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Lockheed Martin Newsletter Update
Middle River Complex and Martin State Airport

Spring 2013

Lockheed Martin Middle River Complex
2323 Eastern Boulevard
Middle River, Maryland

Meet Sharon Kenny

EPA Project Manager Encourages Open Communication

Sharon D. Kenny is tremendously committed to her job and the communities she serves.

Soft-spoken and approachable, Kenny is a remedial project manager for the U.S. Environmental Protection Agency (EPA).

In essence, she is the federal government's eyes, ears and voice for certain environmental cleanup projects on the East Coast.

Since late 2012, she has been overseeing Lockheed Martin's investigation and cleanup of polychlorinated biphenyls (PCBs) found in soil and sediments at and near the Middle River Complex in Middle River, Md.

Lockheed Martin's cleanup project in the Middle River area is broader than PCBs, and much of the project is being overseen by the Maryland Department of the Environment (MDE).

The EPA is responsible for overseeing the PCB portion of the soil and sediments cleanup under the Toxic Substances Control Act of 1976 (TSCA), which provides the EPA with authority to require reporting, record-keeping and testing, and to establish restrictions on chemical substances, including PCBs, asbestos, radon and lead-based paint.

"As a civil servant, I have a responsibility to carry out the EPA's mission, which is to protect human health and the environment," Kenny says.

"At the end of a cleanup, if these things weren't achieved, I'd have failed the taxpayer and myself, because I wouldn't have done my job," she adds. "These are the ethics that this job entails, and, to me, that is very valuable."

Site background

In the early 1990s, the Maryland Aviation Administration began conducting a series of environmental investigations of the Martin State Airport in consultation with the Maryland Department of the Environment (MDE).

A possible link between contamination on the airport property and historical operations at Lockheed Martin's Middle River Complex was made when china, papers and other items apparently connected to the former Glenn L. Martin Company were found in excavations for utility work on the airport site.

Since 1991, extensive environmental studies have been conducted at the Martin State Airport in an area between the taxiway and Frog Mortar Creek (the Dump Road Area) in cooperation with MDE. Additional environmental investigations have been performed around Strawberry Point, in Frog Mortar Creek and in Stansbury Creek.

Based on the initial findings for studies conducted at Martin State Airport, Lockheed Martin began to evaluate the Middle River Complex to determine if contamination existed around the plant.

Since contamination associated with former operations was found on the Middle River Complex, Lockheed Martin has taken responsibility for addressing it. MDE is overseeing Lockheed Martin's remediation efforts.

Lockheed Martin has collected thousands of soil, sediment and groundwater samples at both the Middle River Complex and Martin State Airport. The Corporation is proactively addressing cleanup projects at both sites, and is committed to working with the community and keeping residents informed as each of the projects progresses.

The Middle River project is one of five projects that Kenny oversees on the East Coast, including three in Virginia. She is based in the EPA's Philadelphia office.

Continued on Page 2

Articles highlighted with a blue box reference Martin State Airport projects, articles with white background reference Middle River Complex projects.

Sharon Kenny, *continued from page 1*

As project manager of the Middle River PCB cleanup, Kenny works closely with the Lockheed Martin team, and coordinates with her EPA team, to evaluate the project's technical solutions, timelines and implementation, and to give approval or offer suggestions as needed — all with the mission of protecting human health and environment.

"We are so pleased to be working with Sharon and the team at EPA," says Tom Blackman, Lockheed Martin project manager. "Sharon is collaborative and has an open-door policy, and her professionalism is beneficial to Lockheed Martin and the entire community."

And community-focused, she is.

"I hope my presence helps give community members the peace of mind to know I've signed off on the work, and that, at the end, they can believe it when we say it's no longer contaminated," Kenny says.

A native of Puerto Rico, Kenny grew up in an impoverished household. As a child, she once missed the first day of school because she didn't have the supplies or shoes she needed to get to school.

She swore that would never happen again, and began working at age 13 to ensure she could pay for the necessities she needed to begin on the first day of school each year.

She also focused on schoolwork, keeping in mind her mother's words that, "Education is something that no one can take away from you."

Today, with an undergraduate degree from the University of Puerto Rico; masters degrees in geology from the University of Florida and civil engineering from the University of Colorado; and impressive work experience for organizations such as the National Center for Atmospheric Research (NCAR), the National Aeronautics and Space Administration (NASA) and the EPA, Kenny applies her education not only to her job but also to mentoring young people, especially girls, in areas of science and engineering.

Down-to-earth and candid, Kenny is comfortable talking with students as well as community members. A dedicated wife and mother of three, she understands people's concerns about environmental contamination and cleanup projects.

