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## BREAKFAST MEETING

Thursday, May 17, 2012

1. Call to order –Tom Maloney, President
2. Self Introductions
3. Head table Introductions
4. Staff Report: Rick Rogers, Executive Director
5. Program and Keynote Speaker:

***Angling for Controversy***  
 Ricky Gease, Executive Director, Kenai River Sportfishing Association

### Upcoming Meetings:

May 22 Luncheon: Sacketts vs. the EPA, with remarks by Governor Sean Parnell,  
 Dena'ina Convention Center, Doors open 11:30, program begins at noon  
 June 21: RDC 37<sup>th</sup> Annual Meeting Luncheon featuring John Hofmeister, Chief  
 Executive, Consumers for Affordable Energy and former President, Shell Oil  
 Company, Dena'ina Convention Center, Noon

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### **ACTION ALERT**

**BLM Releases Draft NPR-A Plan  
Comment Deadline: June 1, 2012**

#### **Overview:**

The Bureau of Land Management (BLM) has released the Draft Integrated Activity Plan and Environmental Impact Statement (IAP/EIS) for the National Petroleum Reserve-Alaska (NPR-A). The five volume document, available online at [www.blm.gov/ak](http://www.blm.gov/ak) proposes several alternative future management strategies for the 23-million acres of federal lands in the NPR-A on Alaska's North Slope. The public comment period will run through June 1.

The draft plan is the first that covers the entire NPR-A, including BLM-managed lands in the southwest area of the reserve which were not included in previous plans. Decisions to be made as part of this plan include oil and gas leasing availability, surface protections, Wild and Scenic River recommendations, and Special Area designations. The NPR-A IAP/EIS presents four alternative approaches for the planning effort:

- **Alternative A** is the No Action Alternative and reflects current management of NPR-A established in the 2004 and 2008 Records of Decision for the Northwest and Northeast NPR-A, respectively, and the Colville River Special Area Management Plan of 2008.
- **Alternative B** describes future management that emphasizes the protection of the surface resources of NPR-A. This alternative would close approximately 52 percent of the petroleum reserve to exploration and development. There would be substantial increases in areas designated as Special Areas, designation of extensive areas that would be unavailable for leasing around Teshekpuk Lake, in coastal bays and lagoons, and caribou habitat and primitive recreation values in the southwestern part of the Reserve, and recommendation for designation of twelve Wild and Scenic Rivers.
- **Alternative C** provides for smaller additions to Special Areas than Alternative B, withholds from leasing the most remote part of NPR-A that has the greatest potential for providing a primitive recreation experience, provides for leasing with extensive surface protection stipulations near Teshekpuk Lake, and recommends three rivers for designation as Wild and Scenic Rivers. Opportunity to lease oil and gas resources in three-quarters of the reserve would be allowed under Alternative C.
- **Alternative D** would allow BLM to offer all of the NPR-A for oil and gas leasing, while protecting surface values with a collection of protection measures.

#### **Action Requested:**

Please testify at an upcoming public hearing and/or submit written comments encouraging BLM to open all of NPR-A's subsurface to oil and gas leasing, with balanced surface protections which do not preclude development and transportation of energy resources. There are five ways to submit comments:

- Online by accessing the BLM's website at [www.blm.gov/ak](http://www.blm.gov/ak)
- By mail to: NPR-A IAP/EIS Comments, AECOM Project Office, 1835 South Bragaw Street, Suite 490, Anchorage, AK 99508.
- By fax to: (866) 611-9420 or (907) 268-4224.

- By hand-delivering your comments to AECOM at their Anchorage address listed above or to BLM's Public Information Center in the Federal Building, 222 W. 7th Ave., Anchorage.
- By speaking at public meetings on the Draft IAP/EIS that will be held in May in Anchorage, Fairbanks, and North Slope communities.

