

Mammoth Lakes Town Council Agenda Action Sheet

Council Meeting Date: January 21, 2015

Date Prepared: January 12, 2015

Prepared by: Grady Dutton, Public Works Director

Title: Adopt a Resolution Adopting the Mammoth Yosemite Airport, Airport Capital Improvement Plan (ACIP)

Agenda: Policy

Recommended Motion: Receive public input and after deliberation adopt the attached Resolution adopting the Mammoth Yosemite Airport’s Airport Capital Improvement Plan

Background Information:

The Mammoth Yosemite Airport ACIP has been developed to support projects shown on the Airport Layout Plan (ALP), Conditionally Approved by the Federal Aviation Administration (FAA) on August 14, 2014.

In order to proceed with airport development projects which are funded with FAA AIP money the Town Council must adopt the ACIP and submit it to the FAA for approval/acceptance. FAA funding is approved incrementally for each project.

Acceptance of the ACIP does not compel the Town to complete or fund any of the listed projects; it simply makes them eligible for FAA AIP funding. Projects must also complete the appropriate environmental review prior to construction.

Funds Available: N/A

Account #:

Reviewed by:

Town Manager

Public Works

Town Attorney

PEDC: Planning and Economic Development Commission considered the item January 14, 2015 and made the finding the ACIP is consistent with the General Plan with a 4-0 vote.

Town Vision / Priority: This project addresses the community vision of bringing year round commercial air service to the community.

Public Works Staff Report

Subject: FAA Conditionally Approved Airport Layout Plan

Prepared by: Grady Dutton, Public Works Director
Brian Picken, Assistant Airport Director

RECOMMENDATIONS:

Adopt a Resolution Adopting the Mammoth Yosemite Airport, 2015 Airport Capital Improvement Plan (ACIP)

CONSIDERATION OF THE TOWN'S VISION, TOWN COUNCIL PRIORITIES AND MANDATES:

The adoption of the ACIP implements the Town's General Plan Community Vision, Economy Element, and Policy E.1.G. – "Develop facilities that support commercial and charter air carrier service." Air service is in of itself a strategic initiative of the Town aimed towards achieving a premier year-round resort community with increased visitation and resident and visitor satisfaction. The ALP also supports the Vision of offering a variety of transportation options that emphasize connectivity, convenience, and alternatives to the use of personal vehicles with a strong pedestrian emphasis.

BACKGROUND:

On August 14, 2014, the Federal Aviation Administration's (FAA) San Francisco District Office signed the updated Airport Layout Plan (ALP) for Mammoth Yosemite Airport and provided a Letter of Conditional Approval. This action is an important milestone for Mammoth Yosemite Airport (MMH). Projects noted on the approved ALP are eligible for Federal Aviation Administration (FAA) funding. Since that time, staff has been working to complete ongoing airport projects and to prepare an action plan to lay the groundwork for proposed airport improvements.

The Draft Airport Capital Improvement Program (ACIP) has been developed to support projects shown on the Airport Layout Plan (ALP). The Draft ACIP lists 50 projects over the next 15 years which are eligible for funding under the FAA's Airport Improvement Program (AIP).

The FAA requires the Town adopt the ACIP and forward it to the FAA for approval/acceptance. Staff is requesting the Town Council review the Draft ACIP, accept public comment and, after consideration, adopt the Resolution adopting the ACIP.

ANALYSIS/DISCUSSION

Each year the Town prepares an updated ACIP for review and approval by the FAA. Improvements proposed to be funded in part by the FAA must also be included on an approved or conditionally-approved Airport Layout Plan (ALP). The most significant of the projects shown on the ALP and included in the ACIP are the proposed design and construction of a new terminal with three gates to handle the commercial flights projected for the next ten years and an associated aircraft apron project. It should be noted the aircraft apron is necessary to support existing commercial traffic, which is sometimes constrained due to flight schedules.