"I encourage people to ask questions and to point things out to me," she says. "If they don't understand what they've heard or don't like what they've heard, I encourage them to talk to me in person if they see me in the area or to pick up the phone and call me. I'm always open to people's questions and thoughts. We can all learn from each other. That open communication is one of the things I love about my job."

Sharon Kenny can be reached at kenny.sharon@epa.gov and 215-814-3417.

Public Information Session Presents Details on Proposed Sediments Cleanup

In late February, Lockheed Martin Corporation hosted a public information session to provide details on its recommended alternative for cleaning up sediments in Cow Pen Creek, Dark Head Cove and Dark Head Creek adjacent to the Lockheed Martin Middle River Complex in Middle River, Md.

About 35 community members attended the public session, which offered an opportunity to learn about Lockheed Martin's sediments investigation and feasibility study findings, the team's recommended alternative, and the work that will be done if regulators approve the recommended alternative.

The session also provided a chance for interested parties to ask questions of the Lockheed Martin technical team and to make comments for the public record. A 30-day public comment period began Feb. 28, the night of the meeting, and ran through March 28.

Continued on Page 3

Sediments, *continued from page 2*

Since then, Lockheed Martin has compiled the verbal and written comments made during the 30-day period, drafted responses and created a summary for submittal to regulators.

Representatives of the U.S. Environmental Protection Agency (EPA) and the Maryland Department of the Environment (MDE) attended the public information session so they could hear what Lockheed Martin presented, determine how the public perceived it, and answer questions and concerns from attendees.

During the public session, the Lockheed Martin team heard residents' comments and fielded questions on a variety of topics — from how *in situ* treatment works, to how the community will be impacted by the cleanup, to how the natural shoreline and fish habitat will be protected.

Polychlorinated biphenyls (PCBs), polycyclic aromatic hydrocarbons (PAHs), and metals are the most frequently detected compounds in the sediments. Lockheed Martin's recommended cleanup alternative includes:

- Removal of about 48,800 cubic yards (about 3,300 truckloads) of contaminated sediments from more than 12.5 acres,
- *In situ* ("in place") treatment to reduce the mobility of contaminants over 8.5 acres in the remainder of the area of potential concern, and
- Monitored natural recovery, which will rely on natural processes of ongoing sedimentation to return sediment concentrations back to natural levels in about 4 acres of the *in situ* treatment area.

The recommended alternative also will include shoreline stabilization, habitat enhancement and riparian planting (planting on the banks of the water bodies) after the remedial construction, as necessary and in accordance with the various permits required by federal, state and local agencies. Lockheed Martin will conduct long-term monitoring, operation and maintenance of *in situ* treatment areas to verify the remedy.

As the Lockheed Martin technical team explained at the public information session, the potential for erosion in Cow Pen Creek and the distribution of the contaminants warrant using a combination of technologies that, together, will achieve the cleanup in a manner that protects the environment while causing the least disruption of the natural habitat of the area.

Removal of sediments is not necessary in every area of the cleanup site. In some areas, *in situ* (which means "in place") treatment is recommended.

Continued on Page 4

Throughout this project, as it will in the future, Lockheed Martin has engaged the community and its leadership and relied on community input in the form of questions, issues and concerns so they could be properly addressed.

"We appreciate the community's interest in helping us," says Tom Blackman, Lockheed Martin's project lead for the Middle River Complex cleanup. "As a result of community members' input, our recommended alternative is comprehensive yet achieves a balanced approach that cleans up areas as necessary while minimizing disruption to the community."

The project's next phase, which will take place this summer, includes additional sampling to help refine the design of the recommended alternative. This pre-design sampling will include collecting:

- Samples from one bank to the next in Cow Pen Creek to refine the team's knowledge of contaminant locations and, therefore, to determine what needs to be remediated,
- Core samples to determine locations with PCB levels that are subject to regulation by EPA under the Toxic Substances Control Act (TSCA) of 1976,
- Bulk sediments from some of the areas to test the efficiency of the activated carbon on the contaminants in specific locations,
- Additional samples from storm drains that discharge to the site to evaluate effectiveness of source control, and
- Pore water samples using passive samplers (devices that are submerged in the sediment but do not agitate the sediments) to establish baseline conditions prior to *in situ* treatment.

Another form of testing, called treatability testing, could take up to six months. That testing assesses benthic organisms and environmental conditions and helps determine the level of activated carbon that will work best.

Lockheed Martin will submit reports with test results to regulators, and after receiving approval on its remedy, the team will begin the design phase of the project.

Sediments, *continued from page 3*

For the sediment cleanup, the *in situ* treatment utilizes activated carbon, which works much like the material used in water filters, to bind contaminants and make them less accessible to organisms. Over time, the activated carbon remains in the sediment and continues to reduce contaminant availability to organisms at the bottom of the waterway.