**Public Hearing Schedule:**

Barrow, May 21, Inupiat Heritage Center Multi-Purpose Room

Fairbanks, May 23, Noel Wein Library

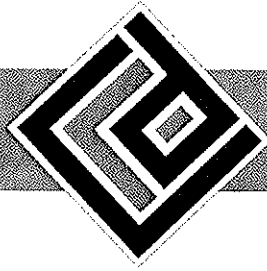
Anchorage, May 24, Campbell Creek Science Center

All hearings are tentatively scheduled to begin at 7 pm and will be preceded with an open house at 6 pm.

**Points to consider in your comments:**

- The BLM should adopt Alternative D as its Preferred Alternative, opening all of NPR-A's subsurface to oil and gas leasing, with mitigation measures to protect surface resources, but which do not block development of onshore energy deposits or infrastructure necessary to transport oil and gas from the Chukchi Sea to TAPS.
- Industry's track record on the North Slope and the technological advances of the past decade, which have greatly reduced the development footprint, support full leasing in NPR-A.
- New oil and gas production from NPR-A and connecting Chukchi production to TAPS via the petroleum reserve would revitalize North Slope production, which has fallen under 600,000 barrels per day, compared to a peak of over 2 million barrels per day.
- With an estimated 27 billion barrels of oil and 132 trillion cubic feet of natural gas in place, Alaska Outer Continental Shelf itself could produce an average of 700,000 barrels per day for 40 years. This could cut the nation's trade deficit by \$25 billion annually, generate over \$193 billion in government revenue, create an annual average of 55,000 new jobs, and \$145 billion in new payroll.
- The IAP/EIS must include clear and specific provisions for onshore infrastructure to transport future offshore oil and gas resources across NPR-A. Surface protection measures, Special Area designations, and other restrictions must not prevent the transport of Chukchi oil and gas resources to market.
- The alternatives offered in the IAP/EIS appear to refocus land management in NPR-A from multiple use to conservation, which is inconsistent with the primary purpose of the petroleum reserve. This is unacceptable for an area intended for oil and gas development.
- Enlargement of Special Areas, as described in Alternative B, could significantly impact onshore development and infrastructure necessary to transport offshore oil and gas resources to market in an economic and efficient manner.
- Given the technological advances of the mining industry in the Arctic and sub-Arctic and the growing need for strategic minerals, all of NPR-A should be open to mineral entry, as well as industrial mineral and coal leasing. The Department of the Interior should make this recommendation to Congress.
- Energy and mineral development in NPR-A would benefit the economy by creating increased revenues and employment, while enhancing national security.
- BLM should refrain from designating highly-restrictive conservation units in NPR-A, given the nation's growing need for energy and minerals. Alaska already has an overwhelming majority of the nation's public lands closed to development.

**Deadline for written comments: June 1, 2012**



# RESOURCE DEVELOPMENT COUNCIL

Growing Alaska Through Responsible Resource Development

May 7, 2012

Mr. Dennis McLerran  
Regional Administrator  
EPA Region X  
RA 140  
1200 Sixth Avenue  
Seattle, WA 98101

*Via email to [McLerran.Dennis@epamail.epa.gov](mailto:McLerran.Dennis@epamail.epa.gov)*

Re: EPA Bristol Bay Watershed Assessment and Potential Section 404(c) Action

Dear Mr. McLerran:

The Resource Development Council (RDC) for Alaska writes to further express disappointment in the Environmental Protection Agency's (EPA) unprecedented and potentially devastating premature assessment of the Bristol Bay Watershed and Potential Section 404(c) Action.

RDC is an Alaskan non-profit, membership-funded organization founded in 1975. The RDC membership is comprised of individuals and companies from Alaska's oil and gas, mining, timber, tourism, and fisheries industries, as well as Alaska Native corporations, local communities, organized labor, and industry support firms. RDC's purpose is to link these diverse interests together to encourage a strong, diversified private sector in Alaska and expand the state's economic base through the responsible development of our natural resources.

Federal, state, and local processes are a very important part of all projects in Alaska. RDC members involved in permitting energy, mining, and other natural resource development projects on the vast federal land holdings in Alaska, and on State, Native corporation and other private lands where federal permits are required must all follow the permitting process. A preemptive ruling on any one project could effectively create a dangerous precedent for future projects.

