

## **APPENDIX G**

### **Agency Consultation**

This appendix contains various government agency correspondence and agency areas of interest related to the development of the EIS.

Letters are primarily related to the collection of data and clarification of EIS-related issues. Official letters of comment from the various government agencies received during the comment periods are contained in Appendix I of this EIS. Letters are provided in chronological order and an index is provided below.

<b><u>Date</u></b>	<b><u>Agency</u></b>
December 9, 2003	FAA – BLM – L.A. Department of Water and Power
January 2, 2004	BLM to FAA
January 27, 2005	Native American Heritage Commission to FAA
February 28, 2005	Native American Heritage Commission to FAA
August 28, 2006	BLM to FAA
August 29, 2006	California Regional Water Quality Control Board to FAA
August 30, 2006	NPS to FAA
October 3, 2006	U.S. Department of the Interior – Fish and Wildlife Service
October 12, 2006	FAA to U.S. Environmental Protection Agency
November 9, 2006	U.S Department of Agriculture – Forest Service
November 15, 2006	FAA to U.S. DOI – Fish and Wildlife Service
January 18, 2007	FAA to U.S. Fish and Wildlife Service
January 18, 2007	FAA to California State Historic Preservation Officer
January 19, 2007	FAA to Big Sandy Rancheria
February 26, 2007	U.S. Fish and Wildlife Service to FAA
February 28, 2007	FAA – Big Sandy Rancheria (record of conversation)
March 12, 2007	California State Historic Preservation Officer to FAA
March 21, 2007	Bridgeport Indian Colony to FAA

April 6, 2007	Bishop Paiute Tribe to FAA
May 9, 2007	FAA to National Park Service
May 9, 2007	FAA to USDA Forest Service (Terry Drivas)
May 9, 2007	FAA to USDA Forrest Service (Mike Schlafmann)
May 9, 2007	FAA to Bureau of Land Management
May 18, 2007	Timbisha Shoshone Tribe to FAA
May 21, 2007	FAA – Bishop Paiute Tribe (record of conversation)
June 8, 2007	Washoe Tribe of Nevada and California to FAA
June 21, 2007	Bureau of Land Management to FAA
July 24, 2007	USDA Forest Service (Inyo National Forest) to FAA
September 13, 2007	FAA to National Park Service
September 13, 2007	FAA to Bureau of Land Management
September 13, 2007	FAA to Inyo National Forest
September 13, 2007	FAA to Sierra National Forest

**URS**

# Record of Meeting

**PROJECT & FILE:** Mammoth-Yosemite Airport EIS  
**DATE:** 9 December 2003  
**RECORDED BY:** Bill Fehring, Deborah Lagos, Camille Garibaldi  
**SUBJECT:** Scoping Process Meeting at Bureau of Land Management  
(Bishop) and with L.A. Dept. of Water & Power

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## ATTENDEES

**BLM:** Joe Pollini, Steve Nelson, Joy Fatooh, Bill Dunkleberger  
**LADWP:** Dale Schmidt, Brian Tillemans, Lori Gillem, Debbie House  
**FAA:** Camille Garibaldi, Barry Franklin  
**URS:** Bill Fehring, Deborah Lagos  
**Town:** Bill Manning

## ISSUE SUMMARY

- Growth Inducement and Cumulative Impacts:
  - Water Quality and Quantity
  - Land Use: livestock grazing
  - Recreation Management
  - Infrastructure Support Requirements
  - Access Roads
- Biological Resources: Sage Grouse, Mule Deer Migration
- Alternative – Bishop Airport

## DISCUSSION NOTES

The prime contact for BLM should be Bill Dunkleberger.  
The prime contact for LADWP should be Brian Tillemans.

A key concern will be changes in flight paths associated with the proposed project.

A discussion occurred regarding the level of analysis that would be required if the Bishop Airport were carried forward as an alternative.

Bill Fehring explained the need to identify contacts within the agencies from whom the EIS team can get information on land management plans and policies. The FAA requested that the contacts be identified with their formal scoping comments.

A key issue will be identifying growth-inducing influences. These would directly affect private parcels, but are likely to then cause requests for installation of support infrastructure on BLM lands. An example cited is the "Rovanna" development. A Land Use Plan controls BLM decisions.

**URS**

Page 2 of 2

LADWP owns 314,000 acres in the area and has similar issues with requests for development of "public" infrastructure on their lands. LADWP does not vacate their land – it is owned for watershed purposes.

LADWP will be concerned about water demand issues – related particularly to their water rights and water supply responsibilities. They expressed concern about increased costs resulting from management, maintenance and monitoring related to watershed withdrawal. Bill Manning indicated that the airport does not need another supply well – even with the proposed hotel/condo complex. The existing well is sufficient for full buildout.

LADWP is also concerned about recreational management. More visitors will require more intensive management activities. BLM has similar concerns over increased management requirements with increased visitation to the area – recreational use, camping, etc.

Expansion at the Bishop Airport is limited by Line Street to the south and Bishop Creek to the north. Mr. Donny McGhie was suggested as a point of contact for real estate issues.

The issue of mule deer is also of concern – they may become trapped on the highway by the security fencing.

In the discussion of prime and unique farmlands, the EIS should consider rangelands.

Drainage and stormwater treatment (e.g. oil/water separators) are issues to be considered.

Another issue will be overflights and disturbance of sage grouse on the lek near the airport. An increase in the number of visitors to the lek will result in increased management costs for LADWP. The possible listing of the sage grouse is being handled by the Reno office of the USFWS. The contact there is Lori Sada (775-861-6300); alternate contact is Kevin Kritz (775-861-6325). There have been multiple petitions and lawsuits on that issue.



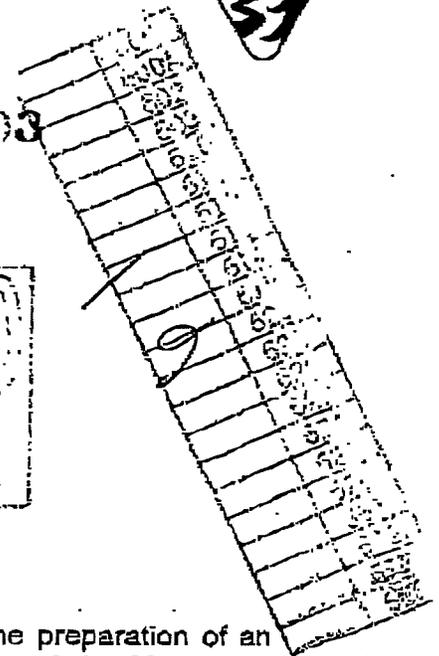
# United States Department of the Interior

## BUREAU OF LAND MANAGEMENT



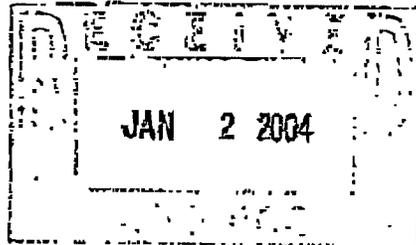
Bishop Field Office  
351 Paci Lane, Suite 100.  
Bishop, CA 93514  
Phone: 760 872-5000  
Fax: 760 872-5050  
www.ca.blm.gov/blshop

SFO0003



December 29, 2003

Camille Garibaldi  
Environmental Protection Specialist  
U.S. Department of Transportation  
Federal Aviation Administration  
Airports District Office  
831 Mitten Road, Room 210  
San Francisco, CA 94010-1303



Dear Ms. Garibaldi:

Thank you for the opportunity to provide scoping comments on the preparation of an Environmental Impact Statement (EIS) for the proposed expansion of the Mammoth-Yosemite Airport. The meeting held in our office on December 10<sup>th</sup>, 2003, provided us with an excellent opportunity to share our scoping issues. I am confident my staff provided you with the information you need to address our concerns during development of the EIS. To date, subsequent review of the scoping packet by Bishop Field Office staff has not identified additional issues not discussed at that meeting. Therefore, lengthy comments are not provided here. The intent of this letter is to briefly summarize our primary scoping issues and to express our continued interest in this project.

The Bishop Field Office of the Bureau of Land Management (BLM) is responsible for management of about 750,000 acres of public land in the Eastern Sierra region of California. The majority of this land is located in Mono County and includes 18,210 acres in the immediate vicinity of the airport. As we currently understand the proposed action, none of the expansion activities would occur on BLM managed public lands. Therefore, our concerns are generally focused on the potential for off-site or growth-induced impacts to adjacent public lands and resources. (The Eastern Sierra is known for its significant watershed, wildlife, cultural and recreation resources. We believe the document must fully assess the direct, indirect and cumulative impacts of the proposed project on those resources.) This assessment should include an analysis of both on-site and off-site impacts. Furthermore, (the document must include adequate mitigation measures to eliminate or substantially reduce any potentially significant on-site or off-site impacts on those resources.)

8-1  
31-2  
9-2  
26-5  
34-5

(Sage grouse and mule deer have been consistently identified as key wildlife species occurring within and adjacent to the project area. Both species require relatively large areas to support viable populations, which highlights the importance of evaluating and mitigating off-site as well as on-site impacts.) In addition, potential impact to the Long Valley sage grouse population is perhaps the most significant regional wildlife concern associated with the proposed project. To date, the U.S. Fish and Wildlife Service (FWS) has received several petitions to list the species under the Endangered Species Act. Any action perceived to significantly impact the Long Valley sage grouse population

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could influence future listing decisions by the FWS and have significant region-wide implications. (The current high level of interest in sage grouse populations requires that a thorough analysis of potential impacts be completed, and that thoughtful mitigation measures be applied to reduce potential impacts.) To that end, the Bishop Field Office remains committed to sharing all currently available information and expertise concerning the Long Valley sage grouse population. 12-1

As stated at the meeting, the potential for disposal or exchange of public lands in the region is limited by direction identified in the Bishop Resource Management Plan. However, public lands are frequently subject to rights-of ways for road access and other infrastructure to support developments on adjacent private lands. Therefore, we request that (any private land development scenarios identified in the EIS address the potential for impacts to adjacent public lands.) 25-4

Again, thanks for the opportunity to provide scoping comments on the preparation of an Environmental Impact Statement (EIS) for the proposed expansion of the Mammoth-Yosemite Airport. We encourage a full and thoughtful analysis of all of the proposed alternatives. Please direct any questions regarding range, wildlife, watershed or vegetation resources to Terry Russi (email [trussi@ca.blm.gov](mailto:trussi@ca.blm.gov), phone 760-872-5035). Questions regarding recreation and cultural resources or realty actions should be directed to Joe Pollini (email [jpollini@ca.blm.gov](mailto:jpollini@ca.blm.gov), phone 760-872-5028).

Sincerely,

  
Bill Dunkelberger  
Field Office Manager

~~STATE OF CALIFORNIA~~~~Arnold Schwarzenegger GOVERNOR~~**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 304  
SACRAMENTO, CA 95814  
(916) 653-4082  
Fax (916) 657-5390  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)



January 27, 2005

Brian W. Hatoff  
Senior Project Archaeologist  
URS Corporation  
1333 Broadway, Suite 800  
Oakland, CA 94612

Sent by Fax: 510-874-3268  
Number of Pages: 2

RE: Proposed FAA Project, Inyo, County.

Dear Mr. Hatoff:

A record search of the sacred lands file has failed to indicate the presence of Native American cultural resources in the immediate project area. The absence of specific site information in the sacred lands file does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Enclosed is a list of Native Americans individuals/organizations who may have knowledge of cultural resources in the project area. The Commission makes no recommendation or preference of a single individual, or group over another. This list should provide a starting place in locating areas of potential adverse impacts within the proposed project area. I suggest you contact all of those indicated, if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-6251.

Sincerely,

  
Carol Gaubatz  
Program Analyst

**Native American Contacts**  
Inyo County  
January 25, 2005

Big Pine Band of Owens Valley  
Jessica Bacoch, Chairperson  
P. O. Box 700  
Big Pine, CA 93513  
(760) 938-2003  
(760) 938-2942-FAX

Owens Valley Paiute

Lone Pine Paiute-Shoshone Reservation  
Rachel Joseph, Chairperson  
P.O. Box 747  
Lone Pine, CA 93545  
rajoseph@lppsr.org  
(760) 876-1034  
(760) 876-8302 Fax

Big Pine Tribal Historic Preservation Office  
Bill Helmer, THPO  
P.O. Box 700  
Big Pine, CA 93513  
amargosa@aol.com

Paiute

Lone Pine Paiute-Shoshone Reservation  
Loren Joseph, Tribal Administrator  
P.O. Box 747  
Lone Pine, CA 93545  
lorjoseph@lppsr.org  
(760) 876-1034  
(760) 876-8302 fax

Bishop Reservation  
Michael Rogers, Chairperson  
50 Tu Su Lane  
Bishop, CA 93515  
(760) 873-3584  
Fax: (760) 873-4143

Paiute - Shoshone

Lone Pine Paiute-Shoshone Reservation  
Wilfred Nabahe, Environmental Coordinator  
P.O. Box 747  
Lone Pine, CA 93545  
wjnabahe@lppsr.org  
(760) 876-4690  
(760) 876-8302 fax

Bishop Reservation  
Brian Adkins, Environmental Mgr  
50 Tu Su Lane  
Bishop, CA 93515  
(760) 873-3076

Paiute - Shoshone

Lone Pine Paiute-Shoshone Reservation  
Sandy Jefferson Yonge, Cultural Representative  
880 Zucco Road  
Lone Pine, CA 93545  
hutsie@gnet.com  
(760) 876-5658  
(760) 876-8302 fax

Fort Independence Community of Paiute  
Richard Wilder, Chairperson  
P.O. Box 67  
Independence, CA 93526  
(760) 878-2126  
Fax: (760) 878-2311

Paiute

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resource assessment for the proposed FAA Project, Inyo County.

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

**NATIVE AMERICAN HERITAGE COMMISSION**

915 CAPITOL MALL, ROOM 364  
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February 28, 2005

Mr. Brian Hatoff  
URS Corporation  
1333 Broadway, Suite 800  
Oakland, CA 94612

*No. of Pages: 2*

Re: Mammoth Lakes EIS Project, Mono County

Dear Mr. Hatoff:

Thank you for the opportunity to comment on the above referenced project. The Commission was able to perform a record search of its Sacred Lands File for the project area, which revealed no recorded Native American cultural resources within the area of the proposed project. The absence of recorded sites does not preclude the possibility that cultural resources might be present at the site; other sources of information should be contacted to assure that no resources will be impacted.

I have enclosed a list of Native American individuals/organizations that may have knowledge of additional cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. The Commission makes no recommendation of a single individual or group over another. Please contact all those listed; if they cannot supply you with specific information, they may be able to recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe or group. If you have not received a response within two weeks' time, we recommend that you follow-up with a telephone call to make sure that the information was received.

If you learn of any change of address or telephone number from any of these individuals or groups, please notify me. With your assistance we will be able to assure that our lists contain current information. If you have any questions or need additional information, please contact me at (916) 653-6251.

Sincerely,

A handwritten signature in cursive script that reads "Carol Gaubatz".

Carol Gaubatz  
Program Analyst

**Native American Contacts**

Mono County

February 28, 2005

Antelope Valley Indian Community Coleville Paiutes  
 Bill Lovett, Chairperson  
 PO Box 119  
 Coleville, CA 96107  
 (530) 495-2801

Washoe / Paiute

Mono Lake Indian Community  
 Ronald Balncey, Chairperson  
 P.O. Box 237  
 Lee Vining, CA 93451

Mono  
Northern Paiute

Antelope Valley Paiute Tribe  
 Bill Lovett, Chairperson  
 11 Camp Antelope Road  
 Coleville, CA 96107  
 (530) 495-2801  
 (530) 495-2736

Paiute

Benton Paiute Reservation  
 Rose Marie Saulque, Chairperson  
 Star Route 4, Box 56-A  
 Benton, CA 93512  
 numic@gnet.com  
 (760) 933-2321  
 (760)933-2412 Fax

Paiute

Bridgeport Paiute Indian Colony  
 Vineca Hess, Chairperson  
 P.O. Box 37  
 Bridgeport, CA 93517  
 bic@gnet.com  
 (760) 932-7083  
 (760) 932-7846 Fax

Paiute

Laurie Thom, Chairperson  
 Walker River Reservation  
 P.O. Box 220  
 Schurz, NV 89427  
 chair@wrpt.net  
 775-773-2306  
 FAX: 775-773-2585

Northern Paiute

*This list is current only as of the date of this document.*

*Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.*

*This list is only applicable for contacting local Native Americans with regard to cultural resource assessment for the proposed Mammoth Lakes EIS Project, Mono County.*



# United States Department of the Interior

## BUREAU OF LAND MANAGEMENT

Bishop Field Office  
351 Pacu Lane, Suite 100.  
Bishop, CA 93514  
Phone: 760 872-5000  
Fax: 760 872-5050  
www.ca.blm.gov/bishop



Stew

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(CA17.8)

August 28, 2006

Camille Garibaldi  
Environmental Protection Specialist  
San Francisco Airports District Office  
Federal Aviation Administration, Western-Pacific Region  
831 Mitten Road, Room 210  
Burlingame, CA 94010-1303

Dear Ms. Garibaldi:

Thank you for the opportunity to provide scoping comments on the preparation of an Environmental Impact Statement (EIS) for the proposed approval of Airlines Operations Specifications for Horizon Air to provide commercial airline service with regional jets into Mammoth Yosemite Airport, Mammoth Lakes, California. The intent of this letter is to briefly summarize our primary scoping issues and to express our continued interest in this project.

The Bishop Field Office of the Bureau of Land Management (BLM) is responsible for management of about 750,000 acres of public land in the Eastern Sierra region of California. The majority of this land is located in Mono County and includes 18,210 acres in Long Valley and the immediate vicinity of the airport. Over the past several years you have provided us with several opportunities to identify scoping issues related to potential impacts to adjacent public lands and resources associated with expanded airport operations. Review of the current scoping packet and subsequent attendance at the governmental and public agency scoping meeting on August 24, 2006 by Bishop Field Office staff has not revealed additional issues not identified in the past. Therefore, we request that you refer to issues identified during the scoping meeting held in our office on December 10, 2003 and cited in our letter dated December 29, 2003.

Public lands in the Eastern Sierra are known for their significant watershed, wildlife, cultural, scenic and recreation resources. The proposed action should be of sufficient detail to insure that a full and thoughtful analysis of potential off-site impacts to adjacent public lands and resources in Long Valley can be completed. Since potential off-site impacts are primarily associated with increased noise and/or visual disturbance, the proposed action should include specifics of airport operations not identified in the current Notice of Intent. These include a clearer description of low elevation flight lines over Long Valley as well as proposed aircraft arrival and departure times. In addition, current airport operations should serve as the baseline for comparison.

Public lands in the Eastern Sierra are also frequently subject to rights-of ways for road access and other infrastructure to support developments on adjacent private lands. Therefore, we request that any private land development scenarios identified in the EIS address the potential for impacts to adjacent public lands.

As you know, sage grouse have been consistently identified as an important wildlife species occurring within and adjacent to the Mammoth Yosemite Airport that may be affected by airport operations. Potential impacts to the Long Valley sage grouse population is likely the most significant regional wildlife concern associated with the proposed air service. The U.S. Fish and Wildlife Service (FWS) is currently reviewing another petition to list sage grouse in Mono County under the Endangered Species Act. This recent petition specifically identifies airport operations at the Mammoth Yosemite Airport as a risk to the long-term survival of sage grouse in Long Valley. Any action perceived to significantly impact the Long Valley sage grouse population could influence future listing decisions by the FWS and have significant implications not only for the Mammoth Yosemite Airport but for all of Mono County. The current high level of interest in sage grouse populations requires that thoughtful mitigation measures be applied to reduce potential impacts.

Again, thanks for the opportunity to provide scoping comments on the preparation of an Environmental Impact Statement (EIS) for the proposed approval of Airlines Operations at Mammoth Yosemite Airport. As in the past, the Bishop Field Office is committed to providing you with the best available resource information to support your analysis. We encourage a full and thoughtful analysis of all of the proposed alternatives. Please direct any questions regarding range, wildlife, watershed or vegetation resources to Terry Russi (email [trussi@ca.blm.gov](mailto:trussi@ca.blm.gov), phone 760-872-5035). Questions regarding recreation, visual and cultural resources or realty actions should be directed to Joe Pollini (email [jpollini@ca.blm.gov](mailto:jpollini@ca.blm.gov), phone 760-872-5028).

Sincerely,



Bill Dankelberger  
Field Office Manager



# California Regional Water Quality Control Board

## Lahontan Region



Linda S. Adams  
Secretary for  
Environmental Protection

Victorville Office  
14440 Civic Drive, Suite 200, Victorville, California 92392  
(760) 241-6583 • Fax (760) 241-7308  
<http://www.waterboards.ca.gov/lahontan>

Arnold Schwarzenegger  
Governor

August 29, 2006

File: 6B260111N01

Ms. Camille Garibaldi  
Environmental Protection Specialist  
Federal Aviation Administration  
831 Mitten Road, Room 210  
Burlingame, CA 94010-1303  
FAX (650) 876-2733

### COMMENTS ON THE NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT STATEMENT FOR THE AIRLINES OPERATION SPECIFICATIONS FOR HORIZON AIR TO PROVIDE COMMERCIAL AIRLINE SERVICE WITH REGIONAL JETS INTO MAMMOTH YOSEMITE AIRPORT, MAMMOTH LAKES, MONO COUNTY, CALIFORNIA (SCH #2006074003)

California Regional Water Quality Control Board staff (Water Board) has reviewed the Notice of Preparation (NOP) to prepare an Environmental Impact Statement (EIS), dated July 20, 2006, for the above-referenced project proposed by the Town of Mammoth Lakes.

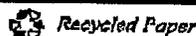
The Town is the project proponent and the Federal Aviation Administration (FAA) is the lead agency for the project under the National Environmental Protection Act (NEPA).

#### Project Description

The proposed project is for proposed airline operations specifications to accommodate proposed scheduled airline service into Mammoth Yosemite Airport (MMH), utilizing Bombardier DHC-8-402 (Q400) regional jets. The establishment of scheduled commercial service into MMH also necessitates a change in the airport's Operating Certification from Class IV to Class I, pursuant to Title 14, Code of Federal Regulations, Part 139.

