

# CWA 401 Water Quality Certification Request

version 2.17

(Submission #: HQP-7ZWA-EKBVM, version 2)

Digitally signed by:  
dec.alaska.gov  
Date: 2026.07.02 09:00:13 -08:00  
Reason: Submission Data  
Location: State of Alaska

## Details

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**Site:** Noatak Airport Relocation

**Submission ID** HQP-7ZWA-EKBVM

## Form Input

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### Form Instructions

#### Form Instructions

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Instructions for filling out the 401 Prefiling Meeting Request Form are located on the Alaska DEC website at the link below.

[401 Prefiling Meeting Request Form Instructions](#)

**Agents:** For Delegation of Authority to act on behalf of the applicant in processing the application, use the following form, have signed, and upload with application.

- [Delegation of Authority - 401 Application](#)

### Contact Information (1 of 2)

#### Required Contacts

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The following **Contact Roles are REQUIRED**. Please select the appropriate role(s) for each contact and complete the contact details. Multiple role(s) may be assigned to each unique individual.

- **Applicant** (Responsible Party)
- **Billing Contact**

#### Contact Role(s)

Applicant

Billing Contact

## Contact

**Prefix**

Mrs.

**First Name**

melissa.jensen@alaska.gov

**Last Name**

melissa.jensen@alaska.gov

**Title**

Environmental Impact Analyst

**Organization Name**

AKDOT

**Phone Type**

Business

**Number**

9073881178

**Extension****Email**

melissa.jensen@alaska.gov

**Mailing Address**

2301 Peger Road

Fairbanks, Alaska 99709

[NO COUNTRY SPECIFIED]

## Contact Information (2 of 2)

### Required Contacts

The following **Contact Roles are REQUIRED**. Please select the appropriate role(s) for each contact and complete the contact details. Multiple role(s) may be assigned to each unique individual.

- **Applicant** (Responsible Party)
- **Billing Contact**

### Contact Role(s)

Applicant

Billing Contact

## Contact

**Prefix**

Mrs.

**First Name**

melissa.jensen@alaska.gov

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2301 Peger Road

Fairbanks, Alaska 99709

[NO COUNTRY SPECIFIED]

## Project / Facility Site Info

### Identify the applicable federal license or permit

A copy of the federal permit or license application is required to be submitted with the request for the water quality certification. (18 AAC 15.130, 18 AAC 15.180)

#### Federal Agency

Army Corps of Engineers (USACE)

Permit License Number (ex. USACE: POA-XXXX-XXXX; FERC: FERC-xxxx-xxxx; EPA: AK#####)

POA-2025-00495

#### Project Name or Title

Noatak Airport Relocation

#### Primary Receiving Waterbody Name

Noatak River

#### Estimated Project Dates (+/- 30 days)

Project Estimated Start Date	Project Estimated End/Completion Date
05/01/2026	10/31/2028

#### Approximate date(s) when any Discharge(s) may commence (+/- 30 days)

Description	Discharge Estimated Start Date	Discharge Estimated End Date
airport, access road, access road bridge, five staging area	05/01/2026	10/31/2028

#### Project Description (Nature of Activity, include all features)

Construct a new runway, taxiway, apron, lighting, a snow removal equipment building, and Federal Aviation Administration (FAA) Navigational Aids. The runway and taxiway would be built to FAA standards for a category B-II airport. The new access road to the airport would be approximately 2 miles long and 24-foot wide, with slopes that include signage for safety as required, and culverts installed to maintain surface drainage patterns.

-A two-lane bridge would cross Kuchoruk Creek and is designed to accommodate high water and afeis. Abutments would be placed on either side of the creek within the floodplain. Work would be required below the ordinary high water of the creek, and in-water work would include rip-rap replacement to reinforce the channel and stabilize the banks.

-Develop a local material source with an access road to a gravel bar on the Noatak River

-Extend above ground utility lines to the relocated airport

-Transport material and equipment using air and a winter trail

#### Project Purpose (Describe the reason(s) for discharge)

The existing airport is threatened by ongoing Noatak River erosion. The imminent erosion of the current runway necessitates permanent runway closure and relocation. A new airport is required to ensure safe and reliable air transportation to Noatak, Alaska. Air operations need to continue to the village. Barge traffic has ceased and there is no overland road to the village. The village is dependent on the airport for fuel and supplies.