The Bristol Bay Watershed Assessment singles out a project area on state land where there hasn't even been an application submitted to a federal agency proposing a permit be issued. The assessment could cause delay and confusion to projects all over Alaska. Unfortunately, many of these projects – both onshore and offshore – have already experienced extensive multi-year permitting delays, administrative appeals, and litigation from third parties, hampering the economy and holding back thousands of job opportunities for Alaskans and other citizens across the Lower 48 states.

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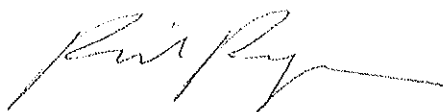
A preemptive decision, prior to permit or project application, is unacceptable whether it be approval or denial of any project. An assessment of this type will likely not provide for adequate time for review, and it will likely disregard any potential benefits from a project. Assessments prior to project design and permit application will be highly speculative and will lack scientific credibility.

Any action that would preemptively halt development in Bristol Bay would compromise the State's ability to build a diversified economy from its land base. Alaska's economy must attract investment and create jobs, and should not be further negatively impacted by uncertainty in processes.

In conclusion, RDC requests the EPA cease work on the Bristol Bay Watershed Assessment and 404(c) proceedings until it has a formal permit application in front of it, before further negative ramifications transform from preemptive decisions on projects.

Thank you for your attention to RDC's concerns on this important issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick Rogers", with a long horizontal flourish extending to the right.

Rick Rogers  
Executive Director

Cc: Governor Sean Parnell, State of Alaska  
Senator Mark Begich  
Senator Lisa Murkowski  
Congressman Don Young  
Lisa Jackson, Environmental Protection Agency



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May 3, 2012

Ms. Stephanie Brady, Project Team Leader  
U.S. Fish and Wildlife Service  
1011 E. Tudor Road, MS-231  
Anchorage, AK 99503

Re: Izembek National Wildlife Refuge Draft Environmental Impact Statement

Dear Ms. Brady:

The Resource Development Council (RDC) is writing to support the exchange of land between the federal government, the State of Alaska, and King Cove Corporation for the purpose of constructing and operating a single-lane gravel road between communities of King Cove and Cold Bay.

RDC is a statewide business association comprised of individuals and companies from Alaska's oil and gas, mining, forest products, tourism, and fisheries industries. RDC's membership includes Alaska Native corporations, local communities, organized labor, and industry support firms. RDC's purpose is to encourage a strong, diversified private sector in Alaska and expand the state's economic base through the responsible development of our natural resources.

Although there is no industry interest that will benefit from the land exchange, RDC supports the proposed action because it is the right thing to do. For over a decade, RDC has consistently advocated for a road link between King Cove and Cold Bay. RDC strongly believes that a road corridor from King Cove to the all-weather airport at Cold Bay is in the public interest. In our view, this is a public safety and human rights issue, which should be given the highest priority.

Specifically, RDC supports Alternative 2 and encourages the Corps of Engineers and the Fish and Wildlife Service to adopt this option as the Preferred Alternative. This alternative would provide safe, reliable, and affordable transportation for King Cove residents and require only 236 acres for the one-lane, 19-mile gravel road.

The proposed land exchange would involve the removal of only 131 acres within the Izembek Wilderness for the road corridor and 1,600 acres of federal land within the Alaska Maritime National Wildlife Refuge. In exchange,

the federal government would receive more than 43,000 acres of land owned by the State and approximately 13,000 acres of land owned by the King Cove Corporation near Cold Bay and adjacent to the Alaska Peninsula National Wildlife Refuge. Overall, the exchange would add more than 56,000 acres to the Izembek and Alaska Peninsula National Wildlife Refuges and designate 43,000 acres as Wilderness.