Acceptance of the ACIP does not compel the Town to complete or fund any of the listed projects; it simply makes them eligible for FAA AIP funding. Projects must also complete the appropriate environmental review prior to construction. Each proposed project is expected to be funded, in part, by FAA grants including the current base Entitlement allocation of one million dollars each fiscal year. A portion of grant funds will pay for staff time related to each project. The Town typically pays a 9.34% match. Large projects, such as the commercial terminal building, are eligible for additional Discretionary AIP funding to be determined through negotiations with the FAA.

STAFFING CONSIDERATIONS:

None at this time.

FINANCIAL CONSIDERATIONS:

There are no financial considerations directly associated with adoption of the ACIP. It should be noted, however, only projects depicted on the ALP are typically eligible for FAA Grant Funding. The Airport Capital Improvement Program includes over \$50,000,000 in improvements proposed over the next 15 years. The new commercial terminal building and associated improvements such as the aircraft parking apron are projected to cost approximately \$32,000,000. Town expects to get the majority of its funding for the terminal building and other airport projects from FAA Airport Improvement Grants.

Regarding the preliminary cost information included in the ACIP: The estimates provided to FAA are in today's dollars with no built-in escalation factor and, in most cases, no significant contingency. With that understanding, the FAA also recognizes this and considers the ACIP to be a Planning Document. As an example, the estimates included for the proposed new terminal building, aircraft apron and associated improvements are based on information in the terminal area study being submitted to FAA. They are, at best, conceptual in nature. FAA versus Town shares of the overall cost of that program are also based on typical FAA percentages and not on potentially available discretionary funds. It should be noted the Town's share of this roughly \$32 million effort could range from \$4 million to \$6 million. One of the first steps proposed is to select a consultant to confirm the proposed program by a careful review of the terminal area study, including the proposed locations, configurations and costs for included items. Town staff may also request assistance from that program consultant in identification of potential funding sources.

ENVIRONMENTAL CONSIDERATIONS:

The ACIP as a planning document does not require a CEQA or NEPA document. However, as noted in the FAA letter of conditional approval, all projects depicted on the ALP will need to undergo a complete CEQA and NEPA analysis.

LEGAL CONSIDERATIONS:

None identified at this time.

ATTACHMENTS:

Attachment 1: Resolution

Attachment 2: Airport Capital Improvement Plan

Attachment 3: Airport Layout Plan, page 2

RESOLUTION NO. 15-

**RESOLUTION OF THE TOWN COUNCIL
OF THE TOWN OF MAMMOTH LAKES, STATE OF CALIFORNIA,
ADOPTING THE 2015 AIRPORT CAPITAL IMPROVEMENT PLAN**

WHEREAS, the Town Council directed staff to prepare a comprehensive update to the Airport Layout Plan and that update was Conditionally Approved by the FAA on August 14, 2014; and

WHEREAS, the Airport Capital Improvement Plan has been prepared and includes projects that are shown on the Airport Layout Plan; and

WHEREAS, the costs of the projects included in the Airport Capital Improvement Plan are reasonable and represent the most current data available; and

WHEREAS, the Town of Mammoth Lakes (applicant), if selected will enter into an agreement with the Federal Government or State of California for the development of projects and will require an authorized representative; and

WHEREAS, the Airport Capital Improvement Plan represents the projects from the Airport Layout Plan that the Town Council intends to pursue over the next ten years; and

WHEREAS, the General Plan for the Town of Mammoth Lakes was adopted by the Town Council in 2007 and includes policies for long range capital planning; and,

WHEREAS, a draft Master Facilities Plan has been completed and an Airport Capital Improvement Plan for the years 2015 – 2029 has been prepared for review by the Planning and Economic Development Commission as to its consistency with the General Plan; and,

WHEREAS, The Planning and Economic Development Commission, on January 14, 2015, considered the Airport Capital Improvement Program and found it consistent with the General Plan; and

WHEREAS, the Town Council considered, without limitation:

1. The Agenda Action Sheet with exhibits;
2. The General Plan policies and land use map;
3. Oral evidence submitted at the hearing; and
4. Written evidence submitted at the hearing.