If the FAA should determine the potential environmental impacts of the proposed actions are not significant, FAA may consider, after public notification and agency coordination, completing the NEPA process for this proposal as an Environmental Assessment and issuing a Finding of No Significant Impact and Record of Decision. The FAA has determined that an EIS is the most appropriate document at this time, and has considered the injunction issued by the U.S. District Court for the Northern District of California for the Town of Mammoth Lake's proposed expansion of the

*California Environmental Protection Agency*



Ms. Garibaldi

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airport, and the resources potentially affected by establishment of scheduled air carrier service.

In November of 2005, the Town of Mammoth Lakes representatives withdrew their proposed runway expansion project at MMH in favor of a reduced proposal for resumption of scheduled regional air carrier service that would be accommodated within the existing configuration of the airport. As a result of this decision, the FAA terminated preparation of an EIS for the proposed expansion of MMH.

Horizon Air is proposing to begin scheduled regional air carrier service using existing facilities at MMH beginning in December of 2007 with two flights per day from Los Angeles International Airport during the winter season (December to April). Proposed winter service is projected to increase to a maximum of eight flights per day by the year 2010. The aviation activity forecasts project the addition of two flights per day during the summer months beginning sometime in 2011. Horizon Air has provided the FAA with a written expression of interest to begin scheduled service utilizing Q-400 aircraft.

The NOP contains two proposed alternatives to be analyzed. These alternatives are; 1) a no action alternative, and no change would occur to the current Class IV (unscheduled service) Part 139 certificate to MMH, and; 2) proposed FAA approval of operation specifications for Horizon Air for scheduled service to MMH using regional aircraft and approval of a Class I (scheduled service) Part 139 certificate for MMH. The proposed service would utilize existing Runway 9/27 and existing airport facilities without the construction of new facilities.

### **General Comments**

The Water Board will be a responsible agency under NEPA. Our comments for the scope and content of the EIS apply to any environmental documents that are prepared to accommodate expanded service, and are as follows:

#### **Compliance with the Water Quality Control Plan for the Lahontan Region (Basin Plan)**

The EIS should address all impacts or cumulative effects of the proposed project in relation to compliance with all applicable California water quality standards and water quality control measures. The standards are contained in the Basin Plan (as amended). Even though there are no activities planned for expansion of the physical facilities at the airport facility, the EIS must consider all water quality impacts related to increased tourist traffic to Mammoth Mountain, June Lake, and the surrounding areas, due to the expanded airline service.

These control measures and standards include discharge prohibitions, and numerical and narrative water quality objectives to protect designated beneficial uses. The beneficial uses of minor surface waters (including springs, minor streams, and wetlands) in the project area are:

***California Environmental Protection Agency***



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- a. municipal and domestic supply
- b. agricultural supply
- c. water-contact recreation
- d. non-water-contact recreation
- e. ground water recharge
- f. commercial and sport fishing
- g. cold freshwater habitat
- h. wildlife habitat
- i. spawning habitat
- j. water quality enhancement
- k. flood peak attenuation

The beneficial uses of ground water beneath the site are:

- a. municipal and domestic supply
- b. agricultural supply
- c. industrial supply
- d. ground water recharge

The Basin Plan is available on line at the Water Board's Internet site at <http://www.swrcb.ca.gov/rwqcb6/>. The EIS should cite and discuss applicable portions of the Basin Plan that apply to the proposed actions. The specific portions of the plan that are applicable to the project evaluation include, but are not limited to, numerical and narrative water quality objectives applicable to all waters of the Lahontan Region and those applicable to the waters within the project area, and prohibitions applicable to waters within the project area.

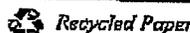
#### **Permit for Industrial Activities**

Transportation facilities are required to file a NOI to comply with the NPDES General Storm Water Permit for Industrial Activities in order to discharge storm water from the facility. If the airport has no current industrial permit, the project proponent must obtain one for the daily operation of the facility. The airport facility must comply with the terms of this permit for any proposed facilities. The EIS should evaluate impacts associated with storm water runoff including mitigations proposed and address compliance with the general permit.

#### **Permit for Construction Activities**

Proposed actions that disturb one acre or more of land are required to file for coverage under the NPDES General Storm Water Permit for Construction Activities and implement a Storm Water Pollution Prevention Plan (SWPPP). This permit can be viewed at <http://www.swrcb.ca.gov/stormwtr/construction.html>.

***California Environmental Protection Agency***



Ms. Garibaldi

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### Implementation Monitoring

As conditions of project approval all mitigation implementation must have appropriate monitoring and be included in the EIS as required in NEPA 40 CFR section 1505.3 and 1505.2 (c).

### Specific Comments

Cumulative effects of increased traffic through the airport facility must be addressed in the EIS. If any future construction of the airport is considered, an additional EIS addressing the following issues will need to be prepared. The following issue areas relate to Drainage/Absorption; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Vegetation; Water Supply; Wetlands/Riparian, and; Cumulative Effects. Specific comments regarding these issue areas are provided below.

#### *Drainage/Absorption*

Due to the porous nature of the soil and shallow ground beneath the site, the Water Board is concerned that hydrocarbons or other hazardous materials used in the daily operations of the airport have the potential to contaminate the ground water.

On June 22, 2000, Reinard Brandley, consultant for the Town, submitted a letter to the Water Board outlining proposed mitigation measures that the airport would take to reduce the potential for impacting the ground water. A set of plans that addressed the drainage issues at the condominiums was also submitted to us. Although we acknowledge efforts to mitigate the runoff impacts, we emphasize that the potential impacts and proposed mitigation must be thoroughly evaluated in the EIS.

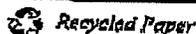
#### *Septic System and Sewer Capacity*

On April 13, 2001, Triad/Holmes submitted a Report of Waste Discharge (RWD) for the Mammoth Yosemite Airport wastewater treatment facility. The proposed sewage treatment facility was a package plant with the capacity to handle all the airport and related facility needs. The Water Board provided comments on the RWD, and the project proponent decided not to build the facility at the present time. The EIS should include a description of the facilities generating wastewater and the proposed treatment and disposal impacts, and how they will be monitored.

#### *Solid Waste and Toxic/Hazardous*

The EIS should identify the various waste that will be generated by the project and planned disposal location(s). The EIS should also discuss chemical and materials storage and management at the facility. The EIS should include measures to address spill prevention, response and cleanup of hazardous and other chemicals or waste materials.

*California Environmental Protection Agency*



Ms. Garibaldi

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August 29, 2006

*Vegetation and Wetlands/Riparian*

Site vegetation consists of species typical of wetlands habitat at the southwestern end of the airport about 100 feet south of the runway, based on ACOE delineation. You have indicated that it is not proposed to disturb this area by the new construction and that this vegetation will not be impacted by the proposed new facility because there is no planned construction in this area. However, the EIS should also discuss any alteration of drainage patterns and the related potential impact to wetland areas. The EIS should include the ACOE wetland delineation and a map of the proposed alternatives superimposed over the site delineation map. The EIS should evaluate and discuss the potential impact to wetlands from each of the alternatives.

Based on the project location, there may be adverse impacts to wetlands. The Basin Plan contains requirements to prevent adverse impacts to wetlands. In order to ensure wetland protection, (Chapter 4 beginning on page 4.9-6) in its review of projects with potential wetland impacts, the Water Board follows the sequence of: Avoid; Minimize; Mitigate. The project proponent must first demonstrate to the Water Board that wetland impacts are not avoidable. If the impacts are not avoidable, the proponent must then demonstrate that the impacts to the wetland area are the minimum necessary for the project and must then propose mitigation to compensate for any wetland impacts.

Construction in wetlands should be prevented, if at all possible. If construction in wetlands is unavoidable, full justification and mitigation must be provided and discussed in the EIS. It must be demonstrated that construction in wetlands has been avoided to every extent, and that measures will be taken to mitigate the impact of construction to the maximum extent practical. Mitigation will consist of restoring or constructing wetlands of equivalent function and value.

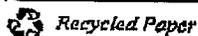
The U.S. Army Corps of Engineers (ACOE) should be contacted for information on obtaining Federal permits for projects in floodplain and wetland areas. If Federal permits are necessary for work in floodplains and wetlands, you will need to apply to the Water Board for a Clean Water Act Section 401 Water Quality Certification.

*Water Supply*

The EIS should provide background information on hydrogeology and ground water quality for the project area. Such information should include:

- a. Depth to ground water and bedrock
- b. Direction of ground water flow
- c. Existing ground water quality
- d. Locations of existing water supply wells (both active and inactive)
- e. Use for wells (agricultural, domestic, stock watering, etc.)
- f. Geologic lithology
- g. Soil and aquifer hydraulic conductivity

California Environmental Protection Agency



Ms. Garibaldi

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August 29, 2006

Potable water for the airport facilities is currently supplied by on-site wells. On March 1, 2002, the airport's consulting ground water geologist, Richard C. Slade and Company, submitted results from a 96-hour pump test of an airport well. They concluded that there is sufficient water supply for the airport. The information from the pump test should be used to evaluate a long-term pumping model to predict ground water flow paths. Previous activities at the airport have resulted in a plume of petroleum contaminants in the ground water at the facility. The airport is preparing a cleanup plan for the contaminated soil and ground water. The EIS should include a thorough evaluation of the long-term impacts of pumping on the aquifer. We are concerned that the well, under full production, may draw the contaminant plume to it or result in adverse impacts when viewed cumulatively with the airport project operations. Additionally, all wells located within the area that could be influenced by long-term pumping of the aquifer should be included in your evaluation. Issues associated with the cumulative effects on surface waters, ground water or wetlands, of long term pumping of the underlying aquifer must be thoroughly evaluated in the EIS.

#### *Significant Impacts Due to Cumulative Effects*

During previous environmental review periods, the cumulative impacts of the project have not been adequately identified or evaluated. The EIS needs to adequately identify, analyze and address cumulative impacts of the proposed project for the surrounding area with respect to water quality beneficial uses and supply.

Additionally, various project descriptions have been provided based on the specific environmental document being circulated. On November 20, 1996 the Town circulated a NOI including a project description listing the following new proposed improvements; taxiway, access road, perimeter fencing, runway extension, terminal building, expansion of parking, aircraft aprons, fire suppression facilities, on-site sewer and water facilities, utilities, fuel farm, access road from Benton Crossing Road, 250 room hotel, 300 seat restaurant, service station and mini-market, luxury RV parking for 100 units and increased airline traffic to accommodate 126,000 annual passengers (344 parking stalls). Yet in the NOI dated March 7, 2000, the Town listed only widening one exiting runway to 75 feet, widening of the runway and taxiway system, developing an airport passenger terminal building, and expanding automobile parking as needed. At that time, we were informed that the Town still planned to build the hotel, restaurant and RV park, but as a separate project with environmental review at a later date. The airport expansion project needs to have an EIS that considers all the expansion improvements as one project. Under NEPA, 40 CFR Section 1508.7 the environmental review must evaluate the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions.

Cumulative impacts to ground water resources for surrounding areas, such as the Town, as well as the airport site, must be identified and considered. The Water Board has not seen supporting data that evaluates the capability of the area's water resources to sustain the potential use for the population increase due to non-permanent residents

*California Environmental Protection Agency*

 Recycled Paper

Ms. Garibaldi

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August 29, 2006

and the increased residential needs of the areas. An analysis needs to be done with respect to supplying the current needs and the future needs. Additional tourist influx to surrounding areas such as Bishop, Crowley Lake, and June Lake should be evaluated and addressed. The analysis should account for all projected tourist visits plus the current rate of expansion in the region.

Thank you for the opportunity to comment on the proposed project. If you have any questions, please contact me at (760) 241-7366, or Cindi Mitton, Supervising Engineer, at (760) 241-7413.

Sincerely,



Judith Keir  
Environmental Scientist

cc: Regional Board Members  
California State Clearinghouse (SCH #2006074003)  
Denyse Racine, Department of Fish and Game  
Jim Canaday, SWRCB, DWR  
Karen Johnston, Town of Mammoth Lakes  
Dennis Lampson, Mono County Health Department  
Keith Hartstrom, Mono County Planning Department  
Janill Richards, Office of the State Attorney General

RC:ACEQA /JMK/2006-07-4003 NOP Mammoth Airport DEIR.doc

**California Environmental Protection Agency**





## United States Department of the Interior

NATIONAL PARK SERVICE  
Pacific West Region  
1111 Jackson Street, Suite 700  
Oakland, California 94607-4807



IN REPLY REFER TO:  
N3615 (PWR-NR)

August 30, 2006

Ms. Camille Garibaldi  
Environmental Protection Specialist  
Federal Aviation Administration  
Western-Pacific Region, San Francisco ADO  
831 Mitten Road, Room 210  
Burlingame, California 94010

Dear Ms. Garibaldi:

Thank you for the opportunity to comment on the Notice of Intent to issue an Environmental Impact Statement for the approval of Operation Specifications for Horizon Air to provide scheduled commercial airline service with regional jets into Mammoth Yosemite Airport, Mammoth Lakes, California. This proposal may affect the environment within and adjacent to several national park units. We understand the FAA is in the draft EIS scoping phase at this point. We appreciate the FAA's concern for our nation's human and natural environment. Please consider the information in this letter as well as the attachment, in the scoping process for this project.

The National Park Service evaluates federal actions which may impact the human and natural environment within our parks with respect to our Organic Act mandates, including "to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations". In addition to the Organic Act, the Wilderness Act of 1964 governs how NPS manages federally designated wilderness. Wilderness areas are special places where the imprint of man's work is substantially unnoticeable and where people expect to find outstanding opportunities for solitude or a primitive and unconfined type of recreation. The NPS units nearby the Mammoth Yosemite Airport include Devils Postpile National Monument, Yosemite, Kings Canyon, Sequoia, and Death Valley National Parks and Manzanar National Historic Site. These parks, with the exception of Manzanar NHS, are comprised mostly of federally designated wilderness.

We are different from other federal land management agencies in that in addition to our national legislative mandates, most units of the national park system were established under separate legislative authority which identifies specific purposes for which the park was established and often includes the identification of key natural or cultural resources and values which define the integrity of the park. Park units not established by legislation were generally established under Presidential proclamation through the Antiquities Act which also articulates the specific resources and values being protected.

In all of these parks there has been a wide range and long history of human interaction with the land that has not included the sights and sounds of aircraft, and as such represents a cultural value of what a natural soundscape entails. Natural and cultural sounds are integral members of the suite of resources and values that National Park managers are charged with preserving, and restoring. Overall, ecosystem health depends on an area's ability to transmit ecologically significant sounds yet soundscapes free from anthropogenic intrusions have become rare in today's world. A soundscape refers to the total acoustic environment of an area. Soundscapes often vary in their character from day to night and from season to season and can be affected by changes in numbers of visitors who introduce human-caused sound into the environment. The soundscape of a national park, like air, water, scenery, or wildlife, is a valuable resource that can easily be degraded or destroyed by inappropriate sounds or sound levels. As a result, soundscapes require careful management if they are to remain unimpaired for future generations.

Our nation's parks host millions of residents from large urban communities who seek the ability to easily access park recreational opportunities of which the ability to experience the natural soundscape is considered a key component of a high quality experience (see 1994 Report to Congress, Natural Resource Year in Review 2004, pg 90, "Understanding Visitor Opinions of Park Resources"). For example, visitors who are walking along a trail, a park ranger presenting a guided nature hike or campfire program, listening to birds singing early in the morning, and/or hearing the cast from a fishing pole are all experiences that would likely be compromised by the sound of aircraft.

Additionally, these parks include congressionally designated wilderness that provides for protection of the areas primeval character and outstanding opportunities for solitude. The wildernesses along the Sierra Nevada constitute the largest contiguous chunk of wilderness in the U.S. outside of Alaska during the winter (when Tioga Pass is closed) and the second largest in the summer. The John Muir Trail system connecting Yosemite, Devils Postpile, and Sequoia Kings Canyon as well as the Pacific Crest Trail transecting the Sierra Nevada parks and wilderness areas provides for one of the longest continuous stretches of hiking and packing experiences within any mountain system in the world. There are so few places left in the mountains of North America that offer the possibility of this relatively pristine and superlative trail system. These wildernesses, nationally designated trails, and parks are icons of the West and the National Park Service. Minimizing both noise and visual intrusions of aircraft including contrails, in these areas can significantly increase the quality of the visitors' experience.

Protection of natural soundscapes is important for both visitor enjoyment and resource protection. Impacts from noise, in this case aircraft noise, on wildlife is a growing topic of scientific study. Several studies have shown that certain frequencies and decibel levels can drown out the communications between individuals in a species and also create lapses in communication among species. Noise can lead to increased physical stress in wildlife and/or increased vulnerability to predation.

With reference to FAA Order 1050.1E, we embrace the FAA's environmental policy toward:

- the identification of reasonable alternatives
- a rigorous analysis of the foreseeable direct, indirect, and cumulative environmental impacts of the proposed actions and alternatives
- comprehensive analysis for informed decision making
- identification and evaluation of mitigation measures
- ensuring appropriate mitigation measures are implemented
- ensuring compliance with applicable laws, regulations, policies

In order for us to provide a comprehensive and meaningful evaluation of resource and visitor experience impairment we will need information identified in the attachment.

This letter and its attachment capture much of what we would expect the scope of the EIS to incorporate. Our main interest is in assuring the fundamental natural and cultural resources and values of the area's national parks are appropriately dealt with in the analysis. The proposal to move Mammoth Yosemite Airport from a Class IV facility to a Class I facility, opening the door to scheduled large air carrier service must be studied in light of expected growth, cumulative impacts, and the impact of the same on the visitor experiences and natural and cultural resources of area national parks.

We appreciate the preliminary flight tracks analysis provided by FAA in the August 2006 EIS Newsletter shows an attempt at reducing impacts to Devils Postpile and Yosemite. However, we are concerned about impacts to Sequoia and Kings Canyon NPs where flight tracks cross the western portions of these parks. To avoid the sensitive airspace over Sequoia and Kings Canyon NP's flights would need to move further west into the central valley. In addition, we need flight path information and impact analysis data for Death Valley NP and Manzanar NHS for flights originating in and bound towards Las Vegas. We request that the flight tracks presented in the Final EIS reflect a binding agreement not to fly over the parks?

During the agency scoping meeting on August 24, 2006 and the meeting with Devils Postpile National Monument Superintendent Deanna Dulea on August 23, the FAA EIS team identified that Air Traffic Control considered these to be likely routings based on point to point navigational fixes. Also, the defined appropriate procedures of approach to Mammoth Yosemite airport from Bishop along the east side of the Owens Valley and Long Valley Caldera would steer the flights away from ascents and descents over the parks. These were described as defined procedures in order to maintain radar contact as long as possible as the flights ascend and descend on the east side of the Owens Valley

and Long Valley Caldera, and that the flights over the Sierra Nevada would always be at a minimum of 18,000 feet. Issues that we would like to see addressed include the specific requirements directed to pilots to ensure compliance with this minimum. Also, as the flights grow over the years from LA, Oakland and Las Vegas, and from winter to summer, what specific requirements will be in place to ensure that the flight tracks will not compromise the resources and visitor experience in Devils Postpile, Yosemite, Sequoia and Kings Canyon, Death Valley, and Manzanar?

The proposal area is listed as non attainment for air quality - air quality is an existing and growing national concern - particularly as it impacts our national parks. Also, in the 2000 EA the flight tracks would take aircraft just 10,000 feet lateral and less than 10,000 feet vertical from Hot Creek, which is listed as an eligible Wild and Scenic River. The aircraft at this distance would likely create audible and visual impacts. This EIS should include a comprehensive analysis of the potential impacts to this eligible Wild and Scenic River. And, a comprehensive analysis of the 4f impacts associated with the visitor use/resources of the area national parks should be included in the scope.

The comparative analysis of airports referenced in the year 2000 EA indicate a doubling and tripling of markets in just ten years with Vail, Colorado tripling enplanements in just four years. The projected service proposed in the NOI indicates that winter service would increase fourfold in three years. Our understanding of the information presented at the August 24th scoping meeting is that scheduled commercial service enplanements could reach nearly 70,000 in five years (from zero). The scope of the analysis must include a reasonable expectation and explanation of use and the impact associated with it, preferably over a twenty year time period.

We look forward to working with you to articulate a strategy for ensuring park resources and visitor experience are protected unimpaired for future generations against impacts of the proposed Operation Specifications for Horizon Air at Mammoth Yosemite Airport. Please contact Judy Rocchio of my staff, 510-817-1431 if you have any questions regarding our comments.