#### Is any portion of the work already complete?

No

#### Description of current activity site conditions

Current airport design is based on use by the Cessna 208B and PA31 Piper Navajo. However, Noatak is an isolated and remote community requiring service by large cargo aircraft such as the Cessna 408, CASA C-212, Douglas DC-6, and Boeing L-100 L-100/L382, and medevac aircraft such as the Beechcraft 200. The aircraft parking apron is undersized for these larger aircraft. The width of the runway and the runway safety areas are below standard for the design aircraft. The communities proximity to the airport creates health and safety concerns regarding dust control. Incompatible adjacent land uses include proximity (less than 5,000 ft) of the runway to the community landfill, sewage lagoon, and bulk fuel storage. In addition, the airport lighting, segmented circle, wind cone, and SREB need replacement and the airport sur

#### Relevant Site Data, Photographs that Represent Current Site Conditions, or other Relevant Documentation

NONE PROVIDED

#### Comment

NONE PROVIDED

#### Is this a linear project? (i.e., utility line, road, etc.)

Yes

**Linear Feet**

10,560

**Project Address***[NO STREET ADDRESS SPECIFIED]*

Noatak, AK 99761

Visit the link below to help with conversion between DMS and Latitude/Longitude

[DSM - Lat/Long converter](#)**Project Location**

67.5558,-163.0447

Visit the following link if you need to convert the lat/long to get the **PLSS information**[Converter for Section, Township, and Range](#)**PLSS Location (Public Land Survey System)**

State Tax Parcel ID	Borough/Municipality	Meridian	Section	Township	Range
<i>NONE PROVIDED</i>	Northwest Arctic Borough	Kateel River	16-21, 28, 29	25N	19W

**Directions to Site**

Noatak, Alaska is located 48 miles northwest of Kotzebue, Alaska. Noatak is accessed by commercial aircraft from Kotzebue or by river boat traveling up the Noatak River. Noatak is not on the road system and transportation is limited to air, river boat or by snow machine during the winter. There is no river barge traffic to the village of Noatak. The new airport site would be two miles from the existing village.

**Federal Agency Contact (1 of 2)****Have you been working with anyone in the Federal Agency?**

Yes

**Federal Contact Role**

USACE

**Federal Agency Contact****First Name**      **Last Name**

Stephen              Moore

**Title**

Project Manager

**Organization Name**

USACE

**Phone Type**      **Number**              **Extension**

Business              907-753-5713

**Email**

Stephen.A.Moore2@usace.army.mil

**Federal Agency Contact (2 of 2)****Have you been working with anyone in the Federal Agency?**

Yes

**Federal Contact Role**

USACE

## Federal Agency Contact

**First Name** Stephen  
**Last Name** Moore  
**Title**  
Project Manager  
**Organization Name**  
USACE  
**Phone Type** **Number** **Extension**  
Business 907-753-5713  
**Email**  
Stephen.A.Moore2@usace.army.mil

## Dredge Material to be Discharged

Is dredging involved?

No

## Tier Analysis

A tier analysis is comprised of a layered approach to determine the need for testing the dredge material to aid in generating physical, chemical, toxicity and bioaccumulation information, but not more information than is necessary to make factual determinations. The tier analysis is a series of tiers (I ◆ IV) or levels of intensity (and cost) of investigation. It is necessary to proceed through the tiers only until information is sufficient to make factual determinations, no further testing is required.

- **Tier I - Site Evaluation and History.** The initial tier (Tier I) uses readily available, existing information (including all previous testing). For certain dredge materials with readily apparent potential for environmental impact (or lack thereof), information collected in Tier I may be sufficient for making factual determinations.
- **Tier II - Chemical Testing** is concerned solely with sediment and water chemistry.
- **Tier III - Biological Testing (bioassay and/or bioaccumulation testing)** is concerned with well-defined, nationally accepted toxicity and bioaccumulation testing procedures.
- **Tier IV - Special Studies** allows for case-specific laboratory and field testing, and is intended to for use in unusual circumstances.

For more information regarding a Tier analysis, see below references

- [EPA Inland Testing Manual](#)
- [USACE Seattle District Civil Works DMMP User Manual](#)

## Fill Material to be Discharged

Will Fill Material be Discharged?