Different methods of *in situ* treatment are available and are selected based on site-specific conditions. In fact, different methods of *in situ* treatment will be used for cleaning up sediments versus what will be used in cleaning up groundwater associated with the Middle River Complex. *(See related story, "Groundwater Treatment," on Page 5).*

Extensive testing has shown that contaminants in sediments in these waterways do not pose significant health risks to people, either because the contamination is located deep beneath the water surface or because in most areas the amount of contamination does not pose a human health risk for typical exposure.

Currently, there is some risk if someone eats more fish and crabs than the existing Maryland Department of the Environment's consumption advisories say they should, but that risk can be limited by adhering to the consumption guidelines. This is a regional condition with contributions from many sources.

The *in situ* treatment will make the sediments safer for benthic organisms (such as worms), fish and crabs by reducing the toxicity in the sediments and lowering the potential for chemicals to accumulate in the organisms' tissue.

Continued on Page 5

Sediments, *continued from page 4*

The Lockheed Martin team emphasized during the public information session that no cleanup activities will take place during spring or summer months because of the fish-spawning season. Lockheed Martin is expecting to conduct the cleanup from 2015 to 2017.

Lockheed Martin Begins to Install Groundwater Treatment System

Having received project approval from the Maryland Department of the Environment (MDE), Lockheed Martin has begun implementing a groundwater treatment system that will clean up groundwater at the Middle River Complex at 2323 Eastern Boulevard in Middle River, Md.

Beginning in late spring 2013, Lockheed Martin will dig up soil to prepare for the installation of the groundwater treatment system. The treatment system, which includes a series of injection wells and piping, will be put in place during summer and early fall 2013.

The system will reduce the concentrations of trichloroethene (TCE) at the site by using *in situ* (meaning "in place") bioremediation in the three areas with the highest concentrations and greatest accumulations of TCE. The highest concentrations are found south of the active industrial facilities.

The groundwater does not currently pose an elevated risk to human health because there are no pathways that would allow the groundwater contamination at elevated concentrations to reach people or the enviroment. Lockheed Martin intends to reduce the amount of contamination in groundwater to further reduce the risk of exposure to contaminated groundwater.

There are different methods of *in situ* bioremediation, and the method that will be used for this project injects a mixture of water, food grade vegetable oil and lactate (a non-toxic food additive that is produced from sugars of corn or beets) into the ground to stimulate naturally occurring bacteria that then consume — and break down — the contamination.

The overall groundwater remediation program also includes land-use controls (such as deed restrictions) to restrict groundwater use, and monitoring for — and, as necessary, taking measures against — vapor intrusion into the indoor air of present and future buildings.

During the excavation work, more than 3,000 cubic yards (about 200 truck loads) of contaminated soil will be removed and hauled to a licensed landfill. Clean soil will be added to replace the contaminated soil that has been removed.

During the excavation work, community members may notice increased truck traffic on Eastern Avenue coming to and from Interstate 95, and digging equipment such as backhoes on-site.

All excavation work will be completed during business hours. Dust controls and monitoring measures will be in place to control dust so it does not leave the site.

Additionally, erosion and sediment control measures (such as silt fencing) will be in place before and during construction — as approved by Baltimore County — to ensure that contaminated soil doesn't enter the surface water runoff.

When the excavation work is completed, the Lockheed Martin team will install a total of 148 injection wells in the three areas with the highest concentrations of groundwater contamination.

Each of the three areas will have a small building where the solution will be mixed with water prior to the injection.

The Lockheed Martin team also will install 16 additional monitoring wells so the team can evaluate the procedure's effect on the contamination and make adjustments based on the monitoring data.

All of the work will be done under permits from federal, state and local government authorities, including the

Continued on Page 6

Groundwater, *continued from page 5*

U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Maryland Department of the Environment, and the Baltimore County Department of Environmental Protection and Sustainability.

Once the system is operational, injections of the solution will be made through the injection wells, and it will spread through the contamination areas over time. The solution will stimulate naturally occurring bacteria that consume — and break down — the contamination.

"We are excited to have moved to the implementation phase of the groundwater remediation project," says Tom Blackman, Lockheed Martin project lead. "It culminates years of hard work and brings us closer to our ultimate objective … cleaning up the groundwater."

Creek's Surface Water Meets Most Swimming Screening Levels in 2012

Lockheed Martin conducted seven rounds of surface water sampling and testing in Frog Mortar Creek in 2012. The results show that, overall, the surface water quality near the Martin State Airport shoreline meets swimming screening levels and other water quality criteria for contaminants related to the site.

Lockheed Martin conducted the sampling and testing in the months of January, March, June, July, August, September and December.

