SEALINK SOUTH DEVELOPMENT PLAN

1 INTRODUCTION

1.1 Project Description

Alaska Power & Telephone Company's (AP&T's) subsidiary AP&T Wireless, Inc. (APTW) is engaged in development of the SEALink South Submarine Fiber Optic Cable System ("SEALink South" or "Project") to help bring high-speed broadband to remote, rural communities and Tribal populations in southeast Alaska. The Project is funded with private capital and grant funds supplied by the United States Department of Agriculture (USDA) Rural Utilities Service (RUS) Broadband ReConnect Program. The Project consists of a planned fiber optic telecommunications cable system connecting the underserved communities of Craig, Klawock, and Hollis on Prince of Wales Island, in addition to connecting the existing SEALink "North" system to the community of Ketchikan (**Figure 1**).

The purpose of SEALink South is to construct local networks to provide high-speed broadband (capable of 100 megabytes per second [mbps] symmetrical service) to premises in the rural and underserved communities of Hollis, Klawock, and Craig, helping to enhance telecommunication resiliency and redundancy for residents on Prince of Wales Island. The Project would help fortify long-term economic and community stability on Prince of Wales Island, where legacy industries such as timber and mining have been in decline and where residents have ever-increasing need for broadband to support telemedicine, distance learning, remote working, civic engagement, ecommerce, tourism marketing, and sharing cultural resources and knowledge. Additionally, SEALink South would significantly enhance the value of the previously constructed SEALink "North" project for the region.

The Project would include one submarine cable route from Coffman Cove (Prince of Wales Island) to a branching unit in Clarence Strait, a route from the branching unit to Ketchikan (Revillagigedo Island), and a route from the branching unit to Hollis (Prince of Wales Island). The entire route would be on state submerged and tidal lands, no federal waters would be crossed. ADNR Mining, Lands and Water is the land manager for most submerged and tidal lands. Certain Project lands at Hollis and Ketchikan landings are governed through State interagency land management agreements identifying Alaska Department of Transportation and Public Facilities (DOT-PF) as the state land manager.

On Prince of Wales Island, a terrestrial transport cable route consisting of aerial cable (on existing poles) and small portions of buried cable (using horizontal directional drilling [HDD]) would connect the Hollis landing with Hollis, Klawock, and Craig. Community distribution buildouts in Hollis and Klawock would also be constructed. A short terrestrial route consisting of aerial cable (on existing poles) would also connect the new Ketchikan landing to existing broadband system infrastructure. For the Prince of Wales Island terrestrial transport cable route, DOT-PF has jurisdiction across State highway rights of way under the October 8, 1998, Director's Cooperative Management Agreement between DOT-PF and Alaska Department of Natural Resources (ADNR).

The proposed project routes cross private, State of Alaska, U.S. Forest Service (USFS) lands, and on Revillagigedo Island, Ketchikan Gateway Borough lands. The Project would provide upgraded service

within the Prince of Wales Hyder Census area, which is not part of any organized State Borough. The City of Craig and the City of Klawock are both first class cities under the Alaska State Constitution.

Project infrastructure includes submarine cable infrastructure, terrestrial crossing infrastructure, and cable landing infrastructure. The Project involves the development, marine and terrestrial surveying, construction, and operation of the SEALink South cable system. The approximate cable segment distances and details are provided in **Table 1 Sealink South Route Summary**. The cable route and landings are subject to final design. Recommendations resulting from the environmental review and permitting stages may influence the route design described in this report.

Table 1. SEALink South Route Summary

Segment	From / To	Approx. Distance (miles)	Construction Method
SUBMARINE ROUTE			
Marine Segment 1	Coffman Cove to BU1	50.9	Surface-laid submarine cable
Marine Segment 2	BU1 to Hollis	31.5	Surface-laid submarine cable
Marine Segment 3	BU1 to Ketchikan	14.9	Surface-laid submarine cable
TERRESTRIAL ROUTE			
Hollis to Klawock and Klawock Distribution Buildout	Prince of Wales Island	32.4	New aerial fiber strung on existing poles and new bore (using HDD)
Hollis Distribution Buildout	Prince of Wales Island	8.5	New aerial fiber strung on existing poles and new bore (using HDD)
Craig Distribution Buildout	Prince of Wales Island	10.9	New aerial fiber strung on existing poles
BMH Ketchikan to Central Office	Revillagigedo Island	0.9	New aerial fiber strung on existing poles

KEY:
BMH = beach manhole
BU1 = Branching Unit 1
HDD = horizontal directional drilling

Priority Consideration

APTW wishes to avail itself of priority consideration and expedited processing times afforded via Governor Dunleavy's May 29, 2019 Administrative Order 310, which was created specifically for Alaska's ReConnect-funded projects (https://gov.alaska.gov/admin-orders/administrative-order-no-310/).

Coffman Cove Landing

The cable system would begin at Coffman Cove, an existing landing under APTW's SEALink "North" project (a project funded by USDA ReConnect Round 2, constructed 2022). This landing is sited on a private parcel (Lot 2, Block 2 Etolin View Subdivision; Plats 2008-42 and 2008-14) in a residential subdivision (**Sheet 1**). The submarine cable would be pulled through existing buried conduit to land at the existing BMH (**Figure 2**). Entry authorization and easement were authorized for this landing in 2022 (ADL 109223).

Marine Segment 1: Coffman Cove to BU1

The first submarine cable segment would begin at Coffman Cove, exiting the existing BMH (55.99917 N, 132.784817 W) and entering the sea via an existing buried HDPE conduit constructed in an effort separate to this project. This segment would consist of a mixture of single armor and double armor cable and stretch approximately 51 miles, connecting Coffman Cove to the branching unit (BU1) in Clarence Strait (approximately 55.4703 N, 132.0495 W). Care would be taken to route the cable with adequate separation from other in-service cables (e.g., Alaska United SE [SEAK] cable) or through crossing agreement arrangements.

The route would follow the eastern edge of Prince of Wales Island, traveling south through Clarence Strait. Clarence Strait has several deep areas. Publicly available seafloor samples describe the seabed to be covered in soft unconsolidated sediment. To the extent possible, the cable would avoid ridges and other bathymetric features and stay in channels that would better support the protection of the cable.

