildlife habitat after mining operations are completed and the site is closed.</li> </ul>	<p>K.1.o. Not Applicable. No new gravel material sites will be constructed.</p> <p>K.1.o.i. Not Applicable. No new gravel material sites will be constructed.</p> <p>K.1.o.ii. Not Applicable. No new gravel material sites will be constructed.</p> <p>K.1.o.iii. Not Applicable. No new gravel material sites will be constructed.</p>
<p>p. The Director may include plan stipulations if necessary to reduce or eliminate adverse impacts to fish and wildlife or to protect the environment.</p>	<p>K .1.p. Satisfied.  The proposed project will not impact fish and has been designed to utilize existing infrastructure, where practicable, while meeting project needs and protecting wildlife and the environment.</p>

<b>2. Fish and Wildlife Habitat</b>	
a. The lessee shall consult with the North Slope Borough (NSB) before proposing the use of explosives for seismic surveys. The Director may approve the use of explosives for seismic surveys after consultation with the NSB.	K .2.a. Not Applicable  The proposed project does not include the use of explosives and is not a seismic project.
b. Any water intake structures in fish bearing or non-fish bearing waters shall be designed, operated, and maintained to prevent fish entrapment, entrainment, or injury. All water withdrawal equipment must be equipped and must use fish screening devices approved by ADF&G.	K .2.b. Not Applicable.  The proposed project does not include new water intake structures.
c. Removal of snow from fish-bearing rivers, streams, and natural lakes shall be subject to prior written approval by ADF&G. Compaction of snow cover overlying fish-bearing waterbodies is prohibited except for approved crossings. If ice thickness is not sufficient to facilitate a crossing, then ice or snow bridges may be required.	K .2.c. Satisfied.  CPAI will obtain written approval by ADF&G if removal of snow from fish-bearing rivers, streams or natural lakes is required to support the proposed project. Off pad work will be supported by ice pads and ice roads in winter.
d. Bears:	K.2.d. Satisfied.
i.    Brown bears	K.2.d.i. Satisfied.
A. A lessee must consult with ADF&G before commencing any activities to identify the locations of known brown bear den sites that are occupied in the season of proposed activities.	K.2.d.i.A. Satisfied.  CPAI will consult with ADF&G prior to the start of activities to identify any known brown bear den sites that are occupied during the proposed activity season. All brown bear dens encountered by project personnel will be reported to ADF&G within 24 hours. If deviation from the requirement is necessary, ADF&G personnel will be contacted for approval. CPAI Wildlife Avoidance and Interaction Plan is available upon request.
B. Exploration and production activities shall not be conducted within one-half mile of occupied brown bear dens unless alternative mitigation measures are approved by ADF&G.	K.2.d.i.B. Not Applicable.  The proposed project is not an exploration and production program.

<p>C. A lessee who encounters an occupied brown bear den not previously identified by ADF&amp;G shall report it to the Division of Wildlife Conservation, ADF&amp;G, within 24 hours. The lessee will avoid conducting mobile activities one-half mile from discovered occupied dens unless alternative mitigation measures are approved by the Director, with concurrence from ADF&amp;G. Non-mobile facilities will not be required to relocate.</p>	<p>K.2.d.i.C. Satisfied.</p> <p>All brown bear dens encountered by project personnel will be reported to ADF&amp;G within 24 hours. If deviation from the requirement is necessary, ADF&amp;G personnel will be contacted for approval. CPAI Wildlife Avoidance and Interaction Plan is available upon request.</p>
<p>ii. Polar bears</p>	<p>K.2.d.ii. Satisfied.</p> <p>CPAI <i>Polar Bear/Personnel Encounter Plan</i> is available upon request.</p>
<p>A. Consultation with the US Fish and Wildlife Service (USFWS) is required prior to commencement of any activities as required by the Endangered Species Act, and also to identify the locations of known polar bear den sites.</p>	<p>K.2.d.ii.A. Satisfied.</p> <p>CPAI will perform an aerial Forward Looking Infrared (FLIR) survey of the project area in order to identify any polar bear dens and consult with the USFWS to confirm that there are no known polar bear dens within one mile of the project. CPAI <i>Polar Bear/Personnel Encounter Plan</i> is available upon request.</p>
<p>B. Operations shall avoid known polar bear dens by at least one mile.</p>	<p>K.2.d.ii.B. Satisfied.</p> <p>CPAI will perform an aerial FLIR survey of the project area in order to identify any polar bear dens and consult with the USFWS to confirm that there are no known polar bear dens within one mile of the project.</p>
<p>C. A lessee who encounters an occupied polar bear den not previously identified by USFWS shall report it to the USFWS within 24 hours and subsequently avoid the new den by at least one mile.</p>	<p>K.2.d.ii.C. Satisfied.</p> <p>All polar bear dens encountered by project personnel will be reported to USFWS within 24 hours. CPAI <i>Polar Bear/Personnel Encounter Plan</i> is available upon request.</p>
<p>D. If a polar bear should den within an existing development, off-site activities shall be restricted to minimize disturbance.</p>	<p>K.2.d.ii.D. Satisfied.</p> <p>If a polar boar should den near the proposed project area, the off-site activity will be restricted to minimize disturbance.</p>

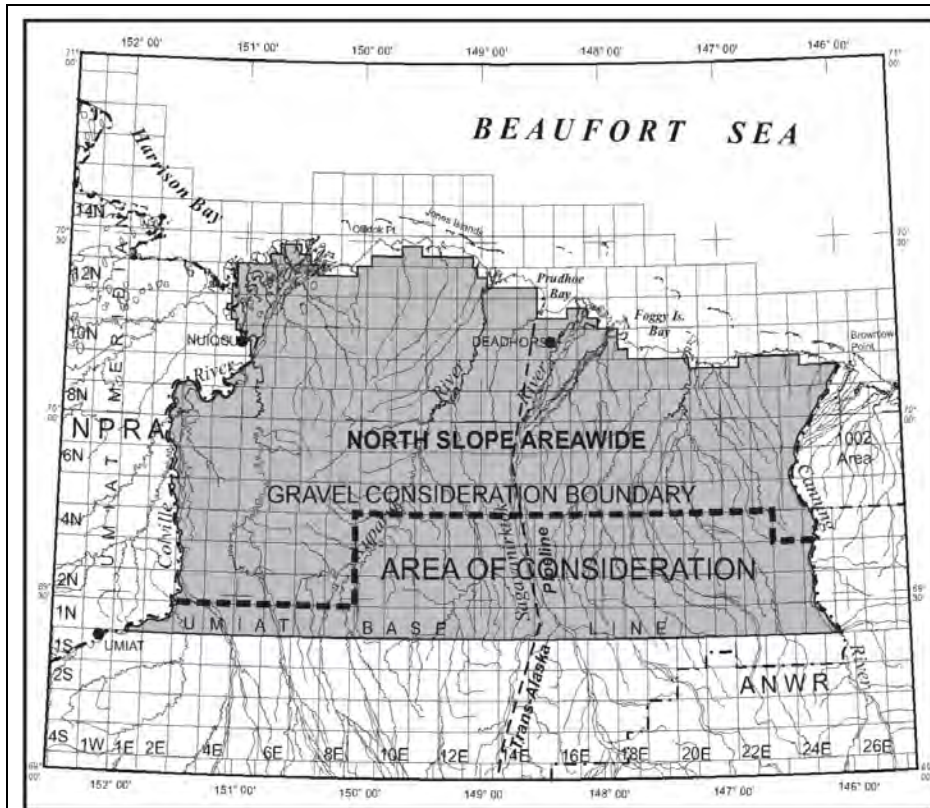
<p>iii. For projects in proximity to areas frequented by bears, the lessee is required to prepare and implement a human-bear interaction plan designed to minimize conflicts between bears and humans. The plan shall include measures to:</p>	<p>K.2.d.iii. Satisfied.           CPAI has a Wildlife Avoidance and Interaction Plan to minimize conflicts between bears and humans and is available upon request. The plan discusses the proper handling of food and food waste, infrastructure design, grizzly and polar bear alert system, deterrence guidelines, and reporting.</p>
<p>A. minimize attraction of bears to facility sites;</p>	<p>K.2.d.iii.A. Satisfied.           The plan discusses the proper handling of food and food waste, infrastructure design, grizzly and polar bear alert system, deterrence guidelines, and reporting. CPAI Wildlife Avoidance and Interaction Plan is available upon request.</p>
<p>B. organize layout of buildings and work areas to minimize interactions between humans and bears;</p>	<p>K.2.d.iii.B. Satisfied.           The plan discusses the proper handling of food and food waste, infrastructure design, grizzly and polar bear alert system, deterrence guidelines, and reporting. CPAI Wildlife Avoidance and Interaction Plan is available upon request.</p>
<p>C. warn personnel of bears near or on facilities and the proper actions to take;</p>	<p>K.2.d.iii.C. Satisfied.           The plan discusses the proper handling of food and food waste, infrastructure design, grizzly and polar bear alert system, deterrence guidelines, and reporting. CPAI Wildlife Avoidance and Interaction Plan is available upon request.</p>
<p>D. if authorized, deter bears from the drill site;</p>	<p>K.2.d.iii.D. Satisfied.           The plan discusses the proper handling of food and food waste, infrastructure design, grizzly and polar bear alert system, deterrence guidelines, and reporting. CPAI Wildlife Avoidance and Interaction Plan is available upon request.</p>
<p>E. provide contingencies in the event bears do not leave the site;</p>	<p>K.2.d.iii.E. Satisfied.           The plan discusses the proper handling of food and food waste, infrastructure design, grizzly and polar bear alert system, deterrence guidelines, and reporting. CPAI Wildlife Avoidance and Interaction Plan is available upon request.</p>

<p>F. discuss proper storage and disposal of materials that may be toxic to bears; and</p>	<p>K.2.d.iii.F. Satisfied.          The plan discusses the proper handling of food and food waste, infrastructure design, grizzly and polar bear alert system, deterrence guidelines, and reporting. CPAI Wildlife Avoidance and Interaction Plan is available upon request.</p>
<p>G. provide a systematic record of bears on the site and in the immediate area.</p>	<p>K.2.d.iii.G. Satisfied.          The plan discusses the proper handling of food and food waste, infrastructure design, grizzly and polar bear alert system, deterrence guidelines, and reporting. CPAI Wildlife Avoidance and Interaction Plan is available upon request.</p>
<p>e. Permanent, staffed facilities shall be sited to the extent practicable outside identified brant, white-fronted goose, snow goose, tundra swan, king eider, common eider, Steller's eider, spectacled eider, and yellow-billed loon nesting and brood rearing areas.</p>	<p>K .2.e. Not applicable.          The proposed project does not include a permanent staffed facility.</p>
<p>f. The Director, in consultation with ADF&amp;G, may impose additional and seasonal restrictions on activities located in, or requiring travel through or overflight of, important caribou or other large ungulate calving and wintering areas during the plan of operations approval stage.</p>	<p>K .2.f. Satisfied.</p>
<p><b>3. Subsistence, Commercial and Sport Harvest Activities</b></p>	
<p>a. Lease-related use will be restricted if necessary to prevent unreasonable conflicts with subsistence, commercial, or sport fish and wildlife harvest activities. Traditional and customary access to subsistence areas will be maintained unless reasonable alternative access is provided to subsistence users. "Reasonable access" is access using means generally available to subsistence users. Lessees will consult the NSB, nearby communities, and native organizations for assistance in identifying and contacting local subsistence users.</p>	<p>K .3.a. Satisfied.          The majority of the proposed activity will take place during the winter months when there is little subsistence activity in the CD1 area. There are few or no adverse impacts expected from this project to subsistence users.          Subsistence Advisors will be hired to help avoid impacting subsistence resources during project construction. These local personnel will work with CPAI to monitor off-pad activities in the Alpine Development Area.</p>