Samples were analyzed for volatile organic compounds (VOCs), including trichloroethene (TCE), cis-1,2-dichloroethene (DCE) and vinyl chloride, which appear to be related to site groundwater contamination. The sampling results were screened against federal and state water-quality criteria and site-specific, risk-based swimming screening levels.

In April 2012, the Maryland Department of the Environment (MDE) issued a water contact advisory for the creek area adjacent to Martin State Airport. The average concentrations of VOCs detected among all monitoring locations in the water contact advisory area during the primary swimming months (June to September 2012) were within the swimming screening levels, the most stringent of the water quality criteria.

At one monitoring location on the airport shoreline, the average vinyl chloride concentration detected between June and September 2012 was 5.1 parts per billion, which exceeded that compound's swimming screening level of 0.7 parts per billion. *(See "Factoid" below.)*

Generally, a total of 40 surface water samples were collected during each sampling event, from both sides of Frog Mortar Creek. The sampling was focused on the western shoreline, where samples were collected at points 50 feet, 100 feet and 200 feet from each shoreline sampling location. All samples were collected at approximately one foot below the water surface.

The water contact advisory, which is posted on warning signs in the creek and along the airport shoreline, does not prohibit swimming. It leaves that decision as a personal choice for users of the area. The advisory tells the public about the chemicals in the creek near the shoreline of the Dump Road Area of Martin State Airport.

Lockheed Martin's investigations have focused on the VOCs detected in the groundwater of the Dump Road Area and in the surface waters of the creek.

The 2012 sampling results suggest low-level movement of VOCs from site groundwater into the surface waters of Frog Mortar Creek near the airport shoreline.

Lockheed Martin's Groundwater Interim Remedial Action (IRA) is being designed to prevent the discharge of contaminated groundwater from the Dump Road Area plume into Frog Mortar Creek.

Factoid

In a groundwater cleanup project, parts per billion (ppb) measures the concentration of a particular chemical in water or soil. One ppb is one part (of chemical) in 1 billion parts (of water or soil).

Middle River Cleanup Projects To Be Consolidated Under One Agreement with MDE

Lockheed Martin and the Maryland Department of the Environment (MDE) are negotiating a consent agreement that would consolidate all of Lockheed Martin's environmental cleanup projects at the Middle River Complex in Middle River, Md., under one agreement with the department.

Lockheed Martin is conducting groundwater, soil and sediment cleanup projects at the site. Currently, the groundwater and soil projects are overseen through the MDE's Voluntary Cleanup Program.

The MDE suggested, and Lockheed Martin agreed, that it would be best to consolidate all of the projects under one regulatory umbrella — an agreement between Lockheed Martin and MDE, through its Controlled Hazardous Substance (CHS) Division. This agreement is basically a contract that will outline both Lockheed Martin and MDE's obligations on the content and timing of the cleanup efforts.

The consolidation makes sense for several reasons.

First, Lockheed Martin is seeking the MDE's approval to clean up the soil to industrial rather than residential cleanup standards, which would have required Lockheed Martin to withdraw and re-enter the Voluntary Cleanup Program.

Second, the Controlled Hazardous Substance program allows portions of blocks to be cleaned up to different objectives, something that Lockheed Martin may pursue for certain tracts later in the cleanup.

Third, it makes sense for all the environmental projects at the Middle River Complex to be covered under the same administrative framework, which is possible under the Controlled Hazardous Substance program.