Sincerely,

*Patricia A. Neubacher*

Jonathan B. Jarvis  
Regional Director, Pacific West Region

Attachment

cc:

Superintendents DEPO, YOSE, SEKI, DEVA, MANZ  
Karen Trevino, NPS Natural Sounds Program

## Attachment

### Information NPS PWR Requested from FAA WPR for Evaluating the Environmental Impact Statement for the approval of Operation Specifications for Horizon Air to provide scheduled commercial airline service August, 2006

Please provide the following information as soon as possible:

- 1) The existing approved Airport Master Plan as well as any draft Master Plan which would reflect the proposed actions and related alternatives analysis. This will provide our agency the full context of the proposed action in light of existing and future planned activities on record.
- 2) The currently approved Airport Layout Plan as well as any Draft Airport Layout Plan currently under development. This will provide our agency a graphic representation of both approved and proposed development at the airport. This will also provide to us a graphic representation of the protected surfaces around the airport.
- 3) The existing planned development identified within the NPIAS database
- 4) The existing Terminal Area Forecasts for the Mammoth Yosemite Airport
- 5) The existing Flight Tracks within a 75 mile radius of the Mammoth Yosemite Airport

As you prepare the draft environmental documents we request that you include the information, documentation, and analysis that we will need in order for us to complete our evaluation. This would include specific information on:

- Purpose and need for the proposed action.
- Description of the proposed action.
- Preliminary alternatives identified to date; any alternatives considered and rejected to date.
- Affected environment.
- Agencies, organizations, tribes, and persons consulted.
- Environmental consequences of the proposed action and alternatives, specifically:
  - 4f, Land use compatibility (existing and planned land uses),
  - Ecosystem impacts
  - Wildlife impacts
  - Historic, architectural, archeological, and cultural resources
  - Air and Water quality
  - Natural Soundscapes
  - Lighting Impacts
- Determination of Area of Potential Effect and Survey of the Area.
- Cumulative impacts including effects of proposed use combined with military use.
- Airport and Airspace Specific Information:

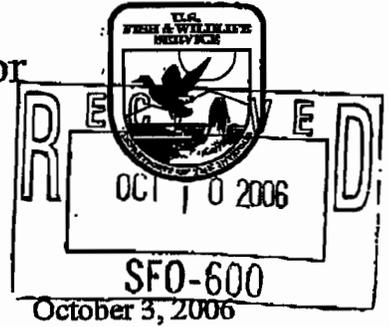
- The airport design category by weight, wingspan, and approach speed (existing and proposed)
- The runway strength (current and proposed), Runway Length, New Runways, New Terminals
- Quiet Technology Employed
- Any proposed Modification to Design Standards which would impact operations
- Fleet Mix Changes, Type of use such as passenger vs. cargo
- Number of Aircraft Operations (existing, 5 year, 10 year, 20 year)
- Air Traffic Changes
- New Approaches
- Any airspace considerations
- Level/Altitude of flight
- Depiction of Flight Tracks (with changes)
- Depiction of Noise Contours
- Is this project subject to specific streamlining initiative?
- With recognition that the 65DNL standard does not apply within National Parks, please provide details on the noise assessment criteria used and any special consideration for noise impacts on unique and sensitive section 4f properties as well as noise effects on wildlife. Note 4f is the Common reference for 303c of USC.
- Noise analysis
  - Current and forecast conditions for all reasonable alternatives
    - Flight track maps, Noise contour maps
  - Mitigation measures in effect and there relationship to the proposal
  - Inclusion of data on background or ambient noise levels
  - Any supplemental noise analysis
- Methodology for identifying and avoiding adverse effect: on special areas near flight corridors, including NPS parks and wilderness, US Forest Service wilderness areas, US Fish and Wildlife Service refuges, and California State parks.



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Ventura Fish and Wildlife Office  
2493 Portola Road, Suite B  
Ventura, California 93003

IN REPLY REFER TO:  
PAS 3062.4652.6394



Camille Garibaldi  
Western-Pacific Region – Airports Division  
Federal Aviation Administration  
831 Mitten Road, Suite 210  
Burlingame, California 94010-1300

Subject: Species List for Proposed Air Service to Mammoth Yosemite Airport,  
Mono County, California

Dear Ms. Garibaldi:

This letter is in response to your request for information on endangered, threatened, proposed, and candidate species that may be present in the vicinity of the Mammoth Yosemite Airport. We received your August 15, 2006, request on August 16, 2006.

The enclosed list of species fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act of 1973, as amended (Act). The Federal Aviation Administration, as the lead Federal agency, for the project has the responsibility to review its proposed activities and determine whether any listed species or critical habitat may be affected. If the project is a construction project, which may require an environmental impact statement<sup>1/</sup>, the Federal Aviation Administration has the responsibility to prepare a biological assessment to make a determination of the effects of the action on the listed species or critical habitat. If the Federal Aviation Administration determines that a listed species or critical habitat is likely to be adversely affected, it should request, in writing, through our office, formal consultation pursuant to section 7 of the Act. Informal consultation may be used to exchange information and resolve conflicts with respect to threatened or endangered species or their critical habitat prior to a written request for formal consultation. During this review process, the Federal Aviation Administration may engage in planning efforts, but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act.

Only listed species receive protection under the Act. However, sensitive species should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of

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<sup>1/</sup>“Construction project” means any major Federal action which significantly affects the quality of the human environment designed primarily to result in the building of structures such as dams, buildings, roads, pipelines, and channels. This includes Federal actions such as permits, grants, licenses, or other forms of Federal authorizations or approval which may result in construction.

Camille Garibaldi

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Fish and Game's Natural Diversity Data Base. You can contact the California Department of Fish and Game at (916) 324-3812 for information on other sensitive species that may occur in this area.

We also encourage you to consider the potential effects of the proposed action on the sage grouse (*Centrocercus urophasianus*), which is a species of heightened concern. As you discussed with Ray Bransfield of my staff during your August 22, 2006, meeting in our office, the proposed action will not result in loss of any habitat of the sage grouse, but departing aircraft would normally fly over one of the largest leks in the United States. Because noise from aircraft has the potential to disrupt activities on the lek, we encourage you to consider all means to avoid this potential disturbance. In the event all effects cannot be avoided over time, we also encourage the Federal Aviation Administration to develop a monitoring program designed to detect any adverse effects and commit to a program of adaptive management to eliminate such effects. You may find further information on activities related to sage grouse in eastern California at <http://www.ndow.org/wild/conservation/sg/plan/index.shtml>.

Finally, we note that the pygmy rabbit (*Brachylagus idahoensis*) may occur in the area around the Mammoth Yosemite Airport. On May 20, 2005, the Service published a non-substantial 90-day finding determination on a petition to list the pygmy rabbit as threatened or endangered under the Act. Though the pygmy rabbit is not currently a federally listed species, we continue to monitor its status. We have no information regarding the effects of aircraft noise on this species. Consequently, we encourage you to investigate the potential for aircraft noise to affect this species as you develop the environmental impact statement; you may also consider whether to survey the area around the Mammoth Yosemite Airport to determine if appropriate habitat for and individuals of this species are present. We have enclosed a compact disk with a copy of draft survey guidelines.

If you have any questions, please contact Ray Bransfield of my staff at (805) 644-1766, extension 317.

Sincerely,



Carl T. Benz  
Assistant Field Supervisor  
Mojave/Great Basin Deserts

Enclosures

**Listed and Proposed Species  
That May Occur in the Vicinity  
of Mammoth Yosemite Airport  
Mono County, California**

Mammals

Sierra Nevada bighorn sheep      *Ovis canadensis californiana*      E

Birds

Bald eagle      *Haliaeetus leucocephalus*      T

Fish

Owens tui chub      *Gila bicolor snyderi*      E, CH

**Key:**

E - Endangered

T - Threatened

CH - Critical habitat



U.S Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division  
San Francisco Airports District Office

831 Mitten Road, Suite 210  
Burlingame, CA 94010-1300

October 12, 2006

Connell Dunning  
Acting Transportation Team Coordinator  
U. S. Environmental Protection Agency  
Environmental Review Office  
75 Hawthorne Street  
San Francisco, CA 94105

RE: Proposed Horizon Air Operation Specifications Amendment for air service to  
Mammoth Yosemite Airport

Dear Ms. Dunning:

The Federal Aviation Administration (FAA) is providing an Air Quality Assessment Protocol (Protocol) for Proposed Scheduled Air Service to Mammoth Yosemite Airport (MMH) for your review and comment. The FAA is considering approval of a request from Horizon Air to amend its current Operation Specifications to provide scheduled air service to MMH. The Town of Mammoth Lakes has confirmed its interest in receiving the service to MMH beginning with two flights per day in the winter of 2007. The Horizon Air has indicated that a Bombardier Q-400 (Q-400) turboprop would be utilized to provide the air service. The Q-400 can be accommodated at MMH within the existing airport configuration.

The FAA published its Notice of Intent (NOI) to prepare an Environmental Impact Statement for the proposed action in the Federal Register on July 24, 2006. A copy of the NOI and the FAA approved aviation forecasts are enclosed as additional background material for your information.

We would appreciate receiving your comments regarding the Protocol no later than November 13, 2006.

Your attention to this matter is appreciated. If you have any questions regarding the Protocol or proposed project, I am available at (650) 876-2778 extension 613.

Sincerely,

*(Original signed by:)*

Camille Garibaldi  
Environmental Protection Specialist

Enclosures: (1) Federal Aviation Administration Air Quality Assessment Protocol  
(2) Notice of Intent For Proposed Operation Specification Approval  
(3) MMH Aviation Forecasts

cc:

Gary Honcoop, California Air Resources Board  
Duane Ono, Great Basin Unified Air Pollution Control District  
Karen Johnston, Town of Mammoth Lakes  
Bill Fehring, URS Corporation  
David Reel, URS Corporation

# FAX

Date October 17, 2006

Number of pages including cover sheet 1

**TO:** **David Singleton**  
California Native American  
Heritage Commission

**FROM:** **David B. Kessler, AICP**  
U.S. Department of Transportation  
Federal Aviation Administration  
Regional Environmental Protection  
Specialist - Airports Division

**Phone** 916/653-4082  
**Fax Phone** 916/657-5390

**Phone** 310/725-3615  
**Fax** 310/725-6848  
**Phone**

**CC:**

**REMARKS:**  Urgent  For your review  Reply ASAP  Please Comment

Hello, The Federal Aviation Administration (FAA) is currently preparing an Environmental Impact Statement for the proposed approval of operations specifications for an airline to resume commercial service flight activity into Mammoth Yosemite Airport, Mammoth Lakes, Mono County, California. In order to ensure we have properly consulted with the appropriate Native American Tribes, I am requesting a list of federally recognized tribes that would be within a 35-mile radius of the Town of Mammoth Lakes. The proposed "project" does not include any construction. The airline proposes to use the existing airport facilities with only improvements to the inside of existing buildings. If you need more information to help provide me with a list, please call me at 310/725-3615.

Thanks.

Please send the list to me at the following address:

David B. Kessler, MA, AICP  
Regional Environmental Protection Specialist, AWP-610.1  
Federal Aviation Administration  
Western-Pacific Region  
P.O. Box 92007  
Los Angeles, California 90009-2007



United States  
Department of  
Agriculture

Forest  
Service

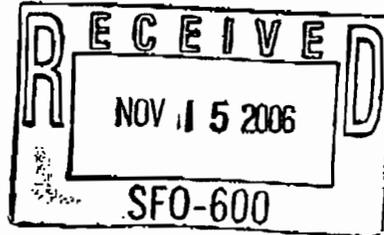
Inyo National Forest

Mammoth Ranger Station  
P.O. Box 148  
Mammoth Lakes, CA 93546  
(760) 924-5500  
(760) 924-5531 TDD

File Code: 1950-4

Date: November 9, 2006

Camille Garibaldi  
Environmental Protection Specialist  
Federal Aviation Administration  
Airports District Office  
831 Mitten Road  
Room 210  
Burlingame, CA 94010-1303



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Dear Camille,

The Inyo National Forest (INF) has identified the resources and facilities described below as 4(f) resources subject to the criteria of Section 4(f) of the Department of Transportation Act of 1966 Public Law 89-670, as amended by the Federal-Aid Highway Act of 1968, Public Law 90-495, Section 18.

These are publicly owned lands, open to the public, which serve a major purpose as recreation areas, parklands and wildlife refuges. Public land recreation is a significant resource in the Eastern Sierra, both as the economic backbone of the region and as an important recreation opportunity for residents of Southern California and other areas. Developed recreation facilities and concentrated use areas provide a critical resource in the delivery of diverse recreation opportunities to the public. 4(f) resources are identified within the framework of Inyo National Forest Land and Resource Management Plan.

**Management Areas & Prescriptions**

Management Prescriptions (Rx) are an overlay on Management Areas and provide more specific guidance for land management units within the Inyo National Forest. 4(f) is deemed to apply within all prescriptions where public recreation or protection of wildlife is the identified primary purpose of the land management unit designation. Emphasis is on Rx for developed, concentrated or high-use recreation areas and facilities, and on designated wilderness, wild and scenic rivers. Management Prescriptions identified as meeting 4(f) criteria are:

- Designated Wilderness (Rx 1)
- Proposed Wilderness (Rx 2)
- Mule Deer Habitat Rx 4)
- Mountain Sheep Habitat (Rx 3)
- Mono Basin National Forest Scenic Area (Rx 6)
- Wild and Scenic Rivers (Rx 8)
- Concentrated Recreation Area (Rx 12)
- Alpine Ski Area (Rx 13)



- Developed Recreation Site (Rx 15)

### **Designated Wilderness (Rx 1)**

Designated wilderness areas (Rx 1) are listed below. The Inyo National Forest believes 4(f) applies to all wilderness areas and specifically to portions of designated wilderness, which geographically overlap flight paths or other airport facilities. The purpose of this prescription is to protect wild lands and their wilderness values of natural ecological integrity and natural appearance.

This prescription applies to the Ansel Adams, Boundary Peak, Golden Trout, Hoover, Inyo Mountains, John Muir, and South Sierra Wilderness Areas.

### **Proposed Wilderness (Rx 2)**

The Inyo National Forest believes 4(f) applies to all proposed wilderness areas and specifically to portions of designated wilderness, which geographically overlap flight paths. The purpose of this prescription is to recognize and protect wilderness attributes of areas recommended for wilderness designation. This prescription applies to the Table Mountain and Tioga Lake Further Planning Areas and portions of the White Mountains and Paiute-Mazourka Further Planning Areas.

### **Mountain Sheep Habitat (Rx 3)**

The purpose of this prescription is to provide high quality habitat for mountain sheep and to maintain or enhance existing populations. Lands within this prescription serve a primary purpose as refuge for mountain sheep and fall within 4(f) criteria.

### **Mule Deer Habitat (Rx 4)**

The purpose of this prescription is to preserve or enhance key mule deer habitat in order to maintain or increase existing population levels. The emphasis is on key mule deer habitat, fawning areas, winter range, migration corridors and holding areas. Lands within this prescription serve a primary purpose as refuge for mule deer and fall within 4(f) criteria.

### **Mono Basin Scenic Area (Rx 6)**

Established in 1984 as the nation's first scenic area, it area contains unique ecological and cultural resources around Mono Lake. The area is about 65 square miles and is primarily located north and east of Lee Vining community. Towering cinder cone mountains are located south of Mono Lake and east of U.S. 395. There are several hot springs and steam vents in the area, which are attributed to volcanic activity. Facilities include a visitor center, trails, and restrooms. Mono Basin is approximately 17 miles north of MMH and 47 miles northwest of BIH. A primary purpose of the Scenic are is recreational viewing of Tufa, birding, hiking and recreational boating.

**Wild and Scenic River (Rx 8)**

The purpose of this prescription is to maintain rivers that have been recommended or designated in a free-flowing condition. The emphasis is on maintenance of scenic, recreation, geologic, fish and wildlife, vegetation, and cultural values. The North Fork of the Kern River and South Fork of the Kern River are designated Wild and Scenic Rivers.

The Wild and Scenic Rivers Act requires that river segments be classified and administered as *Wild, Scenic, or Recreational* river segments, based on the condition of the river at the time of designation. 4(f) criteria apply to those Wild and Scenic River segments classified as Wild, Recreational or for which an Outstandingly Remarkable Value for recreation or opportunities for solitude has been identified.

**Concentrated Recreation Areas (Rx 12)**

The purpose of this prescription is to manage concentrated recreation areas to maintain or enhance major recreation values and opportunities.

**Alpine Ski Area (Rx 13)**

The purpose of this prescription is to maintain and manage existing downhill ski areas for public recreation us and applies to the area within the permit boundaries of Mammoth Mountain and June Mountain Ski Areas.

**Concentrated Recreation Areas (Rx 15)**

The purpose of this prescription is to maintain developed recreation facilities and is applied to all existing developed sites whether publicly or privately operated. The boundaries of developed recreation sites have not been mapped and are included as attachment A.

Geographic boundaries of prescriptions identified above can be derived from GIS data previously provided to the FAA and your consultant.

I look forward to your review and our continued dialogue on determination of 4(f) resources. If you have any questions or need additional information please contact Michael Schlafmann, via email [mschlafmann@fs.fed.us](mailto:mschlafmann@fs.fed.us), or via telephone at 760.924.5503.

Sincerely,



JON C. REGELBRUGGE  
District Ranger

## ATTACHMENT A

**CAMPGROUNDS****Horseshoe Meadows**

Cottonwood Pass (Golden Trout)  
 Backpacker (walk-in)  
 Cottonwood Lakes Backpacker (walk-in)  
 Horseshoe Meadow Equestrian

**Lone Pine Creek**

Lone Pine  
 Lone Pine (group)  
 Whitney Portal  
 Whitney Portal (group)  
 Whitney Trailhead (walk-in)

**Independence Creek**

Lower Grays Meadow  
 Upper Grays Meadow  
 Onion Valley  
 Oak Creek

**Big Pine Creek**

Big Pine Creek  
 First Falls walk-in  
 Sage Flat  
 Upper Sage Flat  
 Palisade Glacier (group)  
 Clyde Glacier (group)

**Bishop Creek**

Big Trees  
 Bishop Park  
 Forks  
 Four Jeffrey  
 Intake 2 walk-in  
 Intake 2 (upper)  
 Mountain Glen  
 North Lake  
 Sabrina  
 Willow  
 Bishop Park (group)  
 Table Mountain (group)

**Rock Creek**

Big Meadow

East Fork  
 French Camp  
 Iris Meadow  
 Palisade  
 Pine Grove  
 Rock Creek Lake  
 Tuff  
 Upper Pine Grove  
 Holiday (Overflow)  
 Aspen (Group)  
 Rock Creek Lake (Group)  
 Mosquito Flat Trailhead walk-in (for backpackers)

**McGee Creek**

McGee Creek

**White Mountains/Bristlecone Pine****Forest Area**

Grandview  
 Fossil (Group)  
 Juniper (Group)  
 Pinon (Group)  
 Poleta (Group)

**Convict Lake**

Convict Lake

**Mammoth Village Area**

New Shady Rest  
 Old Shady Rest  
 Sherwin Creek  
 Pine Glen (overflow)  
 Pine Glen (group)

**Mammoth Lakes Basin**

Coldwater  
 Twin Lakes  
 Lake George  
 Lake Mary  
 Pine City

**Reds Meadow Area**

Agnew Meadows  
 Minaret Falls  
 Reds Meadow

**ATTACHMENT A**

Pumice Flat  
Upper Soda Springs  
Agnew Meadows (group)  
Pumice Flat (group)

**Crestview Area Campgrounds**

Big Springs  
Deadman  
Glass Creek  
Hartley Springs  
Obsidian Flat (Group)

**June Lake Loop Campgrounds**

Aerie Crag (RVs only/overflow)  
Bloody Canyon Trailhead  
Gull Lake  
June Lake  
Oh! Ridge  
Reversed Creek  
Silver Lake

**Lee Vining Area Campgrounds**

Aspen  
Big Bend  
Boulder  
Cattleguard  
Ellery Lake  
Junction  
Lower Lee Vining  
Moraine  
Sawmill walk-in  
Saddlebag Lake (small trailers/RVs)  
Trailhead Group (at Saddlebag Lake)  
Tioga Lake (small trailers/RVs)

**ATTACHMENT A****PACKSTATIONS**

**Bishop Pack Outfitters** - Located on the North Fork of Bishop Creek

**Cottonwood Pack Station** - West of Lone Pine

**Frontier Pack Train** - On June Lake Loop

**Glacier Pack Train** - Pack trips and day rides; Big Pine Lakes/Palisade Glacier area

**Mammoth Lakes Pack Outfit** - Located in the Mammoth Lakes Basin

**McGee Creek Pack Station** - Located near McGee Creek Trailhead

**Mt. Whitney Pack Trains** - Service from Sawmill, Shepherd, Taboose & Olancha Pass trailheads

**Pine Creek Pack Station** - Located 20 miles northwest of Bishop

**Rainbow Pack Outfitters** - Located in the Bishop Creek drainage

**Reds Meadow Resort and Pack Station** - Located at Reds Meadow

**Rock Creek Pack Station** - Located in Rock Creek

**LODGES & RESORTS**

**Big Rock Resort** - Cabins, tackle shop and boat rentals located adjacent to June Lake

**Boulder Lodge, Inc.** - Motel rooms and suites located adjacent to June Lake

**Crystal Crag Lodge** - 21 housekeeping cabins overlooking Lake Mary

**Glacier Lodge** - General store, hiking, fishing, cabin rentals and full RV hookups

**Kings Rock Creek Lakes Resort** - Cabin rentals, general store, cafe, boat rentals located across from Rock Creek Lake

**Parchers Resort/South Lake Boat Landing** - Individual housekeeping cabins, general store and café, boat rentals at South Lake.

**Red's Meadow Resort and Pack Station** - Cabins, cafe and market

**Rock Creek Lodge** - Private cabins, general store, restaurant, rentals

**ATTACHMENT A**

**Sierra Meadows Ranch** - Sleigh rides and cross-country skiing; trail rides, hayrides, horse boarding; café

**Silver Lake Resort** - Housekeeping cabins, RV park, general store, cafe, and boat rentals on the north shore of Silver Lake

**Tioga Pass Resort** - Winter backcountry ski resort – Summer store, accommodations, gasoline, cafe and gifts

**Twin Lakes General Store** - Mammoth Lakes Basin

**Whitney Portal Store** – General store 13 miles west of Lone Pine

**Wildyrie Resort** - Cabin and room rentals, boat dock

**Woods Lodge** - Cabin rentals, boat dock with motor and rowboat rentals, launch ramp

**DJ's Snowmobile Adventures** - Snowmobile rentals located on Smokey Bear Flat

**June Lake Marina** - June Lake Marina, boat rentals, dock slips, tackle shop

**Sledz's** - Rope tow and tubes.



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division  
San Francisco Airports District Office

831 Mitten Road, Suite 210  
Burlingame, CA 94010-1300

November 15, 2006

Mr. Ray Bransfield  
United States Department of the Interior  
Fish and Wildlife Service  
Ventura Fish and Wildlife Office  
2493 Portola Road, Suite B  
Ventura, CA 93003

Dear Mr. Bransfield:

**Proposed Horizon Air Operation Specification Amendment  
For Air Service to Mammoth Yosemite Airport  
Mammoth Lakes, California  
Biological Assessment**

As we discussed on August 12, 2006, the Federal Aviation Administration (FAA) received a request from Horizon Air to approve an amendment to its Operation Specifications to allow the airline to provide scheduled air service to Mammoth Yosemite Airport (MMH), Mammoth Lakes, California. Horizon Air proposes to provide regional air service to MMH using a Bombardier DHC 8-402 (Q400) turboprop aircraft. The initial service would be provided from Los Angeles International Airport to MMH with two flights per day during the winter ski season, approximately December through April. The Q400 can be accommodated within the existing configuration of the airport.

