

**APPENDIX A**  
**Airport Planning**

This appendix contains airline and airport sponsor communications, FAA approval of the aviation forecasts as well as the most recent Terminal Area Forecast (TAF) for MMH and FAA Form 5280-1.

This appendix contains copies of the following letters:

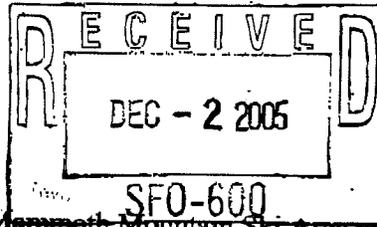
| <b><u>From</u></b>              | <b><u>To</u></b>                | <b><u>Date</u></b> |
|---------------------------------|---------------------------------|--------------------|
| Horizon Air                     | Town of Mammoth Lakes           | 11/28/05           |
| Horizon Air                     | Federal Aviation Administration | 5/11/06            |
| Federal Aviation Administration | Town of Mammoth Lakes           | 8/21/06            |
| Town of Mammoth Lakes           | Federal Aviation Administration | 12/4/06            |
| Horizon Air                     | Federal Aviation Administration | 1/28/08            |

# Horizon Air

November 28, 2005

Mr. Robert Clark  
 Manager, Town of Mammoth Lakes  
 PO Box 1609  
 Mammoth Lakes, CA 93546

Dear Mr. Clark,



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Horizon Air has had some initial discussions with Mammoth Mountain Ski Area and Airplanners regarding air service into Mammoth Lakes (KMMH) from possible West Coast locations. Horizon would propose to use the 74 passenger Bombardier DHC-8-400 "Q400" turboprop for operations at Mammoth Lakes. This aircraft has the latest flight deck technology including head up guidance system, which enables Horizon to land in low visibility at equipped airports in the West. The Q400 has proven to be amongst the quietest and most environmentally friendly aircraft operating today. The airplane meets and exceeds all of the noise standards set forth by all of the airports we serve. This airplane operates well in mountain environments, and it can operate off of shorter runways. The Q400 is well suited for operations at Mammoth Lakes.

Horizon is just in the initial discussion phases with Mammoth Mountain and Airplanners. Assuming operations, safety, environmental, security, financial and aircraft availability issues can be resolved, Horizon would be interested in starting commercial service to Mammoth Lakes (KMMH) no earlier than December 2006 or early 2007.

Horizon Air is a subsidiary of Alaska Air Group, which is the holding company for both Horizon and Alaska Airlines. Horizon currently has a codesharing and frequent flyer mileage partnerships with Alaska, American, Continental, Delta, Hawaiian, KLM, and Northwest. These codeshare partnerships allow these carriers to sell "online" tickets using Horizon Air flights. It gives passengers access to the national and global transportation networks. In addition to the above codesharing partners, members of British Airways, Cathay Pacific, LAN and Qantas's mileage programs can earn miles on Horizon for their travels.

We look forward to furthering our discussions with you, Mammoth Mountain and Airplanners in developing possible service for Mammoth Lakes. If I can be of any further help, please don't hesitate to contact me.

Sincerely,

Bruce Tecklenburg  
 Director of Schedule Planning/Horizon Air  
 206-431-4681  
[bruce.tecklenburg@horizonair.com](mailto:bruce.tecklenburg@horizonair.com)

cc: Catherine Lang, Federal Aviation Administration  
 Andrew Richards, Federal Aviation Administration  
 Pam Murphy, Mammoth Mountain Ski Area  
 Kent Myers, Airplanners

# Horizon Air

May 11, 2006

Larry R. Williams  
Federal Aviation Administration  
Northwest Mountain Region - Flights Standards Division  
Portland FSDO-9  
3180 N.W. 229<sup>th</sup> Avenue  
Hillsboro, Oregon 97124

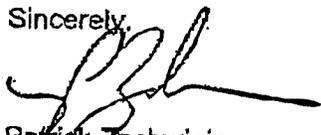
Dear Mr. Williams:

Horizon Air and Mammoth Mountain Ski Area, LLC have had discussions regarding air service into Mammoth Lakes (MMH) Airport. Subject to the implementation of an acceptable airport infrastructure at MMH and a signed agreement between Mammoth Mountain Ski Area, LLC and Horizon Air, it would be our proposal to begin commercial air service into MMH.