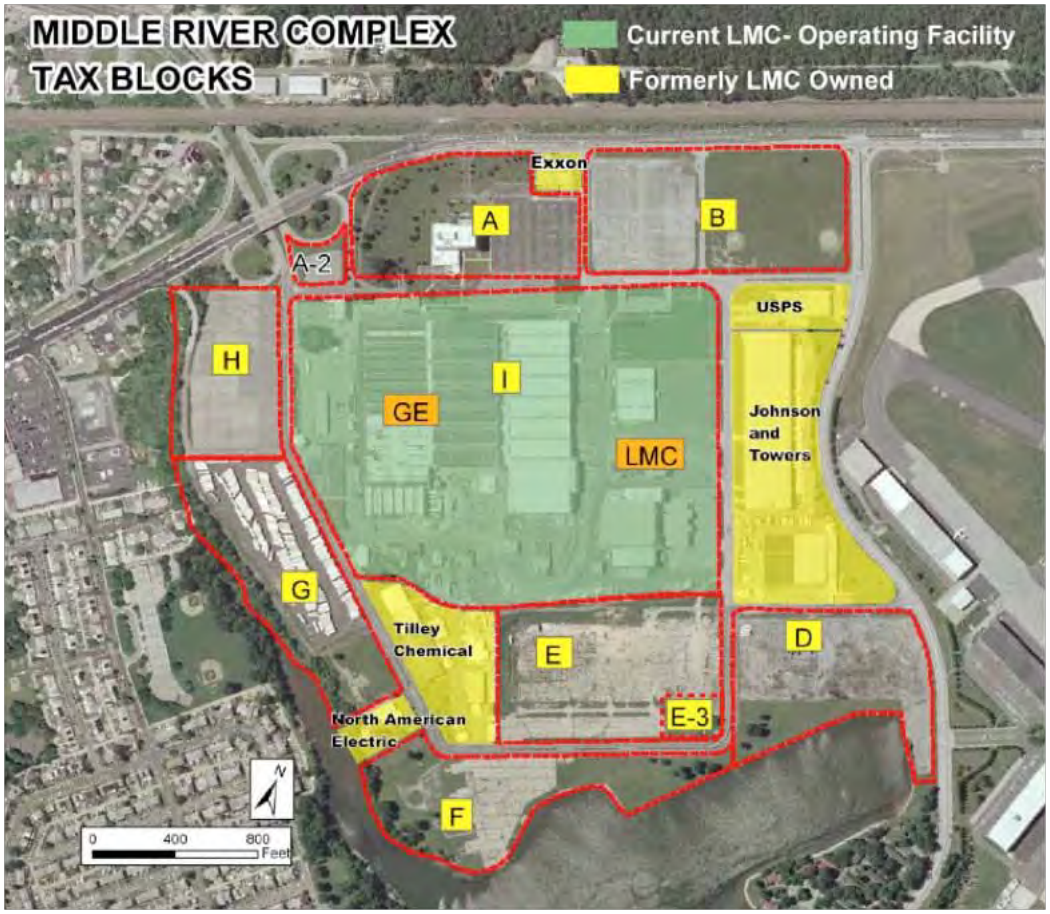
The Voluntary Cleanup Program applies only to cleanup projects in which the property is owned by the party responsible for the cleanup. Lockheed Martin's sediments cleanup is being done in Cow Pen Creek, Dark Head Cove and Dark Head Creek — none of which Lockheed Martin owns, so the sediments project could not be conducted under the Voluntary Cleanup Program.

(As a side note, Lockheed Martin's environmental cleanup program at the nearby Martin State Airport is not being conducted under the Voluntary Cleanup Program for the same reason: Lockheed Martin does not own the property.)

"Moving the soil and groundwater projects from the Voluntary Cleanup Program to a consent agreement really doesn't change anything for the community," says Tom Blackman, Lockheed Martin project lead. "Both programs are equally committed to protecting people and the environment."

"The changeover is moving with all due haste," he adds. "This will not decrease our responsibility to proceed with the cleanup. In fact, one could argue that it increases our responsibility, because it changes it from a voluntary commitment to one that's contractual."

Lockheed Martin's Middle River cleanup projects are continuing at the same pace as Lockheed Martin and MDE prepare the consent agreement.



Lockheed Martin Works to Revise Action Plans for Proposed Soil Cleanup

Lockheed Martin is revising Soil Remedial Action Plans (RAPs) for five parcels of land, called tax blocks, where soil cleanup will be conducted at the Middle River Complex. The work is being done in consultation with the Maryland Department of the Environment (MDE).

The RAPs — one each for tax blocks D, E, F, G and H — will provide details of Lockheed Martin's environmental investigation and proposed soil cleanup remedy for each of the parcels of land.

The RAPs are being revised to reflect a proposed change, as Lockheed Martin seeks MDE's approval to clean up the soil to industrial rather than residential cleanup standards. *(See Consent Agreement story, page 7.)*

Lockheed Martin will complete the revised RAPs and submit them to the MDE for review. If the RAPs are approved later this year, Lockheed Martin will move into the design phase of the soil cleanup in 2014 and implement the majority of the soil cleanup remedies in 2015.

All of the soil cleanup is on the Middle River Complex property, so off-site land will not be impacted. Lockheed Martin decided that the currently planned soil remediation will be to industrial standards, consistent with historical property use. This measure does not prohibit future development for residential, commercial or recreational use. Additional remediation would be conducted as necessary in the future to meet development-specific land uses.

One of the five tax blocks, Block E, requires additional characterization and collaboration with the U.S. Environmental Protection Agency (EPA) because investigations at this site found elevated levels of polychlorinated biphenyls (PCBs) at concentrations triggering EPA oversight.

The area in Block E that has the most elevated levels of PCBs has been fenced and has signs that restrict access to only those employees trained and qualified to work with hazardous materials.

In addition to the work at tax blocks D, E, F, G and H, environmental characterization and monitoring is continuing at Block I, which contains the current production facilities operated by General Electric Company's MRA Systems Inc. (MRAS) subsidiary and Lockheed Martin's Mission Systems and Training business (MST).