The FAA issued a notice of its intent to prepare a National Environmental Policy Act (NEPA) Environmental Impact Statement to evaluate the potential impacts of the proposed air service in the Federal Register on July 24, 2006. As part of the environmental evaluation process and in order to ensure compliance with the Endangered Species Act of 1973, as amended, the FAA prepared the enclosed Biological Assessment (BA) to document the potential of the proposed action to affect federally listed or proposed species and their critical habitat. The BA evaluates the species identified in your letter of October 3, 2006 and the federally listed species for the MMH area identified in the California Department of Fish and Game's Natural Diversity Data Base. Although not relevant for inclusion in this BA, the FAA will address species of heightened concern such as the sage grouse (*Centrocercus urophasianus*) in the FAA's NEPA document for the proposed action.

Based upon the analyses provided in the BA, the FAA has determined that the proposed action will not have any direct or indirect effect on the federally listed threatened or endangered species or their critical habitat. As a result of this determination the FAA believes that formal Section 7 consultation pursuant to Title 50 Code of Federal Regulations, Part 402.14 is not required.

We respectfully request FWS timely concurrence with our determination. Receipt of the FWS response by December 15, 2006 would be greatly appreciated. Please feel free to give me a call at (650) 876-2778 extension 613 if you have any questions or concerns regarding this matter.

Sincerely,

Camille Garibaldi  
Environmental Protection Specialist

Enclosure



U.S Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division  
San Francisco Airports District Office

831 Mitten Road, Suite 210  
Burlingame, CA 94010-1300

January 18, 2007

Mr. Ray Bransfield  
United States Department of the Interior  
Fish and Wildlife Service  
Ventura Fish and Wildlife Office  
2493 Portola Road, Suite B  
Ventura, CA 93003

Dear Mr. Bransfield:

**Proposed Horizon Air Operation Specification Amendment  
For Air Service to Mammoth Yosemite Airport  
Mammoth Lakes, California  
Biological Assessment**

This letter is provided as a replacement of initial Federal Aviation Administration (FAA) Biological Assessment (BA) submitted on November 15, 2006. The purpose of the replacement is to clarify the FAA determination statement.

As we discussed on August 12, 2006, the FAA received a request from Horizon Air to approve an amendment to its Operation Specifications to allow the airline to provide scheduled air service to Mammoth Yosemite Airport (MMH), Mammoth Lakes, California. Horizon Air proposes to provide regional air service to MMH using a Bombardier DHC 8-402 (Q400) turboprop aircraft. The initial service would be provided from Los Angeles International Airport to MMH with two flights per day during the winter ski season, approximately December through April. The Q400 can be accommodated within the existing configuration of the airport.

The FAA issued a notice of its intent to prepare a National Environmental Policy Act (NEPA) Environmental Impact Statement to evaluate the potential impacts of the proposed air service in the Federal Register on July 24, 2006. As part of the environmental evaluation process and in order to ensure compliance with the Endangered Species Act of 1973, as amended, the FAA prepared the enclosed BA to document the potential of the proposed action to affect federally listed or proposed species and their critical habitat. The BA evaluates the species identified in your letter of October 3, 2006 and the federally listed species for the MMH area identified in the California Department of Fish and Game's Natural Diversity Data Base. Although not relevant for inclusion in this BA, the FAA will address species of heightened concern such as the sage grouse (*Centrocercus urophasianus*) in the FAA's NEPA document for the proposed action.

Based upon the analyses provided in the BA, the FAA has determined that the proposed action is not likely to adversely affect the federally listed Owens tui chub (*Gila bicolor snyderi*), Sierra Nevada bighorn sheep (*Ovis canadensis californiana*), and bald eagle (*Haliaeetus leucocephalus*) or critical habitat of the Owens tui chub. As a result of this determination the FAA believes that formal Section 7 consultation pursuant to Title 50 Code of Federal Regulations, Part 402.14 is not required.

We respectfully request FWS timely concurrence with our determination. Receipt of the FWS response by February 16, 2007 would be greatly appreciated. Please feel free to give me a call at (650) 876-2778 extension 613 if you have any questions or concerns regarding this matter.

Sincerely,

*(Original signed by:)*

Camille Garibaldi  
Environmental Protection Specialist

Enclosure



U.S Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division  
San Francisco Airports District Office

831 Mitten Road, Suite 210  
Burlingame, CA 94010-1300

January 18, 2007

Mr. Milford Wayne Donaldson  
State Historic Preservation Officer  
Office of Historic Preservation  
1416 9<sup>th</sup> Street, Room 1442-7  
Sacramento, California 95814

**Subject:** Proposed Horizon Air Operation Specification Amendment for scheduled  
air service to Mammoth Yosemite Airport – National Historic Preservation Act,  
Section 106, Consultation

Dear Mr. Donaldson:

The purpose of this letter is to apprise you of a proposal under consideration by the Federal Aviation Administration (FAA) that would provide an Operation Specification Amendment to Horizon Air for initiation of scheduled air service to Mammoth Yosemite Airport (MMH). Horizon Air proposes to provide scheduled air service to MMH using a turbo-propeller driven Bombardier DHC 8-402 (Q400) aircraft. No expansion or relocation of the existing facilities (runway, taxiway or buildings) is proposed at MMH as a result of Horizon Air's air service proposal.

The FAA has determined that this proposed action is a federal undertaking as defined in 36 CFR § 800.16(y). Therefore, the FAA is initiating consultation with the California State Historic Preservation Officer (SHPO) pursuant to § 800.3(c)(3), and is requesting concurrence with FAA's delineation of the proposed Area of Potential Effects (APE) as defined in § 800.16(d) and determination pursuant to § 800.11(d).

### **Proposed Location**

MMH is located on the west edge of Owens Valley just northeast of US 395 approximately six miles due east of the Town of Mammoth Lakes, California in Mono County, and approximately four miles west of Lake Crowley.

### **Proposed Action Description**

On May 11, 2006 Horizon Air issued a letter to the FAA confirming its intent to provide scheduled air service to MMH beginning in December of 2007. The initial service would begin with two flights daily between MMH and Los Angeles International Airport (LAX) during the winter ski season (approximately December to April). Horizon proposed to utilize a Q400 aircraft to provide the air service. The Q400 can seat up to 78 passengers.

The FAA approved the Town of Mammoth Lakes' (Town) aviation activity forecasts for MMH. The aviation forecast estimates that the commercial service activity would begin with two flights per day during the winter and could increase to a maximum of eight flights per day during the winter ski season and two flights per day during the summer months by 2011. This commercial activity level is predicted to be constant through the year 2016. The forecasts assume that in 2011

air service to MMH would be provided from other airport locations either from Northern California or Southern California.

The Town does not propose new construction to accommodate the proposed air service. The service would be accommodated within the existing facilities at MMH. MMH consists of one east-west oriented runway (Runway 9/27) with a parallel and connecting taxiway system. Runway 9/27 is paved with asphalt and is 7,000 feet long by 100 feet wide. Buildings at the airport include hangars, office space and warehouse/terminal space.

The FAA determined that the appropriate Area of Potential Effect for the proposed action is the existing airport boundary expanded to incorporate the Community Noise Equivalent Level 65 dB contour (Enclosure 1).

### **Prior MMH Consultation**

In 2000, FAA received SHPO concurrence of “no historic properties affected” regarding the Town’s proposed runway expansion project (Enclosure 2). As a result of litigation regarding the MMH Expansion Project Environmental Assessment (Town of Mammoth Lakes, 2000), the FAA issued a notice of its intent to prepare an Environmental Impact Statement (EIS) regarding the proposed expansion project in November of 2003. On July 27, 2004, the FAA re-initiated consultation with SHPO regarding the Town’s proposed expansion of Runway 9/27 and other improvements at MMH. The FAA concluded that the proposed expansion project would have no effect on historic properties based upon the prior survey of MMH. The FAA received SHPO concurrence that the proposed expansion project would have no effect on historic properties on September 16, 2004 (Enclosure 3). However in late 2005, the Town withdrew its expansion proposal in favor regional air service that could be accommodated within the existing facilities.

As a result of Horizon Air’s request for an Operation Specification Amendment and the Town’s withdrawal of its runway expansion proposal the FAA issued an EIS Notice of Intent (NOI) in the July 24, 2006 Federal Register. That NOI terminated the Proposed Expansion Project EIS and initiated an EIS for the Horizon Air Operation Specification Amendment approval request.

### **MMH Survey Results**

The Far Western Anthropological Research Group, Inc. surveyed most of the Mammoth Yosemite Airport APE in July 1995 as part of a much larger Airport development proposal. Archeologists from Jones & Stokes performed an archaeological survey on the remainder of the Mammoth Yosemite Airport APE on June 20, 2000. No prehistoric or historic resources were recorded as a result of the either field survey within the Mammoth Yosemite Airport APE. However, the record search indicted that two prehistoric sites, CA-Mno-703/H and CA-Mno-3025, were previously identified and recorded in the vicinity of the Airport. CA-Mno-703/H is located north area of potential effect and CA-Mno-3025 is located east of the area of potential effect.

CA-Mno-703/H is a prehistoric site containing several rockshelters and concentrations of lithic materials as well as a historic component consisting of seasonal camping debris. CA-Mno-3025 is a very small lithic scatter with no other features. CA-Mno-703/H and CA-Mno-3025 are not located in the area of potential effect so the proposed undertaking or any alternative would not have any significant impact on these sites.

At the time of the prior report, one building, the “green church,” constructed in 1954, was determined to be less than 50 years of age in the 2000 Jones & Stokes technical report. The structure was deemed not subject to evaluation for eligibility to the National Register due to its

age. However, in 2000, Jones & Stokes undertook additional historic research to clarify the association of the structure with an individual named on a plaque on the facade of the church. The plaque reads, "In Memory of Wallace D. Durgard, 1957". The Jones & Stokes (2000:5) report states that,

...efforts were made to ascertain that the church does not constitute a historic property under NRHP criteria considerations for properties less than 50 years old. After contacting the pastors of area churches and individuals at county and local historical societies, The Mammoth Lakes Chamber of Commerce, and the Sierra Nevada Aquatic Research laboratory, it appears that the former church building has no known historical value to the local community.

In the technical cultural resources study for the 2000 EA, a consultant (Jones & Stokes 2000:5) recommended to the FAA that a no effect determination be made for the Airport Expansion.

While the "green church" is now 53 years old, it is located outside of the proposed APE and would not be directly or indirectly impacted by the proposed action.

### **Conclusion**

The FAA seeks concurrence from the State Historic Preservation Officer of its no historic properties affected [§ 800.11(d)] determination for the proposed Horizon Air Operation Specification Amendment for scheduled air service to MMH.

Your attention to this matter is appreciated. If you have any questions regarding this matter, I am available at (650) 876-2778 extension 613.

Sincerely,

Camille Garibaldi  
Environmental Protection Specialist

Enclosures: (1) Area of Potential Effect – Mammoth Yosemite Airport  
(2) State of California, Office of Historic Preservation letter -December, 11, 2000  
(FAA000210A)  
(3) State of California, Office of Historic Preservation letter –September 16, 2004  
(FAA 040730A)

cc:  
Bill Fehring, URS Corporation

**References Cited**

Jones & Stokes, Associates

2000 Mammoth Lakes Airport Improvement Project, Mono County, California.  
Prepared for the Town of Mono Lakes. Jones & Stokes, Associates, Sacramento,  
CA

Town of Mammoth Lakes

2000 Final Report: Environmental Assessment Prepared for Mammoth Yosemite  
Airport Expansion Project. Town of Mammoth Lakes, CA



U.S Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division  
San Francisco Airports District Office

831 Mitten Road, Suite 210  
Burlingame, CA 94010-1300

January 19, 2007

Ms. Connie Lewis  
Chairperson  
Big Sandy Rancheria  
P. O. Box 337  
Auberry, CA 93602

**Subject: Proposed Horizon Air Operation Specification Amendment Environmental Impact Statement - Scheduled Air Service to Mammoth Yosemite Airport**

Dear Ms. Lewis:

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for a Horizon Air proposal for an Operation Specification Amendment to allow for scheduled air service to Mammoth Yosemite Airport (MMH). Horizon Air proposes to provide air service to MMH using a turbo-propeller driven aircraft that can seat up to 78 passengers. Horizon Air's air service proposal would be accommodated within the existing facilities (runway, taxiway or buildings) at MMH.

As a part of the EIS study, the FAA is evaluating environmental resources in the vicinity of MMH to determine if direct or indirect significant environmental impacts could result from the proposed action.

### **Proposed Location**

MMH is located on the west edge of Owens Valley just northeast of US 395 approximately six miles due east of the Town of Mammoth Lakes, California in Mono County, and approximately four miles west of Lake Crowley.

MMH consists of one east-west oriented runway (Runway 9/27) with a parallel and connecting taxiway system. Runway 9/27 is paved with asphalt and is 7,000 feet long by 100 feet wide. Buildings at the airport include hangars, office space and warehouse/terminal space.

### **Proposed Action Description**

On May 11, 2006 Horizon Air issued a letter to the FAA confirming its intent to provide scheduled air service to MMH beginning in December of 2007. Horizon Air's initial service would begin with two flights daily between MMH and Los Angeles International Airport (LAX) during the winter ski season (approximately December to April).

The FAA has approved the Town of Mammoth Lake's aviation activity forecasts for MMH. The aviation forecast estimates that the commercial service activity would begin with two flights per day during the winter and could increase to a maximum of eight flights per day during the winter ski season and two flights per day during the summer months by 2011. This commercial activity level is predicted to be constant through the year 2016. The forecasts assume that in 2011 air service to MMH could be provided from other airport locations either from Northern California or Southern California.

### **MMH Area of Investigation**

In addition to evaluating potential cultural resources within and adjacent to MMH, the FAA has developed a larger study area (Enclosure 1) to evaluate the potential for overflight noise impacts that could result from the proposed air service. The MMH Area of Investigation is comprised of the area within a 27 nautical mile radius centered over the airport. It should be noted that the MMH Area of Investigation is broader than the existing flight routes, which would not change as a result of the proposed scheduled air service. The proposed action also would also result in no change to routes currently used by General Aviation activity. The MMH Area of Investigation is intended to encompass an area of sufficient size so that the FAA can identify and document potential areas of concern.

### **Consultation**

The FAA contacted the Native American Heritage Commission (NAHC) to identify areas within the MMH Area of Investigation that may be of concern to the local Native American community and that may experience additional overflight as a result of the proposed action. The NAHC and the U. S. Department of Interior, Bureau of Indian Affairs, Tribal Leaders Directory were also consulted to identify local Native American Tribal Representatives who may be knowledgeable about cultural resources in the study area. As a result of this inquiry a list of Native American Tribal Contact List was developed, Enclosure 2.

If you have specific knowledge of cultural resources, traditional cultural places or protected tribal resources that are located within the study area, we would appreciate hearing from you no later than February 16, 2007. If we do not hear from you by this date, we will assume you have no knowledge of cultural resources within the MMH Area of Investigation.

Your attention to this matter is appreciated. We have added you to our coordination list for this project. We will notify you of the availability of the Draft EIS for review and future public workshops or public hearings on the EIS.

If you would like to discuss this matter further, have knowledge of cultural resources in the area or have questions about the proposed action, please contact our Environmental Protection Specialist, Ms. Camille Garibaldi at (650) 876-2778 extension 613 or by fax at (650) 876-2733. I am also available at (650) 876-2778 extension 600.

Sincerely,

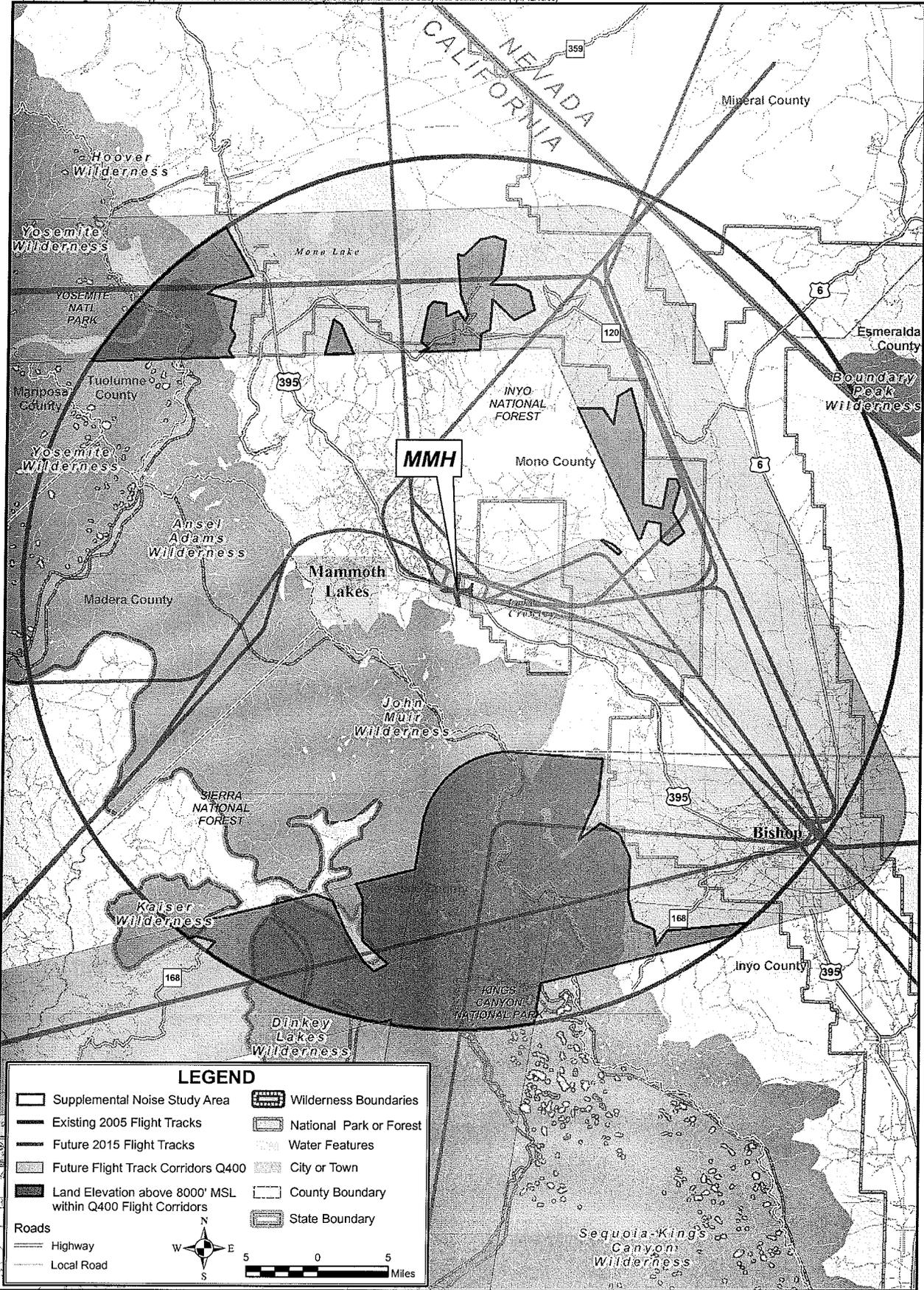
ORIGINAL SIGNED BY  
ANDREW M. RICHARDS

Andrew M. Richards  
Manager, Airports District Office

Enclosures: (1) MMH Area of Investigation – Mammoth Yosemite Airport  
(2) Native American Community Contact List

cc:

✓ Bill Fehring, URS Corporation



**LEGEND**

Supplemental Noise Study Area	Wilderness Boundaries
Existing 2005 Flight Tracks	National Park or Forest
Future 2015 Flight Tracks	Water Features
Future Flight Track Corridors Q400	City or Town
Land Elevation above 8000' MSL within Q400 Flight Corridors	County Boundary
Roads	State Boundary
Highway	
Local Road	

# MMH AREA OF INVESTIGATION

**Environmental Impact Statement**  
**Mammoth Yosemite Airport**  
 Horizon Air Operation Specification  
 Amendment Service to/from MMH

**NATIVE AMERICAN TRIBAL CONTACT LIST**  
**Horizon Air Proposed Operation Specification Amendment EIS**

<p>Connie Lewis, Chairperson          Big Sandy Rancheria          P. O. Box 337          Auberry, CA 93602</p> <p>Phone: (559) 855-4003          Fax: (559) 855-4129</p>	<p>Joseph Saulque, Chairman          Benton Paiute Reservation          567 Yellow Jacket Road          Benton, CA 93512</p> <p>Phone: (760) 933-2321          Fax: (760) 933-2412</p>
<p>Jessica Bacoeh, Chairperson          Mr. Bill Helmer, THPO          Big Pine Paiute Tribe of the Owens Valley          825 South Main Street          P. O. Box 700          Big Pine, CA 93513</p> <p>Phone: (760) 938-2003          Fax: (760) 938-2942</p>	<p>Mr. Leland Chavez          THPO          Bishop Paiute Tribe          50 Tu Su Lane          Bishop, CA 93514</p> <p>Phone: (760) 873-3665</p>
<p>Joe Kennedy, Chairman          Timbi-sha Shoshone Tribe          P. O. Box 786          Bishop, CA 93515</p> <p>Phone: (760) 873-9003          Fax: (760) 873-9004</p>	<p>Charlotte Baker, Chairperson          Bridgeport Indian Colony          P. O. Box 37          Bridgeport, CA 93517</p> <p>Phone: (760) 932-7083          Fax: (760) 932-7846</p>
<p>Dixie Jackson, Chairperson          Picayune Rancheria of Chuckchansi Indians          46575 Road 417          Coarsegold, CA 93614</p> <p>Phone: (559) 642-3681          Fax: (559) 642-3683</p>	<p>Carl A. Dahlberg, Chairman          Fort Independence Reservation          P. O. Box 67          Independence, CA 93526</p> <p>Phone: (760) 878-2126          Fax: (760) 878-2311</p>
<p>Marjianne Yonge, Chairperson          Lone Pine Paiute Shoshone Reservation          1103 South Main Street          P. O. Box 747          Lone Pine, CA 93545</p> <p>Phone: (760) 876-1034          Fax: (760) 876-8302</p>	<p>Judy E. Fink, Chairperson          North Fork Rancheria          P. O. Box 929          North Fork, CA 93643-0929</p> <p>Phone: (559) 877-2461          Fax: (559) 877-2467</p>
<p>Travis Coleman, Chairman          Cold Springs Rancheria          P. O. Box 209          Tollhouse, CA 93667</p> <p>Phone: (559) 855-5043          Fax: (559) 855-4445</p>	

**NATIVE AMERICAN TRIBAL CONTACT LIST**  
**Horizon Air Proposed Operation Specification Amendment EIS**

<p>Warner Gary Nevers, Chairman  Carson Community Council  2900 S. Curry Street  Carson City, NV 89703</p> <p>Phone: (775) 883-6459  Fax: (775) 883-6467</p>	<p>Wanda Batchelor, Chairperson  Stewart Community Council  5300 Snyder Ave.  Carson City, NV 89701</p> <p>Phone: (775) 883-7794  Fax: (775) 883-5679</p>
<p>A. Brian Wallace, Chairman  Washoe Tribal Council  919 Highway 395 South  Garderville, NV 89410</p> <p>Phone: (775) 265-4191  Fax: (775) 265-6240</p>	<p>Anthony Smokey, Chairman  Dresslerville Community Council  585 Watasheamu Road  Garderville, NV 89410</p> <p>Phone: (775) 265-5645  Fax: (775) 265-3897</p>
<p>Genia Williams, Chairperson  Walker River Paiute Tribal Council  P. O. Box 220  Schurz, NV 89427</p> <p>Phone: (775) 773-2306  Fax: (775) 773-2585</p>	<p>Wayne M. Garcia, Chairman  Yerington Paiute Tribe  171 Campbell Lane  Yerington, NV 89447</p> <p>Phone: (775) 883-3895  Fax: (775) 463-2416</p>

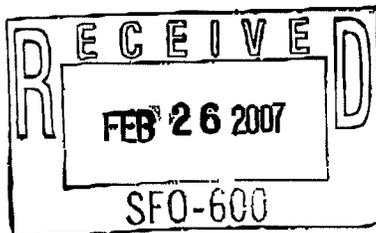


# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Ventura Fish and Wildlife Office  
2493 Portola Road, Suite B  
Ventura, California 93003

IN REPLY REFER TO:  
PAS 909-1013-6907



February 22, 2007

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Camille Garibaldi  
Environmental Protection Specialist  
Federal Aviation Administration  
831 Mitten Road, Suite 210  
Burlingame, California 94010-1300

Subject: Proposed Horizon Air Service to Mammoth Yosemite Airport, Mammoth Lakes, Mono County, California

Dear Ms. Garibaldi:

We have reviewed your request for our concurrence that the new air service by Horizon Air for the Mammoth Yosemite Airport is not likely to adversely affect the federally endangered Owens tui chub (*Gila bicolor snyderi*) and Sierra Nevada bighorn sheep (*Ovis canadensis californiana*), and the threatened bald eagle (*Haliaeetus leucocephalus*): Your request and our response are made pursuant to section 7(a)(2) of the Endangered Species Act of 1973, as amended. We received your initial request on November 20, 2006. After discussing your request with Ray Bransfield of my staff, you submitted a revised request for concurrence, which we received on January 22, 2007.

