

Turnagain Community Council,

Thank you in advance for allowing me the time to speak tonight. Below is an email with a summation of the known issues regarding the airport expansion project (aka: South Air Cargo Terminal by Northlink Aviation (NLA)).

"Ride"cerely,

Matthew Sanders
C: 907.891.9910
E: mattyrides07@yahoo.com

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On Monday, May 1, 2023 at 11:48:14 AM AKDT, Matthew Sanders <[mattyrides07@yahoo.com](mailto:mattyrides07@yahoo.com)> wrote:

Friends, Neighbors, and Citizens,

We're going on 2.5 years into this battle against the crony capitalists who are putting their private New York based company's desires above our own local people's health, safety, and financial impacts due to their proposed development.

Personally, I support development and fully understand the need of developing (generally speaking). However, the current proposed development of the South Air Cargo Terminal is UNETHICAL and filled with corruption (HINT: follow the money from the beginning when NLA was formed under IC Alaska Airport LLC).

I urge you to read the following email below to get caught up on the facts as we ask for your help to get our voices heard over the procedural, illegal, and unethical doings at the Local, State, and Federal levels. The public comment period ends 30MAY! NLA is hosting a public hearing at the Lakefront Hotel on May 30, 2023 from 6PM-7PM. Your attendance is GREATLY APPRECIATED... and please bring a friend or two!

Thanks you for taking the time to educate yourself, and spread the word to others. This is a multi-community issue with severe impacts to our city's largest park!

"Ride"cerely,

Matt Sanders  
C: 907-891-9910  
E: [mattyrides07@yahoo.com](mailto:mattyrides07@yahoo.com)

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Begin forwarded message:

From: Matthew Sanders <mattyrides07@yahoo.com>
Date: May 1, 2023 at 10:29:18 AKDT
To: —REDACTED—
Subject: Re: Airport expansion

[REDACTED],

We're looking for ANY lawyer(s) who can help direct us in what to do next....

What we know:

- This "Private Development" (NY based company, NLA) is using an undisclosed amount of PUBLIC Alaska funds for their PRIVATE development. NLA states they signed non-disclosure statements, and cannot/will not disclose how much they received. NLA states, "it's just a sliver of the project scope." However, the general formula used to distribute funds from the Tiger Infrastructure Fund (TIF) is 5-10% of the project's scope. At the time of the approved TIF investment, the project scope was \$550M. Current project scope is now down to ~\$200M. Thus, the contributed TIF amount is likely inflated to a metric outside of the "5-10%" risk tolerance as the project scope decreased ~63% after NLA received the TIF check. [SIDE NOTE: The State of Alaska (SOA) PFD Program Manager was fired the day after IC Alaska Airport LLC received their check. IC Alaska Airport LLC then quickly sold controlling interest Tiger Infrastructure Partners and changed business entities from ICAA to NLA.]

- NLA is cutting corners and using political power to push this project through ASAP (before Federal EPA laws change regarding PFAS/PFOS (<https://www.epa.gov/pfas/pfas-strategic-roadmap-epas-commitments-action-2021-2024>)).
- Alaska Department of Environmental Concerns (ADEC) got the FAA to retract their July 2022 email stating the FAA's intention was to approve the DRAFT Environmental Assessment (EA) "without conditions." In August 2022, the FAA paused development action until AFTER additional soil and water table testing could be completed (per the ADEC request) as the three water table under the purposed development site feed ~100 individual water wells located as close as 700' south from purposed development.

To date, soil testing has not been taken or analyzed (due to early winter conditions), and the limited samples sent out to labs have not been completed.

Again, NO FINALIZED RESULTS from the testing are concluded, yet the FAA still published an APPROVAL for the revised EA and FONSI (Finding Of No Significant Impact) last week...

