

**Alpine Satellite Development Plan  
Final Environmental Impact Statement**

**Appendix I**

**CPAI Request for Exception to Stipulations**



P.O. Box 100360  
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Mr. Jim Ducker  
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222 West 7<sup>th</sup> Ave  
Anchorage, Alaska 99513

April 8, 2004

Re: Request for Exception to Stipulations  
Alpine Satellites Development Plan

Dear Mr. Ducker:

On October 7, 1998, Secretary Babbitt issued the Record of Decision ("ROD") for an Integrated Activity Plan/Environmental Impact Statement conducted for Northeast National Petroleum Reserve-Alaska ("NE/NPRA Leasing EIS"). The ROD adopted a plan for future management in the northeast planning area of the National Petroleum Reserve-Alaska ("NE Planning Area"). The ROD also set forth 79 stipulations that "attach to all activities, including oil and gas leases issued in the planning area." ROD Appendix B at p. 29.

The ROD also includes an "Exception Clause":

**Exception Clause:** In the event that an exception to a lease or permit stipulation is requested and before an exception may be granted, the [Authorization Officer ("AO")] shall find that implementation of the stipulation is:

1. a) technically not feasible or
  - b) economically prohibitive or
  - c) an environmentally preferable alternative is available,
- and

2. the alternative means proposed by the lessee fully satisfies the objective(s) of the stipulation.

In addition, prior to consideration or granting of an exception to a lease or permit stipulation, all conditions and/or consultation requirements specific to a stipulation must be met. The AO shall consult with appropriate Federal, State, and NSB regulatory and resource agencies before an exception may be granted, except in the case of an emergency. The AO's power to grant stipulation exceptions is limited to those subjects, uses, and permits over which the BLM has authority. Exceptions may be granted in emergencies involving human health and safety.

ROD Appendix B at pp. 29-30.

ConocoPhillips Alaska, Inc.'s ("CPAI") proposed development as set forth in Alternative A in BLM's Draft Environmental Impact Statement Alpine Satellites Development Plan, includes activities requiring exceptions to Stipulations 39, 41 and 48 of the ROD. For the reasons set forth herein, CPAI request exceptions to Stipulations 39, 41 and 48.

### **STIPULATION 39**

CPAI's proposed development as set forth in Alternative A includes development of the Lookout oil reservoir that underlies the Fish Creek area in the NE Planning Area. Stipulation 39 provides in relevant part:

Permanent oil and gas facilities, including roads, airstrips, and pipelines, are prohibited within and adjacent to the waterbodies listed below at the distances identified to protect fish and raptor habitat, cultural and paleontological resources, and subsistence and other resource values. Setbacks include the bed of the waterbody and are measured from the bank's highest high water mark.

d. **Fish Creek:** (1) a 3-mile setback from each bank of Fish Creek downstream from Section 31, T11N, R1E; (2) a 1/2-

mile setback from each bank of Fish Creek in and upstream from Section 31, T11N, R1E (fish and subsistence resources).

To access the oil resource within this reservoir CPAI proposes to construct a gravel pad, CD-6, approximately 2 miles from the banks of Fish Creek and approximately 1 mile inside of the current 3-mile setback from the creek as established in Stipulation 39. As set forth below, CPAI's proposed development of the Lookout reservoir includes plans to protect the fish and subsistence resources in the Fish Creek area while constructing and operating permanent oil facilities within the current setback.

The Lookout reservoir is centered within this 3-mile setback. However, CPAI's proposal satisfies the criteria for granting an exception to Stipulation 39. Although extended-reach drilling technologies have improved over the last several years, accessing all of the Lookout resource from outside the 3-mile setback is technically not feasible and is economically prohibitive.

- **a) Technically not feasible:** If the drill site were placed outside of the setback and development were to proceed a significant amount of the recoverable reserves would not be produced. Overall, an estimated 10-30% of the resource would remain undeveloped, wasting this valuable resource and the associated revenue. Characteristics of the subsurface geology in this area make it difficult to reach as far horizontally as is possible in other areas of the North Slope. Even using the most current drilling technologies, there is a high risk of hole-collapse due to the complex and unstable subsurface geology in the Fish Creek area.
- **b) Economically prohibitive:** The overall development cost would increase by 35 - 45 million dollars due to the additional

extended reach drilling required. On average, the departure for each well would increase a minimum of 5,000 ft, since the reservoir is substantially within the setback. Individual well costs targeting the most northern part of the reservoir would be prohibitive relative to their incremental recovery. The economic merits of the development hinge on its development costs. The Lookout resource is not sufficient to justify the added expense of the extended reach drilling. As noted above, even with the expenditure of these additional costs, between 10 – 30% of the resource could not be produced.