Horizon would fly the 76 passenger Bombardier DCH-8-400 "Q400" turboprop for operations at Mammoth Lakes. This aircraft has the latest flight deck technology including head up guidance system, which enables Horizon to land in low visibility at equipped airports in the west. The Q400 has proven to be amongst the quietest and most environmentally friendly aircraft operating today. The airplane meets and exceeds all of the noise standards set forth by all of the airports we serve. The airplane operates well in mountain environments, and it can operate off of shorter runways. The Q400 is well suited for operations at Mammoth Lakes.

Should the above mentioned items be implemented Horizon would propose to start commercial service into MMH in December of 2007. The initial service would include two daily day time flights between MMH and LAX. With this proposed service, we are requesting approval for operational specifications for air carrier operations in and out of MMH.

Sincerely,

  
Patrick Zachwieja,  
Vice-President, Marketing & Planning

Cc: Rob Clark, Manager, Town of Mammoth Lakes  
Pam Murphy, Senior Vice President Mammoth Mountain Ski Area  
Andrew Richards, Manager, Airport District Office, FAA  
Camille Garibaldi, Federal Aviation Administration

Horizon Air • P.O. Box 68977 • Seattle, WA 98168-0977



U.S. Department  
of Transportation

Federal Aviation  
Administration

Western-Pacific Region  
Airports Division

San Francisco ADO  
831 Mitten Road, Suite  
210  
Burlingame, CA 94010

August 21, 2006

Mr. Robert F. Clark  
Town Manager  
P.O. Box 1609  
Mammoth Lakes, California 93546

Dear Mr. Clark:

**Subject: MMH Aviation Forecasts.**

The Federal Aviation Administration (FAA) has completed the review of the MMH Aviation Forecast for the Mammoth Yosemite Airport (MMH). The FAA agrees with the forecast data used in the MMH Aviation Forecast of May 1, 2006 and concurs with the proposed aircraft and Projected growth rate. The FAA finds these forecasts acceptable as basis for the preparation of an environmental analysis for MMH.

The FAA recognizes that this airline service forecast is based on the letter of intent from Horizon Airline, and the willingness of the ski resort to guarantee service levels. Additionally, the load factors in the model used for the forecast are based on historic patterns from other mountain resorts in Colorado and Wyoming. The forecast horizon is for a nine-year period and initial service is to limited to daytime during the winter ski season only with summer service assumed to begin in the fifth year.

If you have any further questions please call Elisha Novak at (650) 876-2778, Extension 611.

Sincerely,

Andrew M. Richards  
Manager, San Francisco Airports District Office

Cc: Camille Garibaldi

**MMH Aviation Forecast**  
**2007-2022**  
**Revised May 1, 2006**

The Aviation Forecast predicts the numbers of enplanements for the proposed project. The forecast is built on the following assumptions:

**Flight Projection**

The nine year horizon illustrates that service will start with two flights per day from Los Angeles for the winter ski season only. This is based on the letter of intent from Horizon Airline, and the willingness of the ski resort to guarantee service levels. The load factors in this model are based on historic traffic patterns from other mountain resorts such as Vail, Colorado; Steamboat Springs, Colorado; and Jackson Hole Wyoming. The first year service forecast starts at 57% because it is expected to attract most users on peak days. However, marketing efforts and greater consumer awareness are expected to attract destination visitors and the enplanement forecast reflects an 85% load factor within three years. The numbers of flights per day increases from two to eight as additional regional markets such as Las Vegas, Northern California, San Diego or an alternate Southern California market are added. Winter service is capped at eight flights per year based on the capacity of the terminal and other airport facilities. Initial service will start during the daytime with one morning and one afternoon flight, and no aircraft will be scheduled to remain at the airport overnight.