Horizon Air proposes to provide regional air service using a Bombardier DHC 8-402 turboprop aircraft. Scheduled air services would begin in December 2007 with two flights per day from Los Angeles International Airport during the winter season. Proposed winter ski season service is projected to increase to a maximum of eight flights per day by the year 2011. The proposed action will result in no change to the airport layout plan for Mammoth Yosemite Airport; specifically, no new construction would occur at the airport as a result of approving this service. Your January 22, 2007, letter fully describes the actions that the Federal Aviation Administration proposes to approve.

The proposed action would not result in any ground-disturbing activities or increase in the impervious areas of the airport. Drainage from designated de-icing areas would be contained in existing drainage structures and properly disposed of pursuant to U.S. Environmental Protection Agency de-icing guidelines. For these reasons, the Federal Aviation Administration has concluded that the proposed action is not likely to affect the Owen's tui chub.

Aircraft noise is not anticipated to be of concern because the closest flight path to known Sierra Nevada bighorn sheep habitat is 3 miles away, with an altitude of 4,000 feet. The overall increase in noise levels would be less than 1 dBA Community Noise Equivalent Level. The

Camille Garibaldi

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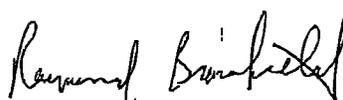
proposed action would not cause any loss of habitat of the Sierra Nevada bighorn sheep. For these reasons, the Federal Aviation Administration has concluded that the proposed action is not likely to adversely affect the Sierra Nevada bighorn sheep.

Bald eagles do not nest in the immediate vicinity of the airport. The proposed action will not cause any loss of habitat for foraging or roosting bald eagles. Although bald eagles have been observed during winter months within a mile of the airport outside of the flight paths for the aircraft, no bird strike incidents have occurred at Mammoth Yosemite Airport in the last 10 years. For these reasons, the Federal Aviation Administration has concluded that the proposed action will not affect the bald eagle.

We concur with your determination that the proposed air service into Mammoth Yosemite Airport is not likely to adversely affect the Owens tui chub, Sierra Nevada bighorn sheep, and bald eagle. We have reached this conclusion because the proposed action would not cause any loss of habitat, would not affect water quality, and would increase overall noise levels by less than 1 dBA. Consequently, further consultation, pursuant to section 7(a)(2) of the Endangered Species Act, is not required. If the proposed project changes in a manner that may affect the Owens tui chub, Sierra Nevada bighorn sheep, and bald eagle that has not been considered, please contact us as soon as possible to determine whether additional consultation is necessary.

If you have any questions, please contact Michael Glenn of my staff at (805) 644-1766, extension 328.

Sincerely,



 Carl T. Benz  
Assistant Field Supervisor  
Mojave/Great Basin Desert Division

RECORD OF TELEPHONE CALL DATE & TIME 2/28/2007 9:37 AM

Participants: FAA [Camille Garibaldi (SFO-613)] / Big Sandy Rancheria [Chairperson  
Connie Lewis]

Subj: Mammoth Yosemite Airport – Horizon Air Operations Specifications  
Amendment - EIS

Digest: After briefly explaining the proposed action. Chairperson Lewis indicated that the Rancheria has no objection to the proposed action. She requested that a duplicate of the letter be sent to the Rancheria. A response letter will be prepared.

Conference Call:

Conclusion:

Date: February 28, 2007 Title: EPS Signature: C. Garibaldi

STATE OF CALIFORNIA - THE RESOURCES AGENCY

ARNOLD SCHWARZENEGGER, Governor

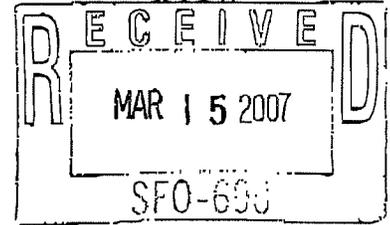
OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION



P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@parks.ca.gov  
www.ohp.parks.ca.gov

March 12, 2007

Reply To: FAA070122A



Camille Garibaldi  
Environmental Protection Specialist  
Federal Aviation Administration  
831 Mitten Road, Suite 210  
Burlingame, CA 94010-1300

Re: Finding of Effect for the Proposed Horizon Air Operation Specification Amendment  
for Scheduled Air Service to the Mammoth Yosemite Airport

Dear Ms. Garibaldi:

You have provided me with the results of your efforts to determine whether the undertaking referenced above may affect historic properties. You have done this, and are consulting with me, in order to comply with Section 106 of the National Historic Preservation Act and implementing regulations codified at 36 CFR Part 800.

The Federal Aviation Administration (FAA) has determined that the proposed undertaking will have no effect on historic properties.

Based on review of the submitted documentation, I have the following comments:

- 1) The cultural resource studies conducted to date are adequate.
- 2) No historic properties will be affected by the proposed project.

Thank you for considering historic properties during project planning. If you have any questions, please call Natalie Lindquist at (916) 654-0631 and e-mail at [nlindquist@parks.ca.gov](mailto:nlindquist@parks.ca.gov).

Sincerely,

*Suzan K Stratton for*

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer

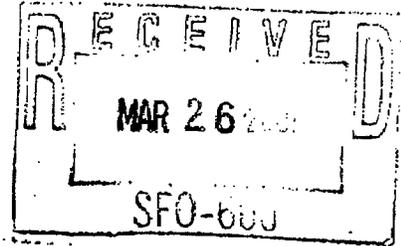
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**Bridgeport Indian Colony**  
**P.O. Box 37**  
**Bridgeport, CA 93517**

(760) 932-7083 Fax: (760) 932-7846 e-mail: bigovadm@yahoo.com

March 21, 2007



U.S. Department of Transportation  
Federal Aviation Administration  
Western-Pacific Region, Airports Division  
San Francisco Airports District Office  
Attn: Andrew M. Richards, Manager  
837 Mitten Road, Suite 210  
Burlingame, CA 94010-1300

**RE: Proposed Horizon Air Operations Specification Amendment  
Environmental Impact Statement – Scheduled Air Service to  
Mammoth Yosemite Airport**

Dear Mr. Richards:

In response to your letter dated January 19, 2007 the following information is being provided.

The Bridgeport Indian Colony has reviewed the proposed Horizon Air Operations Specification Amendment Environment Impact Statement and finds that we are in support to open the airport for turbo-propeller driven aircraft.

Although this is a significant increase in size of engine of what is currently being authorized to land at the airport now the tribe would like continued follow up as landing increases occur and if there is a potential impact that would affect the surrounding areas.

Please contact me if I can be of further assistance in this matter.

Sincerely,

Charlotte Baker  
Tribal Chairperson

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Camille.Garibaldi@faa.gov

04/06/2007 11:27 AM

To bill\_fehring@urscorp.com

cc Frank.Smigelski@faa.gov, Ellen.Athas@faa.gov, Dave.Kessler@faa.gov,  
Lorraine.Herson-Jones@faa.gov, Lisa.M.Toscano@faa.gov, Raymond.Chiang@faa.gov

bcc

Subject MMH: Fw: RE: Horizon Air Proposed Service to Mammoth Yosemite Airport

Bill,

I've just started to scan my e-mail. I received the following response from the Bishop Paiute Tribe.

Camille

-----Forwarded by Camille Garibaldi/AWP/FAA on 04/06/2007 08:21AM -----

To: Camille Garibaldi/AWP/FAA@FAA

From: "Theresa Yanez" <theresa.yanez@bishoppaiute.org>

Date: 04/02/2007 04:54PM

Subject: RE: Horizon Air Proposed Service to Mammoth Yosemite Airport

Camille

I am sorry that I passed the deadline, however it took me time to search things out. What I have come up with is the concern with the disturbance of the Bald and Golden eagles nesting areas. They are a big part of the Tribes beliefs and not like other birds that migrate they are like us, who live in the surrounding areas. Finding out exactly were they are occupying would take more time. I hope this information would help. Again I am sorry it took me so long. Thank you for your patience.

-----Original Message-----

From: Camille.Garibaldi@faa.gov [<mailto:Camille.Garibaldi@faa.gov>]

Sent: Thursday, March 08, 2007 9:38 AM

To: Theresa.Yanez@bishoppaiute.org

Subject: MMH: Horizon Air Proposed Service to Mammoth Yosemite Airport

Good Morning Theresa,



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

May 9, 2007

Ms. Judy Rocchio  
National Park Service  
Pacific West Region  
1111 Jackson Street, Suite 700  
Oakland, CA 94607-4807

Dear Ms. Rocchio:

**Mammoth Yosemite Airport, Mammoth Lakes, California  
Draft Environmental Impact Statement for Proposed Operations  
Specification Approval for Horizon Airlines - DOT Act Section 4(f)  
Applicability of Units of the National Park System.**

The Federal Aviation Administration (FAA) is preparing a Draft Environmental Impact Statement (EIS) for the proposed approval of modifications to Horizon Air's Operations Specifications to Accommodate Proposed Scheduled Air Service into Mammoth Yosemite Airport (MMH), Mammoth Lakes, California. Horizon Air has proposed to initiate limited service into MMH from Los Angeles International Airport using the 78-passenger Bombardier Dash-8 Q400 turboprop aircraft.

The proposal does not include any new construction at the airport. Therefore, the units of the National Park Service (NPS) would not be directly affected by the proposed action. FAA is in receipt of NPS's scoping comments dated August 30, 2006, as well as comments provided during the meeting with Devils Postpile National Monument Superintendent Deanna Dulen on August 23, 2006. In the August 30 letter, Mr. Jonathan Jarvis indicated that questions be directed to your attention.

Section 4(f) of the U.S. Department of Transportation Act (DOT Act) of 1966 (49 U.S.C. 303 [c]) requires that the proposed use of any land from a significant publicly owned public park or recreation area, wildlife and waterfowl refuge, or historic site that is on or eligible for inclusion into the National Register of Historic Places (NRHP) be given particular attention. As part of the EIS and Section 4(f) coordination process, FAA has previously coordinated with the National Park Service in determining the applicability of Section 4(f) to units of the National Park Service.

The FAA is preparing a Noise Screening Assessment to:

- Define a study area, or Initial Area of Investigation (IAI);
- Perform an inventory of Section 4(f) resources within the IAI and determine if they are Section 4(f) properties where a quiet setting is a generally recognized purpose and attribute; and,

- Determine if further quantitative analysis beyond the standard FAA noise contour analysis is needed at each Section 4(f) property, and if so, the appropriate level of analysis for each Section 4(f) property.

The National Park Service is responsible for management of the Yosemite National Park, Yosemite Wilderness Area, Sequoia & Kings Canyon National Park, Sequoia-Kings Canyon Wilderness Area, and Devils Postpile National Monument, as well as joint management of the Ansel Adams Wilderness Area. The FAA has identified several **representative** locations within or adjacent to these resources for our Noise Screening Assessment. These sites are shown on the enclosed map, and are described in the following table.

SITE ID	SITE NAME	ELEVATION (feet above MSL)	WILDERNESS AREA
AAW-1	Cargyle Meadow	8,055	Ansel Adams
AAW-2	John Muir Trail - Garnet Lake	9,822	Ansel Adams
INF-7	Devils Postpile Lookout	7,761	Adjacent to Ansel Adams
KCNP-1	John Muir Trail - San Joaquin River	8,458	Sequoia-Kings Canyon
KCNP-2	John Muir Trail - McClure Meadow	9,799	Sequoia-Kings Canyon
YNP-1	John Muir Trail - Donuhue Pass	11,011	Adjacent to Yosemite and Ansel Adams
YNP-2	Washburn Lake	7,598	Yosemite
YNP-3	John Muir Trail - Lyell Canyon	8,805	Adjacent to Yosemite
YNP-4	Tioga Pass	10,000	Adjacent to Yosemite

This list is not intended to be exhaustive. Rather these sites were chosen to be representative of particular resource uses in various units of the National Parks. As the agency responsible for management of the Yosemite National Park, Yosemite Wilderness Area, Sequoia & Kings Canyon National Park, Sequoia-Kings Canyon Wilderness Area, and Devils Postpile National Monument, as well as joint management of the Ansel Adams Wilderness Area, FAA requests the following information:

Do the listed sites provide an adequate sample for estimating the potential noise impacts of aircraft overflights associated with the new service on potential 4(f) resources in the parks?

Are any of these sites significant, and what is the basis for this significance determination?

Is a quiet setting a generally recognized feature or attribute of these resources and their significance determination?

Are there any other sites of significance that we should include in our Noise Screening Assessment?

We would like to thank you for assistance in this project and we look forward to our continued dialogue regarding Section 4(f) resources. If you have any questions about this information request, please call me at 310/725-3615.

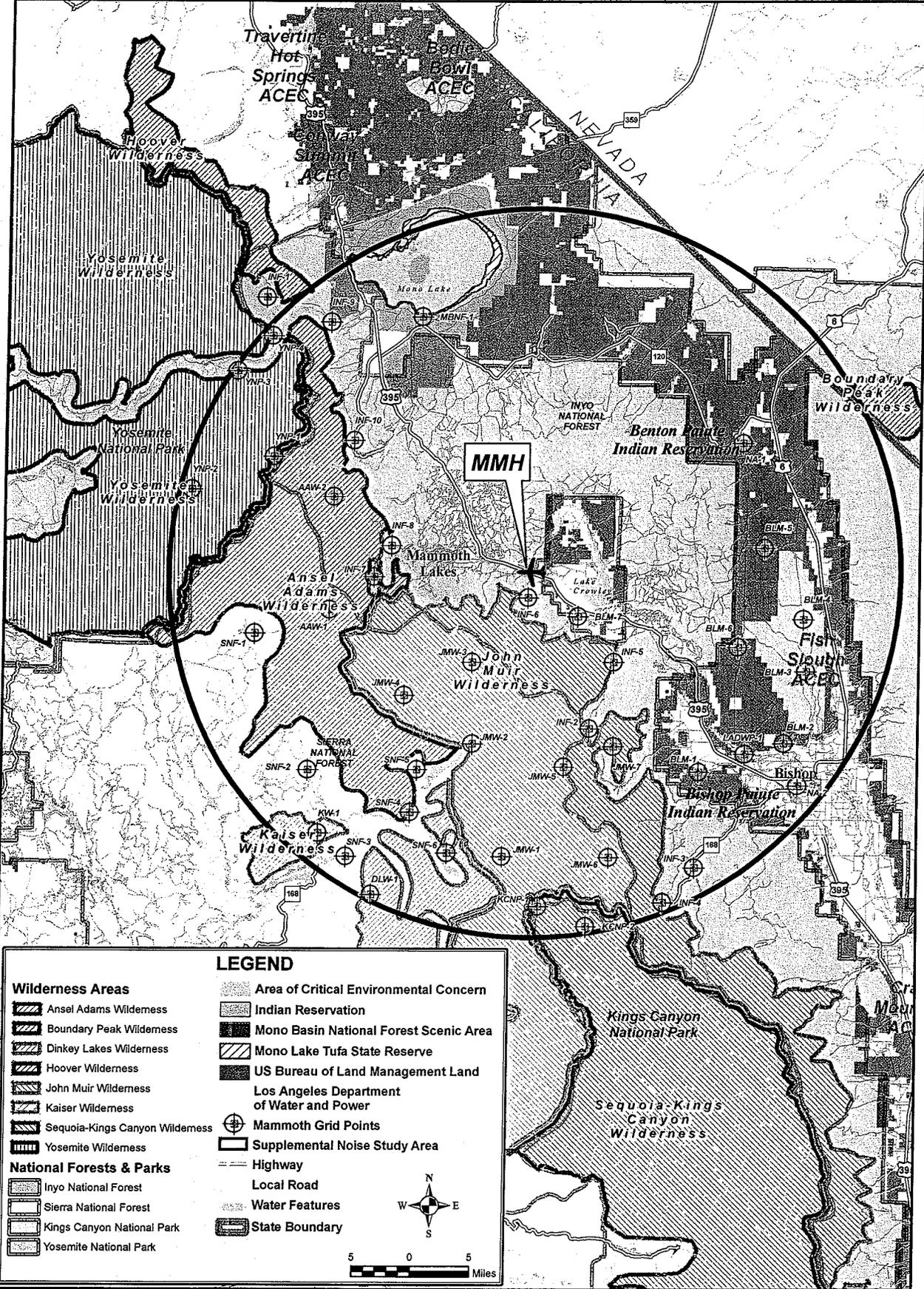
Sincerely,

ORIGINAL SIGNED BY  
DAVID B. KESSLER

David B. Kessler, AICP  
Regional Environmental Protection Specialist

Cc: SFO-600, APP-600, AGC-620, AWP-7, URS Corp.

File: Mammoth Yosemite Airport, Mammoth Lakes, CA 2007 EIS Folder  
AWP-610.1:D.B.Kessler:05/08/2007:Sierra Nat'l Forest 5 8 07



**LEGEND**

Wilderness Areas	Area of Critical Environmental Concern
Ansel Adams Wilderness	Indian Reservation
Boundary Peak Wilderness	Mono Basin National Forest Scenic Area
Dinky Lakes Wilderness	Mono Lake Tufa State Reserve
Hoover Wilderness	US Bureau of Land Management Land
John Muir Wilderness	Los Angeles Department of Water and Power
Kaiser Wilderness	Mammoth Grid Points
Sequoia-Kings Canyon Wilderness	Supplemental Noise Study Area
Yosemite Wilderness	Highway
<b>National Forests &amp; Parks</b>	Local Road
Inyo National Forest	Water Features
Sierra National Forest	State Boundary
Kings Canyon National Park	
Yosemite National Park	

Scale: 0 to 5 Miles

North Arrow

FIGURE 7

**NOISE SCREENING ASSESSMENT:  
POTENTIAL 4 (f) RESOURCE  
GRID POINTS**

**DRAFT**



**Environmental Impact Statement  
Mammoth Yosemite Airport  
Horizon Air Operation Specification  
Amendment Service to/from MMH**



U.S Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

May 9, 2007

Ms. Terry Drivas  
Recreation and Lands Staff Officer  
USDA Forest Service  
Pacific Southwest Region  
Sierra National Forest  
1600 Tollhouse Road  
Clovis, CA 93611

Dear Ms. Drivas:

**Mammoth Yosemite Airport, Mammoth Lakes, California  
Draft Environmental Impact Statement for  
Proposed Operations Specification Approval for Horizon Airlines  
DOT Act Section 4(f) Applicability of the Sierra National Forest**

The Federal Aviation Administration (FAA) is preparing a Draft Environmental Impact Statement (EIS) for the proposed approval of modifications to Horizon Air's Operations Specifications to Accommodate Proposed Scheduled Air Service into Mammoth Yosemite Airport (MMH), Mammoth Lakes, California. Horizon Air has proposed to initiate limited service into MMH from Los Angeles International Airport using the 78-passenger Bombardier Dash-8 Q400 turboprop aircraft. The Sierra National Forest, located approximately 22 miles from the airport location, would not be directly affected by the proposed action.