Clearly, the land exchanges outlined in the Draft Environmental Impact Statement (DEIS) would provide a big net gain for the national wildlife refuge system while providing a vital public health and safety corridor for King Cove residents to Cold Bay and its all-weather airport. The road would be narrow and unobtrusive. The road would be used primarily for health and safety purposes and would be closed to commercial traffic. Mitigation strategies will allow the road, the environment, and wildlife to coexist. Mitigation measures will include provisions to avoid wildlife and fish impacts and to mitigate wetlands loss. Both of the proposed road corridors evaluated in the EIS were designed to minimize adverse impacts to refuge resources, require the transfer of the minimum acreage of federal land, and to incorporate existing roads into the corridor.

There is adequate existing information to allow for the Final EIS to proceed, a Record of Decision issued, and for the Secretary of the Interior to make a public interest finding that meets the intent of Congress and affords equitable treatment of the Aleut people.

The road would solve the community's perennial problem with access to the outside world, especially in poor weather conditions. The proposed land exchange would provide for a long term, safe, and reliable year-round transportation system between King Cove and Cold Bay. As proposed, the project would balance the needs of the communities, the national wildlife refuges, and ecosystem functions in the area.

Meanwhile, the marine link between the two communities has not solved King Cove's transportation challenges in reaching Cold Bay and its airport. The community has not found the hovercraft to be an effective solution to their problems, which is why King Cove and tribal leaders are united in their support of a road link, which they have pursued for many years.

Affordable, reliable, and practical transportation is not available for the residents of King Cove to access the Cold Bay airport. Air transportation is limited by weather, availability of aircraft, and the topographic constraints of the King Cove airport. Flights are often delayed or cancelled due to weather.

Costs for air travel is also an issue for many residents. The hovercraft has proven more expensive and more difficult to keep in service than originally expected. Ridership and associated revenues have been lower and operations and maintenance costs higher than projected. Keeping the minimum number of trained crew required for operations has been difficult and has resulted in the cancellation of scheduled service. In addition, weather conditions have inhibited hovercraft service. The hovercraft option was attempted in good faith, but it has now been shut down.

The hovercraft option has failed. The road has always been the community's first choice because it provides residents with the greatest amount of security and peace of mind. The proposed road link is the safest and most reliable transportation option for the life, safety, and health of local residents. It is the only workable long-term solution. For these reasons and others, the State of Alaska, City of King Cove, Agdaagux Tribe, King Cove Corporation, and Aleutians Borough strongly support a cost-efficient, reliable surface transportation system between King Cove and the Cold Bay Airport.

However, the transportation system must be affordable for local families, and be constructed, operated, and maintained at a cost that can be borne by local or state government. The road should be operated and maintained without undue requirements and provide for safe, reliable, affordable transportation with the least amount of interruption by weather conditions.


The spirit of the proposed land exchange would recognize and honor with equal regard the human side of conservation, alongside wildlife and wilderness. The DEIS acknowledges local needs and the fact that current transportation infrastructure does not meet these needs. The DEIS appropriately recognizes that the proposed road options, with appropriate mitigation strategies to limit impacts, would best meet human health and safety needs.

The King Cove Corporation is giving up 20 percent of its land for a single-lane gravel road. That demonstrates how much of a priority emergency access to the airport in Cold Bay is to local residents. Residents of King Cove have been waiting over 20 years to build a surface transportation link to Cold Bay and the proposed action is a big step in the right direction.

Thank you for the opportunity to provide comment on the proposed action, which is so critical to the future health and welfare of local residents.

Sincerely,

RESOURCE DEVELOPMENT COUNCIL  
for Alaska, Inc.

A handwritten signature in black ink, appearing to read 'Carl Portman', written in a cursive style.