Yes

For fill material, identify the material source

Noatak River

Types of material being discharged and the amount of each type (cubic yards)

Type	Cubic Yards
River Gravels	698,073

**Surface area in (acres or linear feet) of wetlands or other waters filled**

Surface Area	Units
87.44	Acres

**Discharge Location Information (1 of 2)**

Identify the location and nature of any potential discharge that may result from the proposed project and the location of receiving waters

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**Discharge Location ID (001, 002, 003, - increment by one)**

001

NOTE: if you have a receiving water that is Wetlands, just enter the generic term "Wetlands". Do not enter "Wetlands of Tanana River", for example.

Please select 'Other' if your waterbody is not in the list below.  
You can start typing the name of the waterbody to filter the list.

**Receiving Waterbody / Wetlands Name**

Wetlands

**Discharge Location**

67.5558,-163.0447

**Discharge Location Information (2 of 2)**

Identify the location and nature of any potential discharge that may result from the proposed project and the location of receiving waters

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**Discharge Location ID (001, 002, 003, - increment by one)**

002

NOTE: if you have a receiving water that is Wetlands, just enter the generic term "Wetlands". Do not enter "Wetlands of Tanana River", for example.

Please select 'Other' if your waterbody is not in the list below.  
You can start typing the name of the waterbody to filter the list.

**Receiving Waterbody / Wetlands Name**

Wetlands

**Discharge Location**

67.5558,-163.0447

**Other Pollutant Sources**

**Contaminated Site Information**

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Determine if your project is **within 1,500 feet** of a known Alaska DEC Contaminated Site. See the *Alaska DEC Contaminated Web Map* below. This will help you to identify if any potential pollutants/parameters of concern may be present on your project site., see DEC's website:

- [Contaminated Sites Web Map](#)
- [Contaminated Sites Database Search website](#)

Is the project within 1,500 feet of a known contaminated site?

No

## Parameters of Concern that may be present in discharge

### Parameter(s) of Concern

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Identify the parameters of concern that may be present in your discharge from the dredge and/or fill material.

Note, **TURBIDITY** and **SEDIMENT** are routine parameters associated with dredge and/or fill activities.

Consider if other parameters may be present from past activities in the area such as contaminated site data, impaired waters or other relevant water quality data, or other parameters of concern identified during the application process.

### Parameter(s)

Turbidity  
Sediment

**If known, describe respective concentrations, persistence, and potential impacts to the receiving water and data on parameters that may alter the effects of the discharge to the receiving water**

Fill material will be analyzed to ensure contaminants are not present. The fill material will be contained on site by construction placement and on site BMPs to prevent material runoff.

### Impaired Waters

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An **impaired waterbody** are those listed as a **Category 4 [304(b)]** or **Category 5 [303(d)]** in the current EPA approved [Alaska's Integrated Water Quality Monitoring and Assessment Report](#).

For the most recently *Approved Integrated Water Quality Monitoring And Assessment Report (Integrated Report)*, see DEC's website:

- [Integrated Water Quality Monitoring And Assessment Report](https://dec.alaska.gov/water/water-quality/integrated-report) <https://dec.alaska.gov/water/water-quality/integrated-report>

Does a discharge of any parameter identified above occur to an impaired waterbody?

No

If determined necessary and requested by the Department, submit sufficient and credible baseline water quality information for the receiving water which meets the requirements of 18 AAC 70.016(a)(6)(A-C).

## Avoidance & Minimization BMPs and Mitigation Measures

Describe how impacts are being avoided and minimized on the project site. Include best management practices (BMPs) for sediment and erosion controls that will be implemented to minimize environmental impacts, and any methods and means proposed to monitor the discharge and the equipment or measures planned to treat, control, or manage the discharge.

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## **Include a description of any methods and means proposed to monitor the discharge and the equipment or measures planned to treat, control, or manage the discharge**

Material extraction from the Noatak River gravel bar is timed for low-flow periods to reduce aquatic impacts. Adequate setbacks from river channels will be maintained to protect fish and prevent sediment outflow. Temporary work areas and buffers will be used for equipment access and sediment control. Roads are engineered to minimize snow drifting, thermal degradation, and flood risk. Dust control and erosion BMPs will be implemented.