Section 4(f) of the U.S. Department of Transportation Act (DOT Act) of 1966 (49 U.S.C. 303 [c]) requires that the proposed use of any land from a significant publicly owned public park or recreation area, wildlife and waterfowl refuge, or historic site that is on or eligible for inclusion into the National Register of Historic Places (NRHP) be given particular attention.

As part of the EIS and Section 4(f) coordination process, FAA is in the process of determining the applicability of Section 4(f) to the Sierra National Forest, including the portions of the following Wilderness Areas that are within the Sierra National Forest:

- Ansel Adams,
- Dinkey Lakes,
- Kaiser, and
- John Muir.

The FAA is preparing a Noise Screening Assessment to:

- Define a study area, or Initial Area of Investigation (IAI);
- Perform an inventory of Section 4(f) resources within the IAI and determine if they are Section 4(f) properties where a quiet setting is a generally recognized purpose and attribute; and,
- Determine if further quantitative analysis beyond the standard FAA noise contour analysis is needed at each Section 4(f) property, and if so, the appropriate level of analysis for each Section 4(f) property.

The FAA has identified several representative locations within the Sierra National Forest for our Noise Screening Assessment. These sites are shown on the enclosed map, and are described in the following table.

<b>SITE ID</b>	<b>SITE NAME</b>	<b>ELEVATION (feet above MSL)</b>	<b>WILDERNESS AREA</b>
AAW-1	Cargyle Meadow	8,055	Ansel Adams
AAW-2	John Muir Trail - Garnet Lake	9,822	Ansel Adams
DLW-1	California Riding/Hiking Trail	8,599	Dinkey Lakes
JMW-1	John Muir Trail - Sallie Keyes Lakes	10,362	John Muir
JMW-2	John Muir Trail - Quail Meadows	7,798	John Muir
JMW-3	John Muir Trail - Lake Virginia	10,397	John Muir
JMW-4	Rainbow Lake	9,996	John Muir
JMW-5	Mount Abbot	13,341	John Muir
JMW-6	Desolation Lake	11,399	John Muir
JMW-7	Tamarack Lakes	11,603	John Muir
KW-1	Upper Twin Lake	8,671	Kaiser
SNF-1	Granite Creek Campground	7,112	NA*
SNF-2	Mount Tom Lookout	8,901	NA*
SNF-3	Badger Flat Campground	8,201	NA*
SNF-4	Mono Hot Springs Campground	6,600	Adjacent to Ansel Adams
SNF-5	Vermillion Campground	7,669	NA*
SNF-6	Jackass Meadow Campground	7,198	Adjacent to Dinkey Lakes

\*NA = Part of the Sierra National Forest but not within a designated Wilderness Area.

As the agency responsible for management of the Sierra National Forest, as well as all or portions of the Ansel Adams, Dinkey Lakes, Kaiser, and John Muir Wilderness Areas, FAA requests the following information:

- What is (are) the primary use(s) of:
  - o The Sierra National Forest?
  - o The Ansel Adams Wilderness Area?
  - o The Dinkey Lakes Wilderness Area?
  - o The Kaiser Wilderness Area?
  - o The John Muir Wilderness Area?
- Are any of these resources nationally, State, or locally significant?
- If any are significant, what is the basis for this significance determination?
- Is a quiet setting a generally recognized feature or attribute of any of these resources and their significance determination?
- Do the listed sites provide an adequate sample for estimating the potential noise impacts of aircraft overflights associated with the new service on potential 4(f) resources?
- Are there any other sites of significance that we should include in our Noise Screening Assessment?

We would like to thank you for assistance in this project and we look forward to meeting you and working with you on this EIS. If you have any questions about this information request, please call me at 310/725-3615.

Sincerely,

**ORIGINAL SIGNED BY  
DAVID B. KESSLER**

David B. Kessler, AICP  
Regional Environmental Protection Specialist

Cc: SFO-600, APP-600, AGC-620, AWP-7, URS Corp.

File: Mammoth Yosemite Airport, Mammoth Lakes, CA 2007 EIS Folder  
AWP-610.1:D.B.Kessler:05/08/2007:Sierra Nat'l Forest 5 8 07

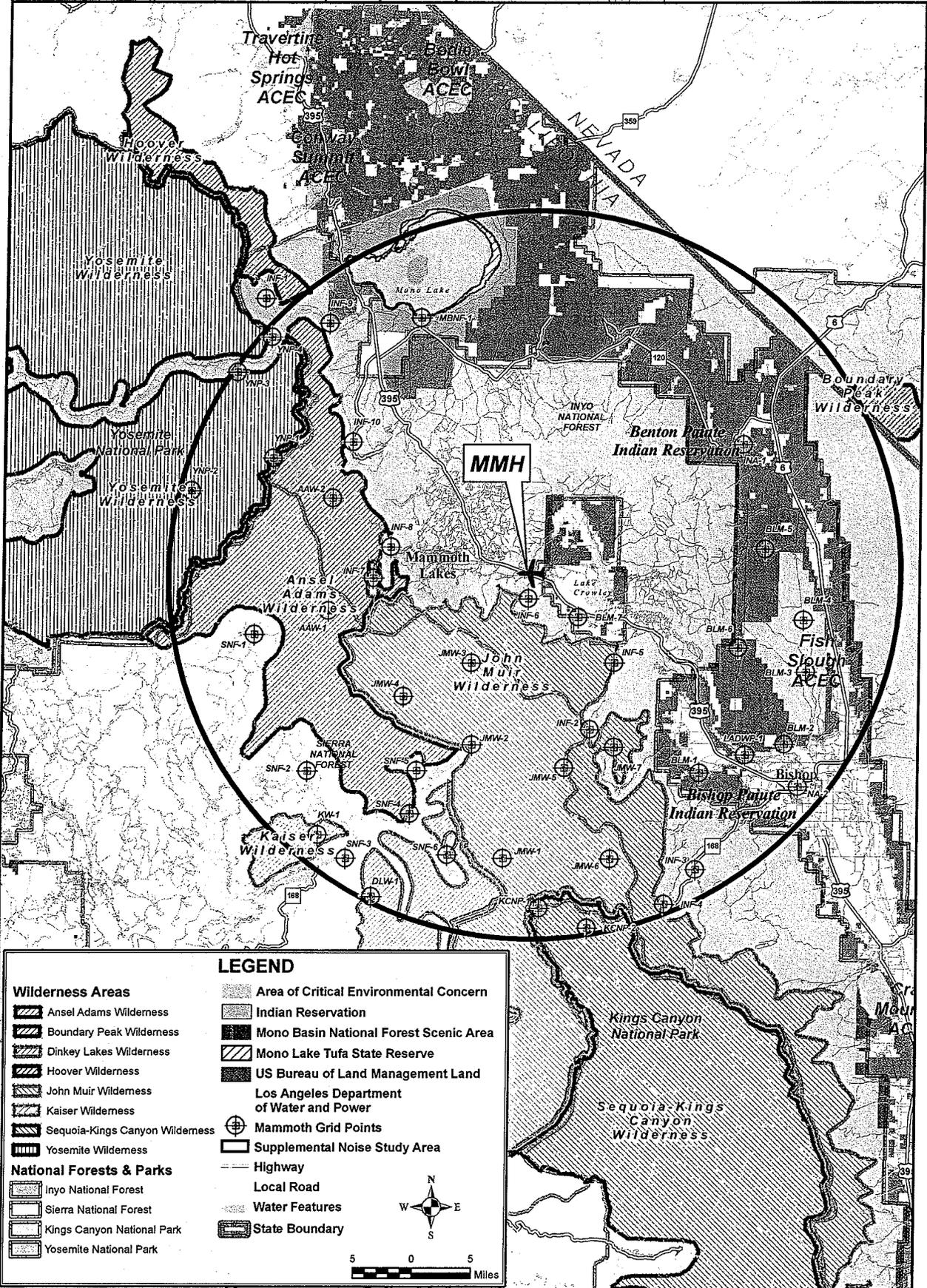


FIGURE 7

**NOISE SCREENING ASSESSMENT:  
POTENTIAL 4 (f) RESOURCE  
GRID POINTS**

**DRAFT**



**Environmental Impact Statement  
Mammoth Yosemite Airport**  
Horizon Air Operation Specification  
Amendment Services to/from MMH



U.S. Department  
of Transportation

Federal Aviation  
Administration

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

May 9, 2007

Mr. Mike Schlafmann  
Winter Sports Specialist  
USDA Forest Service  
Pacific Southwest Region  
Inyo National Forest  
Mammoth Ranger Station  
Highway 203, Box 148  
Mammoth Lakes, CA 93546

Dear Mr. Schlafmann:

Mammoth Yosemite Airport, Mammoth Lakes, California  
Draft Environmental Impact Statement for  
Proposed Operations Specification Approval for Horizon Airlines  
DOT Act Section 4(f) Applicability of the Inyo National Forest

The Federal Aviation Administration (FAA) is preparing a Draft Environmental Impact Statement (EIS) for the proposed approval of modifications to Horizon Air's Operations Specifications to Accommodate Proposed Scheduled Air Service into Mammoth Yosemite Airport (MMH), Mammoth Lakes, California. Horizon Air has proposed to initiate limited service into MMH from Los Angeles International Airport using the 78-passenger Bombardier Dash-8 Q400 turboprop aircraft. There is no new construction at the airport associated with the proposal. Therefore, the units of the Inyo National Forest would not be directly affected by the proposed action. FAA is in receipt of Inyo National Forest's scoping comments from Jon C. Regelbrugge. In the letter, Mr. Regelbrugge indicated that questions be directed to your attention.

Section 4(f) of the U.S. Department of Transportation Act (DOT Act) of 1966 (49 U.S.C. 303 [c]) requires that the proposed use of any land from a significant publicly owned public park or recreation area, wildlife and waterfowl refuge, or historic site that is on or eligible for inclusion into the National Register of Historic Places (NRHP) be given particular attention. As part of the EIS and Section 4(f) coordination process, FAA has previously coordinated with the Inyo National Forest in determining the applicability of Section 4(f) to areas within the Inyo National Forest, including the portions of Ansel Adams and John Muir Wilderness Areas that are within the Inyo National Forest.

The FAA is preparing a Noise Screening Assessment to:

- Define a study area, or Initial Area of Investigation (IAI);
- Perform an inventory of Section 4(f) resources within the IAI and determine if they are Section 4(f) properties where a quiet setting is a generally recognized purpose and attribute; and,

- Determine if further quantitative analysis beyond the standard FAA noise contour analysis is needed at each Section 4(f) property, and if so, the appropriate level of analysis for each Section 4(f) property.

The Forest Service is responsible for management of the Inyo National Forest and the Mono Basin National Forest Scenic Area, as well as joint management of the John Muir Wilderness Area and the Ansel Adams Wilderness Area. The FAA has identified several **representative** locations within or adjacent to these resources for our Noise Screening Assessment. These sites are shown on the enclosed map, and are described in the following table.

SITE ID	SITE NAME	ELEVATION (feet above MSL)	WILDERNESS AREA
INF-1	Sawmill Campground	9,799	NA*
INF-2	Mosquito Flats Campground	10,382	Adjacent to John Muir
INF-3	Big Tress Campground	7,598	NA*
INF-4	North Lake Campground	9,803	Adjacent to John Muir
INF-5	Iris Meadow Campground	8,526	Adjacent to John Muir
INF-6	Convict Lake Campground	7,651	NA*
INF-7	Devils Postpile Lookout	7,761	Adjacent to Ansel Adams
INF-8	Minaret Vista	9,132	NA*
INF-9	Boulder Campground	7,398	NA*
INF-10	Silver Lake	7,398	NA*
AAW-2	John Muir Trail - Garnet Lake	9,822	Ansel Adams
MBNF-1	Mono Lake Lookout	6,431	NA*

\*NA = Part of the Inyo National Forest but not within a designated Wilderness Area.

This list is not intended to be exhaustive. Rather these sites were chosen to be representative of particular resource uses in various portions of the Inyo National Forest. As the agency responsible for management of the Inyo National Forest and the Mono Basin National Forest Scenic Area, as well as joint management of the John Muir Wilderness Area and the Ansel Adams Wilderness Area, FAA requests that you provide the following information:

Do the listed sites provide an adequate sample for estimating the potential noise impacts of aircraft overflights associated with the new service on potential 4(f) resources?

Are any of these sites significant, and what is the basis for this significance determination?

Is a quiet setting a generally recognized feature or attribute of these resources and their significance determination?

Are there any other sites of significance that we should include in our Noise Screening Assessment?

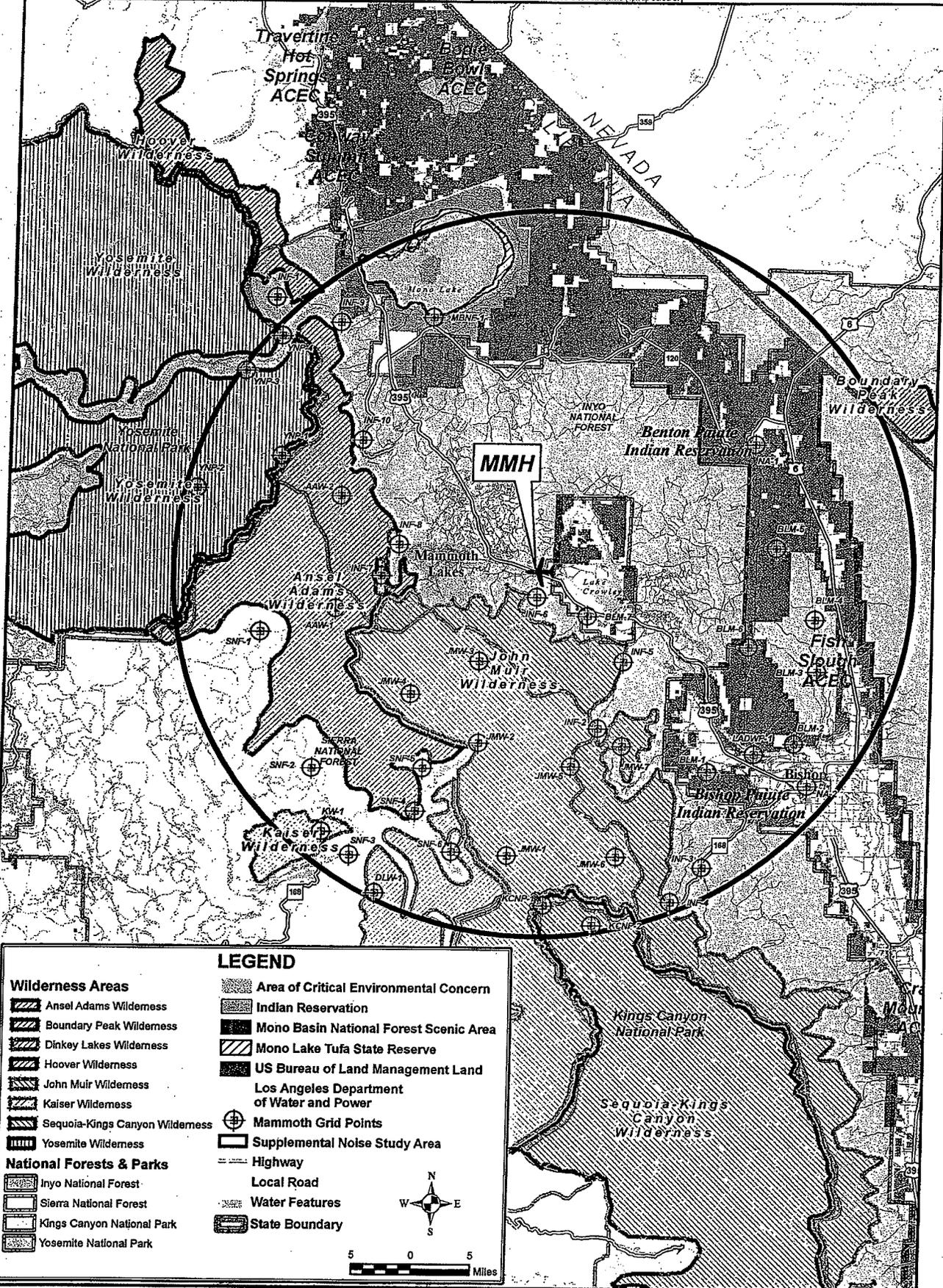
We would like to thank you for assistance in this project and we look forward to our continued dialogue regarding Section 4(f) resources. If you have any questions about this information request, please feel free to call me at (310) 725-3615.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. B. Kessler', with a long horizontal flourish extending to the right.

David B. Kessler, AICP  
Regional Environmental Protection Specialist

Cc: SFO-600, APP-600, AGC-620, AWP-7, URS Corp.



**LEGEND**

Ansel Adams Wilderness	Area of Critical Environmental Concern
Boundary Peak Wilderness	Indian Reservation
Dinkey Lakes Wilderness	Mono Basin National Forest Scenic Area
Hoover Wilderness	Mono Lake Tufa State Reserve
John Muir Wilderness	US Bureau of Land Management Land
Kaiser Wilderness	Los Angeles Department of Water and Power
Sequoia-Kings Canyon Wilderness	Mammoth Grid Points
Yosemite Wilderness	Supplemental Noise Study Area
<b>National Forests &amp; Parks</b>	Highway
Inyo National Forest	Local Road
Sierra National Forest	Water Features
Kings Canyon National Park	State Boundary
Yosemite National Park	

5 0 5 Miles

FIGURE 7

**NOISE SCREENING ASSESSMENT:  
POTENTIAL 4 (f) RESOURCE  
GRID POINTS**

**Environmental Impact Statement**  
**Mammoth Yosemite Airport**  
 Horizon Air Operation Specification  
 Amendment Service to/from MMH

DRAFT



U.S Department  
of Transportation  
  
Federal Aviation  
Administration

Western-Pacific Region  
Airports Division

Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA 90009-2007

May 9, 2007

Mr. Joe Pollini  
Supervisory Resource Management Specialist  
Bureau of Land Management  
Bishop Field Office  
351 Pacu Lane, Suite 100  
Bishop, CA 93514

Dear Mr. Pollini:

**Mammoth Yosemite Airport, Mammoth Lakes, California  
Draft Environmental Impact Statement for Proposed Operations  
Specification Approval for Horizon Airlines - DOT Act Section 4(f)  
Applicability of BLM Lands.**

The Federal Aviation Administration (FAA) is preparing a Draft Environmental Impact Statement (EIS) for the proposed approval of modifications to Horizon Air's Operations Specifications to Accommodate Proposed Scheduled Air Service into Mammoth Yosemite Airport (MMH), Mammoth Lakes, California. Horizon Air has proposed to initiate limited service into MMH from Los Angeles International Airport using the 78-passenger Bombardier Dash-8 Q400 turboprop aircraft. FAA is in receipt of Bureau of Land Management's (BLM) scoping comments dated August 28, 2006, as well as those from the scoping meeting held in your office on December 10, 2003 and cited in your letter dated December 29, 2003. In the August 28 letter, Mr. Bill Dunkelberger indicated that questions regarding recreation, visual, and cultural resources be directed to your attention.

Section 4(f) of the U.S. Department of Transportation Act (DOT Act) of 1966 (49 U.S.C. 303 [c]) requires that the proposed use of any land from a significant publicly owned public park or recreation area, wildlife and waterfowl refuge, or historic site that is on or eligible for inclusion into the National Register of Historic Places (NRHP) be given particular attention. As part of the EIS and Section 4(f) coordination process, FAA is in the process of determining the applicability of Section 4(f) to the following public lands and resources managed by the BLM:

- Fish Slough Area of Critical Environmental Concern,
- Owen's Valley Native Fish Sanctuary,
- Volcanic Tablelands,
- Red Rock Canyon,
- Chalk Bluff,
- Crowley Lake Campground,
- Horton Creek Campground,
- Chidagó Canyon Petroglyph Site,
- Chalfant Petroglyph Site, and

- Yellow Jacket Petroglyphs.

The FAA is preparing a Noise Screening Assessment to:

- Define a study area, or Initial Area of Investigation (IAI);
- Perform an inventory of Section 4(f) resources within the IAI and determine if they are Section 4(f) properties where a quiet setting is a generally recognized purpose and attribute; and,
- Determine if further quantitative analysis beyond the standard FAA noise contour analysis is needed at each Section 4(f) property, and if so, the appropriate level of analysis for each Section 4(f) property.

The FAA has identified several representative locations within public lands and resources managed by BLM for our Noise Screening Assessment. These sites are shown on the enclosed map, and are described in the following table.

SITE ID	SITE NAME	ELEVATION (feet above MSL)
BLM-1	Horton Creek Campground	4,954
BLM-2	Chalk Bluff	4,444
BLM-3	Owens Valley Native Fish Sanctuary	4,290
BLM-4	Chidago Canyon Petroglyph Site	4,498
BLM-5	Red Rock Canyon	5,800
BLM-6	Volcanic Tablelands	5,791
BLM-7	Crowley Lake Campground	7,029

We understand there are two sites, Chalfant Petroglyph Site and Yellow Jacket Petroglyphs, which are listed on the National Register of Historic Places. We would like to include these sites in our Noise Screening Assessment. However, we have been unable to ascertain their locations, either from BLM staff or the NRHP website (which indicated the addresses were restricted). If you would provide the location of these two sites, we will include the results of our analysis in the Noise Screening Assessment, without disclosing the locations.

As the agency responsible for management of these public lands and resources, FAA requests the following information:

- What is (are) the primary use(s) of:
  - o Fish Slough Area of Critical Environmental Concern?
  - o Owen's Valley Native Fish Sanctuary?
  - o Volcanic Tablelands?
  - o Red Rock Canyon?
  - o Chalk Bluff?
  - o Crowley Lake Campground?
  - o Horton Creek Campground?
  - o Chidago Canyon Petroglyph Site
  - o Chalfant Petroglyph Site?

- o Yellow Jacket Petroglyphs?
  - Are any of these resources nationally, State, or locally significant?
  - If any are significant, what is the basis for this significance determination?
  - Is a quiet setting a generally recognized feature or attribute of any of these resources and their significance determination?
  - Do the listed sites provide an adequate sample for estimating the potential noise impacts of aircraft overflights associated with the new service on potential 4(f) resources?
  - Are there any other sites of significance that we should include in our Noise Screening Assessment?