Marine Segment 2: BU1 to Hollis Landing

From BU1, the cable would transition to a second submarine cable segment and travel approximately 31 miles to terminate in a new BMH in Hollis on Prince of Wales Island. This cable would be routed from BU1 southwest around Grindall Island and roughly parallel to the Ketchikan-Hollis ferry route, traveling west into Kasaan Bay. The seabed in this segment is believed to be predominantly rocky seabed with pockets of mud and/or sand. The approach into Hollis is more shallow than other areas along the route, and a second, smaller installation vessel may be required for the pre-lay shore end.

The Hollis landing site would be sited on submerged, tidal, and upland State of Alaska land that is managed by DOT-PF as a State ferry landing site (ASLS 960031) (**Figure 3**). The Hollis BMH would be located 55.480971 N, 132.651214 W. Seaward and landward of the BMH, two (2) four-inch diameter HDPE conduits (project and spare) would be installed. The landward conduits would run to the nearest utility riser pole and the seaward conduits would run to the seaward bulkhead. The southernmost landward aerial utility pole is on State of Alaska land, whereas the utility pole directly north of it is on Mental Health Trust land. APTW has an existing utility easement with Mental Health Trust on the adjacent uplands, with utility poles and utility lines on the northern end of the property.

Prince of Wales Island: Hollis, Klawock, Craig

Terrestrial fiber optic cable networks in the rural, remote communities of Craig, Klawock, and Hollis on Prince of Wales Island would utilize existing utility poles and established utility corridors to avoid new disturbances. From the Hollis BMH, the old transport cable would be replaced with new transport cable

routed on existing poles north to Hollis Road and extend east past the Inter-Island Ferry Terminal and west to Klawock and beyond (**Figure 1**). On the route to Klawock, the aerial cable would follow Hollis Road to enter an existing AP&T telecommunications facility (across the street from the Hollis Volunteer Fire Department) on Mental Health Trust lands via existing poles and a short (~65 feet) section of boring using HDD or existing conduit if there is ample space.

Following the existing utility pole line along Hollis Road west to Klawock, the terrestrial aerial cable system consists of a distribution network throughout Klawock, extending north to the Klawock Airport and north on Salt Chunk Lane. Burial may be used for fiber drops to premises. The transport cable route connects with an existing fiber optic line south to Craig, following Craig-Klawock Highway, along an approximately 8-mile-long stretch. This fiber optic cable route has already been constructed in an effort separate from this project and no new cable would be needed. A new aerial fiber distribution cable network would be added on existing utility poles around Port St. Nicholas along Port St. Nicholas Road to the road end. As in Klawock, burial may be used for fiber drops to premises. No activities are proposed on Alaska Department of Natural Resources (ADNR) lands or other State lands outside of the DOT-PF right of way (ROW) along the terrestrial transport route on Prince of Wales Island.

Marine Segment 3: BU1 to Ketchikan Landing

From BU1, the third submarine cable segment would branch east and travel approximately 15 miles southeast through the Tongass Narrows to land at Ketchikan on Revillagigedo Island. On the approach to Ketchikan, data review identifies the seabed as predominantly mud, with poorly sorted compacted aggregate ranging in size from silt to boulder. The route would roughly parallel the existing SEAK fiber optic cable, with at least one unavoidable crossing. Crossing agreements would be secured as necessary.

The cable would terminate in a new BMH on Peninsula Point in Ketchikan (55.38128 N, 131.73450 W; Parcel ID: 013240044500). Two (2) 4-inch diameter HDPE conduits would be installed seaward of the BMH, and two (2) 4-inch diameter HDPE conduits would be installed landward to the BMH. One set of conduits would serve the proposed project and a second spare conduit for contingencies. The landing would be adjacent to a floatplane facility and a rock jetty (**Figure 4**). The landing property is owned by the State of Alaska and has existing power cable infrastructure and utility distribution system in the immediate vicinity. The State of Alaska has an interagency agreement between ADNR and DOT-PF, where DOT-PF manages the land.

Ketchikan

A short (approximately 1-mile-long) backhaul would be routed on existing utility poles south along the North Tongass Highway to the existing telecommunications facility on Misty Marie Lane (**Figure 4**). There would be no distribution or fiber drops in Ketchikan.

1.2 Construction Methods

Marine Installation

Submarine cable installation is very low impact compared to other marine construction activity common throughout Alaska. The Project would not require pile-driving, use of a spud barge, submarine drilling (e.g., for rock socketing), underwater blasting, or dredging. The submarine cable would be surface laid in marine waters using a purpose-built or modified cable lay vessel or barge suitable to perform all necessary

operations to install the cable successfully and safely in the anticipated conditions. The construction support vessels would likely be ships of opportunity hired locally and dependent on availability at the time of construction. The submarine cable segments are anticipated to be entirely surface laid. Approximately 97 miles of submarine cable would be installed.

The Project is currently targeting installation of the submarine and terrestrial cable segments in 2nd quarter 2024 with marine construction/installation activities commencing in Q3/Q4 2024. In this scenario, the submarine cable segments would likely be installed between August to October for a duration up to 20 days using dedicated cable lay vessel(s). Staffing of the cable lay vessel(s)/barge(s) would allow all planned work to be carried out continuously over a 24-hour/day basis for offshore activities. No ice-breaking assistance would be required.

To protect marine mammals and reduce vessel noise and greenhouse gas emissions, APTW has committed to limiting vessel speeds to 9 knots during the relocation and transit between marine workstations. During cable laying operations, vessel speed would be reduced further to 3 knots or less.

Although the cable laying method would ultimately be dependent upon the contracted installation plan, the submarine cable would likely be floated from the installation vessel to each shore-end landing where it would be pulled to shore and secured in the BMH. The installation vessel would then proceed to install the cable offshore to the next landing point. To lay the cable on the seafloor, the cable would be installed directly from the vessel with adequate slack management to ensure the submarine cable does not lay on the seabed with any suspension or coiling.

Differential geographic positioning system navigation would be used during installation of the cable segments. Extensive records would be maintained to track the exact location of the cable-lay ship during the installation process, as well as the touch down points of the cable when installed on the seabed. After installation, the data would be compiled into a standard-format cable record. As-built cable records would be submitted to ADNR as part of the submerged land easement plat documentation.

Beach Landings

As discussed above, the Hollis and Ketchikan landings are on State of Alaska land managed by DOT-PF. Only the existing Coffman Cove landing is on State tidelands and shoreline managed by ADNR.