### **Avoidance Measures**

During the preliminary and final planning and design process, DOT&PF evaluated various locations for a new airport that, combined with the access road and material site, helped to identify the Least Environmentally Damaging Practicable Alternative (LEDPA). During the process, DOT&PF made substantial efforts to reduce and avoid impacts to important higher-value wetlands, including open waters, in the study area. These avoidance and minimization measures were incorporated in the preferred alternative (i.e., the design presented in this application). Alternatives considered but dismissed in favor of the airport location with the lowest impact design submitted are addressed in detail in the Final Environmental Assessment Noatak Airport Relocation. In addition, the EA reviewed equipment mobilization routes to Noatak.

### **Minimization Measures**

The attached Section 10/404 Permit Application Supplemental Information document describes the minimization activities proposed during construction and as part of the project (material sourced from the Noatak River).

### **Mitigation Measures**

DOT&PF has selected a new airport location, with local concurrence that has been demonstrated to be practicable for the community of Noatak. DOT&PF has avoided wetland impacts by not developing terrestrial material sources. Material for the project would use an existing gravel bar within the Noatak River channel. The proposed material site would provide sufficient material for the project while completely avoiding larger, poorer quality terrestrial wetland material site impacts through extraction and haulage.

An ice road would be used to move construction equipment to the site. DOT&PF avoided WOUS impacts by not requiring the material source to support a gravel road to Noatak from the Red Dog Port Site. The use of the DMTS port and road avoided construction of a permanent road to Noatak, most of it in wetlands. The ice road route was designed to avoid passage through conservation units while traversing acceptable slopes for the equipment. In addition, the ice road route minimized the number of winter stream crossings.

The preferred airport location is sited the closest to town of any alternative, is outside of the area subject to erosion from the Noatak River, meets safety requirements, and has been shown to be the LEDPA by only crossing one stream and avoiding the highest-value wetlands (lakes, ponds, and wetlands with surface water, floodplains) while obtaining material within the Noatak River gravel bar, which would reduce the permanent impacts of this project.

The reason for this project is public safety; there are no economic drivers. Due to the avoidance and minimization efforts DOT&PF has undertaken with community input during the planning and design of this project, minimal cumulative impacts, the in-river material site location and the functional lift associated with fisheries, the vast homogeneous wetland landscape within the watershed, NAB subsistence zoning, the permanent protection of wetlands and WOUS in conservation lands within and adjacent to the project, and by following the 404(b)(1) Guidelines sequence adhering to current Alaska regulatory guidance, no additional compensatory mitigation would be offered to offset the 87.44 acres (or less) of permanent losses to wetlands and waters.

## **Social / Economic Importance**

### **Social or Economic Importance**

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(18 AAC 70.016(c)(5): Provide information that demonstrates the accommodation of important social or economic development. The applicant shall complete either a social OR economic importance analysis (or both) for each affected community in the area where the receiving water for the proposed discharge is located.

#### **Social Importance Analysis**

- Public health or safety improvements
- Cultural amenities
- Infrastructure improvements
- Community services provided

#### **Economic Importance Analysis**

- Access to resources
- Employment, job availability, and salary impacts
- Access to a transportation network
- Commercial activities

**Describe Social and/or Economic Importance of the project**

The proposed project provides community services, infrastructure improvements, cultural amenities, public health or safety improvements, employment opportunities, tax base impacts, commercial activities, and access to a transportation by allowing continued operations of a remotely located airport.

The Noatak Airport is a crucial part of infrastructure for Noatak as it is the source of fuel and supplies deliveries that residents depend on as well as the primary means of access to and from the community that does not have road or barge access. The project addresses critical safety concerns with the current airport in terms of its proximity to existing facilities, it not currently meeting FAA standards, and as a result of the continuing erosion into the Noatak River. The project would result in the procurement of goods and services throughout construction, providing an economic boost to the local community. The proposed project is a 82 million dollar contract with an expected construction time of four years, thus providing an opportunity for local employment as highly skilled laborers, as well as creating specialized employment opportunities in a unique and remote setting.

**Description of Social or Economic Importance, if needed**

NONE PROVIDED

**Comment**

NONE PROVIDED

**List of Other Permits or Certificates**

\*Would include but is not restricted to zoning, building, and flood plain permits.