<p>b. Before submitting a plan of operations that has the potential to disrupt subsistence activities, the lessee will consult with the potentially affected subsistence communities and the NSB (collectively “parties”) to discuss the siting, timing, and methods of proposed operations and safeguards or mitigating measures that could be implemented by the operator to prevent unreasonable conflicts. The parties will also discuss the reasonably foreseeable effect on subsistence activities of any other operations in the area that they know will occur during the lessee’s proposed operations. Through this consultation, the lessee will make reasonable efforts to ensure that exploration, development, and production activities are compatible with subsistence hunting and fishing activities and will not result in unreasonable interference with subsistence harvests.</p>	<p>K .3.b. Satisfied.</p> <p>CPAI has dedicated community relation resources focused on providing project information to Nuiqsut, the closest community to the North Slope operations.</p> <p>CPAI will contact the Native Village of Nuiqsut, Kuukpik Corporation, and the City of Nuiqsut with the project description and maps of the project area as part of the NSB Traditional Land Use Inventory (TLUI) cultural clearance procedure.</p> <p>The majority of the proposed activity will take place during the winter months when there is little subsistence activity in the CD1 area. There are few or no adverse impacts expected from this project to subsistence users.</p>
<p><b>4. Fuel, Hazardous Substances and Waste</b></p>	
<p>a. The lessee will ensure that secondary containment is provided for the storage of fuel or hazardous substances and sized as appropriate to container type and according to governing regulatory requirements in 18 AAC 75 and 40 CFR 112. Containers with an aggregate storage capacity of greater than 55 gallons that contain fuel or hazardous substances will not be stored within 100 feet of a waterbody, or within 1,500 feet of a current surface drinking water source.</p>	<p>K .4.a. Satisfied.</p> <p>Fuel storage and other oil storage containers will have secondary containment, and will all be placed in lined bermed containment.</p> <p>All fueling and transfer operations will be performed in accordance with the Fieldwide Standard Operation Procedure (Kuparuk and Alpine) for Fluid Transfers (CPAI-005) and liners will be used as required by the Fieldwide Standard Operating Procedures for Liners and Drip Pan Use (F-006). Drip pans will be placed under parked vehicles or equipment to capture fluids.</p>
<p>b. During equipment storage or maintenance, the site must be protected from leaking or dripping fuel and hazardous substances by the placement of drip pans or other surface liners designed to catch and hold fluids under the equipment, or by creating an area for storage or maintenance using an impermeable liner or other suitable containment mechanism.</p>	<p>K .4.b. Satisfied.</p> <p>All fueling and transfer operations will be performed in accordance with the Fieldwide Standard Operation Procedure (Kuparuk and Alpine) for Fluid Transfers (CPAI-005) and liners will be used as required by the Fieldwide Standard Operating Procedures for Liners and Drip Pan Use (F-006). Drip pans will be placed under parked vehicles or equipment to capture fluids.</p>

<p>c. During fuel or hazardous substance transfer, secondary containment or a surface liner must be placed under all container or vehicle fuel tank inlet and outlet points, hose connections, and hose ends. Appropriate spill response equipment, sufficient to respond to a spill of up to five gallons, must be on hand during any transfer or handling of fuel or hazardous substances.</p>	<p>K .4.c. Satisfied.</p> <p>Fuel and hazardous substance transfers will be performed in accordance with CPAI Fieldwide Standard Operating Procedure for Fluid Transfers. Spill response equipment will be on hand during any transfer or handling of fuel or hazardous substances sufficient to respond to a spill of up to five gallons. CPAI will provide training to employees on preventing oil or hazardous materials.</p>
<p>d. Vehicle refueling will not occur within the annual floodplain, except as addressed and approved in the plan of operations. This measure does not apply to water-borne vessels.</p>	<p>K .4.d. Not Applicable.</p> <p>The proposed project is not located within the annual floodplain.</p>
<p>e. All independent fuel and hazardous substance containers must be marked with the contents and the lessee's or contractor's name using paint or a permanent label.</p>	<p>K .4.e. Satisfied.</p> <p>Independent fuel and hazardous containers will be marked with the lessee's or contractor's name.</p>
<p>f. A fresh water aquifer monitoring well, and quarterly water quality monitoring, is required down gradient of a permanent storage facility, unless alternative acceptable technology is approved by ADEC.</p>	<p>K .4.f. Not Applicable.</p> <p>The project does not include a fresh water aquifer monitoring well.</p>
<p>g. Waste from operations must be reduced, reused, or recycled to the maximum extent practicable. Garbage and domestic combustibles must be incinerated whenever possible or disposed of at an approved site in accordance with 18 AAC 60.</p>	<p>K .4.g. Satisfied.</p> <p>Garbage and domestic combustibles will be stored in enclosed wildlife proof Conex containers at CD1 or will be incinerated as allowable.</p>
<p>h. Proper disposal of garbage and putrescible waste is essential to minimize attraction of wildlife. The lessee must use the most appropriate and efficient method to achieve this goal. The primary method of garbage and putrescible waste is prompt, on-site incineration in compliance with State of Alaska air quality regulations. The secondary method of disposal is on-site frozen storage in animal-proof containers with backhaul to an approved waste disposal facility. The tertiary method of disposal is on-site non-frozen storage in animal proof containers with backhaul to an approved waste disposal facility. Daily backhauling of non-frozen waste is required unless safety considerations prevent it.</p>	<p>K .4.h. Satisfied.</p> <p>Solid, non-burnable waste will be deposited in large dumpsters located at the site. These containers will be back-hauled to the NSB landfill at Prudhoe Bay. Food waste that could attract wildlife will be placed in a secured wildlife proof container while waiting for pickup.</p>

<p>i. New solid waste disposal sites, other than for drilling waste, will not be approved or located on state property for exploration.</p>	<p>K .4.i. Not Applicable          No new solid waste disposal sites will be developed as part of the proposed project.</p>
<p>j. The preferred method for disposal of muds and cuttings from oil and gas activities is by underground injection. Drilling mud and cuttings will not be discharged into lakes, streams, rivers, or wetlands. On-pad temporary cuttings storage may be allowed as necessary to facilitate annular injection and backhaul operations. Injection of non-hazardous oilfield wastes is regulated by Alaska Oil and Gas Conservation Commission through its Underground Injection Control Program for oil and gas wells.</p>	<p>K .4.j. Not Applicable.          The proposed project does not involve the disposal of muds or cuttings.</p>
<p><b>5. Access</b></p>	
<p>a. Exploration activities must be supported only by ice roads, winter trails, existing road systems, or air service. Wintertime off-road travel across tundra and wetlands may be approved in areas where snow and frost depths are sufficient to protect the ground surface</p>	<p>K .5.a. Not Applicable.          The proposed project is not an exploration program. Only ADNR DMLW approved vehicles will be used off road and only when tundra conditions allow.</p>
<p>b. Summertime off-road travel across tundra and wetlands may be authorized subject to time periods and vehicle types approved by DMLW.</p>	<p>K .5.b. Not Applicable.          CPAI does not plan to conduct any off-road travel during the summer for this project.</p>
<p>c. Emergency exceptions may be granted by the Director of DMLW, and the Director, if it is determined that travel can be accomplished without damaging vegetation or the ground surface on a site-specific basis.</p>	<p>K .5.c. Not Applicable.          CPAI does not plan to conduct any off-road travel during the summer for this project.</p>
<p>d. Gravel use may be authorized on a site-specific basis if it is determined, after consulting with ADF&amp;G and DMLW, that no practicable alternatives exist for constructing an exploration road or pad in the area south of the boundary described below and depicted in the map below:           Beginning at the NPR-A boundary, from the northeast corner of T 1N, R 2E, then east to the northwest corner of T 1N, R 9E, then north to the northwest corner of T 4N, R 9E, then east to the northwest corner of T 4N, R 23E, then south to the southwest corner of T 4N, R 23E, and then east along the top of T 3N to the ANWR boundary.</p>	<p>K .5.d. Not Applicable.          The proposed project is not an exploration program.</p>



**Figure 0.1.— Gravel Consideration Boundary**

e. Public access to, or use of, the lease area may not be restricted except within the immediate vicinity of drill sites, buildings, and other related structures. Areas of restricted access must be identified in the plan of operations.

K .5.e. Satisfied.

The proposed project is within the vicinity of the existing CD1 drill site therefore public access is restricted due to safety purposes. Site visits by government agency personnel for purposes other than impromptu inspections should be arranged through the CPAI Alpine Field Environmental Coordinator (phone number 907-670-4200).