APTW would construct or contract construction of beach landing facilities, including the BMH and seaward conduit with bulkheads, on public State tidelands and submerged tidelands using a “mini-sized” tracked excavator. Where conditions preclude the seaward conduit from being buried by an excavator at low tide, the seaward conduit may be pinned to the seabed or otherwise anchored to a submerged concrete bulkhead to provide seaward stability and prevent the conduit from floating off the seabed.

The total time to install a pre-cast concrete BMH vault and seaward conduit is estimated at 2 to 3 days at each landing. BMHs, measuring 7 feet (length) x 5 feet (width) x 6.2 feet (height), are planned for the Hollis and Ketchikan landings. Installation of each BMH vault would be on State of Alaska land that is managed by the DOT-PF lands and require the excavation of an 8 feet (length) x 6 feet (width) x 7.5 feet (height) hole. Excess material from the excavation (spoils) would be removed offsite.

Crews would access the landing site(s) for construction and cable installation activities via existing public roads and would lodge at their homes or in nearby communities. Staging of equipment and materials would occur on-site and would be compliant with local construction permit requirements obtained at each location.

Temporary trenches would be excavated across the tidelands at the Hollis and Ketchikan landings to install two parallel 4-inch diameter conduits landward and seaward of the BMHs. APTW would use a mini excavator to excavate temporary, shallow (~18-24 inch) trenches, which would extend from the BMH to the lower low water mark. In addition, a 10-foot-wide temporary erosion and sediment control (TESC) area would be required to position the equipment to excavate the trench, side cast material, and bury the 4-inch inner diameter HDPE conduit. This TESC would extend the length of the conduit.

2 LAND USE PERMIT

The SEALink South project is undergoing an extensive evaluation of potential environmental impacts under the National Environmental Policy Act (NEPA). This process includes consultations with the National Marine Fisheries Service (NOAA Fisheries) and U.S. Fish and Wildlife Service (USFWS) on protected and candidate species, designated critical habitat, and essential fish habitat, as well as consultations with the Alaska Office of History and Archaeology (OHA, i.e., the State Historic Preservation Office [SHPO]) on cultural resources.

Although submarine cable systems are considered low-impact projects and benign to the marine and terrestrial environments, several interrelated Federal, State, and local government entities would be involved throughout the permitting process to authorize the installation of this system. The project was issued a nationwide permit (NWP) #6 from the U.S. Army Corps of Engineers (USACE; POA-2022-00445) to conduct a seafloor survey of the offshore environment in 2023 and identify suitable cable routes for the planned submarine cable segments. The purpose of the survey is to collect geophysical (i.e., multibeam echo sounder, side scan sonar, sub-bottom profiler) and geotechnical (i.e., gravity cores and grab samples) data to identify seabed bathymetry and bathymetric features, surface and subsurface geology, and any seafloor and substrate obstructions (e.g., existing cable systems) or limitations. The consultant used this data to identify the best and most environmentally sensible cable routes.

Additionally, the Applicant is applying for NWP #57 Utility Line authorization from USACE. Permits would be obtained from DOT-PF to install the utility along highway ROWs and landings under Alaska interagency agreements. The Applicant is also coordinating with USFS to amend APTW's existing Special Use Permit (SUP) (Authorization ID: PET659) to route this utility project across USFS lands and property.

3 PLANNED ACTIVITIES

3.1 Legal Description

Infrastructure (BMH and seaward conduit) was previously installed at the Coffman Cove landing (Lot 2, Block 2 Etolin View Subdivision; Plats 2008-42 and 2008-14) for the SEALink "North" Project (**Sheet 1**). No new land disturbing construction would occur as part of the SEALink South project, as APTW would install the submarine cable in an existing seaward conduit (ADL 109223).

At the Ketchikan (**Sheet 2**) and Hollis landings (**Sheet 3**), seaward conduit would be installed from the mean higher high water mark to the conduit bulkhead installed at the low water mark. Both landings would be on State of Alaska land managed by DOT-PF. Maps with Township, Range, and Section information for the full route of the proposed fiber optic cable easement are provided in **Attachment 1.**

3.2 Terrain/Ground Cover

Marine Route

Surficial geology in fjords and inlets of southeast Alaska are expected to be predominantly glacial till, glaciomarine sediments, and/or fluvial sediments of variable thickness over bedrock. The submarine cable route design is based on marine survey results and targets soft sediment, avoiding hard substrates, macroalgae, eelgrass, and critical habitats whenever possible. The entirety of the submarine cable route would be surface laid (i.e., no burial is proposed). The submarine cable would be 2 inches in diameter or less, resulting in a very small footprint on the surface of the seafloor. Because no burial (e.g., trenching) is proposed, there would be no changes to the seafloor terrain, aside from the addition of the permanent submarine cable.

3.3 Access

Submarine cable installation is anticipated to be completed by 1-2 specifically designed cable ships equipped with crew accommodations. For landing construction, personnel would access the site via existing public/private roads/easements and lodge at their homes or in nearby communities.

3.4 Other Structures

Pre-cast concrete bulkheads would be installed in the intertidal zone of the new landings (i.e., Hollis and Ketchikan landings) to provide seaward stability and prevent the conduit from floating off the seabed. Each seaward bulkhead would be permanent and measure 3.3 feet (length) x 1.6 feet (width) x 1.6 feet (height).

Temporary trenches would be excavated at the Hollis and Ketchikan landings to install the HDPE conduit in the intertidal zone. At these two landing sites, APTW would use a mini excavator to excavate temporary, shallow (~18 to 24 inches) trenches, which extend from the BMH to the lower low water mark. In addition, a 10-foot-wide temporary erosion and sediment control (TESC) area would be required at each of the new landing sites to position the equipment to excavate the trench, side cast material, and bury the 4-inch inner diameter HDPE conduit. This TESC would extend the length of the conduit. Construction is anticipated to begin in the 2nd quarter of 2024. Shoreward of ADNR managed lands, BMH vaults would be installed in support of the project.

3.5 Power Source

Equipment installed in association with the SEALink South project would receive electrical power from the Prince of Wales Island and Ketchikan electrical grids, which are predominantly hydropower-based. The cable installation vessel(s) would utilize its on-board generators and propulsion systems. The vessel(s) would mobilize with sufficient fuel to perform the installation.