NOW, THEREFORE, BE IT RESOLVED that the Town Council does hereby adopt the 2015 Airport Capital Improvement Plan.

PASSED, APPROVED AND ADOPTED this 21st day of January, 2015.

ATTEST:

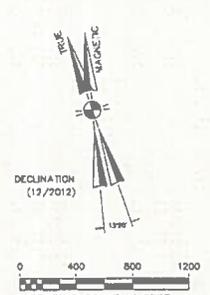
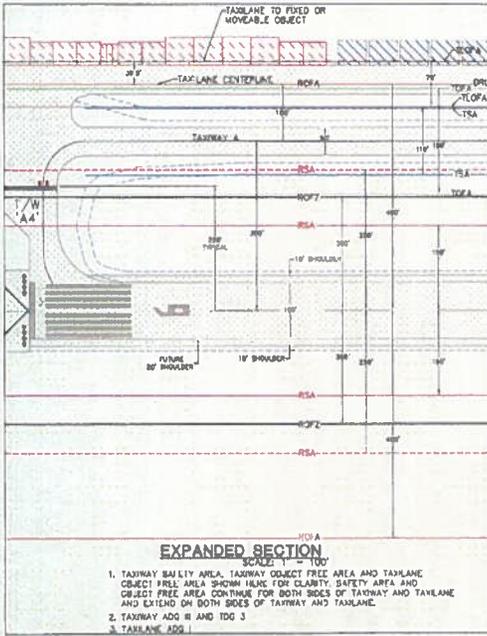
JO BACON, Mayor

ATTEST:

JAMIE GRAY, Town Clerk

Mammoth Yosemite Airport ACIP 2015

No.	Year	FAA Participation	Town Participation	Total Cost	Project
1	2015	\$1,695,342	\$174,658	\$1,870,000	Reconstruct West GA Apron (A3 portion A2) // CONSTRUCTION
2	2015	\$30,824	\$3,176	\$34,000	Relocate Segmented Circle / Wind Socks / Install Obstruction Lights North Side // ENGINEERING DESIGN
3	2015	\$18,132	\$1,868	\$20,000	Wildlife Hazard Plan
4	2015	\$266,540	\$27,460	\$294,000	Terminal Design For Environmental Scoping / Planning / Project formulation Cost (18%)
5	2015	\$0	\$0	\$0	State Funded / ALUC
	Total	\$2,010,838	\$207,162	\$2,218,000	
6	2016	\$516,762	\$53,238	\$570,000	Environmental Assessment Terminal Building, Access Road, Auto Parking Lot, Terminal Area Utilities, Terminal Apron
7	2016	\$226,650	\$23,350	\$250,000	Obstruction Lights North Side // CONSTRUCTION
8	2016	\$87,940	\$9,060	\$97,000	Relocate wind sock / Seg circle // CONSTRUCTION
9	2016	\$734,346	\$75,654	\$810,000	Replacement ARFF Vehicle
	Total	\$1,565,698	\$161,302	\$1,727,000	
10	2017	\$1,450,560	\$149,440	\$1,600,000	Terminal Building // DESIGN / ENGINEERING
11	2017	\$380,772	\$39,228	\$420,000	Terminal Access Road, Automobile Parking Lot, Terminal Area Utilities //DESIGN ENGINEERING
12	2017	\$462,366	\$47,634	\$510,000	Airline Terminal Apron, Deicing Pad, Terminal Apron Taxiways // DESIGN ENGINEERING
13	2017	\$34,451	\$3,549	\$38,000	North Hangar Taxilanes - 2" mill and fill - Engineering
	Total	\$2,328,149	\$239,851	\$2,568,000	
14	2018	\$16,756,688	\$1,726,312	\$18,483,000	Terminal Building, // CONSTRUCTION
15	2018	\$9,818,478	\$1,011,522	\$10,830,000	Airline Terminal Apron, Access Road, Auto Parking Lot, Terminal Area Utilities, Deicing Pad, Terminal Apron Taxiways // CONSTRUCTION
16	2018	\$315,497	\$32,503	\$348,000	North Hangar Taxilanes - 2" Mill and Fill construction
	Total	\$26,890,663	\$2,770,337	\$29,661,000	
17	2019	\$45,330	\$4,670	\$50,000	Environmental Document Wildlife / Security Fence
18	2019	\$45,330	\$4,670	\$50,000	Environmental Document LADWP Land Acquisition / USFS Use Permits for auto parking
19	2019	\$163,188	\$16,812	\$180,000	ALP Update
20	2019	\$27,198	\$2,802	\$30,000	Environmental Document Grade ROFA SW side of Airport
21	2019	\$90,660	\$9,340	\$100,000	ARFF Building // Apron and Building Access Rd - Environmental
22	2019	\$58,929	\$6,071	\$65,000	Pavement Management Program Update
23	2019	\$44,423	\$4,577	\$49,000	Crack Repair Runway, Taxiway, and Apron Engineering
	Total	\$475,058	\$48,942	\$524,000	
24	2020	\$108,792	\$11,208	\$120,000	LADWP & USFS Land Acquisition and /or Use Permit - Land
25	2020	\$226,650	\$23,350	\$250,000	Grade ROFA SW Side Airport // Engineering