Soil remediation is not required at Block A, and the MDE accordingly issued a "No Further Requirements Determination." After review of Block B remediation records, the MDE issued a certificate of completion for that property.

As work progresses on the Soil RAPs, Lockheed Martin — in collaboration with the MDE — will hold a public meeting, probably later in 2013, to communicate the latest information to the public.

Lockheed Martin Receives OKs for Tax Blocks A and B

Lockheed Martin has received notification from the Maryland Department of the Environment (MDE) that no further soil or groundwater cleanup is necessary on two parcels of land, Tax Block A and Tax Block B, at the Middle River Complex.

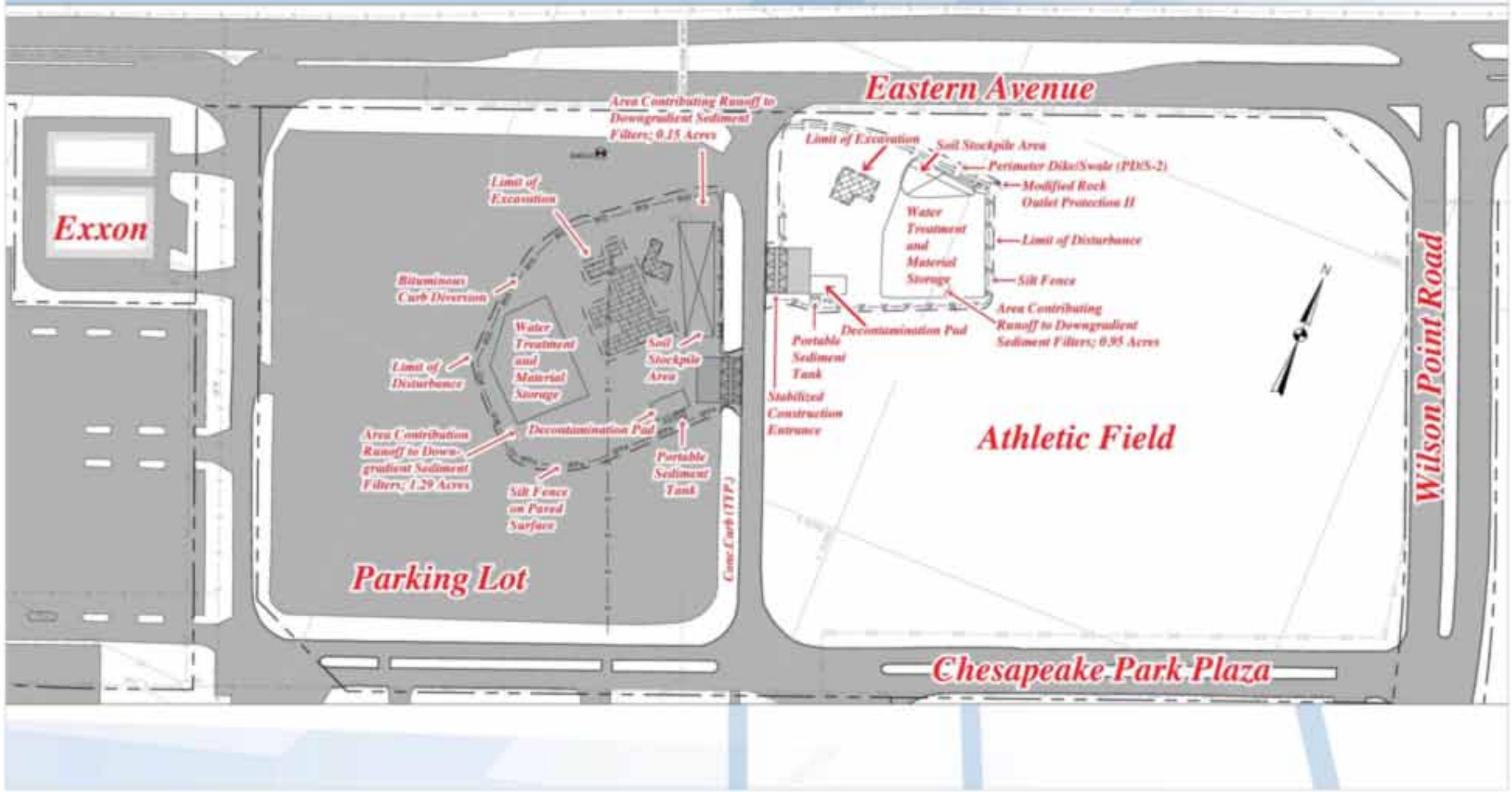
The soil cleanup at Block B — which consists of the parking lot and ball field area located on Eastern Avenue — was the first soil cleanup project at the site. Lockheed Martin conducted soil removal there between October and December 2010.