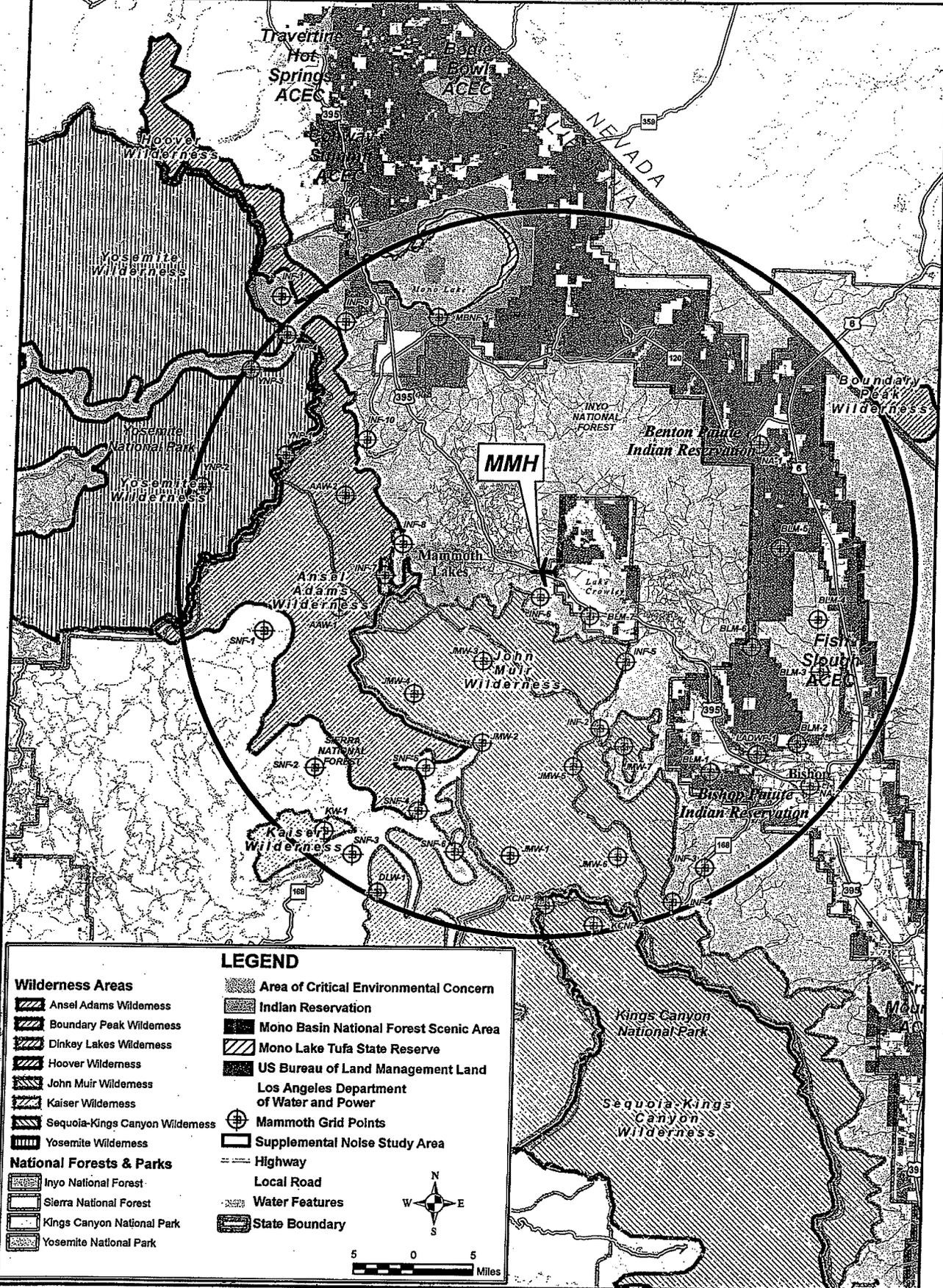
We would like to thank you for your assistance on this project and we look forward to our continued dialogue. If you have any questions about this information request, please call me at 310/725-3615.

Sincerely,



David B. Kessler, AICP  
Regional Environmental Protection Specialist

Cc: SFO-600, APP-600, AGC-620, AWP-7, URS Corp.



**LEGEND**

<b>Wilderness Areas</b>	Area of Critical Environmental Concern
Ansel Adams Wilderness	Indian Reservation
Boundary Peak Wilderness	Mono Basin National Forest Scenic Area
Dinkley Lakes Wilderness	Mono Lake Tufa State Reserve
Hoover Wilderness	US Bureau of Land Management Land
John Muir Wilderness	Los Angeles Department of Water and Power
Kaiser Wilderness	Mammoth Grid Points
Sequoia-Kings Canyon Wilderness	Supplemental Noise Study Area
Yosemite Wilderness	Highway
<b>National Forests &amp; Parks</b>	Local Road
Inyo National Forest	Water Features
Sierra National Forest	State Boundary
Kings Canyon National Park	
Yosemite National Park	

FIGURE 7

**NOISE SCREENING ASSESSMENT:  
POTENTIAL 4 (f) RESOURCE  
GRID POINTS**

**DRAFT**



**Environmental Impact Statement  
Mammoth Yosemite Airport**  
Horizon Air Operation Specification  
Amendment Service to/from MMH



Joe Kennedy  
Chairperson

Ed Beaman  
Vice-Chairman

Grace Goad  
Secretary/Treasurer

Virginia Beck  
Executive  
Council Member

Cleveland Casey  
Executive  
Council Member

May 18, 2007

United States Department of Transportation  
Federal Aviation Administration  
Western-Pacific Region  
Manager  
Airports Division  
P.O. Box 92007  
Los Angeles, CA 90009-2007



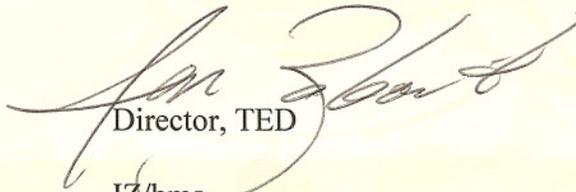
This is a request for the Timbisha Environmental Department (TED) of the Timbisha Shoshone Tribe to be added to your mailing list for all activities under the National Environmental Policy Act (NEPA) including Advanced Notice of Intent, comment and review of your agency activity that may affect the trust lands of the tribe established by the Timbisha Homeland Act (Public Law 106-423, 11/1/2000).

Our mailing address is:

Timbisha Environmental Department  
P.O. Box 206  
Death Valley, CA 92328

A map of the Tribe's trust land is included for your reference.

Sincerely,

  
Director, TED  
IZ/bms

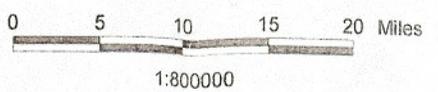
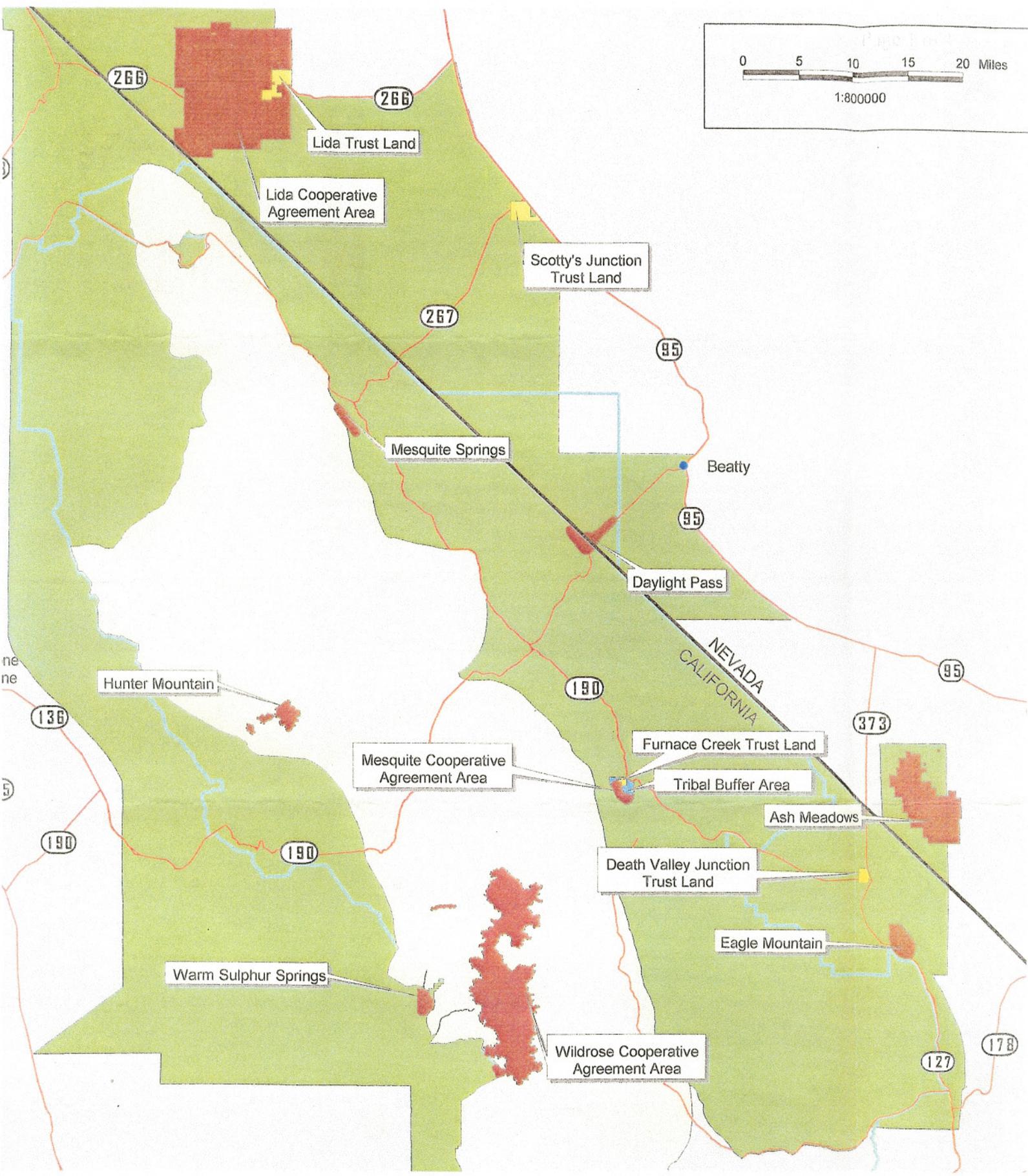
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**Timbisha Shoshone Tribe**

785 N. Main Street, Suite Q • Bishop, CA 93514 • PH: (760) 873-9003 • FAX: (760) 873-9004  
Post Office Box 206 • Death Valley, California • 92328-0206 • PH: (760) 786-2374 • FAX: (760) 786-2376



266

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Lida Trust Land

Lida Cooperative Agreement Area

Scotty's Junction Trust Land

267

95

Mesquite Springs

Beatty

95

Daylight Pass

NEVADA  
CALIFORNIA

Hunter Mountain

136

190

Furnace Creek Trust Land

373

Mesquite Cooperative Agreement Area

Tribal Buffer Area

Ash Meadows

Death Valley Junction Trust Land

190

Eagle Mountain

Warm Sulphur Springs

Wildrose Cooperative Agreement Area

127

178

RECORD OF TELEPHONE CALL DATE & TIME 5/21/2007 3:24 PM

Participants: FAA [Camille Garibaldi (SFO-163)] / Bishop Paiute Tribe/Theresa Yanez

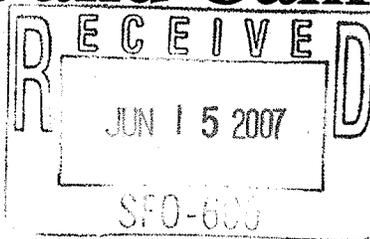
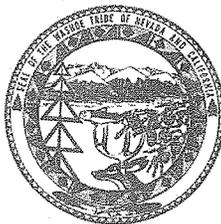
Subj: Mammoth Yosemite Airport – Horizon Air Operations Specifications  
Amendment - EIS

Digest: A message was left for Theresa in follow-up to her e-mail of April 2, 2007. I indicated that the purpose of my call was to confirm whether the Tribe had additional information that they intended on providing regarding the eagles identified in her e-mail or other resources also of concern.

Phone Number: (760) 873-3584 x 250

Date: May 21, 2007 Title: EPS Signature: C. Garibaldi

# Washoe Tribe of Nevada and California



June 8, 2007

Federal Aviation Admin., Western Pacific Region  
San Francisco Airports District Office  
ATTN: Carmille Garibaldi  
831 Mitten Road, Suite 210  
Burlingame, California 94010

RE: Mammoth Yosemite Airport (MMH)

Huṇa mi heṣi Ms. Garibaldi:

I want to thank you for your correspondence regarding your proposed Mammoth Yosemite Airport Project; I am not sure if you've received a response from the Washoe Tribe. This project is out side of Washo Aboriginal territory, therefore we do not have any comments or concerns on this project.

In the future please do not send us consultation letters unless these projects are within the following California Counties: Sierra, Placer, Nevada, El Dorado Amador, Alpine, eastern part of Calaveras and northern part of Tuolumne and Mono, southern Lassen, and the eastern part of Plumas. Enclosed is the Washoe Aboriginal territory map to use as a reference.

If you have any questions or need additional information, please do not hesitate to contact my office at (775) 265-8600, ext. 1168.

Mi ligi goba gi,

Lynda Shoshone, WWM (Washoe Language)  
Program Coordinator and Cultural Preservation

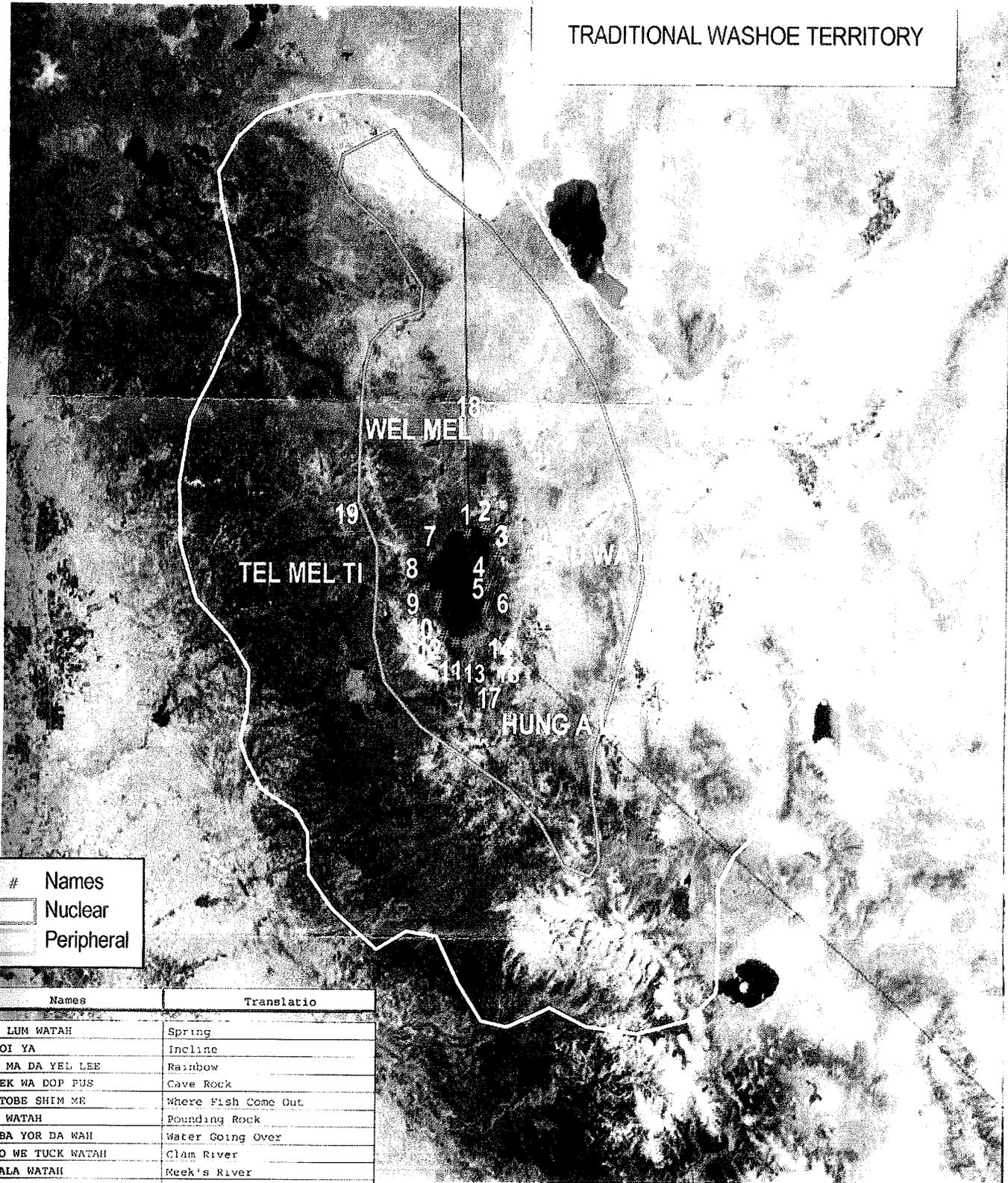
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Enclosure: Map

cc: Waldo Walker, Tribal Chairman  
Jorge Lopez, Interim Tribal Admin  
Project file

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TRADITIONAL WASHOE TERRITORY



# Names  
 [Solid Box] Nuclear  
 [Dashed Box] Peripheral

Id	Names	Translatio
1	NOT LUM WATAH	Spring
2	MAGOI YA	Incline
3	DAH MA DA YEL LEE	Rainbow
4	DE EK WA DOP PUS	Cave Rock
5	OT TOBE SHIM ME	Where Fish Come Out
6	LAM WATAH	Pounding Rock
7	DA BA YOR DA WAH	Water Going Over
8	SHOO WE TUCK WATAH	Clam River
9	MAYALA WATAH	Reek's River
10	MAGULU WATAH	Lonley Gulch
11	ASHUK WATAH	Back River
12	DE GIL EK WATAH	Red River
13	IMGI WATAH	Salmon Creek
14	DAUGA SHASHU	Bright or Light River
15	MATUSH HA WHO WATAH	White Trout River
16	PAU WA LU	People of the Valley
17	HUNG A LEL TI	Southern Band of Washo
18	WEL MEL TI	Northern Band of Washo
19	TEL MEL TI	Western Band of Washo



Washoe Tribe of Nevada & California  
 Map Created by Phoebe Bender  
 March 2003





# United States Department of the Interior

## BUREAU OF LAND MANAGEMENT

Bishop Field Office  
351 Pacu Lane, Suite 100  
Bishop, CA 93514  
Phone: 760 872-5000 Fax: 760 872-5050  
www.ca.blm.gov/bishop



**JUN 21 2007**

1795 (CA-170.2) P

US Dept of Transportation  
Federal Aviation Administration  
PO Box 92007  
Los Angeles, CA 90009-2007

Attn: Dave Kessler

Dear Mr. Kessler:

The following information is in response to your inquiry dated May 9, 2007 requesting information about public lands resources as it relates to the proposed air service to the Mammoth Lakes airport.

Generally speaking, the public lands under our administration are managed to maintain semi-primitive settings and experiences for the many visitors who recreate on the public lands. The semi-primitive application provides vast settings of landscapes available to all recreation users where the public lands contain little to no facilities to guide or manage their experience. We strongly advocate self-exploration, self-inquiry, and self-discovery of the experiences public lands can offer. Part of the semi-primitive experience is to maintain the area's stillness and solitude to the greatest extent practicable. We request you consider this management philosophy in your upcoming EIS.

In review of your inquiry, the second page provides a table of various BLM sites located in the area of potential effect (APE). I noticed the table introduction identifies them as representative sites. I wish to point out that additional sites exist on public lands in the APE, not shown on the table, such as several popular bouldering areas, wilderness study areas, as well as hot springs/tub recreation sites - - - the first two are located in the Volcanic Tableland area, immediately south and east of the airport. The hot tub recreation sites are located in Long Valley, the APE around the airport itself. Quietness plays a major role in the experience visitors anticipate when using these areas.

The following identifies the sites and relevant issues to be considered in your upcoming analysis:

### Cultural Resources

---

CARING FOR THE LAST VESTIGE OF WILD CALIFORNIA  
CONSERVATION, EDUCATION, PARTNERSHIPS

Insofar as cultural resources are concerned, the Volcanic Tableland contains numerous prehistoric and some historic sites of importance. Two sites are currently listed on the National Register of Historic Places (NRHP). Some of the more important and public visited sites such Chidago Petroglyph Site, Red Rock Canyon, Chalfant, Yellowjacket, and other unmentioned sites play a contextual role in the overall regional archeology which may lead to other NHRP eligibility nominations in the future.

Throughout the year, many rock art aficionados frequently visit the aforementioned sites. Part of the experience they seek is the quiet that embraces the area's remoteness and sense of vastness in the Volcanic Tableland. The area's stillness plays a pivotal role in maximizing the value of the outdoor experience they seek. Overall, we estimate these archeological/recreational sites receive several thousand visitors per year. I would also like to request that you contact the Bishop Paiute Tribe in Bishop and the Utu Utu Gwaitu Paiute Tribe in Benton, California to gain their perspectives of these sites, which represent their cultural and spiritual heritage.

For further information and locations, please contact Kirk Halford, our lead Archeologist at 760-872-5030 or by email at [khalford@blm.gov](mailto:khalford@blm.gov).

### **Other Identified Recreation Resources**

Besides the petroglyph sites, additional recreation resources identified in your inquiry include Horton Creek Campground, Red Rock Canyon, the Volcanic Tableland, Crowley Lake Campground, Chalk Bluff, and the Fish Slough Area of Critical Environmental Concern (ACEC). An additional site you identified, the Owen's Valley Native Fish Sanctuary, lies in the Fish Slough ACEC but is actually owned by the City of Los Angeles Dept. of Water and Power. The points presented below about the Fish Slough ACEC apply to the Fish Sanctuary as well.