Field construction equipment would utilize built-in fuel systems. Equipment would be transported to the site full of fuel and ready for use. If on-site refueling is required, it would be delivered through use of fuel containers up to twenty gallons delivered by APTW staff or contractors. No fuel would be stored at the construction site.

3.6 Waste Types, Water Sources, and Disposal Methods

No discharge is anticipated during beach construction and submarine cable laying activities. Any waste substances from the cable laying vessel would be disposed of in port in accord with MARPOL Annex V.

3.7 Hazardous Substances

APTW does not anticipate waste, contamination, or toxic substances being produced in association with submarine cable laying activities and tideland construction activities. Using NEPAssist—a tool that facilitates the environmental review process and project planning in relation to environmental considerations—a review of historic information was conducted to identify site contamination and hazardous waste sites within the Project area. The assessment revealed no evidence of Toxic Release Inventory, Superfund, Brownfield, or Toxic Substance Control Act sites in connection with ADNR lands within the Project area.

Marine Activities

Submarine cable installation would be completed by 1 to 2 purpose-built or modified cable laying vessels or barges. Like any marine vessel, the cable laying vessel used for the Project would have fuel, lubricating oils, hydraulic fluid, and similar substances aboard, including tens of thousands of gallons of fuel for operational purposes. Marine operations would comply with all MARPOL, Federal and State requirements, and with the Contractor's environmental health and safety policies.

The ship would hold petroleum-based fuel, lubricant, and hydraulic oils required for the operation of the cable ship during cable-laying activities. The cable laying ship would be equipped with appropriate spill response kits to immediately address any releases of oil or fuel while the vessel is operating.

To minimize the risk of introducing contaminants into the marine environment, all instruments and equipment would be checked prior to deployment to ensure that there are no contaminant leaks (e.g., oil, fuel, hydraulic fluid) which could affect marine resources in the Project area. If any instruments or equipment is found to not be in good working order, it would be removed from service until all necessary repairs have been made which would prevent a release of contaminants. Also, the crew of the vessel used to lay the cable would try to minimize detergents and other noxious substances that might be washed overboard as part of an effort to clean instruments or equipment used during the cruise or in day-to-day operation of the vessel.

Terrestrial Activities

APTW does not anticipate waste, contamination, or toxic substances being produced in association with tideland construction activities. APTW recognizes that equipment contains fuel and other fluids (e.g., hydraulic fluid) that has the potential to be inadvertently released. Typically, accidental releases from heavy construction equipment are a result of deferred maintenance or equipment in poor condition. Equipment required for terrestrial construction (e.g., mini excavators or boring equipment) would be fueled, serviced, and maintained at AP&T's service centers/property. No fuel, lubricating fluids, or working fluids would be stored at terrestrial construction sites. APTW recognizes that all vehicles include a risk of leaks, and thus would use well-maintained equipment, which would be checked daily for leaks and other signs of malfunction. APTW would use "mini-excavators" for beach construction, which contain significantly less fuel and hydraulic fluid than conventional excavators.

Best management practices would be implemented for all terrestrial construction areas to avoid any inadvertent discharge into adjacent waters. In the highly unlikely event of an inadvertent fluid release, containment and clean-up operations would commence immediately following detection per the direction of an onsite Spill Prevention, Control, and Countermeasure Plan. For releases on land or water, the responsible party would be required to contain the spill and prevent fluid from migrating or flowing from the immediate area of the discharge. If cleanup activities pose a threat to a sensitive resource or public safety, then construction activities would cease immediately until a plan to proceed is coordinated with the assigned State spill on-scene coordinator.

Additional containment and mitigation measures may include the following:

- In tidelands of ground disturbing activities, measures would be implemented as needed to prevent silt laden water from flowing into a nearby water body.
- Site clean-up would commence after completion of excavation or a release is contained. Clean-up would include removal of all visible debris located in accessible areas. Removal methods would vary based on site-specific conditions. After clean-up, the area would be returned as close to the original condition as possible.

3.8 Water Supply

Not applicable.

3.9 Parking Areas and Storage Areas

No long-term or short-term parking or storage areas are proposed on submerged or tidal ADNR-managed lands.

3.10 Number of People Using the Site

The human resources required for the Project's installation are highly skilled and specialized. Workers building the terrestrial sections would be existing experienced APTW employees or local contractors with a track record of experience successfully completing similar work. Contracting opportunities exist for the supply of various materials and equipment, fuel, materials storage, and inspection services. Local contractors and residents would be hired to help install the cable across Prince of Wales Island, build and

install the BMHs and community tie-ins. Approximately six staff (1 supervisor and 5 workers) would be utilized for BMH vault, seaward conduit, and bulkhead installation.

On the marine vessel, crew size is anticipated of up to approximately 12 to 15 vessel crew members, dependent upon the final installation vessel selection. Up to three Protected Species Observers may also be present on the vessel.

3.11 Maintenance and Operations

Once in operation, the SEALink South cable system would be used to transfer digital communications and data between the existing system landing at Coffman Cove, rural communities connected to the system, and the Ketchikan Central Office terminus. Submarine fiber optic cables typically operate for 25 years; however, industry experience is suggesting that the actual lifespan often extends to 30+ years. Routine maintenance for the marine segments of the network is unnecessary due to the relative stability of the ocean-bottom environment.

3.12 Closure/Reclamation Plan

Upon installation, sediment would be placed over the buried seaward conduit and restored to pre-construction beach conditions. As the submarine cable would be laid on the seafloor, no trenching would occur and minimal seafloor disturbance is expected.