The summer service is assumed to start in the fifth year with two day time flights. The mix of airports is assumed to start with Los Angeles and expand to other markets similar to the winter service. This will be unsubsidized service, and the lower number of flights reflects this and the demographics of summer visitors. Flights will occur during the daytime in the morning and afternoon.

**Plane Capacity**

The initial service is to be provided by the Bombardier Q400 which has less than eighty passenger capacity. To meet the increase forecast other planes may be used. The Town will provide a list of aircraft that meets the criteria for the described service.

**Number of Days**

The winter season is based on the high season for the ski resort. The service reflects a mid-December start and early April finish. The summer season is based roughly on the months of July and August when visitation is at sufficient levels to warrant commercial air service.

**Airport Layout Plan (ALP)**

This is based on a revised ALP which shows use of existing facilities except for conversion of an existing maintenance building to a passenger terminal. The Bombardier Q400 is the critical aircraft. The ALP includes a request to a modification to standards for runway to taxiway centerline separation and taxiway centerline to fixed object (hangers). A deicing plan which conforms to regional water quality control standards will be provided as a separate document.

### Passenger Processing

An existing maintenance building will be converted into a passenger terminal. The terminal will meet all TSA requirements for passenger, baggage and safety. The required restroom capacity will be calculated based on the aviation forecast and restrooms will meet all regional water quality control board standards.

### Alternate Airport

Generally, if conditions do not permit operations at MMH, the aircraft will remain at its base airport. If conditions evolve during flight which preclude landing at MMH, the aircraft will return to its base airport.

MMH AVIATION FORECAST

| Year                 | Number of Flights/Day | Plane Capacity | Number of Days | Load Factor | Projected Enplanements | Destination Airport                     |
|----------------------|-----------------------|----------------|----------------|-------------|------------------------|---|
| FY 2007-08<br>Winter | 2                     | 80             | 112            | 57%         | 10,214                 | 2 x LAX                                 |
| FY 2008-09<br>Winter | 4                     | 80             | 112            | 65%         | 23,296                 | 3 x LAX<br>1 x SFO*                     |
| FY 2009/10<br>Winter | 6                     | 80             | 112            | 82%         | 44,083                 | 3 x LAX<br>2 x SFO*; 1 X LAS            |
| FY 2010/11<br>Winter | 8                     | 80             | 112            | 85%         | 60,928                 | 3 x LAX; 2 x SFO*<br>2 x LAS; 1 x SAN** |
| FY 2011/12<br>Summer | 2                     | 80             | 60             | 57%         | 5,472                  | 2 x LAX                                 |
| Winter               | 8                     | 80             | 112            | 85%         | <u>60,928</u>          | 3 x LAX; 2 x SFO*                       |
| Total                |                       |                |                |             | 66,400                 | 2 x LAS; 1 x SAN**                      |
| FY 2012/13<br>Summer | 2                     | 80             | 60             | 65%         | 6,240                  | 2 x LAX                                 |
| Winter               | 8                     | 80             | 112            | 85%         | <u>60,928</u>          | 3 x LAX; 2 x SFO*                       |
| Total                |                       |                |                |             | 67,168                 | 2 x LAS; 1 x SAN**                      |
| Fy 2013/14<br>Summer | 2                     | 80             | 60             | 65%         | 6,240                  | 2 x LAX                                 |
| Winter               | 8                     | 80             | 112            | 85%         | <u>60,928</u>          | 3 x LAX; 2 x SFO*                       |
| Total                |                       |                |                |             | 67,168                 | 2 x LAS; 1 x SAN**                      |
| FY 2014/15<br>Summer | 2                     | 80             | 60             | 65%         | 6,240                  | 2 x LAX                                 |
| Winter               | 8                     | 80             | 112            | 85%         | <u>60,928</u>          | 3 x LAX; 2 x SFO*                       |
| Total                |                       |                |                |             | 67,168                 | 2 x LAS; 1 x SAN**                      |
| FY 2015/16<br>Summer | 2                     | 80             | 60             | 65%         | 6,240                  | 2 x LAX                                 |
| Winter               | 8                     | 80             | 112            | 85%         | <u>60,928</u>          | 3 x LAX; 2 x SFO*                       |
| Total                |                       |                |                |             | 67,168                 | 2 x LAS; 1 x SAN**                      |