Carl Portman  
Deputy Director





RESOURCE DEVELOPMENT COUNCIL

Growing Alaska Through Responsible Resource Development

# 37th Annual Meeting Luncheon

Thursday, June 21, 2012 • Dena'ina Convention Center • Noon

## Developing Hydrocarbons in an Anti-hydrocarbon Age: Risks & Opportunities

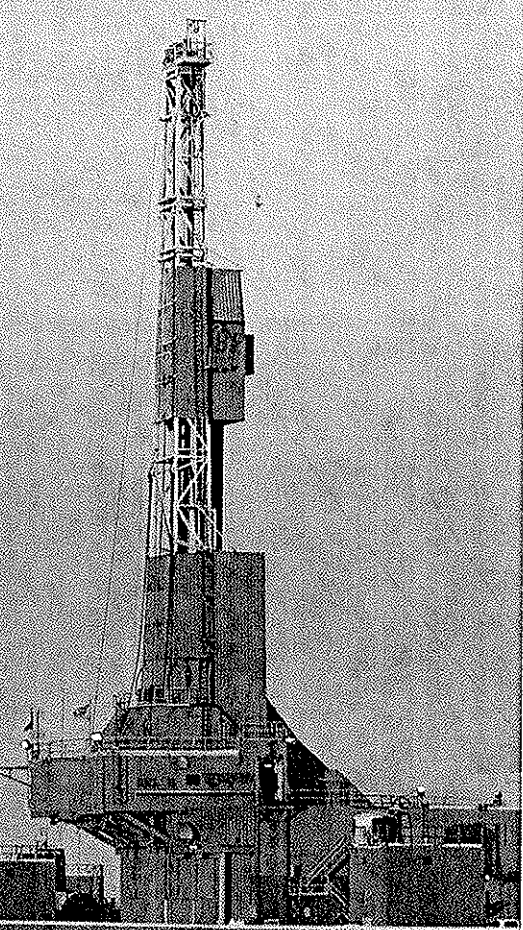
Keynote presentation by

John Hofmeister  
Founder and Chief Executive  
Citizens for Affordable Energy  
Former President  
Shell Oil Company



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The RDC Annual Meeting is one of the largest business events of the year! Sponsorship supports vital advocacy work, legislative and government agency testimony, and other activities. Our members consider their involvement in RDC an investment in Alaska and their long-term interests. Sponsorship promotes your company and demonstrates your commitment to growing our economy. RDC appreciates your consideration of the sponsorship options inside this packet. Thank you!





**John Hofmeister**  
 Founder and Chief Executive  
 Citizens for Affordable Energy  
 Former President, Shell Oil Company  
 Houston, Texas

John Hofmeister is a key member of the United States Energy Security Council, a bipartisan group which includes former Secretary of State George P. Shultz and two former secretaries of defense, William J. Perry and Harold Brown, as well as three former national security advisers, a former C.I.A. director, two former senators, a Nobel laureate, a former Federal Reserve chairman, and several Fortune-50 chief executives.

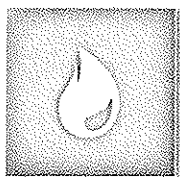
Upon retirement from Shell Oil Company in 2008, Mr. Hofmeister founded and heads the not-for-profit 501(c)(3), nationwide membership association, Citizens for Affordable Energy. This Washington, D.C.-registered, public policy education firm promotes sound U.S. energy security solutions for the nation, including a range of affordable energy supplies, efficiency improvements, essential infrastructure, sustainable environmental policies and public education on energy issues.

As Shell’s President, Hofmeister launched an extensive outreach program, unprecedented in the energy industry, to discuss critical global energy challenges. The program included an 18 month, 50-city engagement program across the country during which Hofmeister led 250 other Shell leaders to meet with more than 15,000 business, community and civic leaders, policymakers, and academics to discuss what must be done to ensure affordable, available energy for the future.

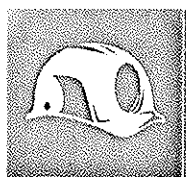
As a business leader who has participated in the inner workings of multiple industries for over 35 years, Hofmeister also has held executive leadership positions in General Electric, Nortel, and AlliedSignal (now Honeywell International).

Hofmeister serves as the Chairman of the National Urban League and is a member of the U.S. Department of Energy’s Hydrogen and Fuel Cell Technical Advisory Committee. He serves as non-executive Director of the Hunting PLC, London, UK, Lufkin Industries Inc., CAMAC Energy, Inc., and the Sodexo North America Business Advisory Board. Hofmeister also serves on the boards of the the Foreign Policy Association, New York; Strategic Partners, LLC; the Gas Technology Institute, and the Center for Houston’s Future.