<b>6. Prehistoric, Historic, and Archeological Sites</b>	
<p>a. Before the construction or placement of any structure, road, or facility supporting exploration, development, or production activities, the lessee must conduct an inventory of prehistoric, historic, and archeological sites within the area, including a detailed analysis of the effects that might result from that construction or placement.</p>	<p>K.6.a. Satisfied.</p> <p>The proposed project area has been examined in part by many previous cultural resource efforts, during surveys for proposed exploration drilling and development project. CPAI has reviewed the database of TLUI and Alaska Heritage Resource Survey locations and there are no sites within 500 feet of the proposed project area.</p>
<p>b. The inventory of prehistoric, historic, and archeological sites must be submitted to the Director and the Office of History and Archeology (OHA) who will coordinate with the NSB for review and comment. If a prehistoric, historic, or archeological site or area could be adversely affected by a lease activity, the Director, after consultation with OHA and the NSB, will direct the lessee as to the course of action to take to avoid or minimize adverse effects.</p>	<p>K.6.b. Satisfied.</p> <p>The entire project area has been examined for cultural resources and historical artifacts by Reanier and Associates. Village leaders from Nuiqsut will be consulted and a request for NSB TLUI clearance will be submitted.</p> <p>Cultural or archaeological resources are not expected to be affected by this project.</p>
<p>c. If a site, structure, or object of prehistoric, historic, or archaeological significance is discovered during lease operations, the lessee shall report the discovery to the Director as soon as possible. The lessee shall make all reasonable efforts to preserve and protect the discovered site, structure, or object from damage until the Director, after consultation with the State Historic Preservation Office and the NSB, has directed the lessee on the course of action to take for its preservation.</p>	<p>K.6.c. Satisfied.</p> <p>Should any sites or objects of prehistoric, historic, or archeological significance be discovered, the find will be reported to the Director of State Historic Preservation Office and the NSB and reasonable efforts made to preserve the site or objects.</p>

<b>7. Hiring Practices</b>	
<p>a. The lessee is encouraged to employ local and Alaska residents and contractors, to the extent they are available and qualified, for work performed in the lease area. Lessees shall submit, as part of the plan of operations, a hiring plan that shall include a description of the operator's plans for partnering with local communities to recruit, hire, and train local and Alaska residents and contractors. As a part of this plan, the lessee is encouraged to coordinate with employment and training services offered by the State of Alaska and local communities to train and recruit employees from local communities.</p>	<p>K.7.a. Satisfied.</p> <p>CPAI is committed to continuing its partnership with local contractors and business in the construction of the proposed project through competitive bid contracting opportunities.</p> <p>When reasonably foreseeable to do so, CPAI is committed to hire and where appropriate, to provide training to Kuukpik Shareholders, Nuiqsut residents, and Alaska Natives.</p> <p>When appropriate, local resident hire will be coordinated through the Kuukpik employment coordinator to identify and place qualified individuals interested in working on the project.</p> <p>In addition, CPAI and its contractors assist with scholarships, career training and internship opportunities to further expand local workforce capabilities and ensure that local residents are hired and retained as CPAI's employment requirements increase.</p> <p>CPAI's hiring plan is available upon request.</p>
<p>b. In accordance with Administrative Order 278, the lessee is encouraged to employ apprentice labor to perform at least 15 percent of total work hours, to the extent they are available and qualified, for work performed in the lease area. Lessees shall submit, as part of the plan of operations, a hiring plan detailing the means by which the lessee might incorporate apprentice labor.</p>	<p>K.7.b. Satisfied.</p> <p>CPAI is committed to continuing its partnership with local contractors and business in the construction of the proposed project through competitive bid contracting opportunities.</p> <p>CPAI's hiring plan is available upon request.</p>
<p>c. A plan of operations application must describe the lessee's past and prospective efforts to communicate with local communities and interested local community groups.</p>	<p>A.7.b. Satisfied.</p> <p>CPAI has dedicated community relation resources focused on providing project information to Nuiqsut, the closest community to the North Slope operations.</p> <p>CPAI will contact the Native Village of Nuiqsut, Kuukpik Corporation, and the City of Nuiqsut with the project description and maps of the project area as part of the NSB TLUI cultural clearance procedure.</p>

<p>d. A plan of operations application must include a training program</p> <p>i. for all personnel including contractors and subcontractors;</p> <p>ii. designed to inform each person working on the project of environmental, social, and cultural concerns that relate to that person's job;</p>	<p>K.7.d. Satisfied.</p> <p>CPAI requires all North Slope employees and contractors to complete an 8-hour unescorted training program established by the North Slope Training Cooperative (NSTC).</p> <p>All employees receive a Field Environmental Handbook and the Alaska Safety Handbook. The unescorted training includes review of the Alaska Safety Handbook, and sections on personal protective equipment, camps and safety orientation, hazards communication, HAZWOPER Level 1, and Environmental Excellence.</p> <p>Additional NSTC curriculum includes specialized training in hydrogen sulfide, hearing conservation, electrical safety, respiratory protection, energy isolation, confined space entry, asbestos awareness, fall protection, toxic substance control, benzene, NORM, formaldehyde, and first aid/CPR.</p> <p>K.7.d.i. Satisfied.</p> <p>CPAI requires all North Slope employees and contractors to complete an 8-hour unescorted training program established by the North Slope Training Cooperative (NSTC).</p> <p>All employees receive a Field Environmental Handbook and the Alaska Safety Handbook. The unescorted training includes review of the Alaska Safety Handbook, and sections on personal protective equipment, camps and safety orientation, hazards communication, HAZWOPER Level 1, and Environmental Excellence.</p> <p>Additional NSTC curriculum includes specialized training in hydrogen sulfide, hearing conservation, electrical safety, respiratory protection, energy isolation, confined space entry, asbestos awareness, fall protection, toxic substance control, benzene, NORM, formaldehyde, and first aid/CPR.</p> <p>K.7.d.ii. Satisfied.</p> <p>CPAI requires all North Slope employees and contractors to complete site-specific training for Alpine.</p> <p>CPAI's training plan is available upon request.</p>
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iii. using methods to ensure personnel understand and use techniques necessary to preserve geological, archeological, and biological resources; and

iv. designed to help personnel increase their sensitivity and understanding of community values, customs, and lifestyles in areas where they will be operating.

K.7.d.iii. Satisfied.

CPAI requires all North Slope employees and contractors to complete site-specific training for Alpine.

CPAI's training plan is available upon request.

K.7.d.iv. Satisfied.

CPAI requires all North Slope employees and contractors to complete site-specific training for Alpine.

CPAI's training plan is available upon request.

## 8. Definitions

a. In this document:

- i. **Facilities** – Any structure, equipment, or improvement to the surface, whether temporary or permanent, including, but not limited to, roads, pads, pits, pipelines, power lines, generators, utilities, airstrips, wells, compressors, drill rigs, camps, and buildings.
- ii. **Hazardous substance** – As defined under 42 USC 9601 – 9675 (Comprehensive Environmental Response, Compensation, and Liability Act of 1980).
- iii. **Important wetlands** – Those wetlands that are of high value to fish, waterfowl, and shorebirds because of their unique characteristics or scarcity in the region or that have been determined to function at a high level using the hydrogeomorphic approach.
- iv. **Minimize** – To reduce adverse impacts to the smallest amount, extent, duration, size, or degree reasonable in light of the environmental, social, or economic costs of further reduction.
- v. **Plan of operations** – A lease plan of operations under 11 AAC 83.158 and a unit plan of operations under 11 AAC 83.346.
- vi. **Practicable** – Feasible in light of overall project purposes after considering cost, existing technology, and logistics of compliance with the mitigation measure.
- vi. **Secondary containment** – An impermeable diked area, portable impermeable containment structure, or integral containment space capable of containing the volume of the largest independent container. The containment shall, in the case of external containment, have enough additional capacity to allow for local precipitation.
- vii. **Temporary** – No more than 12 months.

PROJECTED USE REQUIREMENTS: SUPPLEMENTAL SECTION				
Agency	Permit Type	Permit Number	Application Status	Projected Use Requirement(s)
USACE	Section 404 Permit	TBD	Preparing	7, 10
USFWS	Section 7 Consultation	TBD	Preparing	7, 10
USFWS	Letter of Authorization	16-13	Approved	7, 10
USFWS	Letter of Authorization	18-INT-15	Approved	7, 10
USFWS	Biological Opinion	Programmatic Biological Opinion for 2018-2019 wetland impacts on the North Slope	Approved	10
ADEC	Section 401 Water Quality Certification	TBD	Preparing	7, 10
ADEC	North Slope Oil and Gas General Permit	N/A	Preparing	10
ADEC Spill Preparedness and Response	ODPCP	12-CP-4140	Approved	10
ADFG	Fish Habitat Permit	Various	Approved	7, 10
ADNR DMLW	Land Use Permit – Ice Road and Pad Construction	LAS 25360	Approved	7, 10
ADNR DMLW	Land Use Permit – Off Road Travel	LAS 23007	Approved	7, 10
ADNR DMLW	Temporary Water Use Authorizations	Various	Approved	7, 10
ADNR Office of History and Archaeology	Section 106 Consultation	TBD	Preparing	10
NSB	TLUI Clearance	TBD	Preparing	10
Enter Agency.	Enter Permit Type.	Enter Permit Number.	Enter Application Status.	Enter Projected Use Requirement(s).
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# **PROJECT DESCRIPTION**

## **ALPINE AIRSTRIP APRON EXPANSION PROJECT**

**Alpine Resource Development District**

**Colville River Unit**



**ConocoPhillips Alaska, Inc.  
700 G Street  
Anchorage, AK 99501**

**November 2019**

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**ABBREVIATIONS AND ACRONYMS**

ACF	Alpine Central Processing Facility
ADEC	Alaska Department of Environmental Conservation
ADL	Alaska Division of Lands
ADNR	Alaska Department of Natural Resources
BLM	Bureau of Land Management
CD1	Colville Delta No. 1
CD2	Colville Delta No. 2
CD3	Colville Delta No. 3
CD4	Colville Delta No. 4
CD5	Colville Delta No. 5
CD6	Colville Delta No. 6 (see GMT1/MT6)
CD7	Colville Delta No. 7 (see GMT2/MT7)
CFR	Code of Federal Regulations
CPAI	ConocoPhillips Alaska, Inc.
CRU	Colville River Unit
cy	Cubic Yards
EIS	Environmental Impact Statement
GMT1	Greater Mooses Tooth 1 (also known as MT6)
GMT2	Greater Mooses Tooth 2 (also known as MT7)
LAS	Land Administration System
LOA	Letter of Authorization
MT6	Mooses Tooth 6 (also known as GMT1)
MT7	Mooses Tooth 7 (also known as GMT2)
NSB	North Slope Borough
ODPCP	Oil Discharge Prevention and Contingency Plan
ROD	Record of Decision
SOP	Standard Operating Procedure

**ABBREVIATIONS AND ACRONYMS**

SPCC	Spill Prevention, Control, and Countermeasure
SWPPP	Storm Water Pollution Prevention Plan
TBD	To be determined
TLUI	Traditional Land Use Inventory
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
WOUS	Waters of the U.S.

**1.0 APPLICANT**

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**2.0 PROJECT LOCATION AND SITE DESCRIPTION**

**2.1 Project Location**

The proposed Alpine Airstrip Apron Expansion project is located on the southwest side of the existing Alpine airstrip apron within the Colville River Delta on the North Slope of Alaska, immediately west of the Sakoonang Channel of the Colville River. The project area is composed of the existing Colville Delta No. 1 (CD1) pad and the existing Alpine Central Processing Facility (ACF), infrastructure that supports the entire Alpine Development Project. CD1 is within the Colville River Unit (CRU) and is approximately eight miles north of the Village of Nuiqsut.

**Table 1: Alpine Location**

Drill Site	Lease	Section	Township	Range	Meridian	Latitude	Longitude
CD1	Alaska Division of Lands (ADL) 25558	31, 32	12N	5E	Umiat	-150.9248058	70.3459773
	ADL 25559	5, 6	11N	5E	Umiat	-150.9298130	70.3421876

The project area is within the North Slope Borough (NSB) on land leased to CPAI. The surface land is owned by the State of Alaska and the State of Alaska own the mineral rights for the proposed project. The proposed project is not located on or near Native Allotments<sup>1</sup>.