\* SFO or an alternative Northern California airport

\*\*SAN or an alternative Southern California airport

**APO TERMINAL AREA FORECAST DETAIL REPORT**  
**Forecast Issued February 2006**

MMH

## AIRCRAFT OPERATIONS

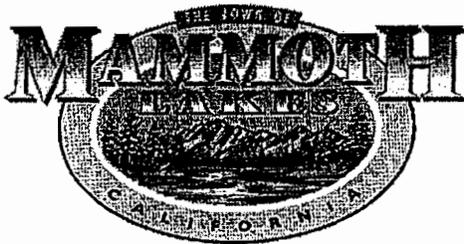
| Year   | Scheduled Enplanements |       |       | Itinerant Operations |            |       |     | Local Operations |       |     | Total OPS | Total Inst.OPS | Based Aircraft |       |
|--|------------------------|-------|-------|----------------------|------------|-------|-----|------------------|-------|-----|-----------|----------------|----------------|-------|
|  | AC                     | Comm. | Total | AC                   | AT & Comm. | GA    | Mil | Total            | GA    | Mil |           |                |                | Total |
| <b>REGION:AWP STATE:CA LOCID:MMH</b>               |                        |       |       |                      |            |       |     |                  |       |     |           |                |                |       |
| <b>CITY:MAMMOTH LAKES AIRPORT:MAMMOTH YOSEMITE</b> |                        |       |       |                      |            |       |     |                  |       |     |           |                |                |       |
| 1976   | 0                      | 16141 | 16141 | 0                    | 6600       | 16000 | 38  | 22638            | 16000 | 38  | 16038     | 38676          | 0              | 0     |
| 1977   | 0                      | 9836  | 9836  | 0                    | 7066       | 16001 | 37  | 23104            | 16000 | 37  | 16037     | 39141          | 0              | 0     |
| 1978   | 0                      | 16626 | 16626 | 0                    | 6600       | 16000 | 38  | 22638            | 16000 | 38  | 16038     | 38676          | 0              | 0     |
| 1979   | 0                      | 16230 | 16230 | 0                    | 6600       | 16800 | 38  | 23438            | 16800 | 38  | 16838     | 40276          | 0              | 0     |
| 1980   | 22                     | 2351  | 2373  | 0                    | 6604       | 16000 | 5   | 22609            | 16000 | 5   | 16005     | 38614          | 0              | 39    |
| 1981   | 0                      | 5161  | 5161  | 0                    | 6600       | 16000 | 5   | 22605            | 16000 | 5   | 16005     | 38610          | 0              | 47    |
| 1982   | 0                      | 5681  | 5681  | 0                    | 6600       | 16000 | 5   | 22605            | 16000 | 5   | 16005     | 38610          | 0              | 55    |
| 1983   | 0                      | 3950  | 3950  | 0                    | 6600       | 16000 | 5   | 22605            | 16000 | 5   | 16005     | 38610          | 0              | 55    |
| 1984   | 0                      | 402   | 402   | 0                    | 400        | 14000 | 14  | 14414            | 3120  | 14  | 3134      | 17548          | 0              | 55    |
| 1985   | 0                      | 2183  | 2183  | 0                    | 1700       | 14000 | 27  | 15727            | 3120  | 0   | 3120      | 18847          | 0              | 55    |
| 1986   | 1                      | 4402  | 4403  | 0                    | 400        | 14000 | 27  | 14427            | 3120  | 0   | 3120      | 17547          | 0              | 58    |
| 1987   | 0                      | 3053  | 3053  | 0                    | 1900       | 15000 | 30  | 16930            | 4000  | 0   | 4000      | 20930          | 0              | 35    |
| 1988   | 3                      | 3208  | 3211  | 0                    | 1973       | 15109 | 30  | 17112            | 4061  | 0   | 4061      | 21173          | 0              | 35    |
| 1989   | 0                      | 6986  | 6986  | 0                    | 1900       | 17000 | 30  | 18930            | 4000  | 0   | 4000      | 22930          | 0              | 42    |
| 1990   | 0                      | 5247  | 5247  | 0                    | 2900       | 17000 | 30  | 19930            | 4000  | 0   | 4000      | 23930          | 0              | 37    |
| 1991   | 0                      | 5897  | 5897  | 0                    | 3000       | 17000 | 30  | 20030            | 4000  | 0   | 4000      | 24030          | 0              | 49    |
| 1992   | 0                      | 5777  | 5777  | 0                    | 3000       | 17000 | 30  | 20030            | 4000  | 0   | 4000      | 24030          | 0              | 45    |
| 1993   | 754                    | 8574  | 9328  | 0                    | 3000       | 17000 | 30  | 20030            | 4000  | 0   | 4000      | 24030          | 0              | 45    |
| 1994   | 0                      | 8169  | 8169  | 0                    | 1500       | 9000  | 30  | 10530            | 3000  | 0   | 3000      | 13530          | 0              | 40    |
| 1995   | 0                      | 7518  | 7518  | 0                    | 1500       | 9000  | 30  | 10530            | 3000  | 0   | 3000      | 13530          | 0              | 40    |
| 1996   | 0                      | 1762  | 1762  | 0                    | 1500       | 9000  | 100 | 10600            | 3000  | 0   | 3000      | 13600          | 0              | 41    |
| 1997   | 0                      | 0     | 0     | 0                    | 1200       | 9000  | 50  | 10250            | 3000  | 0   | 3000      | 13250          | 0              | 41    |
| 1998   | 0                      | 0     | 0     | 0                    | 1200       | 9000  | 50  | 10250            | 3000  | 0   | 3000      | 13250          | 0              | 41    |
| 1999   | 0                      | 0     | 0     | 0                    | 800        | 9000  | 50  | 9850             | 3000  | 0   | 3000      | 12850          | 0              | 41    |
| 2000   | 0                      | 0     | 0     | 0                    | 800        | 9000  | 50  | 9850             | 3000  | 0   | 3000      | 12850          | 0              | 41    |
| 2001   | 0                      | 0     | 0     | 0                    | 800        | 9000  | 50  | 9850             | 3000  | 0   | 3000      | 12850          | 0              | 41    |
| 2002   | 0                      | 0     | 0     | 100                  | 700        | 9000  | 50  | 9850             | 3000  | 0   | 3000      | 12850          | 0              | 41    |