CPAI's proposed placement of the CD-6 drill site 2 miles from Fish Creek, fully satisfies the objective of the stipulation, which is to protect fish and subsistence resources. Subsistence fish resources are minimal in the vicinity of the proposed CD-6 Lookout Pad. A small stream flows within 0.25 mile of the pad, but few fish utilize it for movement. CPAI's fisheries consultant sampled the stream in 2003 using a fyke (trap) net to capture and release fish unharmed. With over 310 hours of sampling (over 13 net-days) during June and July 2003, the catch consisted primarily of ninespine stickleback (98.8%) and Alaska blackfish (1.2%), neither of which is a subsistence fish species. In contrast, the large lake into which the creek flows supports least cisco, which do contribute to subsistence harvests in the region. It is apparent that few of these harvested fish enter the creek to use habitats near the proposed pad.

Other methods to protect fish and subsistence resources in the Fish Creek area would be utilized by CPAI during construction and operation of CD-6. Mitigation measures built into the project design were provided to BLM in Attachment 5 of CPAI's March 8, 2004 DEIS comment letter. With respect to the proposed Lookout development and associated mitigation measures, the 3 mile buffer area (6 miles in total – 3 miles on each side) is not needed to address the

environmental concerns. The buffer is roughly equal to the distance from the Anchorage Port to the Loussac Library and then from the Library to the Dimond Boulevard. In the area of the Lookout reservoir, such a buffer is unnecessarily expansive and inappropriate. Moreover the exclusion provides no additional protection to the environment than protections provided by proposed project design and mitigation, other lease stipulations, and local, state and environmental laws and regulations.

Stipulation 39 does not include any specific consultation requirements. However, the ongoing EIS for the Alpine Satellites Development Plan (ASDP) involves consultations with numerous entities, including the public, for all of the activities in the scope of the EIS including locating the CD-6 pad and part of the road and pipeline in the Fish Creek area. BLM prepared a Public Participation Plan in March 2003 that outlines plans for informing and involving the public during preparation of the EIS. The BLM's Subsistence Advisory Panel (SAP) and the Kuukpik Subsistence Oversight Panel (KSOP) have both been involved in the planning of CPAI's proposed project and the EIS, and will continue to be involved during implementation of the project. In addition CPAI developed a Subsistence Plan in compliance with Stipulation 59 that has been updated and implemented every year CPAI has been active in exploration of the NPR-A. CPAI would revise this Subsistence Plan for use during construction and operation of CD-6 and the other proposed satellites being addressed in the ASDP EIS.

Table A lists meetings with potentially affected subsistence communities, NSB, and the SAP where information was provided and input was requested on CPAI's

proposed project. Additional meetings and consultations have been and will continue to be held by agencies with these entities.

For the reasons set forth above, CPAI requests selection of Alternative A as the preferred alternative. In addition, CPAI requests modification of the relevant oil and gas leases and other permits to allow to place its proposed development of the Lookout reservoir within the 3 mile setback.

### **STIPULATION 41**

Stipulation 41 provides:

For those waterbodies not listed in stipulation 39, permanent oil and gas facilities, including roads, airstrips, and pipelines, are prohibited upon or within 500 feet as measured from the highest high water mark of the active floodplain. Essential pipeline and road crossings will be permitted on a case-by-case basis.

The ROD contains the following definitions relevant to Stipulation 41:

**Active Floodplain:** The lowland and relatively flat areas adjoining inland and coastal waters including flood-prone areas of offshore islands, including at a minimum that area subject to a 1 percent or greater chance of flooding in any given year (also referred to as the 100-year or base floodplain).

**Body of Water or Waterbody:** A lake, river, stream, creek, or pond that holds water throughout the summer and supports a minimum of aquatic life.

**Permanent Oil and Gas Facilities:** Production facilities, pipelines, roads, airstrips, production pads, docks, and other bottom-founded structures, seawater-treatment plants, and any other structure associated with an oil and gas operation that occupies land for more than one winter season. It does not include material sites or seasonal facilities such as ice roads and ice pads.