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<sup>1</sup> The Native Allotment data was downloaded from BLM in February 2019. Per BLM, the dataset was created to provide an accurate, seamless portrayal of the Public Land Survey System native allotment network, based upon survey records. The dataset is intended for use as a base layer for mapping purposes, and as a framework for the

## 2.2 Site Description

The project area is within the Arctic Coastal Plain physiographic region. The landscape is comprised of gently rolling hills, many shallow lakes and ponds, and wetlands resulting from poorly drained soils. As is typical on the North Slope, the project area is located on permafrost where the subsurface is perennially frozen.

## 3.0 PROJECT OVERVIEW

CPAI proposes the placement of 14,000 cubic yards (cy) of clean gravel fill material onto 1.3 acres of jurisdictional wetlands to expand the existing Alpine airstrip apron to reduce congestion and accommodate safe maneuvering, loading and unloading of aircraft at the existing Alpine airstrip apron. See the attached figures for specific gravel volumes and acreage of fill necessary for expansion. Volumes provided are final target grade estimates.

Table 2 summarizes the initial construction of the CD1 pad and airstrip apron expansions. The two airstrip apron expansions listed below were modifications of the initial CD1 pad approval to bring portions of the airstrip apron to the surrounding pad grade and did not include additional footprint.

**Table 2: CD1 Construction and Alpine Airstrip Apron Expansion Summary**

Activity	Description	Gravel Footprint (acres)	Status
Initial Construction of CD1 Pad	CD1/ACF pad and airstrip	70.58	Existing
Alpine Airstrip Apron Expansion	Accommodate aircraft movement during loading and unloading	2.7 (no new footprint)	Existing
Alpine Airstrip Apron Expansion	Complete previous apron expansion	1.27 (no new footprint)	Existing

Table 2 does not include other gravel fill projects that have occurred at CD1 pad such as fill to stabilize the flare area, access runway lights, stabilize vertical support members, and for safe haul truck maneuvering.

All work for the proposed project will occur at the existing Alpine airstrip apron. Upon approval, the project will add 1.3 acres of gravel to the southwest side of the existing

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portrayal of native land ownership. This data is intended for mapping purposes only and is not a substitute or replacement for the legal land survey records or other legal documents.

Alpine airstrip apron. In addition, runway/taxiway lighting will be installed on the outside perimeter of the expansion. Details of the project components can be found in Section 9.1.

Project work is expected to begin on March 1, 2020 and be completed by October 31, 2020. CPAI proposes to implement the project based on the anticipated schedule in Table 3.

**Table 3: Anticipated Schedule**

<b>Timeframe</b>	<b>Project Activity</b>
4Q 2019	Submit permit applications and supporting documents
4Q 2019 to 1Q 2020	Final survey activities
1Q 2020 to 2Q 2020	Construction of gravel expansion
2Q 2020 to 4Q 2020	Final conditioning of gravel, installation of runway/taxi lights, and begin use airstrip apron expansion

As detailed design progresses, the schedule may be modified to optimize construction resource loading. However, the identified work would occur in the indicated sequence shown in Table 3. Workover operations would occur intermittently throughout the life of the field.

Gravel placement will occur over one winter season. The Alpine Resupply Ice Road and existing Alpine gravel road infrastructure will be used to support the project. Gravel will be transported from a commercial gravel source to CD1 pad utilizing typical Maxi-Haul end-dumps via the Alpine Resupply Ice Road and existing CD1/CD4 gravel roads. The proposed Alpine Airstrip Apron Expansion project will be operated and maintained by Alpine staff and supported using ACF infrastructure such as power generation, equipment, and employee housing.

**4.0 PROJECT HISTORY & BACKGROUND**

Development in the CRU began with the Alpine CD1 and CD2 drill sites and associated facilities. Oil production commenced from CD1 in November 2000 and from CD2 in November 2001.

In January 2003, the U.S. Bureau of Land Management (BLM) and cooperating agencies (U.S. Army Corps of Engineers [USACE], the U.S. Environmental Protection Agency, the U.S. Coast Guard, and the State of Alaska initiated the *Alpine Satellite Development Plan Environmental Impact Statement (EIS)* for five proposed satellite drill sites (CD3 through CD7).

On August 23, 2004, CPAI requested prioritization of permits for CD3 and CD4 to meet the construction schedule for those two satellite drill sites. The Final EIS was issued in September 2004 and the BLM's Record of Decision (ROD) was issued in November 2004 for CD3 and CD4. The USACE ROD and Section 404 individual permit (POA-2004-253-2) were issued in December 2004 for construction of CD3 and CD4. The CD3 and CD4 pads were constructed in 2005. Production began at those sites in 2006.

After a lengthy permit review process, including relocation of the Nigliq Channel bridge and adjustment of the road and pad to conform with the new bridge location, USACE issued a permit for CD5 development on Kuukpik land. The CD5 drill site began producing oil in fourth quarter of 2015.

While the CD5 approval was in process, it was established that the two satellites on federally managed land (CD6 and CD7) were not located in the same reservoir as CD1, CD2, CD3, CD4, and CD5. As a result, CPAI asked the BLM to designate and approve the proposed unit area so CPAI could perform exploration and development operations in an efficient and logical manner under a unit plan of development. The CD6 satellite was renamed "GMT1" and CD7 was renamed "GMT2" after it was determined that these sites would not be part of the Colville River Unit and would be in the newly established Greater Mooses Tooth Unit. GMT1 is also referred to as Mooses Tooth 6 (MT6) in supporting documentation, and GMT2 is also referred to as MT7.

In 2013, ConocoPhillips submitted the first application for permit to drill and an associated right-of-way application for GMT1/MT6, resulting in the BLM preparing a GMT1 Supplemental EIS (finalized in 2015) to the 2004 Alpine Satellite Development Plan Final EIS. The GMT1/MT6 Project was approved by the BLM through a ROD signed in February 2015. GMT1/MT6 began producing oil in fourth quarter of 2018.

BLM and USACE issued a joint ROD for GMT2/MT7 in October 2018. GMT2/MT7 is currently under construction with first oil expected in fourth quarter of 2021.

## **5.0 PROJECT PURPOSE**

### **5.1 *Proposed Purpose and Need***

The purpose of the proposed Alpine Airstrip Apron Expansion project is to decongest and accommodate safe maneuvering, loading and unloading of aircraft at the existing Alpine airstrip apron. Beginning next spring, Bombardier Dash 8 - Q400 aircraft will be used to shuttle personnel to and from CD1. Current service from Lockheed C130 Hercules, Otter, Casa, DC-6s and seasonally up to 3 helicopters will continue. The expansion is required for events when multiple aircraft are at CD1 at the same time, particularly when the larger aircraft such as the C130 Hercules and Dash 8 – Q400 are on the ground at the same time. Efficient and safe loading and unloading of the aircraft is a primary driver for this expansion request.

**5.2 Proposed Basic Project Purpose and Water Dependency**

The basic project purpose is to safely maneuver, load and unload aircraft. The basic project purpose is not a water-dependent activity and does not require access or proximity to, or siting within, a special aquatic site in order to fulfill its basic purpose. However, virtually all land on the North Slope of Alaska’s coastal plain is wetland as defined by 33 Code of Federal Regulations (CFR) 328.3(b).

**6.0 TEMPORARY AND PERMANENT IMPACTS TO WETLANDS**

Upon approval, the proposed expansion will result in unavoidable temporary and permanent impacts to jurisdictional wetlands located within the project area. Temporary impacts include increased turbidity and sediment. The permanent impacts will affect a total of 1.3 acres of wetlands and are associated with the placement of fill for the airstrip apron expansion (Table 4).

**Table 4: Permanent Impacts to Wetlands**

Project Component	Fill Volume	Acreage
Expanded Airstrip Apron Footprint	14,000 cy of clean gravel and 250 cy of erosion protection	1.3
Wetland – Total Permanent Impact		1.3

**7.0 AVOIDANCE AND MINIMIZATION MEASURES**

**7.1 Avoidance**

Due to the abundance of wetlands on the North Slope and the project vicinity, avoiding all fill discharges into wetlands is not practicable. Upon approval, some proposed avoidance measures include site design/selection, use of existing infrastructure, use and construction of ice roads, and winter construction:

Site design/selection

- The facility design and equipment layout will be optimized.
- The project avoids discharge of fill to streams, rivers, lakes, and ponds.
- No defined stream channels or anadromous fish drainages will be crossed by the expansion.
- The project maintains a minimum 100-foot setback from Lake L9313 between the existing pad and the airstrip.
- Fill area boundaries will be clearly delineated to avoid unnecessary impacts during construction from fill placement and equipment maneuvers.

### Use of existing infrastructure

The Alpine Airstrip Apron Expansion project will utilize various components of existing Alpine and commercial infrastructure, including:

- Personnel will be housed in existing camps and/or hotels during construction and operations, eliminating the need to design a larger CD1 pad to accommodate the footprint of additional permanent housing.
- Gravel for the project will be purchased from an existing commercial gravel source, eliminating the need to develop a new gravel source within the project vicinity.
- The project will utilize the existing airstrips for transporting equipment and personnel to the area. No new airstrips are proposed for the project.
- No overhead powerlines will be installed, minimizing the potential for bird strikes.

### Use of construction of ice roads

- The seasonal Alpine Resupply Ice Road System will be used to transport the gravel from an existing commercial gravel source to CD1 pad utilizing typical Maxi-Haul end-dumps to avoid permanent impacts to Waters of the U.S. (WOUS). CPAI has managed gravel hauls of less than 100,000 cubic yards utilizing typical Maxi-Haul end-dumps on numerous occasions without incident.
- Seasonal ice roads will be built only after the ground surface is sufficiently frozen to support the weight of ice road construction equipment without damaging the underlying tundra.
- Seasonal ice roads will be constructed of at least 6 inches of ice/compacted snow prior to use, to protect the underlying vegetation and terrain.
- Ice roads are routed to avoid shrub areas and minimize stream crossings where possible.

### Winter construction

All Alpine airstrip apron expansion construction will occur during winter when soils are frozen. Access to the area for construction activities will be via the existing gravel pad. Gravel harvest and construction will be conducted in a single winter season to avoid the need for construction of a gravel stockpile pad.