In August 2012, Lockheed Martin received notification from the MDE that the implementation and completion of the approved Soil Response Action Plan for Block B had achieved "the applicable cleanup criteria." The MDE awarded Lockheed Martin a "Certificate of Completion" for Block B.

In September 2012, the MDE issued a notification stating that no further cleanup requirements needed to be met at Block A. Lockheed Martin had completed a risk assessment for Block A and had submitted a report to the MDE stating it believed no remediation was required. The MDE agreed. Groundwater remediation was not necessary on either Block A or B. However, as a precaution, since contaminated groundwater is located on adjacent Tax Block I, a land use restriction prohibiting the use of groundwater on Blocks A and B is being recorded in the land records of Baltimore County.

"We conducted comprehensive investigations and characterizations of Blocks A and B, took appropriate health and safety precautions, and conducted a thorough cleanup at Block B," says Tom Blackman, Lockheed Martin project lead. "These closures demonstrate real progress in our Middle River Complex cleanup."

Middle River Complex: Block "B" Soil Removal Areas



Environmental Investigations Continue at Martin State Airport

In addition to its surface water investigations in Frog Mortar Creek, Lockheed Martin is continuing its environmental investigations at other locations at and near Martin State Airport.

Dump Road Area

One of its biggest efforts is the environmental investigation of source areas with high concentrations of groundwater and soil contamination in the Dump Road Area at the airport.

The investigations are helping define the areas where focused soil and groundwater cleanup may be helpful to the overall groundwater remediation project. The investigation of source areas began in the summer of 2012 and will continue in 2013.

While most of the work will not be visible off-site, Lockheed Martin will install a line of monitoring wells near the Frog Mortar Creek shoreline, and this activity may be visible from Bowleys Quarters.

The multi-level monitoring wells near the shoreline will provide Lockheed Martin more specific information about the location and depths where contaminated groundwater is located and may be discharging into the creek. This will allow optimization of the groundwater treatment system operation.

Lockheed Martin is working with the airport and the National Guard to schedule a soil boring and geophysical investigation beneath Taxiway Tango during the summer of 2013. These investigations are to determine whether waste material lies under the taxiway, as encountered elsewhere in the Dump Road Area. Taxiway Tango — on the east side of the airport — is used exclusively by the National Guard. Design drawings for the taxiway show that waste material was supposed to have been removed from the taxiway alignment prior to its construction in 1956. Lockheed Martin has not previously collected soil samples from directly beneath the taxiway.

The pilot-scale treatability test for groundwater that had been planned for the Dump Road Area in Spring 2013 has been canceled. Any necessary treatability testing will be performed at an off-site laboratory during Summer 2013.

Strawberry Point

On the Strawberry Point side of the airport, Lockheed Martin in 2012 further characterized the areas of former Lockheed Martin and Air Force facilities.

These investigations showed that there are some small areas of groundwater and soil contamination east of Strawberry Point Road. Further investigations in this area are being planned for late 2013.

Lockheed Martin investigations indicated that the contamination in the Greater Strawberry Point area may be from former activities at multiple buildings that were located in that area between the 1950s and 1980s.

Lockheed Martin is reviewing historical aerial photographs, maps and drawings to identify and document site features and land changes that could shed light on historical activities that may have contributed to the environmental conditions there.

Permits Play Critical Role in Environmental Cleanup Projects

Lockheed Martin works closely with government authorities to ensure its work on the Martin State Airport and Middle River Complex environmental cleanup projects is aligned with all applicable laws and regulations.

Regulatory permits provide guidance and authorization for aspects of cleanup work. Certain facets of cleanup projects require permits from the appropriate federal, state and local agencies before work can begin.

Permitting is a critical process that provides assurance that the work is being done within laws and regulations designed to protect the public and the environment.

As you can see in the permitting chart *(Page 11)*, Lockheed Martin is required to have permits from federal, state and local government authorities to conduct certain activities in performing the Martin State Airport and Middle River Complex cleanup projects.

On the chart, the green shading denotes federal permits, the orange denotes state permits, and the yellow denotes local permits.

Some of the public comment periods have yet to be set, because permit applications are under initial review by governmental authorities, or have yet to be submitted. Lockheed Martin will use tools such as this newsletter to notify the public prior to any upcoming public comment periods.