#### Campgrounds

Obviously, the two campgrounds accommodate campers, many who lounge in the campground during their stay, while others fish, hike, climb, tour, etc., the eastern Sierra as part of their camping experience. Horton received about 2,500 campers, Crowley about 1000 visitors in 2006. Both campers draw visitors from throughout the country while Horton attracts more European visitors because of its proximity to premier bouldering and climbing areas.

The value of quiet likely plays an important role in the campers' experience although Crowley Lake Campground campers, due to its proximity to highways, etc., might expect the experience to be noisier than Horton Creek Campground. Horton Creek Campground is more isolated, physically embraced by broad scenic vistas where human sounds of civilization are nonexistent.

#### Volcanic Tableland

The Volcanic Tableland, which includes Chalk Bluff and the Fish Slough ACEC, is a broad volcanic desert plateau interspersed by long north-south linear fault scarps. The area totals some 50,000 acres. We estimate the area, including several bouldering sites sprinkled throughout the Tableland, receives about 32,000 visitors per year. A primitive campground, known as the Pleasant Valley Pit Campground, is located on the southwest edge of the Tableland. This campground was created around 1999 to accommodate the large increase in camping demand that occurred as a result of the area's newly found bouldering popularity in the Tableland. This campground received about 11,000 campers in 2006, predominantly climbers from throughout the United States as well as other countries.

Visitors to the Tableland generally consist of rock climbers, commercial livestock trail drives, hikers, vehicle users, campers, etc. The Fish Slough ACEC serves as living laboratory of nationally designated endangered wildlife species as well as plants. Within these nationally protected habitats, the ACEC is locally significant, at the very least. Education programs commonly occur in the ACEC for local and out of area students and teachers.

Additionally, several bouldering sites such as Happy and Sad Boulders, located in the Tableland are world renowned, attracting foreign tourists from many countries.

Finally, most of the Tableland is designated as Wilderness Study Areas (WSAs). Comprising four distinct units, the Tableland contained the prerequisite wilderness values of outstanding opportunities for solitude that strongly contributed to the designation of the WSAs. Although "outside sights and sounds impacts" such as aircraft, highways, etc. are not a determinant factor in designation of these areas as wilderness, we request you consider the role solitude, or quietness, plays in the physical setting of the Tableland and the experience of visitors to the area. The WSAs would be considered nationally significant if Congress designates them wilderness in the future.

For further information and locations, please contact Diana Pietrasanta, our Recreation Planner at 760-872-5028 or by email at [diana\\_pietrasanta@blm.gov](mailto:diana_pietrasanta@blm.gov).

#### **Other Recreation Resources Not Identified**

The Long Valley area contains several BLM hot tub recreation sites located approximately several miles from the Mammoth Lakes airport facility. The hot tub recreation sites are popular. One, Wild Willies, experienced some 30,000 visitors in 2006. Quietness plays an essential role in the experience hot tub users anticipate when using these facilities in the area. All the hot tubs are located "off the beaten path", where the sights and sounds of manmade facilities is nonexistent further enhancing the role solitude plays in the recreation experience. These sites are not designated nationally significant although they contribute to the diversity of outstanding semi-primitive recreation opportunities in the eastern Sierra region. They should be considered in your noise screening assessment.

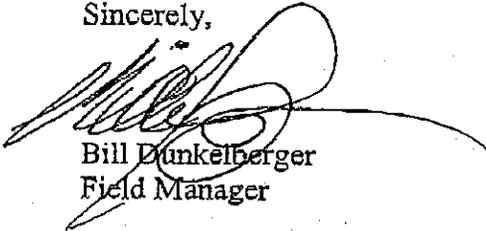
For further information, please contact Diana Pietrasanta, our Recreation Planner at 760-872-5028 or by email at [diana\\_pietrasanta@blm.gov](mailto:diana_pietrasanta@blm.gov).

### Conclusion

As described above, BLM manages numerous resources in the APE where quietness plays a role in the use of the public lands. Recreation is a primary driving force of the local economy which is based on semi-primitive recreation management, intact habitats, unmarred scenery, and the vast isolation that pervades much of the eastern Sierra. We would encourage any future commercial flights through the Owens Valley use air space primarily above existing infrastructure developments. This means routing commercial air travel above the U.S. Highway 395 corridor or above the major utility power lines lacing portions of the Valley. This would confine the sights and sounds of commercial aviation to the least disruptive area of influence to area visitors.

Thank you for keeping us aware of your progress. If you have any further general questions, please contact Joe Pollini, our Assistant Field Manager, at 760-972-5020 or by email at [jpollini@blm.gov](mailto:jpollini@blm.gov).

Sincerely,



Bill Dunkelberger  
Field Manager

CC: Diana Pietrasanta - BLM  
Kirk Halford - BLM  
Terry Russi - BLM



United States  
Department of  
Agriculture

Forest  
Service

Inyo National Forest

Mammoth Ranger Station  
P.O. Box 148  
Mammoth Lakes, CA 93546  
(760) 924-5500  
(760) 924-5531 TDD

File Code: \*

Date: July 24, 2007

David Kessler  
Regional Environmental Protection Specialist  
Federal Aviation Administration  
P.O. Box 92007  
Los Angeles, CA.  
90009-2007

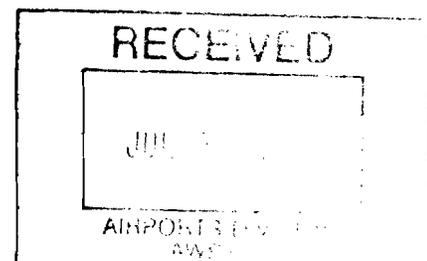
Mr. Kessler,

The Federal Aviation Administration (FAA) is preparing an Environmental Impact Statement (EIS) for the proposed approval of modifications to Horizon Air's Operations Specifications to Accommodate Proposed Scheduled Air Service into Mammoth Yosemite Airport (MMH), Mammoth Lakes, California. Section 4(f) of the U.S. Department of Transportation Act (DOT Act) requires that the EIS consider impacts to significant publicly owned recreation areas.

For the purpose of satisfying Section 4(f) requirements, FAA has proposed the recreation sites listed below to be included in its Noise Screening Assessment. I concur that these recreation sites are *representative* of the various recreation use areas of the Inyo National Forest and should be included in the FAA's Noise Screening Assessment:

- Sawmill Campground
- Big Tress Campground
- Iris Meadow Campground
- Convict Lake Campground
- Devils Postpile Lookout
- Minaret Vista
- Cattleguard Campground (Boulder Campground currently closed)
- Silver Lake
- John Muir Trail – Garnet Lake
- Mono Lake Lookout

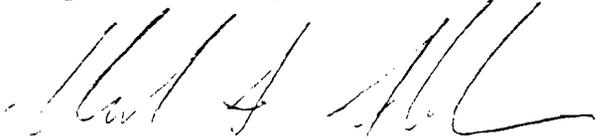
I find that these recreation areas provide an adequate sample for estimating the potential noise impacts of aircraft overflights associated with the proposal. I find that no additional recreation areas are required in the Noise Screening Assessment.



In accordance with Section 4(f) I find that the following recreation sites are significant in that a quiet setting is a generally recognized feature and attribute:

- Devils Postpile Lookout
- Minaret Vista
- Silver Lake
- John Muir Trail – Garnet Lake
- Mosquito Flats Campground
- North Lake Campground

If you require additional information, please contact Jonathan Cook-Fisher at the Mammoth Ranger Station (760) 924-5503.



JON C. REGELBRUGGE  
District Ranger  
Mammoth/Mono Lake Ranger Districts



# United States Department of the Interior

## BUREAU OF LAND MANAGEMENT

Bishop Field Office  
351 Pacu Lane, Suite 100  
Bishop, CA 93514  
Phone: 760 872-5000 Fax: 760 872-5050  
[www.ca.blm.gov/bishop](http://www.ca.blm.gov/bishop)



1795 (CA-170.2) P

US Dept of Transportation  
Federal Aviation Administration  
PO Box 92007  
Los Angeles, CA 90009-2007

Attn: Dave Kessler

Dear Mr. Kessler:

The following information is in response to your inquiry dated May 9, 2007 requesting information about public lands resources as it relates to the proposed air service to the Mammoth Lakes airport.

Generally speaking, the public lands under our administration are managed to maintain semi-primitive settings and experiences for the many visitors who recreate on the public lands. The semi-primitive application provides vast settings of landscapes available to all recreation users where the public lands contain little to no facilities to guide or manage their experience. We strongly advocate self-exploration, self-inquiry, and self-discovery of the experiences public lands can offer. Part of the semi-primitive experience is to maintain the area's stillness and solitude to the greatest extent practicable. We request you consider this management philosophy in your upcoming EIS.

In review of your inquiry, the second page provides a table of various BLM sites located in the area of potential effect (APE). I noticed the table introduction identifies them as representative sites. I wish to point out that additional sites exist on public lands in the APE, not shown on the table, such as several popular bouldering areas, wilderness study areas, as well as hot springs/tub recreation sites - - - the first two are located in the Volcanic Tableland area, immediately south and east of the airport. The hot tub recreation sites are located in Long Valley, the APE around the airport itself. Quietness plays a major role in the experience visitors anticipate when using these areas.

The following identifies the sites and relevant issues to be considered in your upcoming analysis:

## **Cultural Resources**

Insofar as cultural resources are concerned, the Volcanic Tableland contains numerous prehistoric and some historic sites of importance. Two sites are currently listed on the National Register of Historic Places (NRHP). Some of the more important and public visited sites such as Chidago Petroglyph Site, Red Rock Canyon, Chalfant, Yellowjacket, and other unmentioned sites play a contextual role in the overall regional archeology which may lead to other NHRP eligibility nominations in the future.

Throughout the year, many rock art aficionados frequently visit the aforementioned sites. Part of the experience they seek is the quiet that embraces the area's remoteness and sense of vastness in the Volcanic Tableland. The area's stillness plays a pivotal role in maximizing the value of the outdoor experience they seek. Overall, we estimate these archeological/recreational sites receive several thousand visitors per year. I would also like to request that you contact the Bishop Paiute Tribe in Bishop and the Utu Utu Gwaitu Paiute Tribe in Benton, California to gain their perspectives of these sites, which represent their cultural and spiritual heritage.

For further information and locations, please contact Kirk Halford, our lead Archeologist at 760-872-5030 or by email at [khalford@blm.gov](mailto:khalford@blm.gov).

## **Other Identified Recreation Resources**

Besides the petroglyph sites, additional recreation resources identified in your inquiry include Horton Creek Campground, Red Rock Canyon, the Volcanic Tableland, Crowley Lake Campground, Chalk Bluff, and the Fish Slough Area of Critical Environmental Concern (ACEC). An additional site you identified, the Owen's Valley Native Fish Sanctuary, lies in the Fish Slough ACEC but is actually owned by the City of Los Angeles Dept. of Water and Power. The points presented below about the Fish Slough ACEC apply to the Fish Sanctuary as well.

### Campgrounds

Obviously, the two campgrounds accommodate campers, many who lounge in the campground during their stay, while others fish, hike, climb, tour, etc., the eastern Sierra as part of their camping experience. Horton received about 2,500 campers, Crowley about 1000 visitors in 2006. Both campers draw visitors from throughout the country while Horton attracts more European visitors because of its proximity to premier bouldering and climbing areas.

The value of quiet likely plays an important role in the campers' experience although Crowley Lake Campground campers, due to its proximity to highways, etc., might expect the experience to be noisier than Horton Creek Campground. Horton Creek Campground is more isolated, physically embraced by broad scenic vistas where human sounds of civilization are nonexistent.

## Volcanic Tableland

The Volcanic Tableland, which includes Chalk Bluff and the Fish Slough ACEC, is a broad volcanic desert plateau interspersed by long north-south linear fault scarps. The area totals some 50,000 acres. We estimate the area, including several bouldering sites sprinkled throughout the Tableland, receives about 32,000 visitors per year. A primitive campground, known as the Pleasant Valley Pit Campground, is located on the southwest edge of the Tableland. This campground was created around 1999 to accommodate the large increase in camping demand that occurred as a result of the area's newly found bouldering popularity in the Tableland. This campground received about 11,000 campers in 2006, predominantly climbers from throughout the United States as well as other countries.

Visitors to the Tableland generally consist of rock climbers, commercial livestock trail drives, hikers, vehicle users, campers, etc. The Fish Slough ACEC serves as living laboratory of nationally designated endangered wildlife species as well as plants. Within these nationally protected habitats, the ACEC is locally significant, at the very least. Education programs commonly occur in the ACEC for local and out of area students and teachers.

Additionally, several bouldering sites such as Happy and Sad Boulders, located in the Tableland are world renowned, attracting foreign tourists from many countries.

Finally, most of the Tableland is designated as Wilderness Study Areas (WSAs). Comprising four distinct units, the Tableland contained the prerequisite wilderness values of outstanding opportunities for solitude that strongly contributed to the designation of the WSAs. Although "outside sights and sounds impacts" such as aircraft, highways, etc. are not a determinant factor in designation of these areas as wilderness, we request you consider the role solitude, or quietness, plays in the physical setting of the Tableland and the experience of visitors to the area. The WSAs would be considered nationally significant if Congress designates them wilderness in the future.

For further information and locations, please contact Diana Pietrasanta, our Recreation Planner at 760-872-5028 or by email at [diana\\_pietrasanta@blm.gov](mailto:diana_pietrasanta@blm.gov).

## **Other Recreation Resources Not Identified**

The Long Valley area contains several BLM hot tub recreation sites located approximately several miles from the Mammoth Lakes airport facility. The hot tub recreation sites are popular. One, Wild Willies, experienced some 30,000 visitors in 2006. Quietness plays an essential role in the experience hot tub users anticipate when using these facilities in the area. All the hot tubs are located "off the beaten path", where the sights and sounds of manmade facilities is nonexistent further enhancing the role solitude plays in the recreation experience. These sites are not designated nationally

significant although they contribute to the diversity of outstanding semi-primitive recreation opportunities in the eastern Sierra region. They should be considered in your noise screening assessment.

For further information, please contact Diana Pietrasanta, our Recreation Planner at 760-872-5028 or by email at [diana\\_pietrasanta@blm.gov](mailto:diana_pietrasanta@blm.gov).

## **Conclusion**

As described above, BLM manages numerous resources in the APE where quietness plays a role in the use of the public lands. Recreation is a primary driving force of the local economy which is based on semi-primitive recreation management, intact habitats, unmarred scenery, and the vast isolation that pervades much of the eastern Sierra. We would encourage any future commercial flights through the Owens Valley use air space primarily above existing infrastructure developments. This means routing commercial air travel above the U.S, Highway 395 corridor or above the major utility power lines lacing portions of the Valley. This would confine the sights and sounds of commercial aviation to the least disruptive area of influence to area visitors.

Thank you for keeping us aware of your progress. If you have any further general questions, please contact Joe Pollini, our Assistant Field Manager, at 760-972-5020 or by email at [jpollini@blm.gov](mailto:jpollini@blm.gov).

Sincerely,

Bill Dunkelberger  
Field Manager

CC: Diana Pietrasanta - BLM  
Kirk Halford - BLM  
Terry Russi - BLM



U.S Department  
of Transportation  
**Federal Aviation  
Administration**

San Francisco Airports District Office  
831 Mitten Road, Suite 210  
Burlingame, CA 94010-1300

September 13, 2007

Judy Rocchio  
Natural Resources and Research  
United States Department of Interior  
National Park Service  
Pacific West Region  
1111 Jackson Street, Suite 700  
Oakland, CA 94607-4807

**Subject: Noise Screening Assessment Regarding Proposed Horizon Air Operation  
Specification Amendment Environmental Impact Statement - Scheduled Air  
Service to Mammoth Yosemite Airport**

Dear Ms. Rocchio:

Enclosed is the Federal Aviation Administration's (FAA) Noise Screening Assessment (NSA) that evaluates potential park overflight noise from Horizon Air's proposal to provide air service to Mammoth Yosemite Airport (MMH) using a Bombardier Dash 8 Series Q400. The NSA considers potential Section 4(f) Department of Transportation Act of 1966 (49 U.S.C. 303 [c]) park and resource information for the MMH Initial Area of Investigation that was received from the National Park Service, Bureau of Land Management, Forest Service and local Native American Communities. The information pertaining to potential 4(f) resources was received in response to FAA's Environmental Impact Statement (EIS) scoping process and consultations. Ultimately, the NSA will be integrated into the FAA's Horizon Air Operation Specification Amendment EIS.

Along with the NSA, we have also enclosed supplementary background information and responses to key comments to provide additional context for proposed action and the NSA process.

The FAA is providing the NSA for your early review and comment. We would appreciate receipt of your comments no later than October 12, 2007. The FAA will host a meeting, with conference call capabilities, in early October to discuss the MMH NSA process and results. Please reserve October 11, 2007 for this meeting.

Your attention to this matter is appreciated. Please submit your review comments to my attention at the above address. If you have any additional questions or concerns, I can be reached at (650) 876-2778 extension 613.

Sincerely,

Camille Garibaldi  
Environmental Protection Specialist

Enclosures: (1) Mammoth Yosemite Airport Noise Screening Assessment  
(2) Noise Screening Assessment Supplemental Materials

cc: (w/enclosures)

Annie Esperanza, National Park Service – Yosemite National Park

Joe Meyer, National Park Service – Yosemite National Park

Deanna Dulen, National Park Service – Devils Postpile National Monument

Terry Fisk, National Park Service – Death Valley National Park

Tom Leatherman, National Park Service – Manzanar National Historic Site

Vicki McCusker, National Park Service – Natural Sounds Program



U.S Department  
of Transportation  
**Federal Aviation  
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San Francisco Airports District Office  
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September 13, 2007

Bill Dunkelberger  
Field Office Manager  
United States Department of the Interior  
Bureau of Land Management  
Bishop Field Office  
351 Pacu Lane, Suite 100  
Bishop, CA 93514

**Subject: Noise Screening Assessment Regarding Proposed Horizon Air Operation Specification  
Amendment Environmental Impact Statement - Scheduled Air Service to Mammoth  
Yosemite Airport**

Dear Mr. Dunkelberger:

Enclosed is the Federal Aviation Administration's (FAA) Noise Screening Assessment (NSA) that evaluates potential park overflight noise from Horizon Air's proposal to provide air service to Mammoth Yosemite Airport (MMH) using a Bombardier Dash 8 Series Q400. The NSA considers potential Section 4(f) Department of Transportation Act of 1966 (49 U.S.C. 303 [c]) park and resource information for the MMH Initial Area of Investigation that was received from the National Park Service, Bureau of Land Management, Forest Service and local Native American Communities. The information pertaining to potential 4(f) resources was received in response to FAA's Environmental Impact Statement (EIS) scoping process and consultations. Ultimately, the NSA will be integrated into the FAA's Horizon Air Operation Specification Amendment EIS.

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Sincerely,

Camille Garibaldi  
Environmental Protection Specialist

Enclosures: (1) Mammoth Yosemite Airport Noise Screening Assessment  
(2) Noise Screening Assessment Supplemental Materials

cc: (w/o enclosure)

Joe Pollini, Bureau of Land Management, Bishop Field Office

Terry Russi, Bureau of Land Management, Bishop Field Office



U.S Department  
of Transportation  
**Federal Aviation  
Administration**

San Francisco Airports District Office  
831 Mitten Road, Suite 210  
Burlingame, CA 94010-1300

September 13, 2007

Michael Schlafmann  
Deputy District Ranger  
United States Department of Agriculture  
Forest Service  
Inyo National Forest  
Mammoth Ranger Station  
P. O. Box 148  
Mammoth Lakes, CA 93546

Subject: Noise Screening Assessment Regarding Proposed Horizon Air Operation Specification  
Amendment Environmental Impact Statement - Scheduled Air Service to Mammoth  
Yosemite Airport

Dear Mr. Schlafmann:

Enclosed is the Federal Aviation Administration's (FAA) Noise Screening Assessment (NSA) that evaluates potential park overflight noise from Horizon Air's proposal to provide air service to Mammoth Yosemite Airport (MMH) using a Bombardier Dash 8 Series Q400. The NSA considers potential Section 4(f) Department of Transportation Act of 1966 (49 U.S.C. 303 [c]) park and resource information for the MMH Initial Area of Investigation that was received from the National Park Service, Bureau of Land Management, Forest Service and local Native American Communities. The information pertaining to potential 4(f) resources was received in response to FAA's Environmental Impact Statement (EIS) scoping process and consultations. Ultimately, the NSA will be integrated into the FAA's Horizon Air Operation Specification Amendment EIS.

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Sincerely,

Camille Garibaldi  
Environmental Protection Specialist

Enclosures: (1) Mammoth Yosemite Airport Noise Screening Assessment  
(2) Noise Screening Assessment Supplemental Materials

cc: <sup>w/o</sup>(w/enclosure)

Jonathan Cook-Fisher, Forest Service – Mammoth Ranger Station



U.S Department  
of Transportation  
**Federal Aviation  
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Burlingame, CA 94010-1300

September 13, 2007

Teri Drivas  
Recreation and Lands Staff Officer  
United States Department of Agriculture  
Forest Service  
Pacific Southwest Region  
Sierra National Forest  
1600 Tollhouse Road  
Clovis, CA 93611

Subject: Noise Screening Assessment Regarding Proposed Horizon Air Operation  
Specification Amendment Environmental Impact Statement - Scheduled Air  
Service to Mammoth Yosemite Airport

Dear Ms. Drivas:

Enclosed is the Federal Aviation Administration's (FAA) Noise Screening Assessment (NSA) that evaluates potential park overflight noise from Horizon Air's proposal to provide air service to Mammoth Yosemite Airport (MMH) using a Bombardier Dash 8 Series Q400. The NSA considers potential Section 4(f) Department of Transportation Act of 1966 (49 U.S.C. 303 [c]) park and resource information for the MMH Initial Area of Investigation that was received from the National Park Service, Bureau of Land Management, Forest Service and local Native American Communities. The information pertaining to potential 4(f) resources was received in response to FAA's Environmental Impact Statement (EIS) scoping process and consultations. Ultimately, the NSA will be integrated into the FAA's Horizon Air Operation Specification Amendment EIS.

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Environmental Protection Specialist

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