## **7.2 Minimization**

Practicable minimization measures have been incorporated into the project location and design. Upon approval, some of the proposed minimization measures for both direct and secondary impacts include:

### Design, Erosion Control, Training

- Minimization measures taken as part of the original construction of CD1 will continue with the Alpine Airstrip Apron Expansion project.
  - CPAI monitors air quality at a monitoring station in Nuiqsut and at CD5.
  - Waterfowl and seabirds are hazed away from active airstrips to prevent collisions with aircraft.
  - Off-road vehicle operators are trained to avoid tight turns on tundra.
  - Rehabilitation plans are prepared for gravel mine sites. Where appropriate, mines are rehabilitated to provide enhanced wildlife habitat.
  - Gravel pads are oriented to minimize wind-drifted snow accumulations.
- The product Soil-Sement will be mixed with the fill gravel to act as a dust suppressant and a soil stabilizer to further reduce fugitive dust and potential erosion.
- Gravel roads are watered to minimize dust and maintain integrity of the roads.
- The airstrip apron expansion is designed to reduce the fill quantity and footprint in existing and identified wetlands while providing safe operations.
- The airstrip apron expansion depth of gravel will be at least 5 feet. A minimum of 5 ft of gravel is required to maintain the thermal integrity of the underlying permafrost.
- The proposed project will continue to follow the *Alpine Facilities Erosion Control Plan*. The *Alpine Facilities Erosion Control Plan* outlines procedures for operation, monitoring, and maintenance of various erosion control methods.
- The finished elevation of the Alpine airstrip apron expansion will meet or exceed the 200-year flood water height + 1-foot design specification.
- The side slopes of the airstrip apron expansion will be armored to prevent erosion of the fill material.
- To minimize impacts to nesting birds, discharge of gravel will not occur during bird nesting season.
- The CPAI *Wildlife Avoidance and Interaction Plan*, developed to provide procedures to protect personnel, polar bears, grizzly bears, foxes, and other wildlife, will be followed to minimize impacts to wildlife.
- CPAI employs Field Environmental Coordinators to monitor compliance with permits and other requirements.

- CPAI has an extensive training program for employees and contractors on environmental compliance and safety, and maintains an Incident Management Team.
- Trained and experienced North Slope workforce and contractors who are familiar with regulatory oversight and performance standards of the North Slope oilfields are employed.
- CPAI will continue to provide cultural awareness training for all project employees and contractors and prohibit employees from participating in hunting, fishing, and trapping activities while on “work status” to reduce potential for increased competition for subsistence and recreational wildlife resources.

#### Spill Prevention and Response Planning

- Fuel storage is not planned for the airstrip apron expansion area.
- Spill response supplies are pre-staged at the CD1 pad.
- Spill prevention strategies are implemented at Alpine, including the use of fuel transfer Best Management Practices, the use of “duck ponds” under motorized equipment, placement of spill response kits at selected locations, training of field staff for spill response, continued use of spill response Incident Command System, and in accordance with NSB Ordinance requirements, two personnel are used for all transfers within the Alpine area.
- CPAI maintains membership in the Alaska Clean Seas and Mutual Aid Agreement with existing operations to provide a readily available and trained resource to effectively respond to spills.

#### Equipment

The proposed project has been designed to reduce impacts from equipment by using machinery and techniques that are specifically designed to minimize wetland impacts. Specifically, these include the following:

- Machines with specially designed wheels or tracks, and the use of mats under heavy equipment will be used to reduce wetland surface compaction and rutting.
- Specialized equipment will be used to construct and maintain ice roads so that construction can occur during the winter months to avoid associated impacts. Only approved tundra travel vehicles will be utilized.

### **8.0 COMPENSATORY MITIGATION STATEMENT**

CPAI evaluated the Alpine Airstrip Apron Expansion project using the USACE Alaska District’s Mitigation “Thought Process” document (USACE, 2018) which provides a crosswalk from the implementing regulations provided in 33 CFR Part 320.4(r)(2) to

Alaska District internal guidance regarding the need for compensatory mitigation. The summary of the results of applying the thought process are as follows:

1. The project's location and size does not significantly affect rare, difficult to replace or threatened wetlands;
2. The project does not occur in designated Polar Bear critical habitat. The project will follow a wildlife interaction plan to reduce the potential for disturbing polar bears;
3. The project impacts coupled with existing impacts in the watershed total 0.16% anthropogenic disturbance; therefore, the project impacts, including existing watershed impacts would not result in the watershed becoming degraded;
4. Fill will not be placed in fish bearing waters. Approximately 0.5 acres of the expansion are in jurisdictional wetlands within 500-feet of fish bearing waters but the impact to the area is not expected to be more than minimal;
5. The project is not federally funded, so compensatory mitigation is not required under Executive Order 11990 to meet the National policy of no net loss of wetlands; and;
6. The project is not considered a large scale project with adverse aquatic resource impacts.

The avoidance and minimization measures proposed, in combination with the size of the overall watershed and wetlands in the watershed will result in negligible overall impacts to aquatic resources. The Alpine Airstrip Apron Expansion project is not expected to have a significant impact on receiving waters and wetland habitats in the Colville River Delta because of the relatively small footprint when compared to the vast acreage of similar wetlands. Therefore, CPAI has determined that compensatory mitigation is not necessary.

## **9.0 PROJECT COMPONENTS**

### **9.1 *Alpine Airstrip Apron Expansion Project Components***

Upon approval, the Alpine Airstrip Apron Expansion will add the following components to the southwest side of the existing pad:

- 1.3 acre gravel
- Runway/taxiway lights

### **9.2 *CD1 Facilities***

Upon approval, the proposed 1.3 acre Alpine Airstrip Apron Expansion will be constructed with gravel and will be graded to match the elevation of the existing airstrip apron, with

side slopes of 2 feet wide to 1 foot high (2:1). The expansion area will add 263 ft by 166 ft of useable space to the existing airstrip apron, 299 ft by 174 ft total.

### **9.3 Power Source and Lights**

After gravel conditioning is complete, a trench will be dug to install the runway/taxiway lights in series with the existing lighting loop. The lights help guide the aircraft to a safe location for loading and unloading. Power will be supplied to the Alpine airstrip apron expansion area by an existing CD1 transformer and utilities installed in the expansion area.

### **9.4 Material Site**

Upon approval, a total of approximately 14,000 cy of material will be required to fill 1.3 acres for this project. Existing erosion protection along the western edge of the current Alpine airstrip apron will be reclaimed and reused with an additional 250 cy of erosion protection along the western edge of the proposed expansion. The gravel will be obtained from a commercial gravel source and hauled to the project site utilizing typical Maxi-Haul end-dumps via the Alpine Resupply Ice Road. CPAI has managed gravel hauls of less than 100,000 cubic yards utilizing typical Maxi-Haul end dumps on numerous occasions without incident. Gravel collection will be completed in a single winter season.

### **9.5 Camp Requirements**

No additional camp facilities are required for Alpine Airstrip Apron Expansion project. All construction crews would be housed at either Alpine, Kuukpik Pad, or Nuiqsut.

## **10.0 FLUID STORAGE**

No fuel storage is planned for the Alpine airstrip apron expansion area.

Existing fuel storage on CD1 complies with State and Federal oil pollution prevention requirements, as detailed in the *Alpine Oil Discharge Prevention and Contingency Plan (ODPCP)* and *Alpine Spill Prevention, Control, and Countermeasure (SPCC) Plan*.

## **11.0 CONTINGENCY PLANS**

The *Alpine ODPCP* complies with State of Alaska requirements in Alaska Statute 46.03.020(10)(A), 18 Alaska Administrative Code 75, and Federal Department of Transportation requirements in 49 CFR 194. The *Alpine SPCC Plan* complies with Federal EPA regulations in 40 CFR 112.

The intent of the *Alpine ODPCP* and *Alpine SPCC Plan* is to demonstrate CPAI's capability to prevent oil and hazardous materials spills from entering the water and land and to ensure rapid response in the event of an accidental release.

## 12.0 EROSION CONTROL

The proposed project will continue to follow the *Alpine Facilities Erosion Control Plan*. The *Alpine Facilities Erosion Control Plan* outlines procedures for operation, monitoring, and maintenance of various erosion control methods. Erosion control at Alpine is accomplished using a combination of biotechnical and engineering control (physical armor) methods. The product Soil-Sement will be mixed with the fill gravel to act as a fugitive dust suppressant and a soil stabilizer. Permanent erosion protection will be placed during the first construction season to provide protection from a flood event. The *Alpine Storm Water Pollution Prevention Plan (SWPPP)* will be amended to cover management of pad drainage.

## 13.0 SNOW REMOVAL AND DUST CONTROL

The existing Alpine Snow Removal Plan (Standard Operating Procedure (SOP) L-002) will be revised to include the Alpine airstrip apron expansion area. The Alpine SOP requires the use of snow blowing equipment to minimize gravel carryover to the tundra and placement of cleared snow in designated areas.

The existing Alpine Dust Control Plan (SOP L-001) will also be revised to include the Alpine airstrip apron expansion area. The Alpine SOP includes watering gravel roads and pads to minimize dust impacts on the tundra and maintain the integrity of the roads and pads. The product Soil-Sement will be mixed with the fill gravel to act as a fugitive dust suppressant and a soil stabilizer.

## 14.0 AIR EMISSIONS

No stationary emission units will be added as a result of the proposed expansion. Aircraft are certified by the supplier to meet the current tier standard based on the year of manufacture under 40 CFR 87 and 1068. The potential to emit calculations were not completed for the airstrip expansion and are not required.

## 15.0 WILDLIFE AVOIDANCE

Many wildlife species occur on Alaska's North Slope. The proposed project may have the potential to disturb or attract wildlife species, resulting in the risk of injury or transmission of disease to field personnel as well as the risk of harm to local animals. In addition, some species are protected by Federal and State regulation such as the Marine Mammal Protection Act, the Endangered Species Act, and the Migratory Bird Treaty Act.

CPAI has developed a *Wildlife Avoidance and Interaction Plan* in consultation with State/Federal agency representatives to provide guidance to CPAI employees and contractors and assist them in implementing appropriate standardized procedures when wildlife is encountered. The *Wildlife Avoidance and Interaction Plan* is applicable to all CPAI's North Slope locations. CPAI will continue to follow this Plan for Alpine Airstrip

Apron Expansion, and will update or modify the plan as necessary, in consultation with regulatory agencies and local residents.

### **15.1 Endangered Species Act**

The proposed threatened or endangered species in the area that require evaluation include polar bears (*Ursus maritimus*), spectacled eiders (*Somateria fischeri*), and Steller's eiders (*Polysticta stelleri*). Spectacled eiders and Steller's eiders are not commonly found near the proposed project area and are not likely to be affected by the proposed project. All gravel placement activities for the proposed project will occur during winter and will not disturb any active Steller's or spectacled eider nests.

The measures taken by CPAI to mitigate potential effects of the existing CD1 pad on spectacled eiders include the following:

- 1) All gravel placement activities for the proposed project will occur during winter and will not disturb any active Steller's or spectacled eider nests.
- 2) Utility installation in pad will prevent increased potential for bird strikes.

The winter construction schedule, and the two measures listed above will reduce or eliminate the potential for adverse effects from the proposed project on Steller's and spectacled eiders.