4 ATTACHMENTS

Figures

- **Figure 1.** Route Overview
- **Figure 2.** Coffman Cove Existing Easement Plat
- **Figure 3.** Hollis Submarine Cable Landing
- **Figure 4.** Ketchikan Submarine Cable Landing

Sheets

- **Sheet 1.** Coffman Cove Landing
- **Sheet 2.** Ketchikan Landing
- **Sheet 3.** Hollis Landing

Maps

- **Attachment 1.** ADNR Map Compilation

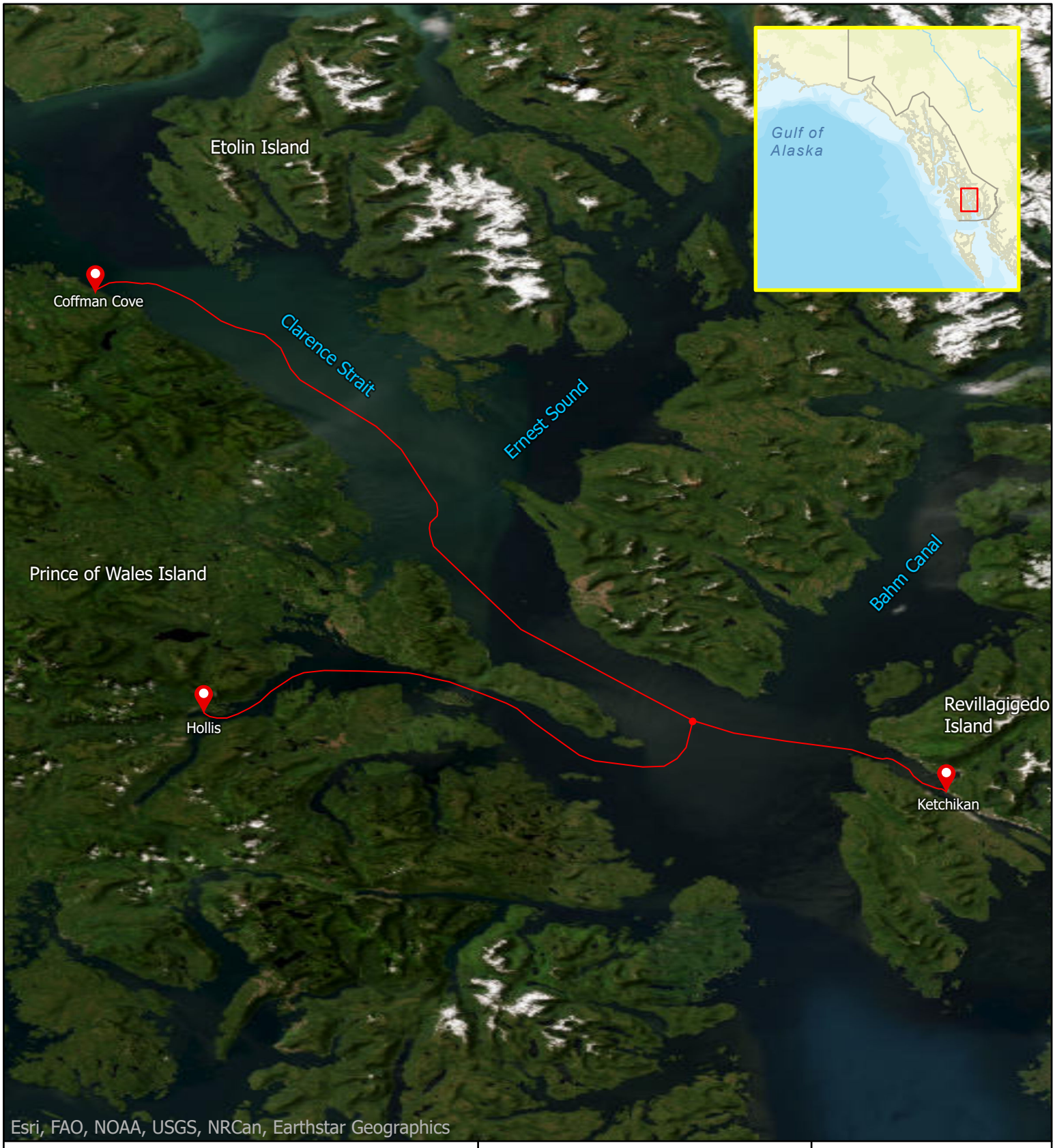

Figure 1

Overview of SEALink South Project Route

Prepared by: 48 north solutions

Applicant: APTW
Waterway: Clarence Strait, AK
Proposed Activity: Fiber Optic Cable
Lat.: 55.804888
Long.: -132.416059

Legend

- Proposed Route
- Landing Locations

N

0 5 10 20 Miles

Scale: 1:706,993
Source: ESRI, 48 NORTH, APTW
Date: 01/10/2023
Spatial Reference: WGS 1984

DISCLAIMER
The accuracy of source information cannot be verified; therefore, all linework, labeling, and markings appearing on this figure may be subject to errors or omissions in positions, classifications, and interpretations. This figure should only be used as a visual guide for general overview purposes.

Figure 2
SEALink South
Coffman Cove Submarine Cable Landing
Tax Parcels

Prepared by: 48 north solutions

Applicant: APTW
Waterway: Clarence Strait, AK
Proposed Activity: Fiber Optic Cable
Lat.: 55.993097
Long.: -132.781111
MTR: C068S082E

Legend
- Proposed Route
- Landing Location
- Parcel Boundaries

N

0 175 350 700 Feet

Scale: 1:4,364
Source: ESRI, 48 NORTH, APTW
Date: 09/28/2022
Spatial Reference: WGS 1984

DISCLAIMER
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Figure 3
SEALink South
Hollis Submarine Cable Landing
Tax Parcels

Prepared by:
48 north solutions

Applicant: APTW
Waterway: Twelvemile Arm, Kasaan Bay, AK
Proposed Activity: Fiber Optic Cable
Lat.: 55.481128
Long.: -132.648544
MTR: C074S084E

Legend
- Parcel Boundaries
- Proposed Route
- Landing Location

N

0 250 500 1,000 Feet

Scale: 1:6,908
Source: ESRI, 48 NORTH, APTW
Date: 08/22/2023
Spatial Reference: WGS 1984

DISCLAIMER
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Figure 4
SEALink South
Ketchikan Cable Landing
Tax Parcels

Prepared by: 48 north solutions

Applicant: APTW
Waterway: Tongass Narrows, AK
Proposed Activity: Fiber Optic Cable
Lat.: 55.384022
Long.: -131.736353
MTR: C075S090E

Legend

- Proposed Route
- Landing Location
- Parcel Boundaries

N

0 175 350 700 Feet

Scale: 1:4,428
Source: ESRI, 48 NORTH, APTW
Date: 08/22/2023
Spatial Reference: WGS 1984