|       |   |   |   |   |     |      |    |      |      |   |      |       |   |    |
|-------|---|---|---|---|-----|------|----|------|------|---|------|-------|---|----|
| 2003  | 0 | 0 | 0 | 0 | 800 | 9000 | 50 | 9850 | 3000 | 0 | 3000 | 12850 | 0 | 41 |
| 2004  | 0 | 0 | 0 | 0 | 800 | 9000 | 50 | 9850 | 3000 | 0 | 3000 | 12850 | 0 | 8  |
| 2005* | 0 | 0 | 0 | 0 | 800 | 9000 | 50 | 9850 | 3000 | 0 | 3000 | 12850 | 0 | 8  |

**APO TERMINAL AREA FORECAST DETAIL REPORT**  
**Forecast Issued February 2006**

MMH

| Year  | AIRCRAFT OPERATIONS    |       |       |                      |            |      |     |       |                  |     |       |           |                |                |
|-------|------------------------|-------|-------|----------------------|------------|------|-----|-------|------------------|-----|-------|-----------|----------------|----------------|
|       | Scheduled Enplanements |       |       | Itinerant Operations |            |      |     |       | Local Operations |     |       | Total OPS | Total Inst.OPS | Based Aircraft |
|       | AC                     | Comm. | Total | AC                   | AT & Comm. | GA   | Mil | Total | GA               | Mil | Total |           |                |                |
| 2006* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2007* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2008* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2009* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2010* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2011* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2012* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2013* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2014* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2015* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2016* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2017* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2018* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2019* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2020* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2021* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2022* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2023* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2024* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |
| 2025* | 0                      | 0     | 0     | 0                    | 800        | 9000 | 50  | 9850  | 3000             | 0   | 3000  | 12850     | 0              | 8              |