Polar bears may also be affected but are not likely to be adversely affected by the proposed project. CPAI's *Wildlife Avoidance and Interaction Plan* contains a Polar Bear Avoidance and Interaction Plan that details information on polar bear interaction procedures, information about identification of potential polar bear denning habitat, den survey techniques (including forward-looking infrared radar surveys), and work and transport stoppage procedures that would effectively mitigate adverse effects of the proposed project on polar bears.

## **16.0 CULTURAL RESOURCES**

An archeological survey of the general area was conducted in advance of the development of the Alpine facility (Lobdell 1996). No previously unknown cultural resources were identified within the project area during the field survey conducted in 1996.

Cultural resources will not be significantly impacted by the proposed project. The USACE, NSB, State, and local entities would be notified immediately in the event that prehistoric, historic, or archaeological objects are discovered during construction or operations.

The current online version of the Alaska Heritage Resources Survey has been consulted for the presence or absence of historic properties, including those listed in, or eligible for inclusion in, the National Register of Historic Places. No listed or eligible properties exist in the vicinity of the worksite.

## **17.0 NATIVE HIRE POLICY**

CPAI is committed to continuing its partnership with local contractors and businesses with the Alpine Airstrip Apron Expansion project through competitive bid contracting opportunities. When reasonably foreseeable to do so, CPAI has committed to hire and, where appropriate, to provide training to Kuukpik shareholders, Nuiqsut residents, and Alaska Natives. When appropriate, local resident hire will continue to be coordinated through the Kuukpik employment coordinator to identify and place qualified individuals interested in working on the project. In addition, CPAI and its contractors assist with scholarships, career training, and internship opportunities to further expand local workforce capabilities and ensure that local residents are hired and retained as CPAI's employment requirements increase.

## **18.0 TRAINING**

CPAI provides new-employee orientation on health, safety, and environmental issues; annual environmental training seminars; and appropriate certification classes for specific activities, including spill prevention and response. All North Slope employees and contractors are required to complete an 8-hour unescorted training program. All trainees in that program receive a Field Environmental Handbook and an Alaska Safety Handbook. This training emphasizes protection of archaeological and biological resources, avoiding conflicts with subsistence activities, relevant health and safety measures, and project mitigation commitments.

## **19.0 PUBLIC INVOLVEMENT**

CPAI has dedicated community relation resources focused on providing project information to Nuiqsut, the closest community to the North Slope operations. CPAI will contact the Native Village of Nuiqsut, Kuukpik, and the City of Nuiqsut with the project description and maps of the project area as part of the NSB Traditional Land Use Inventory (TLUI) cultural clearance procedure.

Finally, the permitting actions associated with the proposed project will be public noticed as required by agency specific regulatory programs. This action will provide opportunities for public input and involvement.

## 20.0 PERMITS AND REGULATORY AUTHORIZATIONS

Table 5 provides a summary of permits, authorizations, and approvals needed to construct the proposed Alpine Airstrip Apron Expansion. In some cases, a current permit for the existing CD1 pad could be amended or modified to incorporate the expansion.

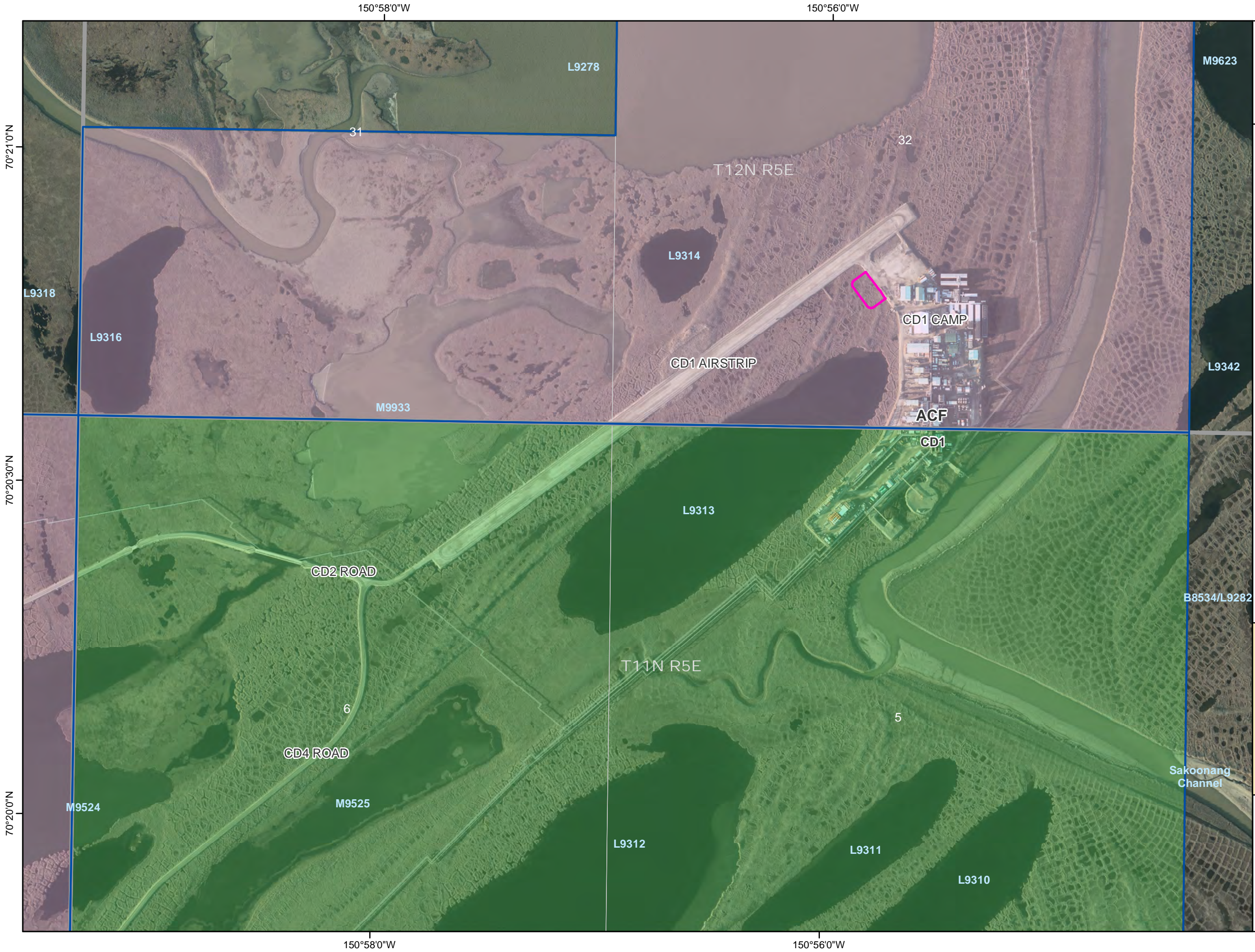
**Table 5: Summary of Permits, Authorizations and Approvals**

Agency	Permit Type	Permit Number	Application Status	Notes
<b>Federal</b>				
USACE	Section 404 Permit	To be determined (TBD)	Prepared	This permit is required for placement of fill in WOUS including wetlands
U.S. Fish and Wildlife Service (USFWS)	Letter of Authorization (LOA)	18-INT-15 16-13	Obtained	The existing LOAs include coverage for the proposed project and activities.
	Biological Opinion	Programmatic Biological Opinion for 2018-2019 wetland impacts on the North Slope	Obtained	This consultation is part of the National Environmental Policy Act process for the Section 404 permit.
	Section 7 Consultation of the Endangered Species	Not Applicable	Not Applicable	Discharges of fill into WOUS require approval by USFWS prior to issuance of the Section 404 permit.
<b>State</b>				
Alaska Department of Environmental Conservation (ADEC) Division of Water	Clean Water Act Section 401 Water Quality Certification	Not Applicable	Not Applicable	Discharges of fill into WOUS require approval by State prior to issuance of the Section 404 permit.
	North Slope Oil and Gas General Permit	Not Applicable	Amend	Alpine's SWPPP would be updated to include the proposed project.
ADEC Spill Preparedness and Response	ODPCP	12-CP-4140	Obtained	The Alpine ODPCP and SPCC is required for ongoing operations. No amendment is required for the proposed project.

<b>Agency</b>	<b>Permit Type</b>	<b>Permit Number</b>	<b>Application Status</b>	<b>Notes</b>
Alaska Department of Fish and Game	Fish Habitat Permit	Various	Obtained	This permit is required for water withdrawals associated with the Alpine Resupply Ice Road construction if water sources are fish-bearing. No project specific fish habitat permits are required for the proposed project.
Alaska Division of Natural Resources (ADNR) Division of Mining, Land, and Water	Land Use Permit – ice Road and Ice Pad Construction	Land Administration System (LAS) 25360	Obtained	This permit authorizes construction of the Alpine Resupply Ice Road. No new land use permits are required for the proposed project.
	Land Use Permit – Off Road Travel	LAS 23007	Obtained	This permit authorizes off road travel. No new land use permits are required for the proposed project.
	Temporary Water Use Authorizations	Various	Obtained	This permit is required for water withdrawals associated with the Alpine Resupply Ice Road construction. No project specific Temporary Water Use Authorizations are required for the proposed project.
ADNR Division of Oil and Gas	Unit Plan of Operations Amendment	Lease Operations North Slope 97-007	Prepared	The Unit Plan of Operations would be amended to include the proposed project.
ADNR Office of History and Archaeology	Cultural Clearance	Not Applicable	Not Applicable	Discharges of fill into WOUS require approval by State prior to issuance of the Section 404 permit.
<b>Local</b>				
NSB	Administrative Approval	TBD	Prepared	A new Administrative Approval will be obtained for the proposed project.
NSB TLUI	Cultural Clearance	TBD	Prepared	A new TLUI Clearance will be obtained for the proposed project