DISCLAIMER
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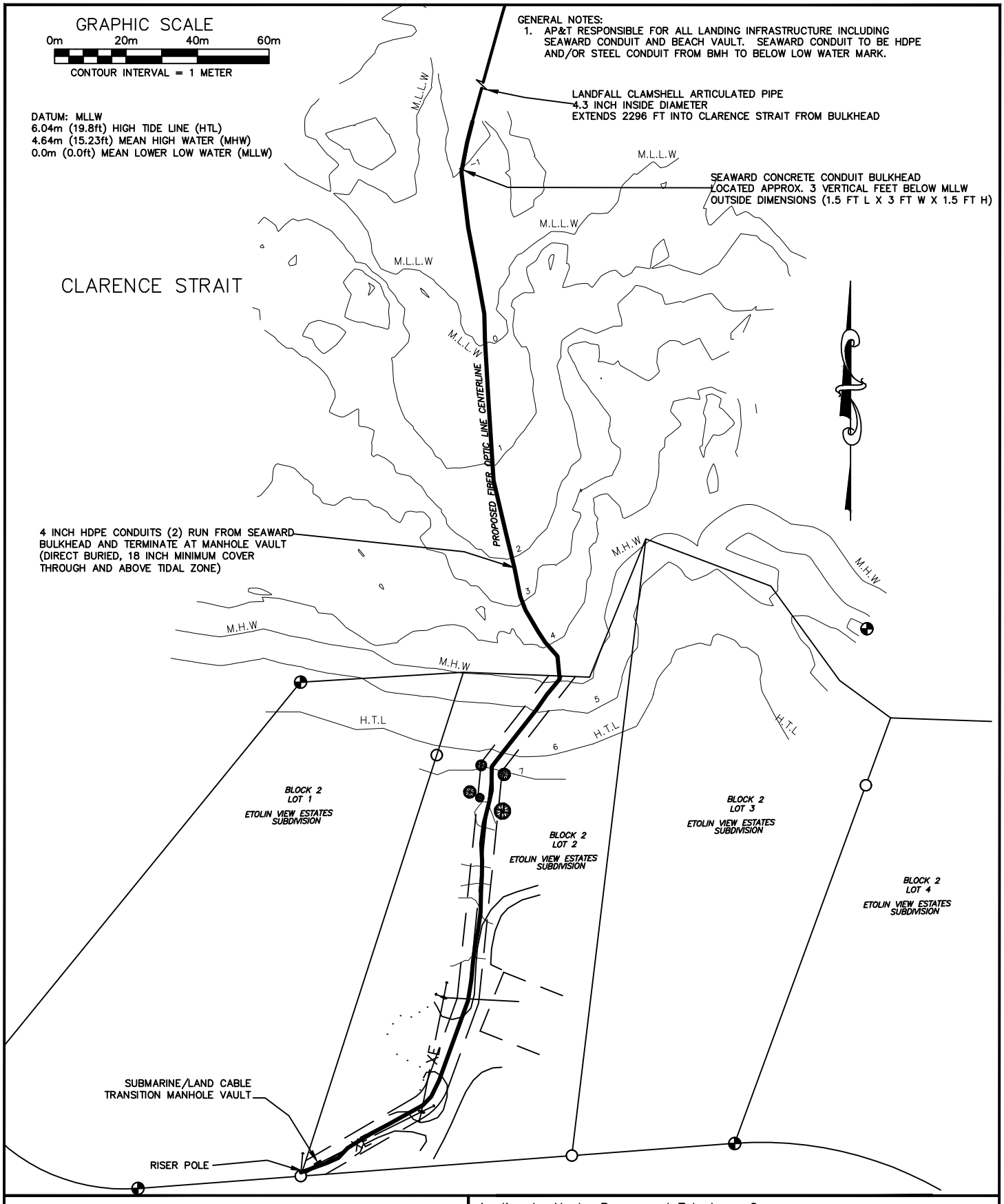
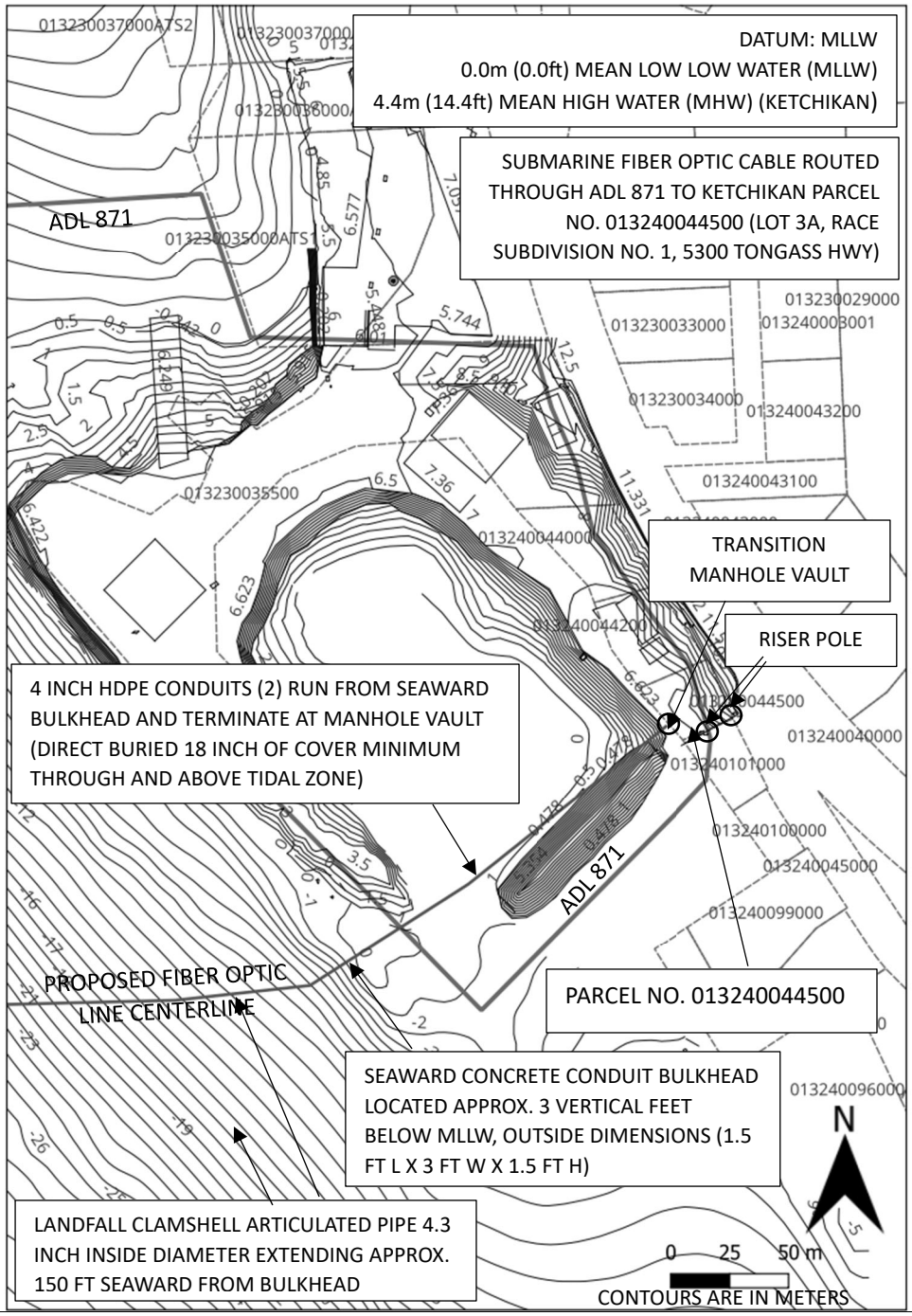