26	2020	\$90,660	\$9,340	\$100,000	Wildlife / Security Fence // ENGINEERING
27	2020	\$317,310	\$32,690	\$350,000	ARRF Building / Apron Access // ENGINEERING DESIGN
28	2020	\$459,646	\$47,354	\$507,000	Crack Repair - Runway, Taxiway, Apron - Construction
	Total	\$1,203,058	\$123,942	\$1,327,000	
29	2021	\$3,220,243	\$331,757	\$3,552,000	Grade ROFA SW Side Airport // CONSTRUCTION
30	2021	\$795,995	\$82,005	\$878,000	Wildlife Security Fence // CONSTRUCTION
	Total	\$4,016,238	\$413,762	\$4,430,000	
31	2022	\$108,792	\$11,208	\$120,000	Environmental - Construct New GA Apron, Reconstruct East Apron, Widen Taxiways to 75', widen RWY shoulders, Widen Holding Aprons,
32	2022	\$1,983,641	\$204,359	\$2,188,000	ARRF Building // CONSTRUCTION
33	2022	\$1,999,960	\$206,040	\$2,206,000	ARRF Building Apron Access // CONSTRUCTION
	Total	\$4,092,393	\$421,607	\$4,514,000	
34	2023	\$598,356	\$61,644	\$660,000	New GA Apron, Reconstruct East GA Apron, Widen Taxiways, Widen RWY Shoulders, Widen Holding Apron // ENGINEERING DESIGN
35	2023	\$108,792	\$11,208	\$120,000	Saw and Seal New Joints RWY, TXY, Apron. Rehab Apron A2, East Hangar Taxilane, Mill and Fill Engineering
	Total	\$707,148	\$72,852	\$780,000	
36	2024	\$3,132,303	\$322,697	\$3,455,000	Widen Taxiways to 75' // CONSTRUCTION
37	2024	\$1,405,230	\$144,770	\$1,550,000	Widen RWY Shoulders to 20' // CONSTRUCTION
38	2024	\$339,975	\$35,025	\$375,000	Widen Holding Aprons // CONSTRUCTION
39	2024	\$1,523,088	\$156,912	\$1,680,000	Reconstruct East GA Apron // CONSTRUCTION
40	2024	\$766,984	\$79,016	\$846,000	Saw and Seal New Joints, RWY, TWY, and Rehab Apron A2 Construction
41	2024	\$285,579	\$29,421	\$315,000	East Hangar Taxiway, Mill and Fill
42	2024	\$208,518	\$21,482	\$230,000	Taxiway A5, A, and A1-4-inch overlay, crack repair and seal apron A1 and A2 Engineering
	Total	\$7,661,677	\$789,323	\$8,451,000	
43	2025	\$72,528	\$7,472	\$80,000	Pavement Maintenance/Management Program
44	2025	\$1,518,555	\$156,445	\$1,675,000	Construct New GA Apron // CONSTRUCTION
45	2025	\$1,841,305	\$189,695	\$2,031,000	Taxiway A5, A, and A1 - 4 inch overlay
	Total	\$3,432,388	\$353,612	\$3,786,000	
46	2026	\$112,418	\$11,582	\$124,000	Crack Repair and Seal Apron A1 and A3
47	2026	\$462,366	\$47,634	\$510,000	West Hangar Taxilanes - Mill and Fill
48	2026	\$108,792	\$11,208	\$120,000	Runway 9-27 Extension Environmental
49	2027	\$326,376	\$33,624	\$360,000	Runway 9-27 Extension Engineering
50	2028	\$3,903,820	\$402,180	\$4,306,000	Runway Extension to 8,200' - Construction
	Total 2026-29	\$4,913,772	\$506,228	\$5,420,000	
Total Project Costs		\$59,297,080	\$6,108,920	\$65,406,000	