Federal, State, and Local Permitting Requirements
Lockheed Martin Corporation
Martin State Airport and Middle River Complex Groundwater Remediation Projects
Middle River, Maryland

Agency	Permit Description	Public Comment Process Required	Applicable To
U.S. Army Corps of Engineers (USACE) and Environmental Protection Agency (EPA)	Section 10 Rivers and Harbors Act Joint Permit: Work in Navigable Waters of the U.S.	Yes	Martin State Airport Project
US Coast Guard	US Coast Guard Review	Yes	Martin State Airport Project
National Oceanic and Atmospheric Administration (NOAA) Fisheries	Essential Fish Habitat (EFH) Consultation and Review: Potential impacts on EFH	No	Martin State Airport Project
Federal Aviation Administration	National Environment Policy Act (NEPA): Potential impact of work	Yes	Martin State Airport Project
U.S. Fish and Wildlife Service	Bald and Golden Eagle Conservation Act	No	Martin State Airport Project
Maryland Department of the Environment (MDE)/Board of Public Works	MDE Tidal Wetlands Protection Act License Joint Permit: Impacts to Tidal Wetlands and Waters of the State	Yes	Martin State Airport Project
MDE National Pollutant Discharge Elimination System (NPDES) Program	Section 402 Clean Water Act NPDES Discharge Permit: discharges to waters of the US	Yes	Martin State Airport Project
MDE Stormwater Management Program	Section 402 Clean Water Act, Stormwater Management Plan and Erosion and Sediment Control	No	Martin State Airport Project
MDE	Maryland Air emissions permit	No	Martin State Airport Project
State Critical Area Comission	Maryland Chesapeake Bay Protection Act, Critical Area Plan Approval	No	Martin State Airport Project
Maryland Aviation Administration	Maryland Aviation Administration (MAA) – Building Permit	No	Martin State Airport Project
Maryland Aviation Administration	MAA – Trenching and Excavation Permit	No	Martin State Airport Project
Maryland Aviation Administration	MAA Airport Zoning Permit	No	Martin State Airport Project
Maryland Aviation Administration	FAA Notification of construction or alteration that might affect navigable airspace	No	Martin State Airport Project
U.S. Army Corps of Engineers (USACE) and Environmental Protection Agency (EPA)	Section 404 Clean Water Act Joint Permit: Dredge and Fill of Waters of the U.S. Including Wetlands	Yes	Middle River and Martin State Airport Projects
U.S. Fish and Wildlife Service	Section 7 Endangered Species Act Consultation and Review: Potential impacts to listed species and/or critical habitat	No	Middle River and Martin State Airport Projects
MDE Wetlands/Waterways Division	MDE Non-Tidal Wetlands Protection Permit: Impacts to Non-tidal Wetlands and Waters of the State	Yes	Middle River and Martin State Airport Projects
MD Department of Natural Resources (DNR)	Section 307 Federal Coastal Zone Management, Coastal Zone Consistency: Federal actions must be consistent with state's coastal management program	Yes	Middle River and Martin State Airport Projects
MDE	Section 401 Water Quality Certification: State certifies that Section 404 permit meets state water quality standards	Yes	Middle River and Martin State Airport Projects
MDE Construction Stormwater Division	Section 402 Clean Water Act, Construction General Permit for Construction Stormwater: Discharges to waters of the U.S. and state	Yes	Middle River and Martin State Airport Projects
Maryland Historical Trust	Section 106 of the National Historic Preservation Act Historic/Cultural Resource Review: Potential impacts to any district, site, building, structure, or object eligible for inclusion in the National Register	No	Middle River and Martin State Airport Projects
MD Department of Natural Resources (DNR)	Nongame and Endangered Species Conservation Act, Listed Species and Habitat Review: Potential impacts to state listed species and habitat	No	Middle River and Martin State Airport Projects
MDE	Maryland Groundwater Appropriation and Use Permit	Yes	Middle River and Martin State Airport Projects
MDE	Well Construction Permit	No	Middle River and Martin State Airport Projects
Baltimore County Department of Environmental Protection and Sustainability (DEPS) Stormwater Engineering and Baltimore County Soil Conservation District	Section 1.04 of the Code of the Baltimore County Regulations, Approvals of Grading Plan and Erosion and Sediment Control Plan (E&S) from Baltimore County Soil Conservation District: Changes to site grades	No	Middle River Project
Baltimore County DEPS Stormwater Engineering	Stormwater Management Plan Approval: Stormwater management and sedimentation impacts to waters of the state and impacts in Baltimore County	No	Middle River Project
***** Green denotes federal permits; orange denotes state permits; yellow denotes local permits.***			

LOCKHEED MARTIN

We never forget who we're working for.

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All documents are available at the Essex Library, 410-887-0295, or on Lockheed Martin's Web site at http://www.lockheedmartin.com/middleriver

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Hours: Monday through Thursday, 9 a.m. to 9 p.m.
Friday and Saturday, 9 a.m. to 5:30 p.m.