ALASKA POWER & TELEPHONE COMPANY

Applicant: Alaska Power and Telephone Company
File No.: POA–2021–00178
Waterway: CLARENCE STRAIT
Proposed Activity: COFFMAN COVE Seaward Cable Layment
Sec. 6 T. 68S R. 82E M. Copper River
Lat.: Long.:

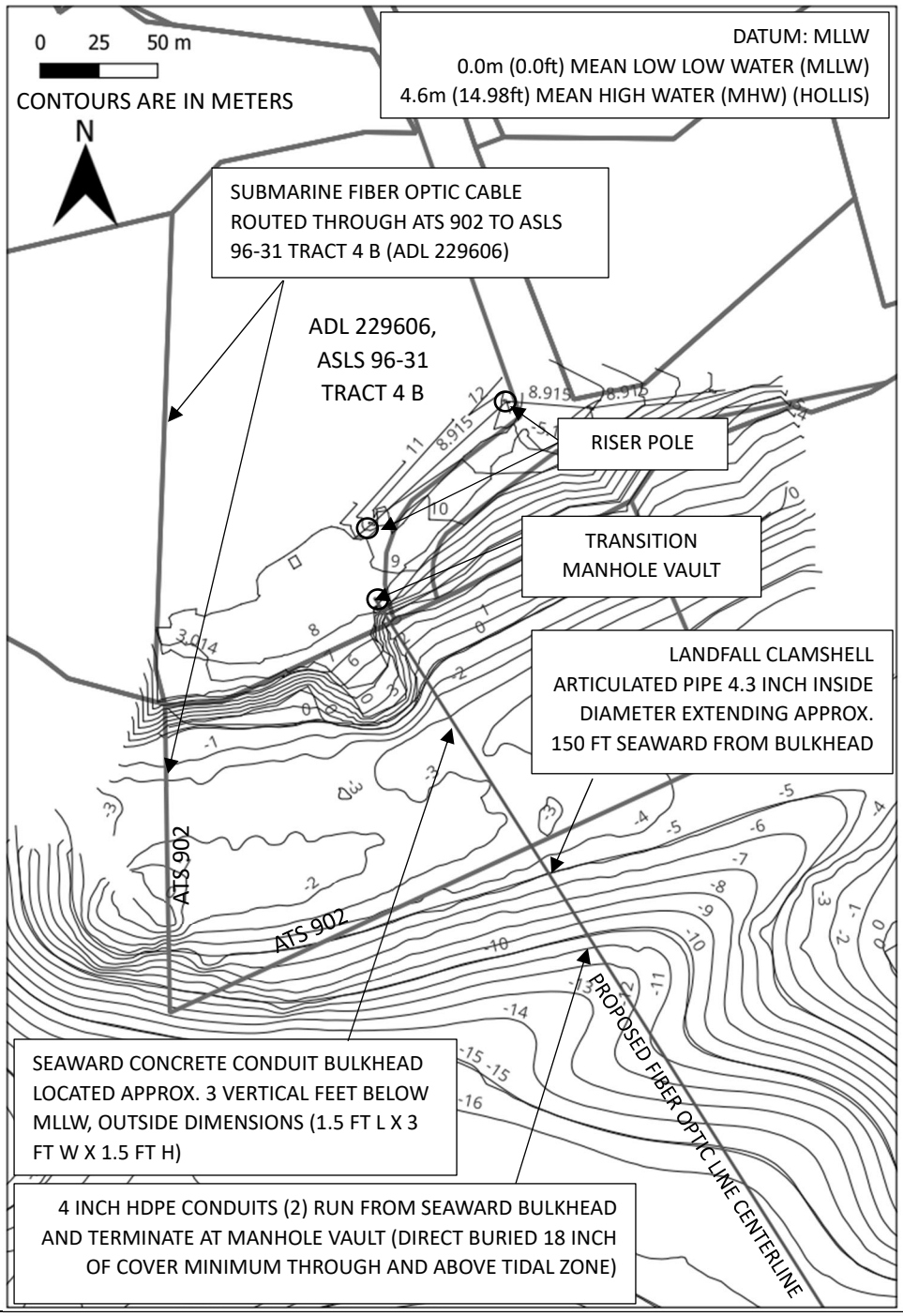
DATE October 29, 2021



AP&T RESPONSIBLE FOR ALL LANDING INFRASTRUCTURE INCLUDING SEAWARD CONDUIT AND BEACH VAULT. SEAWARD CONDUIT TO BE HDPE AND/OR STEEL FROM TRANSITION VAULT TO BELOW LOW WATER MARK.

ALASKA POWER & TELEPONE COMPANY

Applicant: Alaska Telephone Company (ATC)
Waterway: Tongass Narrows/Clarence Strait Proposed Activity: Ketchikan Seaward Cable Layment
S: 09 T: 075S R: 090E M: C
Date: 22 August 2023 Sheet 2 of 3



AP&T RESPONSIBLE FOR ALL LANDING INFRASTRUCTURE INCLUDING SEAWARD CONDUIT AND BEACH VAULT.
SEAWARD CONDUIT TO BE HDPE AND/OR STEEL FROM TRANSITION VAULT TO BELOW LOW WATER MARK.