**Include a list of all other federal, interstate, tribal, state, territorial, or local agency authorizations required for the proposed project, including all approvals or denials already received.**

Agency	Type of Approval*	Identification Number	Date Applied	Date Approved	Date Denied
USACE	CWA 404	POA-2-25-00495	11/12/2025	NONE PROVIDED	NONE PROVIDED
NAB	Title 9	107-07-26	01/14/2026	06/08/2026	NONE PROVIDED
ADFG	Title 16 Fish Habitat	FH26-III-0096	03/03/2026	04/13/2026	NONE PROVIDED
ADFG	Title 16 Fish Habitat	FH26-III-0098	03/03/2026	04/13/2026	NONE PROVIDED
ADFG	Title 16 Fish Habitat	FH26-III-0097	03/03/2026	04/13/2026	NONE PROVIDED

**Other Agency or Local Contacts (1 of 2)**

**Contact Role**

OTHER\_REG\_CNTCT

**Other Agency and or Local Contacts**

<b>First Name</b>	<b>Last Name</b>	
Stephen	Moore	
<b>Title</b>	Project Manager	
<b>Organization Name</b>	USACE	
<b>Phone Type</b>	<b>Number</b>	<b>Extension</b>
Business	907-753-5713	
<b>Email</b>	Stephen.A.Moore2@usace.army.mil	

**Other Agency or Local Contacts (2 of 2)**

**Contact Role**

OTHER\_REG\_CNTCT

## Other Agency and or Local Contacts

**First Name**      **Last Name**  
Kerri                Martin

**Title**  
Regional Environmental Manager

**Organization Name**  
AKDOT

**Phone Type**    **Number**            **Extension**  
Business            907451-5289

**Email**  
kerri.martin@alaska.gov

## Attachments

### Copy of Federal Application (USACE, EPA, or FERC, etc.)

[Noatak Airport Eng\\_Form\\_4345\\_20251111.pdf - 06/11/2026 01:19 PM](#)  
[per\\_usace\\_noatak\\_supplement\\_20251111.docx - 06/11/2026 01:19 PM](#)

#### Comment

NONE PROVIDED

### Figures and/or Drawings/Plan Sets. To include a map or diagram of the proposed activity site, including the proposed activity boundaries in relation to local streets, roads, and highways.

[Noatak\\_USACE\\_Figures\\_20251111.pdf - 06/11/2026 01:19 PM](#)

#### Comment

NONE PROVIDED

### Document Attachments

NONE PROVIDED

#### Comment

NONE PROVIDED

### Delegation of Authority for Submission of Application

NONE PROVIDED

#### Comment

NONE PROVIDED

As per 18 AAC 15.030 signing of applications, all permit or approval applications must be signed as follows:

- 1) in the case of corporations, by a principal executive officer of at least the level of vice president or his duly authorized representative, if the representative is responsible for the overall management of the project or operation;
- 2) in the case of a partnership, by a general partner;
- 3) in the case of a sole proprietorship, by the proprietor; and
- 4) in the case of a municipal, state, federal or other public facility, by either a principal executive officer, ranking elected official, or other duly authorized employee.

The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief. The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.

## Revisions

Revision	Revision Date	Revision By
Revision 1	6/11/2026 1:19 PM	melissa jensen
Revision 2	7/2/2026 8:55 AM	melissa jensen

# Agreements and Signature(s)

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## Certification Statement

As per 18 AAC 15.030 signing of applications, all permit or approval applications must be signed as follows:

- 1) in the case of corporations, by a principal executive officer of at least the level of vice president or his duly authorized representative, if the representative is responsible for the overall management of the project or operation;
- 2) in the case of a partnership, by a general partner;
- 3) in the case of a sole proprietorship, by the proprietor; and
- 4) in the case of a municipal, state, federal or other public facility, by either a principal executive officer, ranking elected official, or other duly authorized employee.

The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief. The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.

**Signed By** melissa jensen on 07/02/2026 at 8:57 AM  
d+A5IDaiWpLREtJgk8Sj5DRaqxl8CmAXWhToys0qDVmCyXBP14ODK0GDEQ4T4WfRLHzNK0u1wsxTCMYaeqc7w==