**ATTACHMENT A**  
**APPLICANT MITIGATION STATEMENTS**

**ATTACHMENT B**  
**2018 WILDLIFE AVOIDANCE AND INTERACTION PLAN**  
**available upon request**



# CD1 Runway Apron Expansion

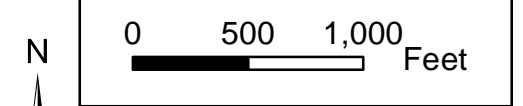
## Overview

### CD1 Runway Apron Expansion

Expansion Area

### Resource Development Districts

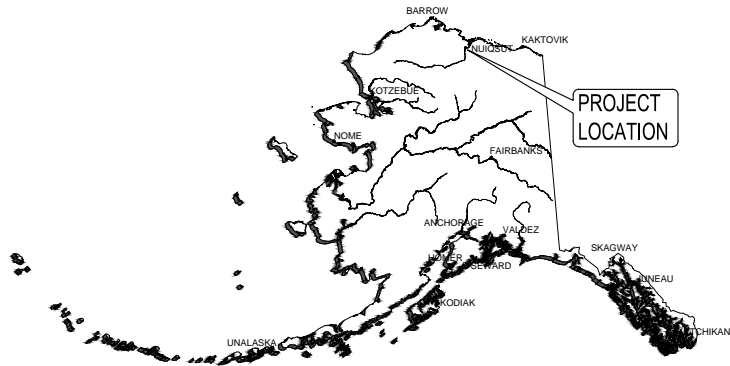
Alpine  
 Alpine satellite



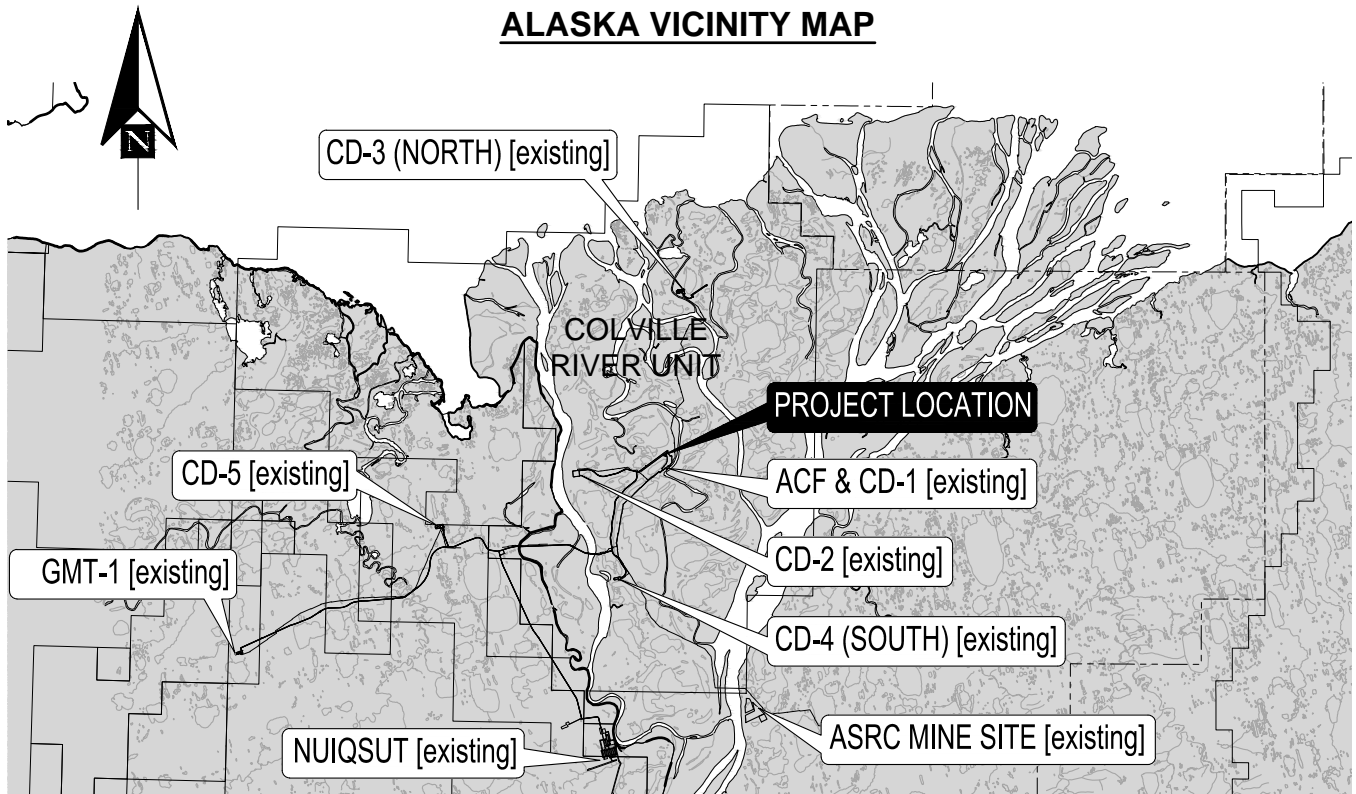
**ConocoPhillips**  
Alaska, Inc.

October 28, 2019

Document Name: CD1\_ApronExpansion\_OverviewRDD.mxd



**ALASKA VICINITY MAP**



**ALPINE VICINITY MAP**



**PURPOSE:**  
EXPAND AN EXISTING AIRSTRIP APRON FOR OILFIELD DEVELOPMENT

**DATUM:** BPMSL, NAD83 ASP ZONE 4

**ADJACENT PROPERTY OWNERS:**  
1. KUUKPIK VILLAGE CORPORATION  
2. STATE OF ALASKA DEPT. OF NATURAL RESOURCES

**REFERENCE:** POA-####-####

**APPLICANT:** CONOCOPHILLIPS ALASKA, INC (CPAI) 2019

**LOCATION:** SEC. 32, T12N, R5E UMIAT MERIDIAN  
LAT: 70° 20' 50"  
LONG: 150° 55' 53"

**PROPOSED:** ALPINE AIRSTRIP APRON EXPANSION

**IN:** COLVILLE RIVER UNIT  
**NEAR/AT:** ALPINE  
**COUNTY:** ANS BOROUGH  
**STATE:** ALASKA

**SHEET** 1 of 6  
10-15-19

KUUKPIK VILLAGE CORPORATION  
P.O. BOX 89187  
NUIQSUT, AK 99789  
(907) 480-6220  
ATTN: JOE NUKAPIGAK

STATE OF ALASKA DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF MINING, LAND & WATER  
3700 AIRPORT WAY  
FAIRBANKS, AK 99709  
ATTN: JEANNE PROULX



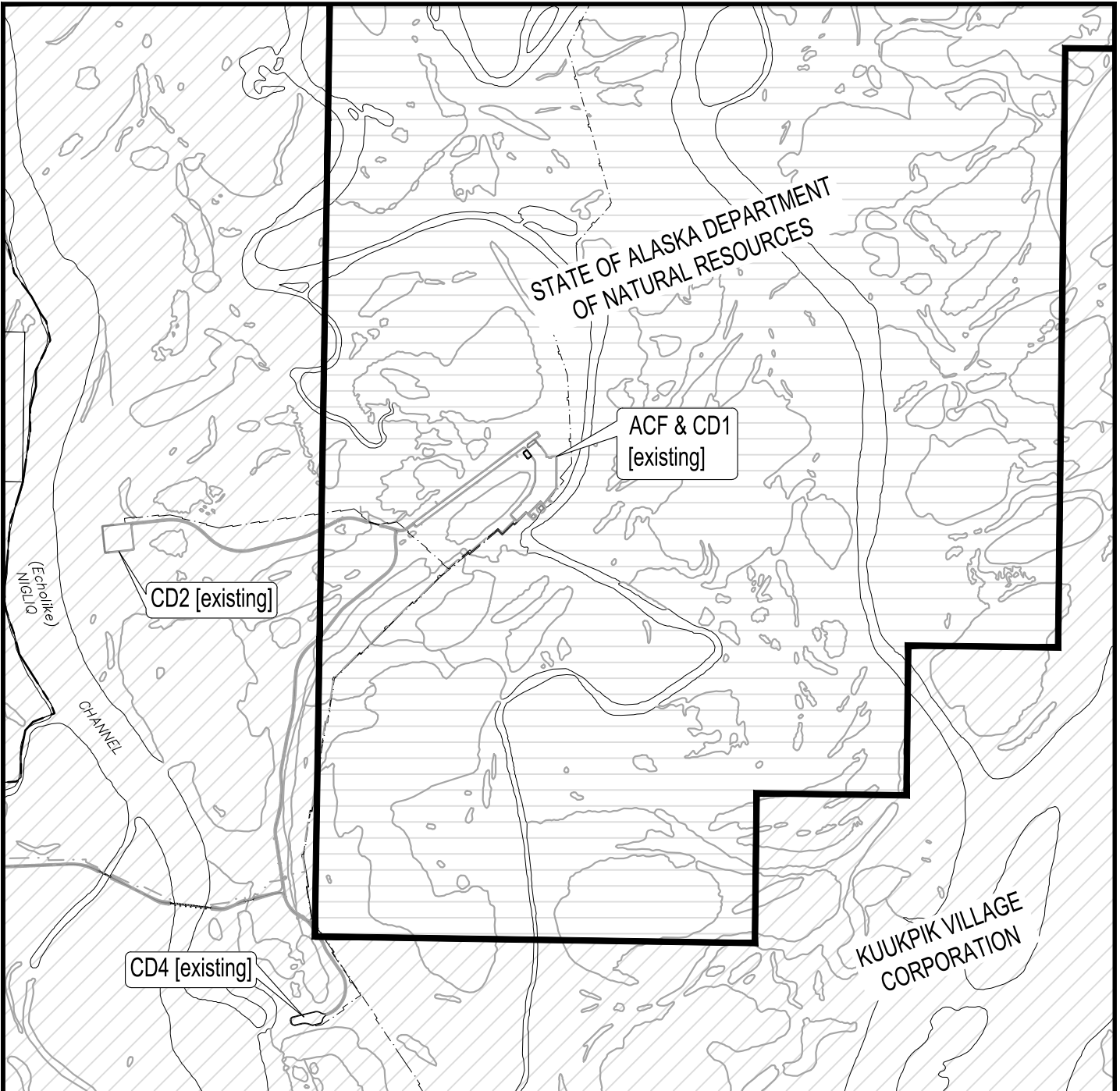
REFERENCE: POA-####-#####  
APPLICANT: CPAI

PROPOSED: ALPINE AIRSTRIP  
APRON EXPANSION

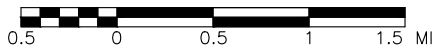
AT: ALASKA

SHEET **2** of **6** 10-15-19

**ADJACENT LAND OWNERS**



**ADJACENT LAND OWNERS MAP**



THIS MAP PROJECTION IS BASE UPON ALASKA STATE PLANE, NAD 83. THIS MAP IS BASED ON DATA PROVIDED BY THE U.S. GEOLOGICAL SURVEY, THE ALASKA DEPARTMENT OF NATURAL RESOURCES, AND CONOCO PHILLIPS ALASKA, INC.