John Hofmeister is the author of “Why We Hate the Oil Companies: Straight Talk from an Energy Insider.”



Oil and gas



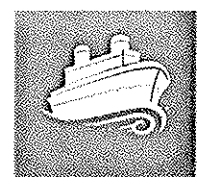
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# 37th Annual Meeting Luncheon

Thursday, June 21 Dena'ina Convention Center

## Sponsorship Opportunities

Our ability to work effectively on the issues is linked to the support we receive from our members. RDC appreciates your consideration of these sponsorship options. Thank you!



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*Deadline for being listed in Annual Meeting Program is Monday, June 11th.*

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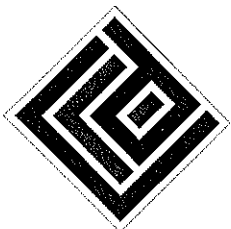
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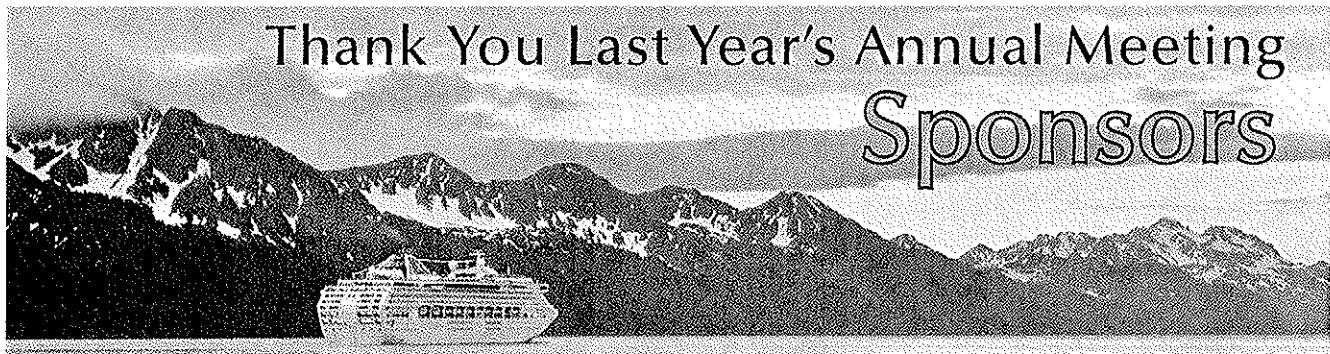
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Contact: Carl Portman

Phone: 907-276-0700, ext. 2, email: [cportman@akrdc.org](mailto:cportman@akrdc.org) Fax: 907-276-3887  
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Era Helicopters  
First National Bank Alaska  
Fluor  
GCI  
Golder Associates Inc.

## **SILVER SPONSORS (Continued)**

Granite Construction Company  
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Hartig Rhodes Hoge & Lekisch, P.C.  
Hawk Consultants LLC  
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Linc Energy Operations, Inc.  
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Pacific Environmental Corporation  
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UMIAQ  
URS Corporation  
Weaver Brothers Inc.  
Wells Fargo  
WorleyParsons