- NLA and Ted Stevens Anchorage International Airport (TSAIA) want the South Air Cargo Terminal to be the country's 2nd-ever airport to recycle glycol with COMPLETE DISREGARD to:

1. Neighborhoods, residents, and Coastal Trail Recreationalists located 700' south from the purposed development; ALL of whom will be subjected to "potential droplets of overspray during the de-icing process." The latter directly contradicts the EA and NLA statements that NO OVERSPRAY will leave their pad and go onto the ground.
2. The runoff from this purposed development drains northwest into Little Campbell Lake located ~1K' away, and NOT "Northeast [read: UPHILL] into Campbell Creek" as the EA states.
3. Pollution from this purposed development can run into Cook Inlet impacting Beluga whales. [SIDE KNOWLEDGE: testing in 2022 revealed PFAS/PFOS above allowable EPA levels in all three lakes surrounding the TSAIA (Little Campbell, DeLong, and Lake Hood/Lake Spenard). The contamination of Little Campbell is likely caused from the Fire Training Pit located to the immediate west of the NLA boundary line. Furthermore, in AUG 2022, the Biden/Harris Admin stated the EPA will be updating and labeling PFAS/PFOS a "SUPER FUNDI" ("forever chemical" classification is given for the deadliest substances on the planet, and are the most expensive to despoise of. Currently the State of Alaska does NOT have a site to dispose of the contaminated soil.)

- NLA refuses to use the watershed survey on file (from Jim Munter) that showcases the watershed draining from their proposed development site into Little Campbell Lake. NLA refuses to conduct a new watershed survey, and the FAA is NOT requiring one to be completed for the APPROVAL of the EA.

- Purposed visual and noise barrier berm height of 25' is inadequate and ineffective. NLA states the height is limited due to takeoff angles set forth by FAA, however this has been successfully disputed multiple times (for example: stationary/parked planes have a tails 65' high and the purposed lightpoles are listed at 45' and 55' heights. How can taller planes parked closer to take-offs/landings be allowed/safer than an earth berm located further away?!).

- TSAIA stopped their active noise monitoring stations about 15 years ago. Other major terminals (e.g.: SEA-

TAC) have "noise sensitive area" policies in place and maintain active noise monitoring year-round to ensure noise compliance is under the noise nuisance decimals.

- NLA and FAA have provided NO Spill Response Plan. TSAIA stated the requirement was on NLA. NLA states "that's what insurance is for." But, history shows us the insurance companies can default/declare bankruptcy and leave the State footing the bill.

- FAA stated there is no requirement(s) for jet blast prevention thus allowing NLA to unethically place 14-hard stands next to low-income neighborhoods who do NOT have the resources to fight back to stop unjustly being exposed to the increased air pollution. FYSA- The original project scope had the aircraft being towed in to eliminate the noise and air pollution, but the new EA states aircraft will move in/out under their own power.

- The 120-acre site has ephemeral wetlands that are being ignored.

///BREAK///

The above are the known issues that we have supporting evidence from emails and published policies, procedures, and regulations. When we (the citizens) present these facts to NLA/TSAIA/MOA/SOA we are dismissed and/or ignored. We need a lawyer who can help us argue the above issues to level we can be heard. We need citizen support! Please spread the word and come to the Public Hearing May 30th at 6pm in the Lakefront Hotel!

"Ride"cerely,

Matt Sanders

C: 907-891-9910

E: mattyrides07@yahoo.com

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On May 1, 2023, at 08:20, [REDACTED] wrote:

Thanks Matt. What type of lawyer do you need? Land, permit, hoa?

Sent from my iPhone

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On May 1, 2023, at 7:46 AM, Matthew Sanders <mattyrides07@yahoo.com> wrote:

Hello, [REDACTED].

Our group met for 4hrs Saturday and 3hrs last night. We are putting together a "copy and paste" statement for folks to submit. We will send it out after completion. We're working with our local legislators and representatives to try and get help, but are coming up short.

We are in need of a lawyer if you know of any. Can speak more about our needs in person or via phone :)

Thanks for staying engaged with this matter.

"Ride"cerely,

Matt Sanders

C: 907-891-9910

E: mattyrides07@yahoo.com

On May 1, 2023, at 07:20, [REDACTED] wrote:

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Hi Matt, we received a flyer in the mail with another deadline for comments. I know you have been following the development of the air park across raspberry. Do you recommend we submit another comment? If so, do you have a good statement or some particulars we can include? Thanks [REDACTED].