INVENTORY					
No.	FACILITY	TOP ELEV.	No.	FACILITY	TOP ELEV.
1	EXISTING INTERMEDIATE TERMINAL BUILDING & BRACON	7144.4	24E	SUPPLEMENTAL WHO COME EAST END TO BE RELOCATED	
2	FUTURE ADMINISTRATION BUILDING	7132.0	24W	SUPPLEMENTAL WHO COME WEST END TO BE ELIMINATED	
3	SHORT TERM PASSENGER HOLD ROOM-(SPRINKLE STRUCTURE)	7132.2	25	FUEL STORAGE TANK (HOT CREEK)	
4	AIRCRAFT OFFICE	7122.2	26	AV. GAS STORAGE, SELF SERVICE (HOT CREEK)	
5	ELECTRICAL & TELEPHONE VAULT	7120.3	27	WATER STORAGE TANK	7123.6
6	EXISTING PILOTS LOUNGE	7121.9	28	WATER STORAGE TANK HOUSE	7119.4
7	EXISTING FBO OFFICE	7125.8	29	WELL #99-1 GRND. ELEV. 7095.4'	
8	AIRCRAFT HANGARS AT THRU 16 (PRIVATE ON LEASE LAND)	7128.3	30	WELL #98-2 GRND. ELEV. 7084'	
9	AIRCRAFT HANGARS 01 THRU 06 & 01 THRU 02	7138.6	31	AIRCRAFT HANGAR (LAWSON)	
10	AIRCRAFT HANGARS 01 THRU 03	7140.0	32	EXISTING POWER POLE WITH OBSTRUCTION LIGHT	7157.0
11	AIRCRAFT HANGARS 01 THRU 04	7142.3	33	EXISTING TELEPHONE POLE WITH OBSTRUCTION LIGHT	7098.0
12	AIRCRAFT HANGARS 01 THRU 12	7145.8	34	EXISTING STREET LIGHT	7088.3
13	AIRCRAFT HANGARS FROM THRU 03 (HOT CREEK)	7158.1	35	EXISTING POWER POLE	7093.0
14	AIRCRAFT HANGARS 01 THRU 06 (AIRPORT HANGARS)	7142.7	36	DOE RIDGE OBSTRUCTION LIGHT	
15	AIRCRAFT HANGAR PADS ONLY - 23 THRU 24 (HOT CREEK)	7142.7	37	EXISTING LONG TERM VEHICLE PARKING (HOT CREEK)	
16	WEST EXECUTIVE HANGARS 1 THRU 22 (HOT CREEK)	7158.1	38	FUTURE TERMINAL BUILDING	7142.0
17A	HANGAR 3 THRU 8 (HIGH POINT)	7153.4	39	FUTURE TERMINAL APRON	
17B	HANGAR 11 THRU 18 (HIGH POINT)	7154.4	40	FUTURE PAVING RAMP	
18C	HANGAR 25 THRU 28 (HIGH POINT)	7154.0	41	FUTURE LONG TERM VEHICLE PARKING LOT (HOT CREEK)	
19C	HANGAR 38 THRU 39 (HIGH POINT)	7153.8	42	FUTURE AUTOMOBILE PARKING LOT	
17E	HANGAR 30 THRU 33 (HIGH POINT)	7153.7	43	FUTURE MULTI-LEVEL CAR PARKING LOT	
17F	HANGAR 02 THRU 03 (HIGH POINT)	7153.8	44	FUTURE TECHNICAL APRON	
17	EAST CORPORATE HANGARS 1 THRU 18 (HOT CREEK)	7153.8	45	FUTURE AIGI	
17A	CORPORATE HANGAR 1 (HIGH POINT)	7154.7	46	FUTURE ARFF / SNOW EQUIPMENT BUILDING	
17B	CORPORATE HANGAR 2 (HIGH POINT)	7154.7	47	FUTURE LANS	
17C	CORPORATE HANGAR 3 (HIGH POINT)	7154.7	48	FUTURE FIXED BASE OPERATOR SITE	
17D	CORPORATE HANGAR 4 (HIGH POINT)	7154.7	49	FUTURE SEGMENTED CIRCLE AND LEADING FIELD	
17E	CORPORATE HANGAR 5 (HIGH POINT)	7154.7	50	FUTURE SEWAGE TREATMENT PLANT AND LEADING FIELD	
17F	CORPORATE HANGAR 6 (HIGH POINT)	7154.7	51	FUTURE APRON & PARKING LOT STORM WATER LEACHING FIELD	
17G	CORPORATE HANGAR 7 (HIGH POINT)	7154.7	52	FUTURE OBSTRUCTION LIGHT	
17H	CORPORATE HANGAR 8 (HIGH POINT)	7154.7	53	EXISTING OBSTRUCTION LIGHT	7074.0
17I	CORPORATE HANGAR 9 (HIGH POINT)	7154.7	54	EXISTING OBSTRUCTION LIGHT	7147.9
17J	CORPORATE HANGAR 10 (HIGH POINT)	7154.7	55	EXISTING OBSTRUCTION LIGHT	7147.9
17K	CORPORATE HANGAR 11 (HIGH POINT)	7154.7	56	FUTURE TERMINAL APRON EXPANSION	
17L	CORPORATE HANGAR 12 (HIGH POINT)	7154.7	57	US 101 HWY 395 VEHICLE TRAFFIC	7126.9
17M	CORPORATE HANGAR 13 (HIGH POINT)	7154.7			
17N	CORPORATE HANGAR 14 (HIGH POINT)	7154.7			
17O	CORPORATE HANGAR 15 (HIGH POINT)	7154.7			
18	TERMINAL APRON				
19	TERMINAL APRON				
20	H.A.P.I.				
21	LANDS ONLY				
22	LANDS ONLY				
23	WHO COME AND SEGMENTED CIRCLE				