# What Is RDC Doing For You?

## 2011-12 Major Issues & Projects

- Revisions to Alaska's oil production tax structure
- Proposed 2012-2017 Five-Year Plan for OCS Leasing Program
  - OCS Lease Sale 193 SEIS
- OCS Drilling Plan and Oil Discharge Prevention and Contingency Plan
  - DEIS on Effects of Oil & Gas Activities in the Arctic Ocean
  - National Petroleum Reserve-Alaska Integrated Activity Plan
    - ANWR Comprehensive Conservation Plan Revision
      - Point Thomson DEIS
  - Shadura oil and gas project in Kenai National Wildlife Refuge
    - Alaska Coastal Management Program Ballot Initiative
- Endangered Species Act: Polar bear, Cook Inlet beluga whale, Steller sea lion, Ringed & Bearded Seals
  - ESA Draft Policy on Interpretation of the Phrase, "Significant Portion of its Range"
    - Sealaska Lands Bill
  - Long-range Transportation Plan for Alaska Federal Lands
    - Emission Control Area
      - Alaska Alliance for Cruise Travel (AlaskaACT)
      - Cruise ship access to Glacier Bay National Park
    - Equitable wastewater discharge regulations for cruise ships
      - Coastal and Marine Spatial Planning
  - National Ocean Council Development of Strategic Action Plans
    - National Ocean Council Ocean Policy SAP Guidelines
      - Eastern DPS Steller Sea Lion
    - Western Steller Sea Lion Biological Opinion
      - Pebble project
        - Bristol Bay Watershed Assessment
    - Greens Creek Mine tailings permit renewal
      - Wishbone Hill permit renewals
        - Chuitna coal project
      - Kensington Mine APDES permit
        - Jumbo Dome Mine project
      - Linc Energy coal exploration permits
        - Red Dog Mine expansion
        - Critical minerals legislation
        - Susitna Hydroelectric Project
        - Native 8(a) Business Program
          - Wood bison
          - NPDES Primacy
          - Knik Arm Bridge
      - Forest Service National Planning Rule
        - Tongass Land Management Plan
          - State & federal timber sales
        - Wrangell Island Timber Project EIS
      - Expansion of Southeast Alaska State Forest
        - Proposed Susitna Valley State Forest
          - Izembek Land Exchange
      - Federal/State legislative & regulatory policy
        - Alaska Railroad track extensions
          - State long-term energy plan
          - Alaska Railroad herbicide permit

### Membership Benefits & Special Events

- *Resource Review* newsletters
- Email Updates & Action Alerts
- Corporate member links at [akrdc.org](http://akrdc.org)
- Public forums & membership networking opportunities
- Annual conference on Alaska resources
- Annual Report to the Membership

### Log onto [akrdc.org](http://akrdc.org)

- Presentations and videos from RDC public forums
- Newsletters from 1978–present
- Action Alerts and Issue Updates
- Industry White Papers
- Online event registration and membership enrollment
- Links to RDC corporate member websites



Become a fan on Facebook [Resource Development Council](http://Resource Development Council)



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# The Endangered Species Act and You

## *A Conversation about Conservation*

### **Date:**

Thursday, May 31

### **Location:**

Wilda Marston Theatre, Loussac Library  
3600 Denali Street, Anchorage

### **Schedule:**

*1:00 - 2:00 PM*

U.S. Fish and Wildlife Service presentations  
(Alaska Regional Director Geoff Haskett and others)

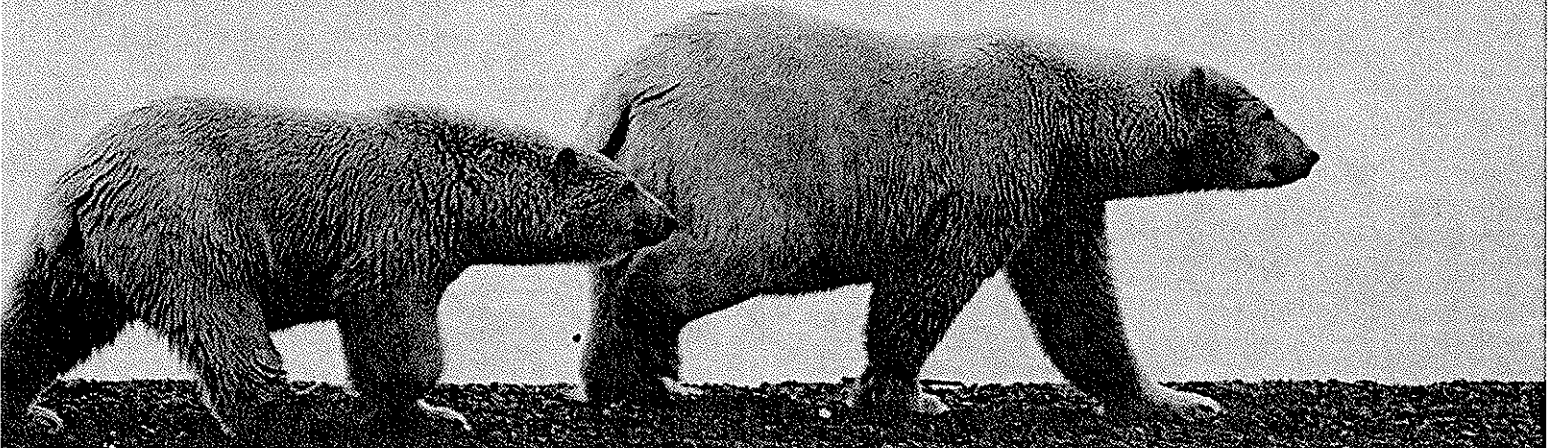
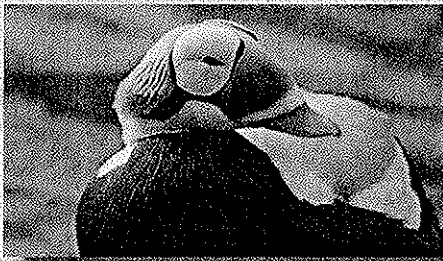
*2:00 - 3:00 PM*