*Town of Mammoth Lakes  
Community Development Department  
P.O. Box 1609 Mammoth Lakes, CA 93546  
Phone (760) 934-8989 ext 228, Fax 934-8608*

December 4, 2006

Federal Aviation Administration  
Airports Division  
15000 Aviation Blvd.  
Lawndale, CA 90261  
Attn: Steven Oetzell

Dear Mr. Oetzell,

Please find enclosed the Town of Mammoth Lakes' application to modify the Airport Operating Certificate of the Mammoth Yosemite Airport (MMH) to a Class 1 Certificate. We are making this application to address a request from Horizon Airlines to bring scheduled service to the Mammoth Yosemite Airport through the use of Bombardier Q-400 aircraft. The Town currently has an approved Airport Certification Manual that allows, under specific conditions, the transition to a Class 1 Certificate.

We understand that the Federal Aviation Administration is currently preparing a National Environmental Policy Act (NEPA), Environmental Impact Statement to consider any potential environmental impacts related to Horizon Air's request for an Operation Specification Amendment for scheduled service to MMH. We understand that the FAA's decision regarding Horizon Air's request will not be made until the NEPA process is complete. Therefore, we are submitting this application at this time for preliminary review by the FAA.

If you have any questions regarding the application, please feel free to contact me or Karen Johnston at (760) 934-8989.