The Plan Area contains abundant lakes, rivers, streams, creeks and ponds. These waterbodies are prevalent because the area is underlain by permafrost, which prohibits drainage. Additionally, this area is classified as wetlands, attesting to the presence of numerous water bodies. As stated in Section 3.2.1.1 of the DEIS:

The tundra-covered Arctic Coastal Plain...is generally characterized by periglacial features associated with flat topography, poor drainage, and underlying permafrost. Thaw-lakes and polygonal surface patterns on interlake ice wedges are the dominant terrain features.

Abundant thaw-lakes and marshy thaw-lake basins, generally only a few feet deep, cover 25 to 30 percent of the landscape.

And in Section 3.2.2.1 of the DEIS:

Lakes and ponds are the most prevalent features of the Plan Area.

Because of the abundance of water bodies in the Plan Area, it is not technically possible, let alone technically feasible, to locate all facilities farther than 500 feet from the highest high water mark of all active floodplains. CPAI selected the proposed locations for pads, roads, and pipelines by balancing engineering, habitat, economics, hydrology, and other environmental factors such as avoiding bird nest locations to the extent possible. Maintaining a distance of 500 feet from every water body is not possible in this type of environment.

Even where facilities need to be placed closer than 500 feet from a water body, the objective of stipulation 41, protection of water quality, would still be satisfied. Standard practices such as pipeline inspections and other spill prevention efforts will protect water bodies from potential spills to the extent possible. Secondary

containment for tanks, tank inspection procedures, and refueling practices minimize the chance of a potential tank spill leaving a pad and entering a water body. Spill response equipment is staged near river crossings or other sensitive areas, and agency approved spill plans are in place. Road watering is a standard practice to minimize dust shadows in summer months.

As is the case with Stipulation 39, there are no specific consultation requirements associated with Stipulation 41. While no specific consultation is required, much took place. See the discussion above regarding Stipulation 39.

For the reasons set forth above, CPAI requests an exception to Stipulation 41 to allow the location of facilities closer than 500 feet from waterbodies where necessary based on other environmental and engineering factors. CPAI requests a general exception to Stipulation 41 with the condition that CPAI would provide BLM with specific water bodies and requested facility distances, once additional field surveys are complete.

#### **STIPULATION 48**

The Alpine field produces approximately 100,000 barrels of oil per day from two gravel production pads connected by a three-mile gravel road/airstrip. Alpine is considered a “roadless” development by the BLM because there are no permanent roads along the pipeline that delivers Alpine oil production from Alpine east to the pipeline at Kuparuk. Alpine is accessible only by air (year-round) or by ice road (during the winter months).

CPAI's proposed development plan includes five additional gravel production pads, CD3 through CD7. CD3 and CD4 are outside the NE Planning Area. CD5, CD6 and CD7 would be inside it. CD5 is part of the Alpine field, while CD6 and CD7 are independent remote oilfields. A gravel road would connect CD7 (furthest west), CD6, and CD5 with CD2 in the Alpine field. This gravel road will terminate at Alpine. It would not be connected to the road system connecting the Kuparuk and Prudhoe fields to the Dalton Highway.

Stipulation 48 provides as follows:

Permanent roads (i.e. gravel, sand) connecting to a road system or docks outside the planning area are prohibited, and no exceptions may be granted. Permanent roads necessary to connect pads within independent, remote oil fields are allowed but they must be designed and constructed to create minimal environmental impacts. Roads connecting production sites between separate oil fields may be considered if road-connected operations are environmentally preferable to independent, consolidated operations that each include airstrip, housing, production, and support facilities. This exception will only be granted following consultations with appropriate Federal, State, and NSB regulatory and resources agencies, and the appropriate level of NEPA review.

As described above, CPAI's proposed gravel road would connect the Spark field, the Lookout field, Alpine West (in the Alpine field) and CD-2 (in the Alpine field). CPAI requests an exception from Stipulation 48 to permit the construction of this gravel road.

CPAI's Proposed Road Will Not Connect to Any Road System Outside the Planning Area.

To avoid confusion, CPAI would like to make it clear that it is not requesting an exception to the first sentence of Stipulation 48 which provides:

Permanent roads (i.e. gravel, sand) connecting to a road system or docks outside the planning area are prohibited, and no exceptions may be granted.

This sentence prohibits permanent roads connecting the NE Planning area to a road system outside the planning area. However, it does not prohibit *any* road across a planning area boundary. CPAI's proposal does not call for a permanent road connecting to a *road system* outside the planning area. The proposed gravel road would connect to the "roadless" Alpine field.