DECLARED DISTANCES			
RUNWAY 9 - 27			
	EXISTING	FUTURE	
R/W 9 - 27	8000	8000	8200
TAKEOFF MIN AVAILABLE	7000	7000	8200
TAKEOFF DISTANCE AVAILABLE	8000	8000	8200
ACCELERATE STOP DISTANCE AVAILABLE	1000	1000	8200
LANDING DISTANCE AVAILABLE	7000	7000	8200

OBSTRUCTIONS TO RUNWAY 27 OOB 401 DEPARTURE					
No.	FACILITY	OFFSET FROM R/W E.	TOP ELEV.	PROPOSED CORRECTION	ACTION
16B	HANGAR 15 THRU 16	433' RT	7154.4	INSTALL ROW OF RED OBSTRUCTION LIGHTS	
18C	HANGAR 25 THRU 28	433' RT	7154.0	INSTALL ROW OF RED OBSTRUCTION LIGHTS	
18D	HANGAR 38 THRU 39	433' RT	7153.8	INSTALL ROW OF RED OBSTRUCTION LIGHTS	
19C	HANGAR 30 THRU 33	433' RT	7153.7	INSTALL ROW OF RED OBSTRUCTION LIGHTS	
57	VEHICLES ON US HWY 395	440' LT	7158.0	NO NEAR TERM DISPOSITION	

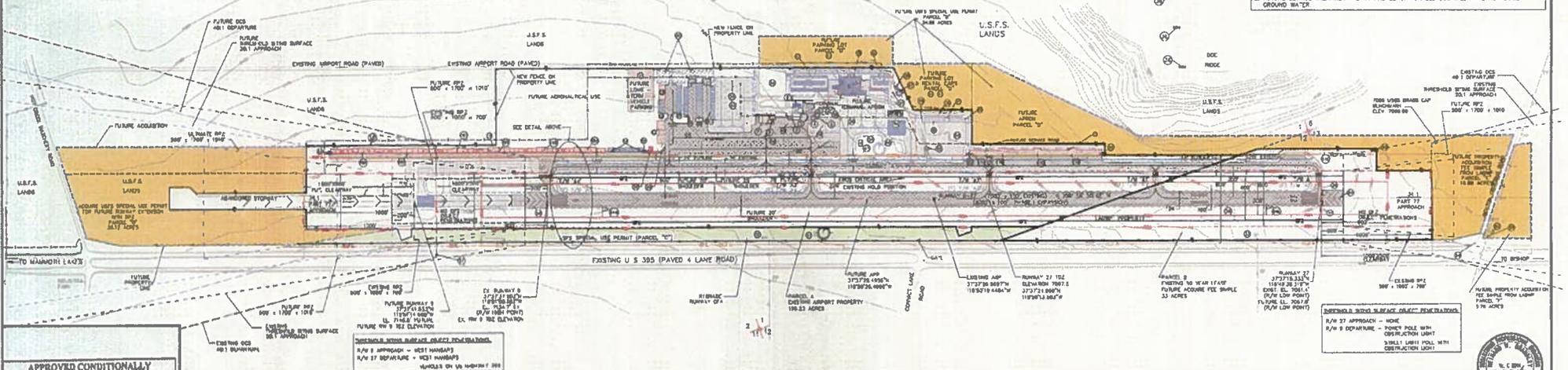
NOTE: NO PENETRATION OF RUNWAY 27 355 201 APPROACH

OBSTRUCTIONS TO RUNWAY 9 OOB 401 DEPARTURE					
No.	FACILITY	OFFSET FROM R/W E.	TOP ELEV.	PROPOSED CORRECTION	ACTION
34	EXISTING STREET LIGHT	425' LT	7088.3	INSTALL RED OBSTRUCTION LIGHT WHITE LIGHTED	
35	EXISTING POWER POLE	355' LT	7088.3	INSTALL RED OBSTRUCTION LIGHT WHITE LIGHTED	