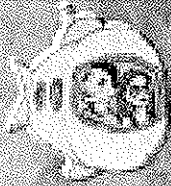
Questions, concerns, and comments - we want to hear from you!

*3:00 - 5:00 PM*

Open House in the lobby

(talk to biologists to learn about polar bears, sea otters, short-tailed albatross, and more)





# world oceans day

june 8 2012



Alaska SeaLife Center  
*w i n d o w s t o t h e s e a*

*Join us at the Alaska SeaLife Center  
to celebrate our oceans!*

**Exclusive After-Hours Events**

## OCEAN INSPIRATIONS

# celebrates seafood at auction

**Friday, June 8th • 6:30 pm**

*Auction to include pieces by: V. Rae, Ed Hutchinson  
our resident Steller Sea Lion, Sugar, and more.*

**Check Our Website for Information and  
to Purchase Tickets for the Evening Fundraiser**

[www.alaskasealife.org](http://www.alaskasealife.org)

### EVENT SPONSORS



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E D U C A T I O N

# Alaska Coal Association Presents the 20th Annual Coal Classic



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E D U C A T I O N

Golf Tournament

Wednesday, June 13, 2012 at Anchorage Golf Course

Breakfast, Registration & Hosted Driving Range 6:00 am, Shotgun Start 7:00 am

Proceeds benefit Alaska Resource Education

Alaska Resource Education is an industry-state partnership whose mission is to educate students about Alaska's natural resources. Alaska Resource Education is a 501(c)(3) non-profit, tax ID #92-0117527

## SPONSORSHIP OPPORTUNITIES

\_\_\_\_\_ \$400 Breakfast Sponsor

\_\_\_\_\_ \$200 Driving Range Sponsor

\_\_\_\_\_ \$500 Beverage Cart Sponsor

\_\_\_\_\_ \$300 Hole Sponsor

\_\_\_\_\_ \$600 Lunch Sponsor

\_\_\_\_\_ Specialty Item Sponsor\*

\_\_\_\_\_ Donate a door prize!

\_\_\_\_\_ Donate goodie bag items!

\_\_\_\_\_ Photo Frames

\*Item of your choice with your logo and AK Resource logo, given to each golfer. Call 907-276-5487 for details.

## REGISTRATION FORM

\_\_\_\_\_ \$1,000 Team (four golfers)

\_\_\_\_\_ \$300 Individual Golfer

Great prizes and lunch included!

Team Name \_\_\_\_\_

Golfers \_\_\_\_\_

Contact person \_\_\_\_\_

Address \_\_\_\_\_ City/State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

VISA/MC \_\_\_\_\_ Expiration \_\_\_\_\_ 3 Digit Code \_\_\_\_\_

Return this form with your check payable to Alaska Resource Education  
601 E. 57th Place , Suite 104 Anchorage, AK 99518 • T 276-7487 • F 276-5488 • golf@akresource.org

Please register by Friday, June 1, 2012