ALASKA POWER & TELEPONE COMPANY

Applicant: APT Wireless, Inc. (APTW)
Waterway: Kasaan Bay / Clarence Strait
Proposed Activity: Hollis Seaward Cable Layment
S: 04 T: 074S R: 084E M: Cooper River
Date: 22 August 2023 Sheet 3 of 3

1. MV_PLSS_SECTION

1.1. Report Data

MV_PLSS_SECTION									
Source: Alaska Department of Natural Resources, Information Resource Managment									
Acres	**Index**	**Info Link**	**Map Label**	**Meridian**	**MTR**	**MTRS**	**Refresh Date**	**Section**	**Section Index**
640	2778	http://dnr.alaska.gov/dnrservices/rest/township/information/C069S084E/pdf	4	C	C069S084E	C069S084E04	12/01/2021	4	621998
640	2778	http://dnr.alaska.gov/dnrservices/rest/township/information/C069S084E/pdf	9	C	C069S084E	C069S084E09	12/01/2021	9	148558
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640	2778	http://dnr.alaska.gov/dnrservices/rest/township/information/C069S084E/pdf	15	C	C069S084E	C069S084E15	12/01/2021	15	147759
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640	2778	http://dnr.alaska.gov/dnrservices/rest/township/information/C069S084E/pdf	23	C	C069S084E	C069S084E23	12/01/2021	23	148597
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640	2779	http://dnr.alaska.gov/dnrservices/rest/township/information/C070S084E/pdf	1	C	C070S084E	C070S084E01	12/01/2021	1	148632
615	23144	http://dnr.alaska.gov/dnrservices/rest/township/information/C070S085E/pdf	6 (615)	C	C070S085E	C070S085E06	12/01/2021	6	479179
617	23144	http://dnr.alaska.gov/dnrservices/rest/township/information/C070S085E/pdf	7 (617)	C	C070S085E	C070S085E07	12/01/2021	7	526698

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640	23144	http://dnr.alaska.gov/dnrservices/rest/township/information/C070S085E/pdf	20	C	C070S085E	C070S085E20	12/01/2021	20	468374
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640	2807	http://dnr.alaska.gov/dnrservices/rest/township/information/C072S085E/pdf	1	C	C072S085E	C072S085E01	12/01/2021	1	148730
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607	2856	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S087E/pdf	6 (607)	C	C073S087E	C073S087E06	12/01/2021	6	6923
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640	2856	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S087E/pdf	5	C	C073S087E	C073S087E05	12/01/2021	5	140528
640	2856	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S087E/pdf	8	C	C073S087E	C073S087E08	12/01/2021	8	533794
640	2856	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S087E/pdf	9	C	C073S087E	C073S087E09	12/01/2021	9	140063
640	2807	http://dnr.alaska.gov/dnrservices/rest/township/information/C072S085E/pdf	2	C	C072S085E	C072S085E02	12/01/2021	2	148731
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640	2834	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S086E/pdf	21	C	C073S086E	C073S086E21	12/01/2021	21	579965
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640	2834	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S086E/pdf	36	C	C073S086E	C073S086E36	12/01/2021	36	154230
640	2835	http://dnr.alaska.gov/dnrservices/rest/township/information/C074S086E/pdf	1	C	C074S086E	C074S086E01	12/01/2021	1	154231
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640	2856	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S087E/pdf	16	C	C073S087E	C073S087E16	12/01/2021	16	140066
640	2808	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S085E/pdf	22	C	C073S085E	C073S085E22	12/01/2021	22	7441

640	2808	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S085E/pdf	23	C	C073S085E	C073S085E23	12/01/2021	23	145806
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640	2808	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S085E/pdf	21	C	C073S085E	C073S085E21	12/01/2021	21	145775
614	2878	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S088E/pdf	31 (614)	C	C073S088E	C073S088E31	12/01/2021	31	150587
616	3126	http://dnr.alaska.gov/dnrservices/rest/township/information/C074S088E/pdf	6 (616)	C	C074S088E	C074S088E06	12/01/2021	6	473369
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640	2856	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S087E/pdf	22	C	C073S087E	C073S087E22	12/01/2021	22	140944
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621	2923	http://dnr.alaska.gov/dnrservices/rest/township/information/C074S090E/pdf	30 (621)	C	C074S090E	C074S090E30	12/01/2021	30	155297
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618	2900	http://dnr.alaska.gov/dnrservices/rest/township/information/C074S089E/pdf	18 (618)	C	C074S089E	C074S089E18	12/01/2021	18	5787
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613	2808	http://dnr.alaska.gov/dnrservices/rest/township/information/C073S085E/pdf	30 (613)	C	C073S085E	C073S085E30	12/01/2021	30	145812
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640	2721	http://dnr.alaska.gov/dnrservices/rest/township/information/C068S082E/pdf	24	C	C068S082E	C068S082E24	12/01/2021	24	471502
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640	2749	http://dnr.alaska.gov/dnrservices/rest/township/information/C068S083E/pdf	20	C	C068S083E	C068S083E20	12/01/2021	20	529419
640	2749	http://dnr.alaska.gov/dnrservices/rest/township/information/C068S083E/pdf	29	C	C068S083E	C068S083E29	12/01/2021	29	664172
640	2749	http://dnr.alaska.gov/dnrservices/rest/township/information/C068S083E/pdf	28	C	C068S083E	C068S083E28	12/01/2021	28	148465
640	2749	http://dnr.alaska.gov/dnrservices/rest/township/information/C068S083E/pdf	27	C	C068S083E	C068S083E27	12/01/2021	27	8051
640	2778	http://dnr.alaska.gov/dnrservices/rest/township/information/C069S084E/pdf	5	C	C069S084E	C069S084E05	12/01/2021	5	148557
640	2749	http://dnr.alaska.gov/dnrservices/rest/township/information/C068S083E/pdf	34	C	C068S083E	C068S083E34	12/01/2021	34	148469
END OF REPORT									

1.2. Report Information

Report Information	
Source ID	47
Source Name	MV_PLSS_SECTION
Source Description	
Run Date and Time	08/22/2023 09:10:07 AKDT
Record Count	127
SQL Statement	

```
SELECT ACRES,INDX,INFO_LINK,GEOM,MI_LABEL,MERIDIAN,MTR,MTRS,REFRESH_DATE,SECTION,SECINDX FROM MAPPER.MV_PLSS_SECTION WHERE 1 = 1 AND
MDSYS.SDO_RELATE(GEOM,?,'mask=ANYINTERACT')='TRUE'
```