NOTE: NO PENETRATION OF RUNWAY 27 355 201 APPROACH

LEGEND		
	EXISTING	FUTURE
GROUND CONTOUR	--- 10' ---	--- 10' ---
AIRPORT PROPERTY LINE	---	---
RUNWAY SAFETY AREA (RSA)	---	---
RUNWAY OBJECT FREE AREA (ROFA)	---	---
RUNWAY OBJECT FREE ZONE (OFZ)	---	---
BUILDING RESTRICTION LINE (BRL)	---	---
RUNWAY PROTECTION ZONE	---	---
IMPEDISH WITH SURFACE (IWS)	---	---
OBSTACLE CLEARANCE SURFACE (OCS)	---	---
TAXIWAY BAULTY AREA (TBA)	---	---
TAXIWAY OBJECT FREE AREA (TOFA)	---	---
TAXI LANE OBJECT FREE AREA (TLOFA)	---	---
APPROVED PAVEMENT AIRPORT MOVEMENT AREA	---	---
AIRPORT PROPERTY	---	---
SPECIAL USE POINT	---	---
FACILITIES	---	---
ROAD (PAVED)	---	---
DIRT/DRAVEY ROAD	---	---
FENCE	---	---
RUNWAY THRESHOLD LIGHT	---	---
SUPPLEMENTAL WINDCONE	---	---
HOT CRACK LANE	---	---
SECTION CORNER	---	---
AIRPORT REFERENCE POINT	---	---
OBSTRUCTION LIGHT	---	---

- NOTES:**
- ALL COORDINATES BASED ON NORTH AMERICAN DATUM (NAD 83)
 - ALL ELEVATIONS BASED ON NAVD 88. REFERENCE USGS BENCH 7068 B 1903 B I.G. PD APPROX.
 - WHO DATA FROM AMOS ON SITE 11/20/09 TO 3/20/12.
 - THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.
 - RUNWAY RSA, ROFA AND OFZ 1, 1.5X R/W AND TAXI LANE 1/5, TO FA AND TLOFA SHOWN ON EXPANDED SECTION FOR CLARIFICATION.
 - AIRCRAFT DESIGN GROUP FOR WEST HANGAR TAXI LANE AREA IS ADD 1.
 - ALL CLEARWAYS ARE 500' WIDE x 1000' LONG.
 - DOE TO CHANGE IN MAGNETIC DECLINATION RUNWAY 9-27 WARNING WILL BE CHANGED TO RUNWAY 10-28 WITHIN 5 YEARS.
 - 0 = OADR IS A CI AIRCRAFT AND IS THE CRITICAL AIRCRAFT AT MAMMOTH YOSEMITE AIRPORT BY RECORD OF DECISION, PROPOSED 1000 FT OR OPERATIONS SPECIFICATIONS AMENDMENT TO MAMMOTH YOSEMITE AIRPORT, MAY 14, 2008.
 - SEE SHEET 4 FOR NON STANDARD CONDITIONS.
 - AT LOCATION OF EXISTING BUILDING RESTRICTION LINE (BRL) ANY OBJECT 31 FT HIGHER THAN ADJACENT RUNWAY CENTERLINE ELEVATION PENETRATES 7.1 TRANSITIONAL SURFACE OF PART 77. THE EAST HANGARS PENETRATE TRANSITIONAL SURFACE BY UP TO 16 FT.
 - FUTURE SEWAGE TREATMENT PLANT AND LEACH-N-FIELD #50 WILL HAVE NO ABOVE GROUND WATER.



APPROVED CONDITIONALLY
FEDERAL AVIATION ADMINISTRATION
AIRPORTS DISTRICT OFFICE
SAN FRANCISCO, CALIFORNIA

By *John G. Hunt* Date *8/14/14*
Manager

Subject to Letter dated *8/14/14*

FAA APPROVAL

FAA DISCLAIMER

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APPROVED *Cal Post* 7/16/14
GRADY DUTTON DIRECTOR OF PUBLIC WORKS

OWN OF MAMMOTH LAKES
STATE OF CALIFORNIA

MAMMOTH YOSEMITE AIRPORT
MAMMOTH LAKES, CALIFORNIA

AIRPORT LAYOUT PLAN - EXISTING - B III

Reinard W. Brandley
CONSULTING AIRPORT ENGINEER

6129 King Road, Suite 201 | Lodi, California 95240 | (510) 884-1728

No.	REVISIONS	BY	APP.	DATE

DATE JULY 16, 2014
SHEET NUMBER
2 OF 14 SHEETS