Sincerely,

Robert F. Clark  
Town Manager

Cc: Andrew Richards  
Camille Garibaldi

| APPLICATION FOR CERTIFICATE   |  |   |   | FAA USE ONLY         |                                 |
|---|--|---|---|----------------------|---------------------------------|
| <b>Department of Transportation</b><br>Federal Aviation Administration  |  | <input checked="" type="checkbox"/> Airport Operating Certificate<br><input type="checkbox"/> Time-Limited Airport Operating Certificate  |   | Site Number          |                                 |
|   |  | Complete all sections of the form as indicated. Submit original and three copies of the form and two copies of the Airport Certification Manual to the headquarters of the appropriate FAA Regional Office. |   |                      |                                 |
| <b>Type of Submission (Check One)</b><br><input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment <input type="checkbox"/> Exemption   |  |   |   |                      |                                 |
| <b>A. Location of Airport</b>   |  |   |   |                      |                                 |
| 1. Name of Airport<br>Mammoth Yosemite Airport  |  |   | 2. Address (Number, Street, P.O. Box)<br>HCR 79 Box 209   |                      |                                 |
| 3. City<br>Mammoth Lakes  |  | 4. County<br>Mono   | 5. State<br>CA  | 6. Zip Code<br>93546 |                                 |
| 6a. Latitude<br>37° 37' 27"   |  | 6b. Longitude<br>118° 50' 19"   | Airport is:<br>a. State Licensed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No<br>b. State Inspected <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No  |                      |                                 |
| <b>B. Ownership</b>   |  |   |   |                      |                                 |
| 1. <input checked="" type="checkbox"/> Municipality <input type="checkbox"/> State <input type="checkbox"/> Military<br><input type="checkbox"/> Corporation <input type="checkbox"/> County <input type="checkbox"/> Other (Explain)<br><input type="checkbox"/> Port Authority <input type="checkbox"/> Airport Authority   |  |   | 2. Airport is: <input checked="" type="checkbox"/> Civil<br><input type="checkbox"/> Mil/Civ Joint Use<br><input type="checkbox"/> Shared Use   |                      |                                 |
| 3. Name of Owner<br>Town of Mammoth Lakes California  |  |   | 4. Name of Manager/Operator<br>William B. Manning   |                      |                                 |
| Number/Street/P.O. Box<br>P.O. Box 1609<br>City Mammoth Lakes County Mono State CA Zip 93546  |  |   | Number/Street/P.O. Box<br>HCR 79 Box 209<br>City Mammoth Lakes County Mono State CA Zip 93546   |                      |                                 |
| <b>C. Operative Data</b>  |  |   |   |                      |                                 |
| 1. Certificate Applied For:<br><input checked="" type="checkbox"/> Class I <input type="checkbox"/> Class II <input type="checkbox"/> Class III <input type="checkbox"/> Class IV   |  |   | 2. Fire Fighting Equipment (Check Current Index and ensure equipment is listed in ACM)<br><input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E |                      |                                 |
| 3. Air Carriers to be served (UA, DL, CO, AA, etc.)<br>Horizon Airlines   |  |   | 4. Air Carrier Aircraft to be served (737, DC-9, A-320, etc.)<br>Bombardier Q-400   |                      |                                 |
| 5. ARFF Exemption Applied For:<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   |  |   | 6. Other exemptions applied for:  |                      |                                 |
| <b>D. Remarks</b> <input type="checkbox"/> Check here and use additional sheet of paper.  |  |   |   |                      |                                 |
| <b>E. Certification</b><br>This application, including the Airport Certification Manual, is submitted in order to obtain an Airport Operating Certificate or Time-Limited Airport Operating Certificate. I certify, under penalty of 18 U.S. Code, Section 1001, and other applicable provisions of law that the statements and information in the application form and manual are complete and true to the best of my knowledge. |  |   |   |                      |                                 |
| Applicant Signature<br>   |  |   | Applicant Address/Number/Street/P.O. Box<br>HCR 79 Box 209  |                      |                                 |
| Applicant Name (typed)<br>William B. Manning  |  |   | City<br>Mammoth Lakes   |                      |                                 |
| Applicant Title<br>Director of Airport and Transportation   |  | Date Submitted<br>16 NOV 06   | State<br>CA   | Zip<br>93546         | Telephone No.<br>(760) 934-3813 |
| <b>FAA Use Only</b>   |  |   |   |                      |                                 |
| 1. Date Application received  |  |   | 2. Date Proposed for Inspection   |                      |                                 |
| 3. Date Inspection Completed  |  |   | Signature   |                      | Title                           |
| 4. Recommended for<br><input type="checkbox"/> Certificate <input type="checkbox"/> Modification<br><input type="checkbox"/> Disapproval <input type="checkbox"/> Letter of Authorization   |  | Date  | Signature   |                      | Title                           |
| 5. Remarks<br>ACM revision to upgrade to ARFF index B in progress.  |  |   |   |                      |                                 |

**APPLICATION FOR CERTIFICATE**



**Department of Transportation**  
Federal Aviation Administration

- Airport Operating Certificate  
 Time-Limited Airport Operating Certificate

**FAA USE ONLY**

Site Number

Complete all sections of the form as indicated. Submit original and three copies of the form and two copies of the Airport Certification Manual to the headquarters of the appropriate FAA Regional Office.

**Type of Submission (Check One)**

- Original       Amendment       Exemption

**A. Location of Airport**

|  |                               |  |                      |
|--|-------------------------------|--|----------------------|
| 1. Name of Airport<br>Mammoth Yosemite Airport |                               | 2. Address (Number, Street, P.O. Box)<br>HCR 79 Box 209  |                      |
| 3. City<br>Mammoth Lakes                       | 4. County<br>Mono             | 5. State<br>CA   | 6. Zip Code<br>93546 |
| 6a. Latitude<br>37° 37' 27"                    | 6b. Longitude<br>118° 50' 19" | Airport is:<br>a. State Licensed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No<br>b. State Inspected <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |                      |