Indeed, the NE/NPRA Leasing EIS expressly recognizes the Alpine field as a "roadless" development:

As an example of current North Slope development plans, the project layout for the Alpine field is provided in Figure IV.A.1.b-1. This new field will contain 2 production well pads with a total of 100 to 150 wellheads, a pipeline gathering system to a central processing facility, a 3-mi infield road, a crew support camp and an airstrip. A new sales-oil pipeline will carry oil production to the Kuparuk River pipeline network. **The Alpine field will not be connected to other North Slope oil fields by a permanent gravel road**, but instead will use winter ice roads to move heavy equipment and materials. Light loads, such as camp supplies and crew changes, will use fixed-wing aircraft. **This concept of "roadless development,"** perhaps more accurately described as "seasonal road development," is likely to be the preferred strategy for both practicality and cost reasons.

NE/NPRA Leasing EIS at IV-A-12. (emphasis added).

Because Alpine is expressly recognized in the NE/NPRA Leasing EIS as a "roadless" development, it cannot be considered a "road system" to which

connections are prohibited. It appears axiomatic that the roads emanating from Prudhoe Bay and the Dalton Highway constitute a “road system.” Thus, permanent roads from fields inside the planning area to any road that connects to Prudhoe Bay and ultimately the Dalton Highway would be prohibited by the first sentence of Stipulation 48. However, this is not the case here. There are no proposals to connect the Dalton Highway road system with either CD-1 or CD-2.

The NE/NPRA Leasing EIS description of the prohibition in the cumulative effects analysis is consistent:

For the purposes of [cumulative effects] analysis, it is assumed that for Alternatives A through E, a gravel road would be constructed that connects the central part of the NPR-A west of the Northeast NPR-A Planning Area with the Prudhoe Bay/Kuparuk road system. The Preferred Alternative precludes such a road.

NE/NPRA Leasing EIS at IV-H-3. Although CPAI’s proposed gravel road lies partially in and partially outside of the NE Planning Area, such a road is not prohibited unless it connects to Prudhoe Bay road system. Alpine has no connection to Prudhoe Bay except by seasonal ice roads which the NE/NPRA Leasing EIS clearly contemplates, and even encourages.<sup>1</sup>

#### Stipulation 48 Authorizes the Road Segment from CD2 to CD5

As stated above CPAI is not seeking an exception from Stipulation 48 for the road segment from CD2 to CD5. Stipulation 48 authorizes this section of the road. Thus, an exception is not necessary. The second sentence of Stipulation

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<sup>1</sup> Even if Stipulation 48 could be construed to prohibit CPAI’s proposed road from the NE Planning Area to CD-2, the Secretary has sufficient authority and justification to select CPAI’s proposal in the present EIS process. The NEPA analysis conducted in the present process demonstrates that CPAI’s proposal should be the preferred alternative.

48 authorizes permanent roads connecting pads within independent remote oilfields such as the Alpine oil field.

Exception for Road Segments Between CD5 and CD7

CPAI's proposal provides for a gravel road connecting CD7, CD6, CD5 (which is part of the Alpine field) and CD2 (in the Alpine field). For the reasons set forth below, CPAI requests an exception from Stipulation 48 for the construction of that part of the gravel road between CD5 and CD7.

The third and fourth sentences of Stipulation 48 address the construction of permanent roads between separate oilfields. These sentences provide as follows:

*Roads connecting production sites between separate oil fields may be considered* if road-connected operations are environmentally preferable to independent, consolidated operations that each include airstrip, housing, production, and support facilities. This exception will only be granted following consultations with appropriate Federal, State, and NSB regulatory and resources agencies, and the appropriate level of NEPA review.

The sentences quoted above expressly contemplate the consideration of roads connecting separate oil fields where road-connected operations are environmentally preferable to independent operations with redundant infrastructure. The following reasons support an exception to Stipulation 48 to authorize the construction of that part of the proposed gravel road from CD7 to CD5:

- If a gravel road did not connect CD7, CD6 and CD5, at least two gravel airstrips would be required, one at CD7 and one at CD6. The gravel footprints for two airstrips, access roads and aprons approximately equal the gravel footprint for a road.
- A road will facilitate waste handling and spill response year round.
- A road will eliminate multiple chemical storage.
- A road will reduce air traffic, thus reducing wildlife disturbance.
- Power generation and an emergency generator located at CD6 will also provide power for CD7 operations.
- Emergency quarters will be located at CD6 and will serve both CD6 and CD7 if they are connected by road.
- Use of airstrips for access to remote pads will also require construction of ice roads to these pads each winter to accommodate operational and maintenance needs.
- The gravel road can be routed to avoid higher value wildlife habitat as much as possible – e.g. ConocoPhillips' proposed Alternative A. On the other hand, for airstrips the options for gravel placement are limited due to factors such as wind direction, topographic features, proximity to the pad, etc.