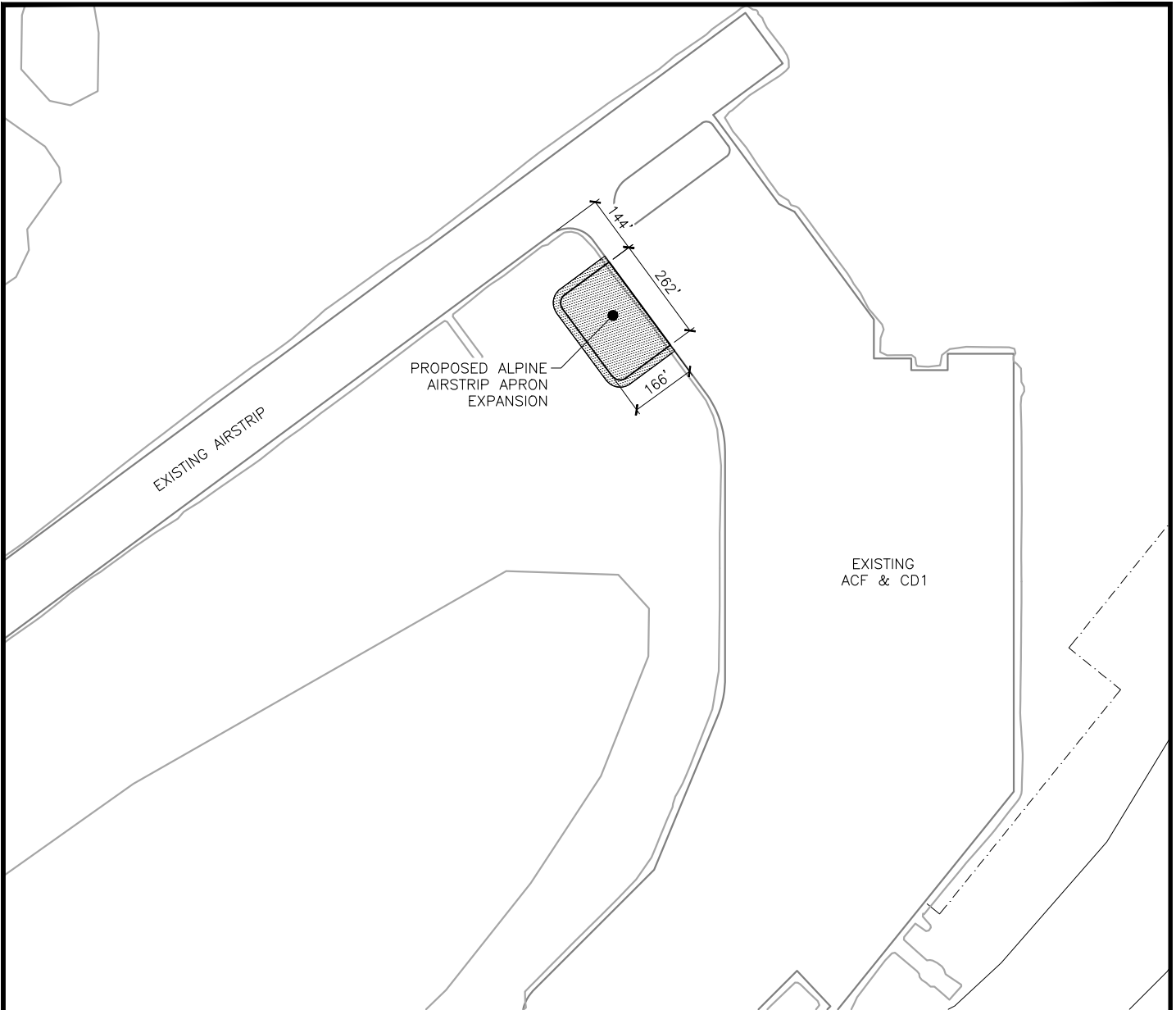


REFERENCE: POA-####-#####  
 APPLICANT: CPAI

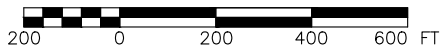
PROPOSED: ALPINE AIRSTRIP  
 APRON EXPANSION

AT: ALASKA

SHEET **3** of **6** 10-15-19



**ALPINE AIRSTRIP APRON PLAN**



THIS MAP PROJECTION IS BASE UPON ALASKA STATE PLANE, NAD 83. THIS MAP IS BASED ON DATA PROVIDED BY THE U.S. GEOLOGICAL SURVEY, THE ALASKA DEPARTMENT OF NATURAL RESOURCES, AND CONOCO PHILLIPS ALASKA, INC.

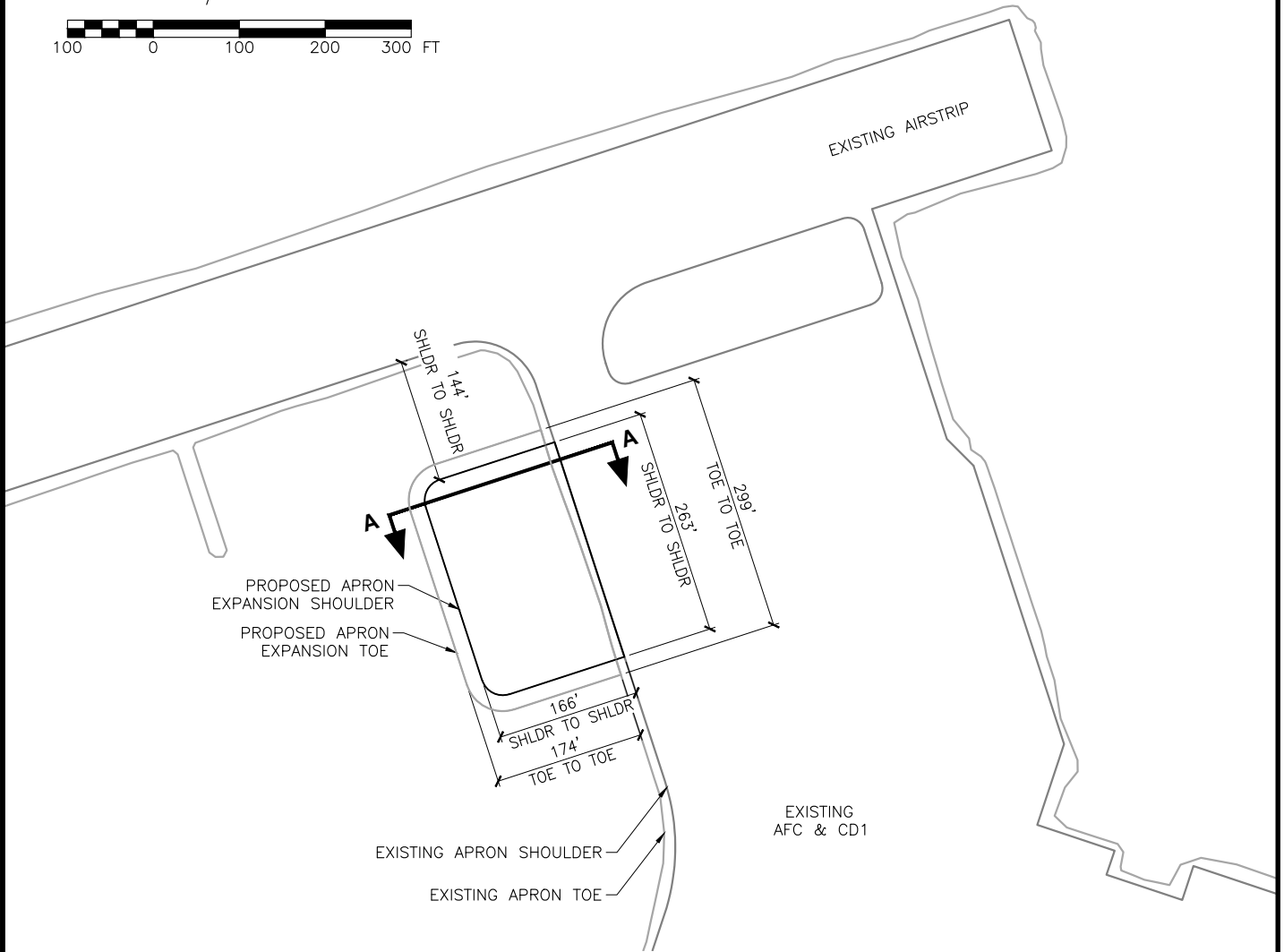
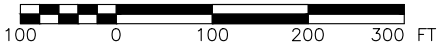
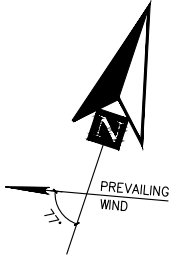


REFERENCE: POA-####-#####  
 APPLICANT: CPAI

PROPOSED: ALPINE AIRSTRIP  
 APRON EXPANSION

AT: ALASKA

SHEET **4** of **6** 10-15-19



### ALPINE AIRSTRIP APRON EXPANSION FOOTPRINT

**ALPINE EXPANSION AIRSTRIP APRON QUANTITIES**

APRON EXPANSION FOOTPRINT	1.3 ACRES
APRON EXPANSION GRAVEL QUANTITY	14,000 CY
SLOPE PROTECTION QUANTITY	250 CY

**NOTE:**

1. MINIMUM GRAVEL DEPTH 5.0' WITH 2:1 FILL SLOPES

THIS MAP PROJECTION IS BASE UPON ALASKA STATE PLANE, NAD 83. THIS MAP IS BASED ON DATA PROVIDED BY THE U.S. GEOLOGICAL SURVEY, THE ALASKA DEPARTMENT OF NATURAL RESOURCES, AND CONOCO PHILLIPS ALASKA, INC.

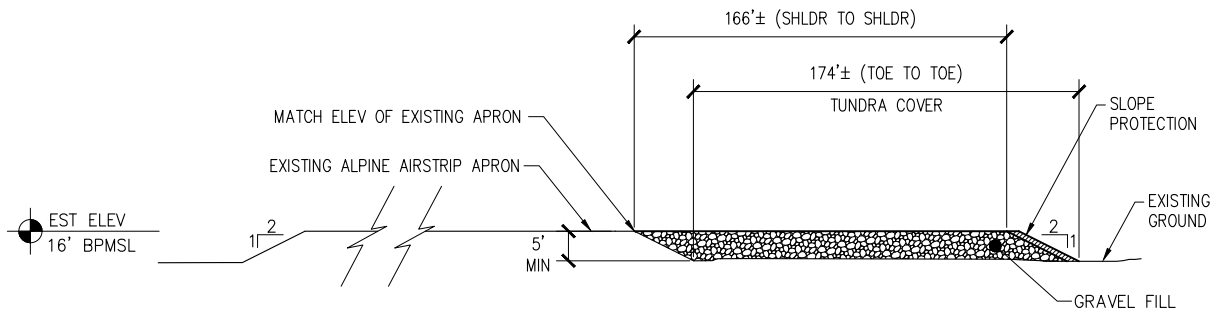


REFERENCE: POA-####-####  
 APPLICANT: CPAI

PROPOSED: ALPINE AIRSTRIP APRON EXPANSION

AT: ALASKA

SHEET **5** of **6** 10-15-19



**SECTION A-A**  
**ALPINE AIRSTRIP APRON EXPANSION**  
 NOT TO SCALE

**ALPINE PROPOSED AIRSTRIP APRON**  
**EXPANSION SECTIONS**



REFERENCE: POA-####-#####  
 APPLICANT: CPAI

PROPOSED: ALPINE AIRSTRIP  
 APRON EXPANSION

AT: ALASKA

SHEET **6** of **6** 10-15-19