**B. Ownership**

|   |  |
|---|--|
| 1. <input checked="" type="checkbox"/> Municipality <input type="checkbox"/> State <input type="checkbox"/> Military<br><input type="checkbox"/> Corporation <input type="checkbox"/> County <input type="checkbox"/> Other (Explain)<br><input type="checkbox"/> Port Authority <input type="checkbox"/> Airport Authority | 2. Airport is <input checked="" type="checkbox"/> Civil<br><input type="checkbox"/> Mil/Civ Joint Use<br><input type="checkbox"/> Shared Use |
|---|--|

|  |  |
|--|--|
| 3. Name of Owner<br>Town of Mammoth Lakes California<br>Number/Street/P.O. Box<br>P.O. Box 1609<br>City Mammoth Lakes County Mono State CA Zip 93546 | 4. Name of Manager/Operator<br>William B. Manning<br>Number/Street/P.O. Box<br>HCR 79 Box 209<br>City Mammoth Lakes County Mono State CA Zip 93546 |
|--|--|

**C. Operative Data**

|   |   |
|---|---|
| 1. Certificate Applied For:<br><input checked="" type="checkbox"/> Class I <input type="checkbox"/> Class II <input type="checkbox"/> Class III <input type="checkbox"/> Class IV | 2. Fire Fighting Equipment (Check Current Index and ensure equipment is listed in ACM)<br><input type="checkbox"/> A <input checked="" type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E |
| 3. Air Carriers to be served (UA, DL, CO, AA, etc.)<br>Horizon Airlines   | 4. Air Carrier Aircraft to be served (737, DC-9, A-320, etc.)<br>Bombardier Q-400   |
| 5. ARFF Exemption Applied For:<br><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No   | 6. Other exemptions applied for:  |

**D. Remarks**       Check here and use additional sheet of paper.

**E. Certification**

This application, including the Airport Certification Manual, is submitted in order to obtain an Airport Operating Certificate or Time-Limited Airport Operating Certificate. I certify, under penalty of 18 U.S. Code, Section 1001, and other applicable provisions of law that the statements and information in the application form and manual are complete and true to the best of my knowledge.

|   |  |
|---|--|
| Applicant Signature<br>                                   | Applicant Address/Number/Street/P.O. Box<br>HCR 79 Box 209 |
| Applicant Name (typed)<br>William B. Manning              | City<br>Mammoth Lakes                                      |
| Applicant Title<br>Director of Airport and Transportation | Date Submitted<br>16 NOV 06                                |
| State<br>CA   | Zip<br>93546   |
| Telephone No.<br>(760) 934-3813                           |  |

**FAA Use Only**

|   |                                 |
|---|---------------------------------|
| 1. Date Application received  | 2. Date Proposed for Inspection |
| 3. Date Inspection Completed  | Signature                       |
|   | Title                           |
| 4. Recommended for<br><input type="checkbox"/> Certificate <input type="checkbox"/> Modification<br><input type="checkbox"/> Disapproval <input type="checkbox"/> Letter of Authorization | Date                            |
|   | Signature                       |
|   | Title                           |

5. Remarks  
ACM revision to upgrade to ARFF index B in progress.

# Horizon Air

January 28, 2008

Chuck Cox  
Regional Environmental Technical Specialist  
Northwest Mountain Region  
Flight Standards Division  
1601 Lind Avenue, SW  
Renton, WA 98055

RE: Horizon Air proposed scheduled service to Mammoth Yosemite Airport

Dear Mr. Cox,

This letter is in response to a request by the FAA to confirm Horizon Air's desire to provide scheduled passenger service from KLAX to KMMH. Our airline's intent is to serve the KMMH airport and not KBIH.

Additionally, Horizon Air acknowledges the weather conditions at KMMH sometimes presents operational challenges such as reduced ceiling, visibility and crosswind. Since 1981, Horizon Air has provided scheduled air service to communities in mountainous and otherwise challenging areas throughout the northwest United States and Canada. A quick look at our route map will show that MMH is typical of the airports we serve.

Please contact our Manager of Flight Operations Technical, Captain Perry Solmonson at 503-384-4274 if you have any further questions.

Sincerely,



Kenith Heninger  
Horizon Air  
Director of Flight Operations

Cc:

Camille Garibaldi  
Environmental Protection Specialist  
Federal Aviation Administration  
Western-Pacific Region  
San Francisco Airports District Office  
831 Mitten Road, Suite 210  
Burlingame, CA 94010

Phone (650) 876-2778 extension 613  
Fax (650) 876-2733