In addition to meeting the specific exception requirement in Section 48 discussed immediately above, the proposed road segments between CD-5 and CD-7 also meet the requirement of the general exception requirement which provides as follows:

**Exception Clause:** In the event that an exception to a lease or permit stipulation is requested and before an exception may be granted, the [Authorization Officer ("AO")] shall find that implementation of the stipulation is:

1. a) technically not feasible or  
b) economically prohibitive or  
c) an environmentally preferable alternative is available,  
and
2. the alternative means proposed by the lessee fully satisfies the objective(s) of the stipulation.

In addition, prior to consideration or granting of an exception to a lease or permit stipulation, all conditions and/or consultation requirements specific to a stipulation must be met. The AO shall consult with appropriate Federal, State, and NSB regulatory and resource agencies before an exception may be granted, except in the case of an

emergency. The AO's power to grant stipulation exceptions is limited to those subjects, uses, and permits over which the BLM has authority. Exceptions may be granted in emergencies involving human health and safety.

Development without the road segments between CD-5 and CD-7 would be economically prohibitive. Alternatives D1 and D2 provide for no roads between CD-5 and CD-7. As noted in CPAI's comments to the DEIS, Alternative D1 would add an estimated incremental \$237 million to the life cycle cost of the project. The price tag for Alternative D2 would be an estimated incremental \$472 million. CPAI would not develop the proposed project if either Alternative D1 or D2 is selected as the preferred alternative.

Moreover, for the reasons listed in the dotpoints above, CPAI's proposed road segments between CD-5 and CD-7 are environmentally preferable to no connecting road segments and fully satisfy the objectives of Stipulation 48.

The consultation requirements of Stipulation 48 and the general exception clause have also been satisfied. CPAI's proposed development, including the road segments between CD5 and CD7, is set forth as Alternative A in the Alpine Satellite Development Plan (ASDP) Draft Environmental Impact Statement (DEIS). Throughout the entire EIS process for the ASDP, the BLM has consulted with the appropriate Federal, State and NSB regulatory and resource agencies regarding this road. Table A lists meetings with potentially affected subsistence communities, NSB, and the SAP where information was provided and input was requested on CPAI's proposed project. Additional meetings and consultations have been and will continue to be held by agencies with these entities.

## Conclusion

CPAI's proposal does not call for construction of a permanent road connecting to a "road system" outside the NE Planning Area. Thus, the first sentence of Stipulation 48 does not apply to CPAI's proposed road. The segment of the gravel road between CD2 and CD5 connects two pads within the same remote independent oil field and is authorized by the second sentence of Stipulation 48. For the reasons set forth above, ConocoPhillips respectfully requests an exception to Stipulation 48 to allow construction of that part of the gravel road from CD5 to CD7.

## CONCLUSION

CPAI respectfully requests that BLM grant exceptions to Stipulations 39, 41 and 48 as described in this letter. Please do not hesitate to contact me if you have any questions or need additional information.

Sincerely,



Sally Rothwell  
EIS Coordinator

Cc: Lanston Chinn – Kuukpik Corporation  
Isaac Nukapigak – Kuukpik Corporation  
Brian Boyd – c/o Kuukpik Corporation  
Mike Nagy, Entrix

## **TABLE A – STAKEHOLDER MEETINGS**

August 5, 2002	WNS Permit Strategy Meeting – USACE, BLM
August 26, 2002	WNS Permit Strategy Meeting – Stakeholders
September 17, 2002	WNS Permit Strategy Meeting – Stakeholders
October 17, 2003	WNS Permit Strategy Meeting - Stakeholders
October 23, 2002	Kuukpik BOD Meeting
November 15, 2002	Nuiqsut Open House
November 18, 2002	WNS Permit Strategy Meeting – Stakeholders
December 5 – 6, 2002	Native Village Roundtable – Atqasuk
December 18, 2002	WNS Permit Strategy Meeting – Stakeholders
January 28 – 29, 2003	ASDP Environmental and Engineering Presentations
January 29, 2003	NSB Planning Commission and IHLC– NPR-A Development
February 4, 2003	NSB/NW Arctic Borough Economic Summit - Kotzebue
February 17 – 18, 2003	Nuiqsut Open House – Proposed Plan
February 20, 2003	ASDP Monthly Stakeholder Meeting
March 8 – 20, 2003	ASDP Scoping Meetings
March 26, 2003	ASDP Monthly Stakeholder Meeting
April 3, 2003	Nuiqsut Open House – Subsistence Use Areas and Travel Routes
April 16, 2003	ASDP Monthly Stakeholder Meeting
April 24, 2003	NSB Planning Commission - Barrow
May 1, 2003	Nuiqsut Open House – Hunter Safety
May 7, 2003	Environmental Studies Data Transfer
May 15, 2003	Nuiqsut Open House – Environmental Studies
May 21, 2003	ASDP Monthly Stakeholder Meeting
May 21 – 23, 2003	Kuukpik BOD Meeting
May 29, 2003	NSB Planning Commission - Barrow
June 18, 2003	ASDP Monthly Stakeholder Meeting
June 19, 2003	BLM SAP Meeting
June 26 – 27, 2003	NSB Planning Commission Tour
July 16, 2003	ASDP Monthly Stakeholder Meeting
July 25, 2003	Nuiqsut Open House
July 31, 2003	NSB Planning Commission - Barrow
August 17 – 20, 2003	Interagency Tour of Proposed Project
August 20, 2003	ASDP Monthly Stakeholder Meeting
September 3 - 5, 2003	Polar Bear Monitoring Workshop
September 12, 2003	Nuiqsut Elder Tour
September 17, 2003	ASDP Monthly Stakeholder Meeting
September 25, 2003	NSB Planning Commission - Barrow
September 26, 2003	Kuukpik Corporation Review
September 29, 2003	Anchorage Permit Pre-Application Meeting
October 7, 2003	AOGA/ADNR Tundra Access Workshop
October 10, 2003	KSOP Meeting – Permit Applications
October 10, 2003	Nuiqsut Public Meeting – Permit Applications
October 14, 2003	Fairbanks Permit Pre-Application Meeting

October 15, 2003	ASDP Monthly Stakeholder Meeting
October 20, 2003	Kuukpik Board of Directors Meeting
October 30, 2003	NSB Planning Commission - Barrow
November 3, 2003	BLM SAP Meeting in Nuiqsut
November 4, 2003	Atqasuk Community Meeting
November 19 – 21, 2003	PEIS Review Team Meeting
December 2 - 4, 2003	ASDP Permitting Workshop
December 4, 2003	NSB Fish and Game Management Meeting – Barrow
December 8, 2003	Anaktuvuk Pass Community Meeting
December 9, 2003	NSB Village Meeting - Nuiqsut
December 15, 2003	ASDP Monthly Stakeholder Meeting
December 16, 2003	Nuiqsut Public Meeting
January 19, 2004	KSOP Meeting in Nuiqsut
January 20, 2004	Bridge Meeting with Agencies
January 20 – 21, 2004	BLM's North Slope Science Initiative
January 21, 2004	ASDP Monthly Stakeholder Meeting
January 29, 2004	NSB Planning Commission Meeting
February 2, 2004	Permit Post-Application Meeting – Anchorage
February 3, 2004	KSOP Meeting - DEIS
February 3, 2004	Nuiqsut Community Meeting – DEIS
February 9, 2004	DEIS Public Meeting – Barrow
February 10, 2004	DEIS Public Meeting – Nuiqsut
February 17, 2004	DEIS Public Meeting – Anaktuvuk Pass
February 18, 2004	DEIS Public Meeting – Fairbanks
February 23, 2004	DEIS Public Meeting – Anchorage
February 24, 2004	DEIS Public Meeting - Atqasuk
February 25, 2004	ASDP Monthly Stakeholder Meeting
February 26, 2004	NSB Planning Commission Meeting
April 1, 2004	KSOP Meeting in Nuiqsut – Nigliq Bridge
April 1, 2004	Nuiqsut Community Meeting – Nigliq Bridge
April 13, 2004 (planned)	KSOP Meeting in Nuiqsut – Summer Studies
April 13, 2004 (planned)	Nuiqsut Community Meeting –Summer Studies